

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

9 May, 2016
04
15/4714

SITE INFORMATION

RECEIVED: 30 October, 2015

WARD: Tokyngton

PLANNING AREA: Brent Connects Wembley

LOCATION: MAHATMA GANDHI HOUSE, 34 Wembley Hill Road, Wembley, HA9 8AD

PROPOSAL: Demolition of existing office building and redevelopment to the site to provide a part 10 and part 21 storey building from podium level with 1,416sqm of A1 floorspace and 133sqm of flexible A1, A2 and A3 floorspace on the ground floor and 198 residential units (use class C3) above with car parking, communal and private amenity space, public realm improvements, landscaping and other associated works (revised description).

APPLICANT: Red Vale Property Development Limited

CONTACT: Montagu Evans

PLAN NO'S: Refer to Condition 2

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

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

https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_124822

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SITE MAP



Planning Committee Map

Site address: MAHATMA GANDHI HOUSE, 34 Wembley Hill Road, Wembley, HA9 8AD

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This map is indicative only.

SELECTED SITE PLANS

SELECTED SITE PLANS

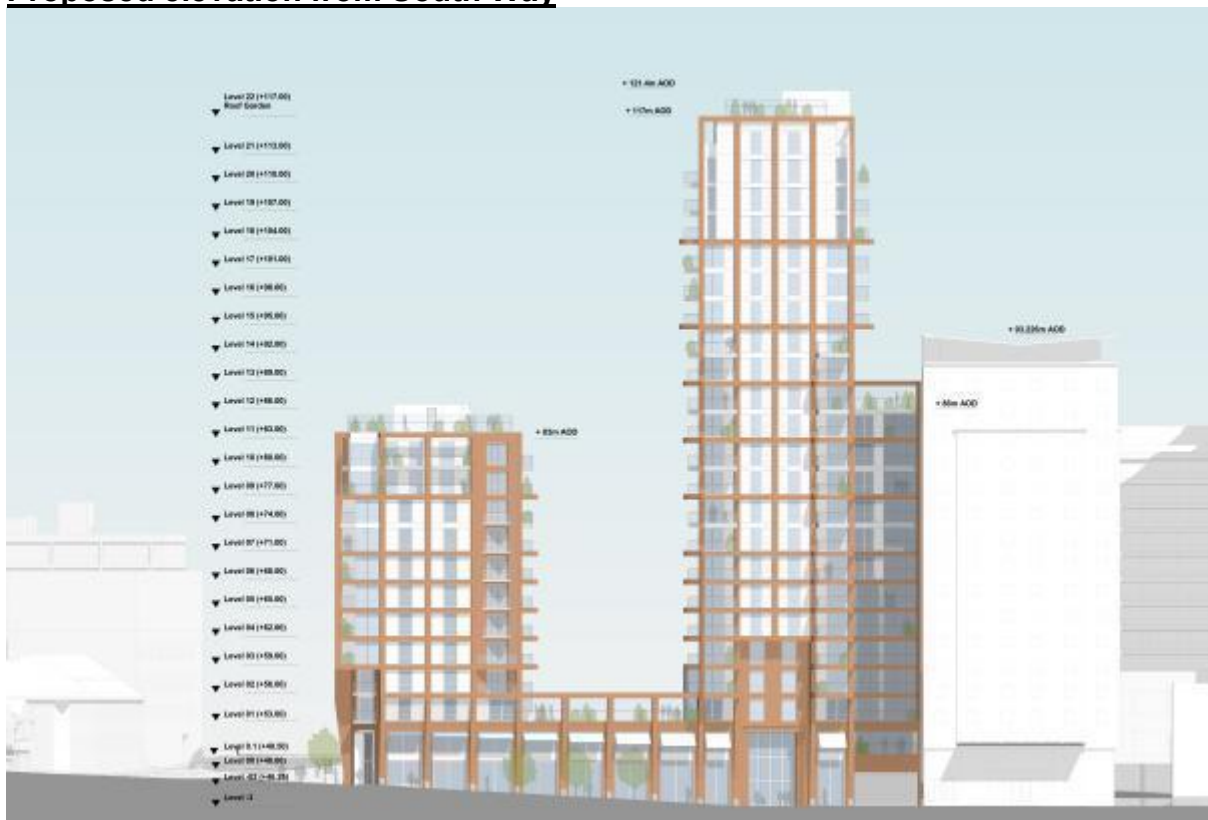
Site Plan showing residential and commercial entrances from South Way and car park arrangement



Residential Floor Plan and Podium Garden



Proposed elevation from South Way



Proposed Elevation from Wembley Hill Road



CGI looking from the south of the site



Residential and commercial entrance on South Way



Residential and commercial entrance - Wembley Hill Road



RECOMMENDATIONS

Grant planning permission subject to the stage 2 referral to the Mayor of London and to the completion of a satisfactory Section 106 or other legal agreement and delegate authority to the North 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.

A) PROPOSAL

Demolition of existing office building and redevelopment to the site to provide a part 10 and part 21 storey building from podium level with 1,416sqm of A1 floorspace and 133sqm of flexible A1, A2 and A3 floorspace

on the ground floor and 198 residential units (use class C3) above with car parking, communal and private amenity space, public realm improvements, landscaping and other associated works.

B) EXISTING

The application site comprises a vacant office building known as Mahatma Gandhi House located on the junction of Wembley Hill Road and South Way. The building is a L shaped 7 storey office building with car parking at the front of the building and partly in an undercroft area.

The site is surrounded by a mix of uses which includes the Holiday Inn Hotel to the north and the Ibis Hotel to the east. To the south is vacant land next to Wembley Stadium Station which is also known as "South West Lands". There is a current planning application at this site (LPA Ref: 14/4931) being considered for "

"A hybrid planning application, for the redevelopment of the site to provide seven mixed use buildings up to 19 storeys in height accommodating:

outline planning permission for up to a total of 75,000sqm to 85,000sqm mixed floor space including up to 67,000sqm of C3 residential accommodation (approximately 725 units); 8,000sqm to 14,000sqm for additional C3 residential accommodation, C1 hotel and/or sui generis student accommodation (an additional approximate 125 residential units; or 200-250 bed hotel; or approximate 500 student units; or approximate 35 residential units and 200 bed hotel); 1,500sqm to 3,000sqm for Classes B1/A1/A2/A3/A4/D1/D2; together with associated open space and landscaping; car parking, cycle storage, pedestrian, cycle and vehicle access; associated highway works; improvements to rear access to Neeld Parade; and associated infrastructure

full planning permission for a basement beneath Plots SW03 - SW05 to accommodate 158 car parking spaces and 9 motor cycle spaces; Building 3A within Plot SW03 to accommodate 188 residential units and 150 cycle spaces; and associated infrastructure, landscaping, open space, vehicular access and servicing".

On the opposite side of Wembley Hill Road is a row of terrace properties that contain commercial uses/hotel with residential uses on the upper floors.

The application site is located within the Wembley Growth Area as allocated within Brent's Core Strategy where mixed use regeneration is promoted. Wembely is also an Opportunity Area as identified within the London Plan and has recently been allocated as a Housing Zone. This includes the provision of at least 11,500 new homes, 10,000 new jobs and 30,000sqm of new retail floorspace. Within the Wembley Area Action Plan the sites lies within the Comprehensive Development Area and falls within Site Proposal W7 (Mahatma Gandhi House). This allocates the site for redevelopment for residential or office use, and should include active ground floor onto South Way. The site also lies within Wembley Town Centre.

To the south of the application site along the Chiltern Railway Line is SNIC of Borough Importance Grade I.

C) AMENDMENTS SINCE SUBMISSION

A number of amendments have been made to the scheme during the course of the application. These include the following:

- Reduction in the overall number of residential units to 198
- Alterations to the design of the building to include a stronger roof line and changes to the cladding material to be "warmer in tone"
- Increase in external balconies to be provided for all units except one studio flats
- Inclusion of new entrance for the affordable unit from South Way and provision of glazing to the entrance from the residential entrance on the north west corner of the site (on Wembley Hill Road).
- Increase in the size of the internal storage area for trolleys and bins, with a reduction in the size of the retail units to 1,416sqm for the larger A1 floorspace and 133sqm of flexible A1, A2 and A3 floorspace for the smaller unit
- Reduction in number of car parking spaces from 40 to 30 spaces, with all spaces to be widened as disabled parking spaces

D) SUMMARY OF KEY ISSUES

The key issues for consideration are as follows

- The opportunity for new homes, viability of the development and the contribution towards affordable

housing on a site within the designated Wembley Opportunity Area and Housing Zone: The proposal accords with the uses set out within the Wembley Area Action Plan and helps to delivery the key objectives set out within planning policy, including the delivery of new homes and the continuation of the High Road retail offer.

- The appropriateness of a mixed use development. The uses accords with the uses set out within the Area Action Plan site designation.
- The impact of a tall building in this location. The proposal utilises good architecture with quality detailing and materials which contribute to the building acting as a regeneration marker for the town centre.
- The transport impacts of the proposed development. The site is in a area of good public transport accessibility. Sufficient disabled car parking spaces have been provided on site. The residential development is "parking permit restricted", and a Service and Delivery Plan will be conditioned relating to servicing for residential and commercial elements of the scheme.
- The quality of the proposed residential accommodation. The proposal accords with the London Plan standards for residential quality. The external amenity space falls slightly below the Council's standards but the landscape proposals are considered to be of sufficiently quality to mitigate the shortfall.

E) MONITORING

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

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Dwelling houses	0	0	0	19140	19140
General business use	4988	0	4988		-4988
Shops	0	0	0	1685	1685

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Flats û Social Rented)										
EXISTING (Flats û Intermediate)										
EXISTING (Flats û Market)										
PROPOSED (Flats û Social Rented)	0	16	9							25
PROPOSED (Flats û Intermediate)	7	7	1							15
PROPOSED (Flats û Market)	66	82	10							158

RELEVANT SITE HISTORY

Recent planning history

15/0351: Prior approval for change of use from offices (Use Class B1) to residential (Use Class C3) involving the creation of 89 residential units (37 x studios, 48 x 1bed and 4 x 2bed) with 40 off street car parking spaces - Prior approval required and granted, 25/03/2015.

CONSULTATIONS

Consultation Period

Public Consultation: 04/12/2015 - 25/12/2015

External Consultation: 07/12/2015 - 18/12/2015

Site Notice: 15/12/2015 - 05/01/2016

Press Notice: 10/12/2015 - 31/12/2015

Public Consultation

495 neighbours consulted - two objections received and 21 residents confirming that they support the

application.

The objections received raising the following points:

- The proposed development will be very high indeed and will be visible from Dennis Avenue, proving that the proposed development is very tall, and not in keep with the other buildings in the area (21-storeys is too tall for the area but 11-storeys is acceptable and in keep with local surroundings)
- There are already a number of new recent developments, and new proposed ones which are planning in 'dwarfing' the current area and making it congested and claustrophobic.
- Privacy from bathroom window will be highly compromised as this will be in the line of view to the proposed development.
- Infrastructure around the area cannot cope - roads are already very busy and roads are suffering with large potholes.
- Proposed 202 residential units is far too much, coupled with new proposed developments in the area will have a massive affect on the already busting point of the local hospitals, schools and emergency services.
- Query whether our rainwater and sewage systems cope with such large proposed developments
- The area is already over developed and more pending with other developments such are SW Lands, Brent House, Cottrell House etc. Where will the residents park - Mostyn, Dennis and Linden Avenues are already full, and feel that a knock-on effect will leave the proposed development residents parking in the above roads.
- Traffic - there is already a major traffic issue in the area, and Wembley Stadium and the surrounding area are now encouraging the public to bring cars into the area. Previously when the Stadium was being built, we as residents were told that there is only going to be limited parking available for Stadium and SSE Area visitors as we want them to come by public transport. This has gone out of the window.
- Public buses are already clogging up the roads, and with more residents, there will be a need for more public transport leading to a complete standstill of traffic. Buses are also terminating at Wembley Hill road (at the end of Linden Avenue). For cars trying to come out of Linden Avenue and take either a left or right turn at the junction is asking for a death wish as you cannot see past the terminated buses and cars are coming very fast. This should not be a termination point for buses.

These matters are discussed in detail within Paragraph 174.

The supporting emails set out the following reasons why the proposal is supported:

- The plans will be good for the area
- It will look nice
- Better than what is currently there
- Closer to shops
- Creating jobs for young people
- Better opportunities for young people
- Add something interesting in this up and coming area
- Good location - near stadium and the station
- Brings revenue into the Borough

External Consultation

Tokynton and Wembley Central Ward Councillors - no comments received.

Network Rail - recommended that a condition is secured requiring details of the use of such machinery and a method statement if vibro-compaction machinery / piling machinery or piling and ground treatment works are to be undertaken as part of the development.

Wembley Hill Residents Association - no comments received.

Quintain Estates and Development PLC - no comments received.

Wembley National Stadium Ltd - Whilst they support the regeneration of the area surrounding the Stadium, they wish to highlight that any development proposals in close proximity to the Stadium, particularly those which involve changes to pedestrian and vehicular movements and car parking, can have a fundamental effect on the effective and safe operation of the National Stadium. Accordingly, comments have been provided in respect of event day transport and parking.

They have requested that if the Council is minded to approve the application, then they suggest that a planning conditions are secured in relation to access and egress on Event Days.

Historic England (Archaeology) - Confirmed that no further assessment or conditions are required.

Greater London Authority - Confirmed that the scheme is broadly acceptable in strategic planning terms but requested further discussion/changes in relation to housing/affordable housing; playspace/private amenity space, design, inclusive access, climate change/energy, sustainable drainage and Transport.

Transport for London - Generally supportive but requested additional information in relation to blue badge parking spaces, cycle parking and trip generation assessment. Recommended that Service and Delivery Plan and Construction Logistics Plan is secured via condition and the Travel Plan is secured as part of the Section 106 Agreement.

Thames Water Utilities Ltd (Development Planning) - recommends that conditions are secured in relation to waste.

Internal Consultation

Transportation Unit - Confirmed that the development is generally acceptable in transportation grounds. They have recommended that a number of parking spaces are widened as disabled parking bays to meet 10% of wheelchair units on site. They also requested that the car park details and the external access for fire brigade access should be addressed fully and confirmation sought from London Fire Brigade that the proposal satisfy their requirements. The refuse storage areas should be within 10m of the collection point on the highway.

A number of conditions are recommended together with matters to be addressed within the Section 106 Agreement.

Environment and Neighbourhood Services (Sustainability) - Whilst the scheme does meet the carbon reduction requirement, further consideration should be given to renewable energy. Also advised that the scheme does not comply policy WEM 30 of the Wembley Area Action Plan as the scheme is not designed so that it can switch to a heat network once it is available.

Environmental Health - A number of conditions recommended in relation to noise and vibration, air quality and contamination.

Landscape and Design Team - Raised a number of points relating to the usability of the roof gardens, podium garden and quality of the environment around the building in terms of micro climate. Points raised regarding hard and soft landscaping

Local Flood Authority - Advised that they have no objections with their proposal and that there will be no risk of flooding on-site and in the vicinity.

POLICY CONSIDERATIONS

National policy guidance

National Planning Policy Framework 2012

This sets out 12 core planning principles, of which the following are relevant. Planning should:

- be genuinely plan-led, empowering local people to shape their surroundings;
- proactively drive and support sustainable economic development to deliver the homes, infrastructure and thriving local places.

- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);
- contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;
- conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life for this and future generations;
- encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);
- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

Regional policy guidance

The Further Alterations to the London Plan 2015

The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London. London boroughs' local plans need to be in general conformity with the London Plan, and its policies guide decisions on planning applications. The following policy is relevant:

Chapter 2 - London's Places

Policy 2.13: Opportunity and Intensification Areas

Policy 2.15: Town Centres

Chapter 3 - London's People

Policy 3.3: Increasing Housing Supply

Policy 3.4: Optimising Housing Potential

Policy 3.5: Quality and Design of Housing Development

Policy 3.6: Children and Young People's Play and Informal Recreation Facilities

Policy 3.8: Housing Choice

Policy 3.9: Mixed and Balanced Communities

Policy 3.10: Definition of Affordable Housing

Policy 3.11: Affordable Housing Targets

Policy 3.12: Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes

Chapter 5 - London's Response to Climate Change

Policy 5.2: Minimising Carbon Dioxide Emissions

Policy 5.3: Sustainable Design and Construction

Policy 5.6: Decentralised Energy in Development Proposals

Policy 5.7: Renewable Energy

Policy 5.9: Overheating and Cooling

Policy 5.12: Flood Risk Management

Policy 5.13: Sustainable Drainage

Chapter 6 - London's Transport

Policy 6.3: Assessing Effects of Development on Transport Capacity

Policy 6.5: Funding Crossrail and other strategically important transport infrastructure

Policy 6.9: Cycling

Policy 6.13: Parking

Chapter 7 - London's Living Places and Spaces

Policy 7.2: An Inclusive Environment
Policy 7.3: Designing Out Crime
Policy 7.4: Local Character
Policy 7.5: Public Realm
Policy 7.6: Architecture
Policy 7.7: Location and design of tall and large buildings
Policy 7.14: Improving Air Quality
Policy 7.15: Reducing Noise and Enhancing Soundscapes
Policy 7.19: Biodiversity and Access to Nature

Chapter 8 - Implementation, Monitoring and Review

Policy 8.3: Community Infrastructure Levy

Local policy guidance

Brent's Core Strategy 2010

The Council's Core Strategy was adopted by the Council on 12th July 2010. As such the policies within the Core Strategy hold considerable weight. The relevant policies for this application include:

CP1: Spatial Development Strategy
CP2: Population and Housing Growth
CP7: Wembley Growth Area
CP16: Town Centres and the Sequential Approach to Development
CP19: Brent Strategic Climate Change Mitigation and Adaption Measures
CP21: A Balanced Housing Stock

Brent's Unitary Development Plan 2004

In addition to the Core Strategy, there are a number of policies which have been saved within the Unitary Development Plan (UDP), which was formally adopted on 15 January 2004. The saved policies will continue to be relevant until new policy in the Local Development Framework is adopted and, therefore, supersedes it. The relevant policies for this application include:

Built Environment

BE2: Townscape - Local Context & Character
BE5: Urban Clarity & Safety
BE6: Public Realm - Landscape Design
BE7: Public Realm - Streetscape
BE8: Lighting & Light Pollution
BE9: Architectural Quality
BE17: Building Services Equipment

Environmental Protection

EP2: Noise & Vibration
EP3: Local Air Quality Management
EP6: Contaminated Land

Housing

H12: Residential Quality - Layout Considerations
H13: Residential Density

Transport

TRN3: Environmental Impact of Traffic
TRN4: Measures to make Transport Impact Acceptable

TRN10: Walkable Environments
TRN34: Servicing in New Developments
TRN35: Transport Access for Disabled People and Others with Mobility Difficulties

Wembley Area Action Plan adopted January 2015

WEM1: Urban Form
WEM2: Gateways to Wembley
WEM3: Public Realm
WEM5: Tall Buildings
WEM6: Protection of Stadium Views
WEM8: Securing Design Quality
WEM9: Offices
WEM15: Car Parking Standards
WEM16: Walking and Cycling
WEM18: Housing Mix
WEM19: Family Housing
WEM21: Wheelchair Housing and Supported Housing
WEM24: New retail development
WEM25: Strategic Cultural Area
WEM30: Decentralised Energy
WEM32: Urban Greening
WEM33: Flood Risk
WEM38: Play Provision

Site Proposal W7

Supplementary Planning Guidance and Design Guides

Government's Technical Housing Standards (March 2015)

This standard deals with internal spaces within new dwellings.

Mayor's Housing SPG, November 2012

This guidance relates to the housing policies within the London Plan and covers policies on housing provision and policies on affordable housing. It gives detailed guidance for boroughs on how to develop sites for housing and how to determine housing mix and density for any individual site.

Supplementary Planning Guidance 17 "Design Guide for New Development", October 2001

Supplementary Planning Guidance No. 17 "Design Guide for New Development" (SPG17), adopted by the Council in October 2001, sets out the general design standards for development and has regard to the character, design and appearance of developments, the design layout with respect to the preservation of existing building lines, size and scale of buildings and structures, and privacy and light of adjoining occupants. This policy guidance document addresses residential densities, minimum sizes for residential dwellings, external finishing materials, amenity spaces and parking related issues.

S106 Planning Obligations SPD, July 2013.

DETAILED CONSIDERATIONS

Introduction

1. The proposed development would involve the demolition of the existing buildings and the redevelopment of the site to provide a residential led mixed use scheme comprising a part 10 and part 21 storey building from podium level with 1,416sqm of A1 floorspace and 133sqm of flexible A1, A2 and A3 floorspace on the ground floor and 198 residential units (use class C3) above with car parking, communal and private amenity space, public realm improvements, landscaping and other associated works. It is considered that the main planning consideration in relation to the determination of the application are:-
 - Whether a residential led mixed use development can be supported

- Whether the design and layout of the scheme is acceptable
 - Whether an appropriate amount of affordable housing has been provided
 - Whether the proposed residential units provide an acceptable quality of residential accommodation and amenity for future occupiers.
 - Whether the proposed development would have an acceptable impact on local highways and parking condition
2. The above is a summary of the main planning considerations to be taken into account when assessing the current proposal. The application should be determined in accordance with the development plan and any other material planning considerations.

Principle of Development

Residential led development

3. At the regional level, the application site is located within the Wembley Opportunity Area, which the London Plan identifies as having capacity for residential-led mixed use development, with a minimum of 11,500 new homes. At a local level, Policy CP1 of Brent's Core Strategy seeks to concentrate housing growth in well located areas that provide opportunities for growth. One of these areas is identified as the Wembley Growth Area in which the application site is located within. Policy CP7 relates to the Wembley Growth Area and seeks to provide mixed use regeneration within this growth area, including at least 11,500 new homes by 2026 and 10,000 new jobs across a range of sectors including retail.
4. London Plan policy 3.3, seeks to increase London's supply of housing and in doing so sets borough housing targets, of which Brent Council's is 1.525 homes per year between 2015/16 - 2024/25. The site is also sited within the Housing Zone, and this proposal will assist in meeting the objective of the housing zone.
5. The site forms part of a Site Proposal W7 (Mahatma Gandhi House). This site proposal supports redevelopment for residential purposes. It provides an indicative development capacity of 76 residential units. This proposal exceeds the indicative number of residential units, and subject to design considerations set out below, the additional units are supported in principle.
6. In summary, the proposal for a residential led development would be consistent with both London Plan and Brent policies and is supported in principle.

Retail uses

7. The site is located within Wembley Town Centre. At a regional level, London Plan policy 2.15, seeks development proposals to sustain and enhance the vitality and viability of the centre. At a local level policy WEM24 of the WAAP seeks new retail development to be directed within the town centre. As the larger retail unit is less than 2,000sqm, it does need to be sited to sites within or adjoining Wembley High Road. Site proposal W7 supports active frontages at ground floor along South Way. The inclusion of the smaller retail unit along this frontage together with the entrances to the residential flats provides the active.
8. In summary, the retail uses within the scheme would be consistent with both London Plan and Brent policies and is supported in principle.

Layout, Design, Scale and Massing

9. The new development will contain two buildings sited on a landscaped podium garden. The west building is 10 storeys high above podium level on Wembley Hill Road and the east building is 21 storeys high above podium level and is adjacent to the Ibis Hotel. The floors below the podium contain the retail uses, residential entrances, associated service facilities and car park. These sit at various level to take into account 4m change in ground level across the site.
10. Policy WEM5 in the WAAP identifies areas within the AAP area that can support tall buildings, subject to them demonstrating the highest architectural quality. This is subject to the submission of a key views assessment to demonstrate that the proposal will not impact on keys from the National Stadium (as set out in Policy WEM6 of the WAAP). This site is located within an area defined as 'appropriate' for a tall building. The Site Proposal suggests that the scale of the development should reflect that of the Ibis Hotel.

11. The west building closer to Wembley Hill Road is 83.00 AOD and reads as a 10 storey building above the podium. It is the lower part of the development to provide a transition between the scale of the lower buildings on the other side of Wembley Hill Road and the cluster of tall buildings on the western side of the Stadium. This was approved to include Quintain Plot W10T (127.00 m AOD, consented through the Stage 1 consent, 03/3200, but not constructed). The lower building reflects the scale of the lower buildings proposed at part of Quintain SW Lands (facing Wembley Hill Road) which is proposed at 72.50 AOD) and existing buildings on Wembley Hill Road including Holiday Inn (84.2 AOD) and York House (94.5 AOD). The taller building does not directly abut the flank wall of The Ibis Hotel but is separated by a lower set back element. The taller element (east building) is 117.00 AOD) and reads as a 21 storey building above the podium. Whilst it is higher than the Ibis Hotel (which is 93 AOD), the height of the east building has been justified as part of the progression in height from the lower west building on Wembley Hill Road to the consented Quintain Stage 1 consent Plot NW11 at 127 AOD. Whilst this plot is no longer proposed to be built, as it would be superseded by the new masterplan, there was and still is a strong logic in design terms to include a cluster of taller buildings in this location. It is considered that when viewed in the wider context of the cluster of proposed taller buildings within the area, if the height of the east building was lower to reflect a similar scale as the Ibis Hotel, it would not be sufficiently distinct from the lower west building.
12. It is considered that the massing configuration sits comfortably within the scale of the emerging cluster of development around the periphery of Wembley Stadium. This view has been supported by the GLA.
13. A Heritage, Townscape and Visual Impact Assessment Study has been carried out. This concludes that the building will not adversely impact on Heritage Assets within the area including Wembley Arena, Wembley Hill Lodge, The Greyhound Public House and Wembley High Street Conservation Area. The study also concluded that the proposal does not impact on the strategic views of the Wembley Arch.
14. In design terms the building has been designed with a brick "grid" system to address bulk, scale and massing. The purpose of this grid system is to break up the mass of the building, subdividing it, and provides opportunities for variation in solid and open areas of the grid with the use of contrasting infill materials. At the lower floors there is more dense and regular spacing to the grid and as the building progresses increasingly higher, the spacing of the grid varies and has more open double storey spacing, to break up the bulk at higher levels.
15. The grid system will be in brick. It will comprise a rich red-orange brick colour. The infill cladding was originally proposed to be in a grey colour but this is being reviewed to have a more warmer tone. Full details of external materials are recommended to be conditioned to any forthcoming consent. The brick grid system will project 450mm from the contrasting infill panel material. The projecting balconies will be in brick and have curved brick corners to add interest to the elevations.
16. At ground level, the GLA have raised concerns with the utilisation of the eastern corner of the site to enable greater active frontages. To address this concern and as requested by your officers, an additional entrance for the affordable units has been provided along South Way. Overall, both the commercial and residential entrances on South Way and Wembley Hill Road have been designed to convey a distinct presence by their double height glazed screens and brick detailing. The northern side of the building which faces into a private access link to the adjoining Holiday Inn Hotel does not contain any animation at ground level. Due to level changes across the site, this would be difficult to achieve. To address this, the agent has advised that options can be considered for planting along these panels at ground level to provide visual interest in the event that this access way was opened up in the future.
17. The GLA have advised that they are strategically supported of the architectural response. Both Brent officers and the GLA previously requested options to be explored to improve the definition of the tower's roof line as it is currently poorly resolved. Revised plans have been submitted by the architect to address this concern and now propose the grid system rising to the top of the east building to give the roof line more definition.

Density

18. London Plan Policy 3.4 'Optimising Housing Potential' states that development should optimise housing output for different types of location within the relevant density range shown in Table 3.2, taking into account local context and character, design principles and public transport capacity. This site is located within PTAL 4 and is considered to be within an central location. As such table 3.2 sets a guideline of up to 650 - 1,100 habitable rooms per hectare.

19. The density of the proposed scheme is 1,897 habitable rooms per hectare or 702 units per hectare which exceeds the density matrix. Whilst higher density developments are supported in principle in the Growth Areas, the scheme is still required to provide a high quality development taking into account factors such as high quality living environment for occupiers, adequate provision of amenity and play space, an appropriate level of affordable housing, good mix of unit sizes, high quality design, and addressing any transport and climate change issues. This is particularly important given the Housing Zone designation of the site. These factors are discussed in detail below.

Affordable Housing

20. Policy CP2 of Brent's Core Strategy sets a strategic target that 50% of new homes within the Borough should be affordable. London Plan Policy 3.12 requires the maximum reasonable amount of affordable housing should be sought on private residential and mixed use schemes, having regard to a number of factors including development viability. This application is accompanied by a Montagu Evans Financial Viability Assessment (FVA), which originally proposed an affordable housing offer of 18% (26 affordable rented and 11 shared ownership units), accounting for 37 of the originally proposed 202 units.
21. Officers instructed BPS Chartered Surveyors to undertake an independent assessment of the FVA. BPS initially advised that the scheme could secure 24% affordable housing as opposed to the original offer of 18%, in the main due to a lower benchmark land value and higher residential and car parking sales value assumptions than those assumed in the submitted FVA. BPS also recommend that due to the sensitivity of the scheme to any increase in residential value, an appropriate s106 financial review mechanism be secured and triggered post implementation of the scheme, such that a contribution towards offsite affordable housing provision be made should market conditions and viability improve.
22. Subsequent to the initial planning submittal however a number of design changes have been made that are considered necessary for the scheme to be supported in planning terms. These include additional balconies and a separate entrance for the affordable housing. The proportion of larger family units has also been increased, and the total number of units within the scheme has reduced by 4 units to a total of 198 units. These changes have increased the build cost of the scheme and had a negative impact on financial viability. Montagu Evans revised the FVA both to accept a number of the amended assumptions proposed by BPS Chartered Surveyors in their initial review, and to reflect these design changes. The revised FVA concluded that 20.7% affordable housing (21 affordable rented and 20 shared ownership units) is the maximum reasonable amount of affordable housing to be secured on the site (accounting for 41 units).
23. The affordable housing tenure mix under this revised proposal was however varied to a 51:49 affordable rented to shared ownership housing ratio, which is not in line with either London Plan Policy 3.11 that affordable housing should be delivered at 60:40 social/affordable rent to intermediate housing ratio, nor the Local Plan guidance that affordable housing be delivered at a 70:30 ratio. Sensitivity analysis undertaken by the applicant concludes that a slightly lower 19.7% affordable housing (25 affordable rented and 14 shared ownership units) could viably be delivered on a 64:36 tenure ratio, and BPS Chartered Surveyors have confirmed this analysis.
24. The applicant has now offered to provide 20.2% affordable housing (25 affordable rented and 15 shared ownership units) on a 63:37 tenure split on the site (accounting for 40 units) and this is the final proposal presented to Planning Committee. BPS have confirmed the revised FVA and sensitivity analysis supports this proposal. Officers recommend that this represents the maximum amount of affordable housing the scheme can reasonably and viable deliver, at a broadly policy compliant affordable housing tenure ratio, and I therefore supported subject to an appropriate s106 financial review mechanism to be triggered post implementation of the scheme, such that a contribution towards offsite affordable housing provision is made should market conditions and viability improve

Quality of proposed accommodation

Size and mix of units

25. The application proposes a total of 198 residential units located in the west and east buildings. As discussed above, the lower levels of the east building will contain the affordable units. A breakdown of the unit mix is set out below:

	Affordable Rent	Intermediate	Market	Total
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Studio	0	0	7	7 (3.5 %)
1 bed	0	7	59	66 (33.4 %)
2 bed	16	7	82	105 (53.0 %)
3 bed	9	1	10	20 (10.1 %)
Total	25 (12.6%)	15 (7.5%)	158 (79.8%)	198

26. Policy CP21 of Brent's Core Strategy seeks an appropriate mix of unit sizes within a scheme including a proportion of 25% of units to be three bedrooms or more. This is reconfirmed within policy WEM19 of the WAAP. In this case, a total of 10% of units are proposed as family sized units (three bedrooms or more). Whilst the scheme falls short of the target of 25%, your officers are of the opinion that this shortfall can be supported in this case. Supporting information has been provided by the applicant that sets out that there is limited demand for three bedroom flats for families in the area. Their preference is to purchase two bedroom flats with the aspiration of moving to a house as the next step. In addition around 25% of the affordable units are family sized, which meet the 25% target for the affordable units, contributing towards the housing needs within Brent. On balance, it is considered that the proposed mix of units is acceptable.

27. The London Plan requires residential units to provide the following internal floor space standards:

- 1 bed studio - 37sqm
- 1 bed 2 person - 50sqm
- 2 bed 3 person - 61sqm
- 2 bed 4 person - 70sqm
- 3 bed 4 person - 74sqm
- 3 bed 5 person - 86sqm
- 3 bed 6 person - 95sqm

28. Further guidance on the internal room sizes within the residential units are set out in the Mayor's Housing SPG that states that a minimum area of 7.5sqm should be provided for a single bedroom and 11.5sqm for a twin/double bedroom.

29. The majority of units within the scheme either meet or exceed the minimum internal floor space standards and internal room sizes as set out in the mayor's Housing SPG. There are five three bedroom 6 persons units within the affordable units (unit nos. 1.07 2.07 3.07 4.08 5.08) which are 1sqm under the minimum floorspace requirements. Overall, it is considered that this shortfall is not considered significant to warrant a reason for refusal.

Outlook and privacy

30. A large number of units are dual aspect and these have been maximised throughout the scheme. Where there are single aspect units these do not face in a northerly direction. The overall level of outlook is considered acceptable meeting the objectives of policy BE9 of Brent's UDP 2004 and policy 3.5 in the London Plan.

31. There is a distance of 19.5m between the directly facing habitable room windows in the east and west buildings with a distance of 16.45m between balconies. SPG17 requires there is to be minimum distance of 20m between directly facing habitable room windows. In this case, this falls marginally short by 0.5m, and is not in itself sufficient to warrant a reason for refusal. Account also needs to be taken to the more denser character of this site within a Growth Area/Opportunity Area. The balconies are also designed to not overlook one another directly so assist in minimising direct overlooking between the balconies.

32. The units that sit at podium garden level have terraces that provide a buffer between the habitable room windows and the communal podium garden.

Wheelchair units and lifetime homes

33. Twenty units within the scheme are proposed to be designed as wheelchair housing (or easily adaptable for Private and Intermediate units), accounting for 10% of units as set out in policy CP21 of Brent's Core Strategy. These comprise one and two bedroom units across the tenure mix, located on the ground and upper floors. These have been designed in accordance with Building Regulation M4(3) and the Wheelchair Accessible Design Guide.

34. All of the flats have been designed to Building Regulation Part M4(2) (formally known as Lifetime

Homes). The Design and Access Statement has provided floor plans of each a typical unit type demonstrating how they meet the requirements of Part M4(2) and Part M4(3). They have therefore been designed to meet London Plan requirements and policy CP21 of Brent's Core Strategy.

35. The principles of Part M4(2) have been applied to the public realm, amenity areas and parking areas. All residential cores are served by 2 lifts that also serve the parking level. The car park has been designed with minimum headroom of 2.6m to reflect the disabled parking provision within the basement.

Daylight/sunlight

36. A daylight and sunlight assessment has been submitted . This concludes that with the exception of three rooms, all rooms within the scheme will achieve the target design standard for new-build dwellings.
37. Your officers have requested balconies to be provided to all units (see comments on external amenity space below) which has resulted in the need to provide additional balconies facing into the podium garden. A revised assessment has been submitted which has considered the levels of daylight and sunlight to habitable room windows facing into the podium garden, following the introduction of the additional balconies.
38. This revised assessment concludes that within the east building, one room facing onto the podium at levels 1 to 6 (accounting for 6 rooms in total) will achieve ADF values below the British Standards target of 1.5% df where it is a living room or 1% df where it is a bedroom. All of these rooms are located below the balconies and the typical ADF values are all above 0.8% . In the case of the west building, there are four rooms that are below standard at first floor podium level and second floor, three rooms at third, fourth and fifth floor levels and two rooms at sixth floor levels. The majority of these rooms achieve ADF values in excess of 0.8% df but one bedroom at first floor level and two living rooms at first floor level will achieve relatively low levels of internal lighting with ADF values of between 0.12% df and 0.58% df.
39. The report concludes that the primary reason for the shortfall in daylight is due to the canopy effect of balconies. Only a small percentage of the rooms within the scheme (4.6%) fall short of target design standard for new-build dwellings. Your officers are of the view that for a high density residential development in an urban context, the importance of providing private external amenity space outweighs the small shortfall in daylight for a small number of units. As such, this shortfall is not considered to warrant a reason for refusal.

Residential entrances and arrangement of cores

40. The scheme originally proposed an entrance to the private units in the east block from South Way and an entrance to the private units in the west block from the corner of South Way/Wembley Hill Road. The entrance to the affordable units was at the north eastern end of the site along Wembley Hill Road via the podium garden. This entrance also served the private residential units in the west block.
41. Your officers did raise concerns with the location of the entrance to the affordable units that was not directly below the units themselves (they are located within the east block). To address this concern, an additional affordable entrance has been provided along South Way next to the private entrance. The entrance at the north eastern end of the site will be retained as an alternative entrance for the affordable units and private units in Block B.
42. All of the entrances are now designed to be legible within the street. The north eastern entrance is now enclosed with glass to provide shelter. Both stair and lift access is provided from all entrances.
43. There are no more than eight units per core per floor, meeting London Plan requirements.

External amenity space

44. SPG17 requires all flats to have a minimum of 20sqm of external amenity space. This can be achieved through private balconies/terraces and access to communal amenity space. This scheme requires a total of 3960sqm for external amenity space based on the 198 units. The scheme provided 3424sqm of external amenity space, accounting for 17.3sqm per unit.
45. The scheme originally proposed around 15sqm of external amenity space per unit. This fell short of SPG17 requirements. Furthermore, 37 of the units did not have access to a private balcony (accounting for 17% of units). This shortfall was seen as a significant issue for your officers, and amendments have

been made to the scheme to provide all units (but one) with a private balcony/terrace. The unit that does not have a balcony is a studio flat. 13 other units within the scheme have balconies that fall short of London Plan standards, but in all cases these are smaller units (one and two bedrooms) and their internal floor area exceeds London Plan requirements. The mirco-climate assessment concludes that the balconies are suitable for use as seated balcony areas. This is subject to screens at either 0.45m high or 0.9m. Such measures are recommended to be conditioned to any forthcoming consent.

46. The scheme has a number of communal amenity spaces including a podium garden, and roof top gardens known as the north garden, link garden, east building roof and west building roof. The podium garden has been designed with an astroturfed lawn, play equipment, benches and informal seating. The units facing onto the podium garden will have a landscape buffer. New trees are proposed within this area. The roof garden on the west building will contain an astroturf lawn area, decking and seating, flower beds, climbing plants and potting area. A similar arrangement is proposed for the main roof garden above the east building. The two smaller roof gardens on the east building will contain more hard landscape design features with planters.
47. A mirco-climate assessment has been submitted to consider the usability of these spaces in terms of wind. This concludes that the podium and terrace levels are considered suitable for their intended use as a general outdoor recreational space. The report recommends that the glazed infill parapets to the podium garden are 2.4m high to allow the podium to be suitable throughout the year, together with glass balustrades of 1.8m to the other roof gardens. Such measures are recommended to be conditioned to any forthcoming consent.
48. An overshadowing analysis has been undertaken that confirms that over 67% of the podium garden will receive more than two hours of sunlight. This meets BRE overshadowing standards.
49. The overall quality of external amenity space for the residents of the flats will be high quality, and the shortfall from SPG17 is not considered sufficient to warrant a reason for refusal.
50. It is recommended that full details of soft and hard landscaping are conditioned to any forthcoming consent.

Children's play space

51. London Plan Policy 3.6 'Children and Young People's Play and Informal Recreation Facilities' requires development proposals to provide suitable provision for play and recreation. Further details are set out in the Mayor's SPG 'Shaping Neighbourhoods: Play and Informal Recreation', which sets a bench mark of 10sqm is usable child play space to be provided per child, with under-five child play space provided on site.
52. This scheme produced a child yield of 43 children (22 children under 5, 13 children aged 5 to 11 and 8 children aged 12+), requiring 432sqm of play space. The scheme provides 460sqm of playspace on site within the podium garden. The mirco climate study advises that this space will be usable and provide sufficient levels of sunlight. As such, it is considered that playspace provision is acceptable within the scheme.
53. It is recommended that full details of the children's play space are conditioned to any forthcoming consent.

Impact on neighbouring occupiers

Privacy

54. The application site does not adjoin the rear boundary of residential properties. As such, the requirement of SPG17 "Design Guide for New Development" do not apply. Neither the Holiday Inn Hotel or the Ibis Hotel form part of Site Proposals for residential led redevelopment in the future.
55. A minimum distance of around 20m will be maintained between the flats facing onto South Way and the residential development within South West Lands. A distance of over 20m is also maintained between the properties on Wembley Hill Road and the flats facing Wembley Hill Road.
56. It is therefore considered that the privacy of adjoining occupiers will not be compromised by this development.

Daylight/sunlight and overshadowing

57. A daylight/sunlight analysis has been undertaken to assess the impact of the development upon residential habitable room windows within Nos. 29 and 31 Wembley Hill Road. This concludes that these residential units will be well within BRE Guidelines and therefore will experience no material or detrimental harm to the amenity enjoyed to the occupants as a result of the development.
58. The site does not adjoin any amenity areas for surrounding residential occupiers. As such an overshadowing assessment has not been undertaken.

Public Realm, Trees and Biodiversity

59. As part of the Site Proposal for this site, there is a requirement for the south western corner of the site to be provided as land to improve South Way/Wembley Hill Road junction. This has been provided and is discussed in more detail within the highways section below.
60. The Site Proposal encourages active frontages on South Way and to assist in accommodating active frontages, the building has been pushed away from the edges of the application site to allow for wider public realm around the building. This has increased the public realm on South Way from 2m wide pavement to 10m wide pavement.
61. This area will include new tree planting, new hard landscaping and the loading bay to support the retail uses. The objective is to connect this space with the surrounding area, and provide an improve public realm to the front of the building.
62. A microclimate assessment has been undertaken to look at the impact of wind on the public realm. This concludes that with the introduction of the Proposed Development and soft landscaping scheme, conditions are largely suitable, in terms of both comfort and safety. The only exception is at a location to the East of the site, where there is an exceedance of the safety criteria. However, as this exceedance is also present in existing site conditions, the conditions are not caused by the introduction of the Proposed Development itself.
63. It is recommended that full details of the landscaping within the public realm are conditioned to any forthcoming consent.

Trees

64. An Arboricultural Assessment has been submitted which identifies trees within the site that could be affected by the proposal. The trees within the site are subject to a Tree Preservation Order. It is proposed to remove all of the trees to facilitate this development. The trees to be removed are of moderate value and their loss can be supported through new tree planting/landscaping improvements as part of the scheme.
65. The Council's Tree Officer has agreed to the loss of these trees, subject to suitable replacements being provided as part of the redevelopment of the site.

Ecology assessment

66. The site does not contain any sites of ecological interests. The closest Site of Importance for Nature Conservation (SINC) is a Borough Grade I site (Chiltern Line between River Brent and Sudbury Hill Harrow), which is an important wildlife corridor comprising wooded cuttings and embankments and a mosaic of other habitats. The SNIC is located 60m to the SW of the site, on the western side of Wembley Hill Road. The ecological report concludes that the SNIC will not be affected by this proposal due to the distance involved and the intervening major roads and dense urban development, which effectively isolate the application site.
67. The application site itself is generally of low/minimal ecological value. It largely consists of built environment, comprising a high rise modern building and associated car parking and other hard standing. Part of the perimeter of the site comprises amenity grassland, with a peripheral intermittent tree belt and some areas of infra-structure shrubbery. Neither buildings or trees on site are suitable for roosting bats, There are currently no protected species issues with the exception of the likelihood of breeding birds using the trees and other parts of the shrubbery of the site.

68. To mitigate for the loss of trees within the site, it is recommended the peripheral non-built parts of the site are subject to native tree planting and small scale habitat enhancements, to optimise their ecological value within the site. It is also recommended that vegetation clearance is carried out outside of the nesting season.
69. The scheme is not considered to adversely impact on local bat, badger or other notable populations of wildlife as a result of scheme lighting proposals.

Sustainability

Compliance with Brent policies

70. In support of the objective of satisfying Core Strategy policy CP19 Brent Strategic Climate Change Mitigation and Adaptation Measures, a Sustainable Development Statement has been submitted predicting the commercial elements of the scheme will achieve a score of 70.70%, meeting BREEAM 'Excellent'. Policy CP19 seeks to achieve BREEAM 'Excellent' for new commercial buildings.
71. The applicant has also completed Brent's Sustainability Checklist. This advises that the scheme is targeted to achieve a score of at least 50% on the checklist.
72. In respect of Brent's sustainability policies, the proposal is considered acceptable, and such measures will be secured through the Section 106 Agreement.

73. Compliance with London Plan

74. The scheme includes measures to minimise the impact of this proposal on, and mitigate for the effects of, climate change and your officers consider the proposal to be in accordance with the energy hierarchy as required by London Plan policy 5.2 *Minimising carbon dioxide emissions* part (a): (i) be lean: use less energy; (ii) be clean: supply energy efficiently; (iii) be green: use renewable energy.
75. The application is supported by an Energy Strategy. In summary, the proposal achieves an overall saving of 46% improvement on Part L 2013 Building Regulations. The policy requirement is 35% improvement.

76. Lean measures

77. In terms of passive design features 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. Other features include low energy lighting. The demand for cooling will be minimised through shading from overhangs and balconies, and solar control glazing.
- The development is estimated to achieve a reduction of 39 tonnes per annum (16% improvement over Part L 2013 Building Regulations) as part of the lean measures.

78. The applicant has provided SAP calculations within the Energy Report. Officers from the GLA requested BRUKL sheets to be provided. In response, the applicant has stated that BRUKL sheets are not available because there are no energy savings for the non-domestic aspect of the development under 'Be Lean'. The GLA has therefore advised that the applicant should confirm how the baseline emissions and reductions have been calculated for the non-domestic units, and for them to provide updated site wide carbon emission figures for each stage of the energy hierarchy, this should include both the residential and non-domestic building uses.

79. The above information will need to be provided to the GLA as part of their Stage II Referral.

Clean measures

80. It has been identified that the scheme is within the Wembley district heating network. Whilst it is noted that a heat network is not likely to be developed near the site in the near future, the GLA have requested that the applicant provides a commitment to ensuring that the development is designed to allow future connections to a district heating network should one become available.
- In response to this request a plant layout and a plan has been provided, showing how a connection to a

district heating network could be made should a district heating network become available. The GLA have confirmed that this information has addressed this matter.

81. The scheme is proposing to install a communal heat network, with all flats and non domestic units being connected to the network. It has been confirmed that the communal heat network will be supplied from a single energy centre. The GLA have confirmed that this is acceptable, as requested as part of the Stage I response.
82. In terms of Combined Heat and Power (CHP), it is proposed to install three 20 kWe gas fired CHP units as the lead heat source for the site heat network. The CHP is sized to provide the domestic hot water load, as well as a proportion of the space heating (84% of the total heat load). A reduction in regulated CO2 emissions of 77 tonnes per annum (30%) will be achieved through this second part of the energy hierarchy.
83. The GLA have requested details of the management arrangement of the CHP. In response, an assessment of the predicted running hours of the CHP plant has been submitted. This also explains that a Facilities Management company will be appointed by the developer to manage and maintain the operation. The GLA have confirmed that this is acceptable.

Green measures

84. The scheme has investigated the feasibility of a range of renewable energy technologies but is not proposing to install any renewable energy technology for the development as the emissions target is met by energy efficiency measures and CHP.
85. The GLA have requested additional information on why PV panels have not been considered as they are identified as feasible. The applicant has stated that the limited amount of roof space is expected to reduce the efficiency of photovoltaic panels and minimise their contribution to energy savings. The applicant has also explained that the inclusion of photovoltaic panels would also significantly reduce the quantum of amenity space for residents of the development and that without this amenity space, the quality of the accommodation would be reduced.
86. The GLA have advised that as emission rates already exceed the targets, this is considered acceptable in this instance.

Flood Risk and Surface Water Drainage

87. The site is less than 1 hectare in size and is located within Flood Zone 1, which means that it is at low risk of significant surface water flooding. However, the adjacent South Way is at risk of significant surface water flooding. The submitted Flood Risk Assessment demonstrates that the proposal complies with policy 5.12 of the London Plan in relation to flood risk.
88. Consideration has also been given to sustainable drainage taking into account policy 5.13 of the London Plan. The development proposals represents an increase in impermeable area from 76% to effectively 100%. Surface water discharge from the site will be restricted to 50% of the pre-development discharge rate, i.e. 26l/s, with the proposed surface water drainage network designed to cater for the 1 in 100 year storm event plus 30%. However, Thames Water has stated that there are known capacity issues in this network and that any new connections would need to be limited to 5l/s.
89. In response to these concerns, the applicant has advised that the site can be designed to achieve a 5l/s discharge rate for surface water. This is approximately 3x the greenfield rate and significantly below the current modelled 46l/s. This will be achieved by a combination of green roofs, landscaping, permeable paving and sub-surface storage.
90. The GLA have advised that this approach is considered to be good practice and will assist with the wider local surface water flood risk in the Wembley area. This aspect of the proposals now comply with London Plan Policy 5:13 (Sustainable drainage) and should be secured via an appropriate planning condition.
91. Thames Water have commented on the proposal. They have recommended that conditions are secured relating to a drainage strategy and impact study on the sewer network to take into account the inability of the existing waste water infrastructure to accommodate the development and the foul sewer network down stream approaching capacity. They also recommended a condition relating to piling.

Environmental Health considerations

Noise

92. A Noise Impact Assessment has been submitted. This has concluded that the scheme can achieve the required internal noise levels, subject to mitigation measures including glazing specifications, and full mechanical supply and extract ventilation to be provided by internal heat recovery, eliminating the needs for opening within the facades.
93. Officers in Environmental Health have reviewed this report and have concluded that it is acceptable subject to a condition being secured relating to internal noise levels. They have also recommended a condition relation to vibrations, noise from plant equipment, sound insulation for the residents gym use below the residential units, and between residential and non residential uses. A condition has also been recommended in relation to low frequency noise from the substation.

Contaminated Land

94. A desk top study has been submitted and reviewed by officers in Environmental Health. They have recommended conditions are secured in relation to an investigation report and verification report to cover remediation.

Asbestos

95. Given the age of the building to be demolished, it is possible that asbestos may be present. Environmental Health have advised that the applicant should be reminded of their duties under the Control of Asbestos Regulations and must ensure that a qualified asbestos contractor is employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials. Such details will be secured as an informative.

Air Quality

96. An Air Quality Impact Assessment has been submitted. Officers in Environmental Health have reviewed this report and recommended a number of conditions relating to the mitigation measures set out in the air quality assessment being secured, restriction in emissions from the communal boiler and control of dust through the construction management plan.

Transportation

97. The application site is located on PTAL 4, with good access to public transport. It is located on the corner of Wembley Hill Road (London Distributor Road and Bus Route) and South Way. The site lies outside but on the edge of Controlled Parking Zone "W" 8am-9pm Mon-Sat (midnight on Stadium event days). No parking or loading at Anytime is provided along at site frontage (this includes event day management closures).

Car Parking

98. This site lies within the Wembley redevelopment Masterplan area. As such, car parking standards for the proposed uses on the site are set out in the Wembley Area Action Plan.
99. The standard for residential use allows up to 0.4 spaces per unit for 1-/2-bed flats and 0.6 spaces per unit for 3-/4-bed flats where the public transport access is good. For the retail use, for a PTAL at level 4, the parking standard is 1 space per 200sqm for up to 200sqm; and 1 space per 120sqm for up to 2,500sqm. Therefore, applying the standard to the 198 proposed flats within the two proposed buildings gives an allowance of up to 83 residential and 13 retail parking spaces.
100. The development originally proposed 40 car parking spaces which included 5 disabled spaces (making up 12.5% of total provision). In accordance, with GLA standards, developments should allocate about 10% of the total provision as wheelchair accessible units, and provide each of them with a corresponding car parking space. As the scheme proposes 20 flats to be wheelchair accessible, there is a requirement to provide 20 disabled spaces. This has been requested by both officers in Transportation and the GLA.
101. In response to this request, the car park layout has been amended to provide a reduction in the

total number of spaces within the car park to 30 spaces. Out of the 30 spaces 20 spaces will be disabled spaces, with one of these spaces set aside for visitor use, with potential for this space to be converted to a car club space in the future if there is sufficient demand. The new car parking arrangement is supported by officers in Transportation and the GLA.

102. Since all nearby local access roads are already heavily parked, overspill parking from this development cannot be accommodated on nearby streets. The development will therefore have to be 'parking permit restricted'.
103. The site does have good access to public transport services and hence there is scope to apply a 'parking permit restriction' to the proposed flats, thereby removing the right of future occupants of the development to on-street parking permits. It is recommended that this be secured through a Section 106 Agreement, with an obligation or condition placed on the owner to notify all prospective residents in writing of the restrictions - after the proposed car parking spaces have been sold and allocated. This has been agreed to by the applicant.
104. To support the 'parking permit restricted' housing, there are a number of car club vehicles based in the local area. There is Zip Car Club parking spaces located at the Civic Centre, and also City Car is at Elizabeth House, on the High Road. The presence of these operations should be promoted to future residents through the Travel Plan, with consideration for a dedicated space provided on-site if the car club operators feel that demand warrants such. Flexibility has been provided in the car park to change the visitor car parking space to a car club space.
105. No electric vehicle charging points were originally proposed within the development's car park. Spaces have to be provided by the developer with 20% of the spaces with active electric vehicle charging points and 20% with passive charging points. To address this concern, the plans have been amended to provide a charging bar with individual charging points along the perimeter wall of the car park, allowing 21 spaces (70%) to be converted to permit the charging of electric vehicles. A total of 6 spaces (20% will have active provision of electric vehicle charging. This has address previous concerns raised by Transportation and the GLA.
106. The proposed car parking spaces for residential use will be located in an undercroft car park which will be accessed off South Way, via a gated access - setback at circa 15metres from the public highway boundary. Pedestrian routes are provided to all building entrances, as well as to lifts from the car park area. The distances to the car park from the building entrances, along with a headroom of 2.5m to accommodate high-top conversion vehicles are acceptable.
107. As the car parking will be controlled via an access gate, it is important to ensure that this operates smoothly, in order to avoid queuing back of vehicles on to the highway. If this happen, it could block the footway and queue back unto South Way, thereby affecting the operation of the nearby South Way/Wembley Hill Road junction. In response the applicant has advised that vehicle waiting times for the car park gates to open are expected to be short (<60 seconds). Given the level of parking and servicing activity expected, it is considered highly unlikely that more than one vehicle would require entry to the site at the same time. Details of the proposed arrangements that would be employed to maintain access to the car park in the event of a mechanical failure of the access gates and/or a broken down vehicle blocking the entrance will be included in the detailed Development Parking
108. Management Plan (DPMP), which will be submitted to LBB for approval prior to occupation. These measures should be incorporated into the DPMP and conditioned in a planning consent.
109. Consideration also needs to be given to visitor parking and retail parking. Both the site frontages on South Way and Wembley Hill Road can not accommodate on street parking as they have waiting restrictions. The applicant has advised that they will include measures to discourage visitors from travelling to the site, but when this is required, they will be directed to use the nearest public parking which is the Red Multi-Storey Car Park (MSCP) operated by Quintain. It is recommended that such measures are secured within the DPMP.

Cycle Parking

110. The scheme proposes 345 secure spaces in total; inclusive of 323 residential cycle parking spaces internally (long-term) and 22 to be provided externally (short-term). The total provision is sufficient.

111. In terms of the retail element, 10 spaces have been allocated as long term parking. These proposed within the back house areas of the building for employee use.
112. The 22 external spaces specified for short-term use by the public, will be located around the perimeter of the building, is commendable. These should be 'Sheffield' stands, located at areas close to the building accesses, and designed not to obstruct pedestrians and the proposed public realm area.
113. Full details of cycle parking and recommended to be conditioned to any forthcoming consent.
114. Full details of car parking, cycle parking and visitor parking associated with the development are recommended to be secured by condition as a DPMP which is a comprehensive document which will deal with all parking issues and management associated with the development.

Access Strategy

115. There are a number of accesses to both buildings (east and west) and these comprise the residential entrance, car park access, maintenance and service accesses. There is only one access for vehicles and cars for entry into the undercroft car park. This is located on South Way, circa 70m east of the junction with Wembley Hill Road. The vehicular access into the car park has a width of 4.8m (plus a 0.5m allowance), will be created as a new bell mouth junction with South Way about 18m to the east of the existing access for Mahatma Ghandi House. This width is acceptable and appropriate for use. This access can also be used by cyclists to access the cycle parking facilities within the basement.
116. The gates in the form of a shutter are shown to have a setback from the highway. These gates are set back 10m from the edge of the pavement. As discussed above, vehicle waiting times for the car park gates to open are expected to be short (<60 seconds). Given the level of parking and servicing activity expected, it is considered highly unlikely that more than one vehicle would require entry to the site at the same time. Details of the proposed arrangements that would be employed to maintain access to the car park in the event of a mechanical failure of the access gates and/or a broken down vehicle blocking the entrance will be included in the detailed Development Parking Management Plan (DPMP), which will be submitted to LBB for approval prior to occupation.
117. The proposed kerb radii and footway should also be appropriately designed to allow adequate pedestrian and vehicular visibility. The visibility splay must conform to appropriate standards.
118. It should be noted that all access gates must be designed to open inwards, and not into the highway. This has been confirmed by the applicant, and will be conditioned to any forthcoming consent.
119. Officers in Transportation have advised that it is required that the section of the carriageway within public highway footway at the bell-mouth access junction is raised to flush at same level as the footway, to give pedestrian priority over vehicles. The details and materials used for this should match with the existing nearby Ibis Hotel access treatment - which also has a flush footway with the raised table and grey/granite pavings.
120. Details have been provided showing a draft of a proposed extension to the existing raised table is currently present on South Way across Station Square and the Ibis Hotel access. This proposed feature and the proposed adjacent on-street lay-by (see below) may conflict. It is therefore important that the developer engage with LBB further on this, with the aim to seek a way to rationalise these features on South Way. The delivery of this provision by the developer will be undertaken via a combined Section 38/278 Highway Works agreement. The Developer will therefore be asked to undertake this work or fund it, once all details about the access treatment had been discussed and agreed with LBB. An obligation should be placed on the developer to ensure this is carried out. This will be secured as part of the Section 106 Agreement.
121. In terms of fire access, some of the entrances to the Blocks are within 45m of the loading areas. However, in relation to the north area of the site, around the Holiday Inn car park, it will be prudent for the developer to ensure this is made available in times of emergency. The developer should discuss with the private owner of the access, ways to allow access in times of emergency.
122. Fire access guidelines issued by the London Fire Brigade also stipulate that access is required around at least 75% of the building perimeter for a building of this size. It is therefore recommended that the fire access arrangements be carefully reviewed in consultation with the London Fire Brigade before planning permission is granted for the proposal. They may advise on the suitability of the arrangements

of the headroom for the undercroft car park - if any changes required.

123. In response to the above, the applicant has advised that it should not be necessary for fire tenders to access the building perimeter as the building will be equipped with wet/dry risers for firefighting purposes. The inlets of for which will be accessible from the loading bay on South Way.
124. It is proposed that the footway at the frontage of the site along around Wembley High Road and South Way will be widened and improved with new additional land of varying width for public realm use. In relation to this, the developer has offered a part of their private land to be used for this purpose and for the footway widening. This will increase the adoptable surface area with paving material laid to adoptable standards. The offer is welcomed as it will improve pedestrian access along this area, which is expected to have an increase in footfall and frontage activity. The additional land for widening will also enable Brent improve and rationalise the pedestrian crossings within the junction. Adoption of the widened footway as public highway would also be welcomed and it is recommended this is offered for adoption under Section 38 of the Highways Act 1980 and secured as part of the Section 106 Agreement. This has been agreed by the applicant.
125. Consideration also needs to be given to the quality of pedestrian and cyclist access to and from the south. The land opposite of the site, on the south side of South Way has been earmarked for development i.e. South West Lands. The developer should therefore take note of the need to develop the footway and public realm design at this development, in tandem with the South West Lands proposals.
126. The junction of South Way with Wembley Hill Road incorporating the signalised crossings, are also earmarked for improvement and likely to incorporate cycle crossing facilities. There is therefore the need to ensure that the development's proposals in relation to the footway fronting the development, falls in line with the impending scheme designs for the proposed junction improvements.
127. The applicant has advised that the design of the public realm area will be coordinated with the South West Lands development and Brent's improvement scheme for the South Way junction. Further discussions will be held with all parties during detailed design.
128. Further details of the proposed landscaping materials within the site, street lighting details, granite paving for the public plaza area, trees and planters, café outside seating areas at the front, should be submitted to the Council to aid in the discussions on South Way highway/footway proposals. Such details will be secured as a planning condition.
129. Finally, it is likely that the Council will implement a downgraded speed limit 20mph zone on the whole South Way in light of the numerous improvements (and traffic management) proposed as part of surrounding developments.

Delivery & Servicing - Ordinary Days

130. Standards PS17, PS19 and PS20 of the adopted UDP generally require small retail and café units to be serviced by transit sized vans, with office units requiring servicing by 8m rigid vehicles and public houses by 10m rigid lorries.
131. The delivery and servicing strategy adopted by the development is that small sized vehicles will be able to access the development's car park and allowed to enter the site, undertake deliveries, turn around and exit - all in forward gear. Large rigid vehicles of 8m or more will not enter the car park to make deliveries or servicing. This will take place outside of the development. Prior to adopting this strategy, the developer demonstrated other options available and these have been examined. This delivery and servicing strategy is acceptable as activities taking place on the public highway will be minimal and controlled - thereby allowing the proposed active frontage to function and at the same time minimising impact on the public realm.
132. The internal loading arrangements (7.2m x 4.8m and clearance of 3.2m) are considered acceptable, and associated vehicle swept paths produced and submitted by the developer are acknowledged. It is important that during the delivery and servicing, vehicles do not arrive at the same time and queue on the highway in front of the gates, waiting to gain access into the car park thereby obstructing the public highway. The developer has demonstrated a solution through an Outline Delivery & Servicing Plan (DSP) that a vehicle booking system will be used to ensure that this does not occur - the event where two or more delivery vehicles arrive at the same time. This should be conditioned in any planning permission granted in order to ensure that the developer adheres to a robust coordinated

system between the residential and the commercial units in terms of delivery bookings.

133. For the external loading, the proposal is for the creation of a lay-by on South Way measuring 15.5m x 3.0m which will accept vehicles up to 12m in length. Vehicles will be allowed to enter from the west, and exit via the east of South Way. This strategy is acceptable.
134. Likewise, delivery vehicles should not be allowed to arrive at the same time to undertake delivery and servicing or both. The onus will be on the developer's building management company to ensure that this does not occur - where delivery vehicles queue up to access the lay-by. Such incidents may have a negative impact on the operation of the South Way/Wembley Hill Road junction, and pedestrian safety on the footway and public realm area
135. Any additional service vehicle or delivery or refuse truck that arrives whilst the lay-by is in use should be made to leave the site towards the east on South Way and come back during the next available clear booking slot. The hours of operation stated in the Outline DSP are acceptable and an obligation will be placed on the developer to adhere to this measure including the routing strategy and the operation of the lay-by.
136. In adopting the highway, Brent will seek to introduce new parking and loading time restrictions at the lay-by, combined with physical measures to restrict and prevent misuse.
137. The developer should note that the design of this lay-by will require an initial Road Safety Audits (RSA). The RSA will cover the new lay-by operation as a footway/Public Realm too, as well as all new highway features being introduced on South Way. This forms part of the Section 278 works.

Refuse and collection

138. In terms of refuse storage, although the developer suggests that this will take place along South Way within the lay-by, bins storage areas within the building shown or specified on the drawings indicate distances of about 20m and 30m from the access to the building. Bin store areas should normally be within 10m of the access. A minimum of 37 Eurobins are required to service this building. The drawings show 42, and hence acceptable.
139. The refuse collection for the private residential units would be undertaken by a private contractor, with the bins collection from the internal bin stores at the time of collection and then returned to the bin stores once the collection is complete.
140. The refuse collection for the affordable units would be undertaken by the Council operatives. It is intended that the bins will be moved from the bin stores to a holding area within the service core on South Way and then moved to the kerb edge shortly prior to collection by the building/facilities management. The building/facilities management will then return to the bins to the bin stores once the collection is complete.
141. Full details of refuse collection are recommended to be set out on a Delivery & Servicing Plan for the site, which will include details of the proposed building/facilities management roles and responsibilities.

Service & Deliveries - Stadium Event Days

142. During event days traffic management plans are activated and implemented on various roads in the Wembley Stadium area about 4 hours before the start and 4 hours after the end of an event. This is to ensure the safe arrival and dispersal of crowds who travel to Wembley Stadium by vehicles, coaches, public transport and on foot. Such plans involved the closure of the whole of South Way road - as this forms part of the main approaches to Wembley Stadium.
143. Officers in Transportation have advised that the Transport Assessment has not adequately interrogated the existing event day traffic management plans for Wembley. The current submission includes plans for access to the development site by all vehicles during the periods of closure. This involves allowing delivery vehicles access to the new South Way lay-by (i.e. 12m rigid bodies) and subsequently using the area fronting the undercroft access as a turning-head. This is not acceptable.
144. It is required that all deliveries to the development site are totally prohibited from accessing South Way and the development during the period of road closures. This is to allow the safe and smooth

operation of the Wembley Event Management Plan (WEMP). This arrangement will be in line with the existing prohibition applied to all buildings within the event management plan area.

145. It is proposed that these limitations on event days are secured within the Delivery & Servicing Plan.
146. Limited access can be allowed for cars and other smaller vehicles accessing the undercroft car park. Access and egress will however, be completely prohibited for all vehicles for short periods of time during dispersal periods of an event, when large crowds will be using Station Square, White Horse Bridge and South Way (and the areas fronting the development and its access). This will need to be secured within the DMCP.

Transport Assessment - Trip Generation & Impact

147. Trips associated with the development have been estimated based on analysis of the existing and proposed development trips which have been used to produce a net impact of the proposed development. The servicing and delivery trip generation were also analysed and added to the net trips. The general methodology is acceptable since the existing building has extant uses.
148. The existing trips have been estimated using TRICS database, which has the site as one of the samples of survey (Mahatma Gandhi House, site ref: BT-02-A-02). The former land use produced a total of 43 arrivals and 6 departure trips in the morning peak hour (AM Peak 0800-0900hrs); whilst the evening peak hour (PM Peak 1700-1800hrs) produced 11 arrivals and 39 departures.
149. The proposed development trips were derived from the TRAVL database now subsumed into TRICS. The trips rates presented have been based on the assumption that a significant proportion of trade for the retail units would emanate from the area or would be passer-by trips; rather than additional trips being generated onto the network. The assumptions made in the TA are that, all the trips associated with the A1 retail units and A3 cafes would be local/pass-by trade; and A3 restaurants will only attract 50% of the trips from the local area. Whilst assumptions are not entirely accepted, in particular as the site is located in an attractive area, the absence of any parking for the retail units does mean that staff and visitors would not be travelling to the site by car - and may be put in the Red MSCP. The site also has very good access to public transport services.
150. The London Travel Demand Survey (LTDS) data for LBB residents was used to establish the modal splits for residential element of the development; whilst data from TRAVL was used for the retail units. Due to the very low level of parking proposed and the constraints on-street parking in the surrounding area, adjustments were applied to reduce the split of car trips from 37% to 20%. This only generates about 30 two-way car trips in the AM Peak and 19 in the PM Peak. This assumption is accepted and when compared to the extant generation, a negative net impact on vehicles is expected to occur.
151. On this basis, the actual impact of the development on the local road network is not considered to be significant enough to warrant further junction analyses on the surrounding highway network, with vehicular movements likely to be lower than for the former use as offices. Measures should be put in place as part of the parking management how the developer intends to advise visitors who arrive at the development with car, and in need of parking spaces. This can be addressed in the Travel Plan.
152. In terms of public transport trips, the development is estimated to generate 27 bus journeys in the AM peak and 22 journeys in the pm peak hour. Although these figures do not seem significant, it should be noted this is a low-car development with very low parking, and therefore must be promoted as such. Also, it can be assumed that the significant level of additional walking trips anticipated is likely to translate into increased bus trips.
153. Transport for London have advised that they are seeking an appropriate contribution towards bus capacity constraints due to cumulative impact of development in the Wembley Opportunity Area. This is currently being reviewed by the applicant, and an agreed amount will be secured within the Section 106 Agreement.
154. In terms of the walking and cycling trips to and from the site, it has been estimated that an additional 290 two-way trips by foot in the AM peak and 500 two-way trips in the PM peak will occur. These figures are in addition to the public transport trips which need to travel by foot between the site and the station/stop. For the cycling trips, additional 1 and 2 trips by bicycle are anticipated in each peak hour.

155. The widening of the footway along the site frontage to cater for the increased footfall is welcomed, but further consideration needs to be given to improving pedestrian and cyclist route to and from the site. Further details of the design of the South Way/Wembley Hill Road junctions with improved crossings will be discussed with the developer. It is likely that a financial contribution will be sought to mitigate the impact of the significant walking trips from the development by supporting improvements farther away from the development. It is clear that there will be an intensification of use of the junction due to the development; which subsequently needs to be carefully and proportionally mitigated. This will be provided through the monies from the Community Infrastructure Levy.

Travel Plan

156. To help to manage future trips to and from the site and ensure the development does not have any negative impacts, an Interim Travel Plan (ITP) has been prepared and submitted with the application - which cover both residential and retail uses. This is acceptable; however a full Travel Plan will be required before occupation.

157. The targets set by the developer in the ITP for the residential land uses is to achieve and maintain the car driver mode share to below 25% in the long term in line with the LBB's Draft Long Term Transport Strategy (June 2014). It is hereby suggested that since the adjusted residential mode share for cars computed by the developer is 20%, this should be used as the Target for car driver mode share in the Travel Plan.

158. For the retail uses as no parking will be provided and the mode share is forecast to be 0%, the target is to achieve and maintain a 100% sustainable mode share (walking, cycling and public transport). This is acceptable.

159. To achieve the above targets, the ITP document has set out a range of measures to help to support sustainable travel, including provision of transport information to residents through Travel Packs, noticeboards, and offer for a personal travel adviser and to be managed by a Travel Plan Co-ordinator and monitored over a period of five years.

160. However, the proposed measures are very limited and in particular, little support is proposed for Car Clubs, although this has been mentioned. As a minimum, the presence of local Car Clubs should be promoted to future residents and this should include an immediate engagement with car club operators to establish whether they would require dedicated parking space for vehicles on the site and the offer of free or subsidised membership of a car club to new residents.

161. At the least, it would have been expected that discussions would have taken place with the Car Club operators and the outcome of the meeting reported, and/or a draft contract of an agreement between the developer and the Car Club operator produced. The developer should consider subsidising or offering free one-year car club membership to the future occupants.

162. In response, the applicant has advised that capacity has been provided within the car park to provide a car club space should demand arise in the future, and that consideration will be given to subsidising or offering free one-year car club membership to the future occupants.

163. Few minor observations on the ITP are that it mentions the proposed car parking spaces are 38, whilst the TA states 40 spaces. This should be corrected to reflect the updated car parking spaces to 30. In relation to the measures stated under the servicing and delivery, the ITP mentions that occupiers should review their practices and policies with a view to minimising the number of trips to the site. This statement contradicts with the proposed measures Section 5.2.14 'Reducing the Need to Travel' to promote home working, online shopping and supermarket home delivery services to the development. The Developer is required to review these. Finally, under the walking and cycling initiatives for the employees at the development, the ITP wants to encourage employees to sign up to the Santander Cycle Hire scheme. This initiative is not relevant as there are no such schemes within the Wembley area, to the benefit of the development.

164. Finally, the Travel Plan has not been assessed or tested using TfL's ATTrBuTE programme, and this is requested in order to ensure that it achieve TfL's requirements.

165. In the event that planning consent is to be granted, this should be subject to a S106 requirement to submit and receive approval for a modified Travel Plan prior to occupation of the building.

Construction and Logistics Plan (CLP)

166. Prior to commencement of works on site, a CLP is required to be submitted to and approved in writing by the Council. This can be conditioned to any forthcoming consent.
167. It should include time scales of the construction and phasing, construction vehicle numbers, wheel washing facilities, access strategy to the site including the ability for all heavy construction vehicles to turn around on the site, and address impact on the surrounding highway network. Any expected movements of AIL (abnormal indivisible load) to the site should also be detailed and a strategy for its routing and access presented in the report.

Conclusions on transportation matters

168. In conclusion, your officers in Transportation have advised that subject to updated DMCP, DSP and Travel Plan being appropriately secured as part of the planning consent, the scheme can be supported on highway grounds subject to:

(a) a Section 106 Agreement to secure:-

- Undertaking of highway works along Wembley Hill Road and South Way through an agreement under a combined Section 38/278 of the Highways Act 1980 to: (i) widen, resurface and upgrade the existing footways adjoining the site (including amendments to street furniture for Public Realm proposals, and the additional area of footway offered to the Council for adoption); (ii) amend the existing vehicular access onto South Way to suit the revised access arrangements; (iii) provide a loading bay within the existing footway along the South Way frontage; (iv) adjust the existing raised speed table in South Way to facilitate the proposed new access; (v) close the existing access to the site from South Way; and (vi) any ancillary and accommodation works or works to statutory undertakers' equipment arising from these above, in accordance with detailed plans to be approved by Brent Council's Transportation Unit;
- Implementation of the submitted Travel Plan, to also include provision of subsidised Car Club membership for future residents in accordance with details to be approved by Brent Council in consultation with local Car Club operators;
- A 'car-free' agreement withdrawing the future right of residents to on-street parking permits in the vicinity of the site;

and conditions to secure:

- Submission of a comprehensive Parking Management Plan as an upgrade on the submitted Car Parking Management Plan to among other things, incorporate a commitment to smoothly operate the controlled via an access gate in order to avoid queuing back of vehicles on to the highway;
- Submission of a full Delivery & Servicing Plan (DSP) noting the implementation of a robust site delivery coordination system, changes to the proposed event management details within the submitted DSP, and incorporation of the developer's access plans into event day traffic management plans;
- Submission and approval of a full Construction Management Plan.

Impact on Social Infrastructure

169. With the population growth envisaged it is important that supporting social infrastructure such as schools, health centres and community facilities are adequately planned for. The Infrastructure and Investment Framework 2011 (IIF), prepared by the Council supports the policies and proposals in the Local Development Framework (LDF), and provides the evidence base for identified specific infrastructure needs, including social infrastructure for Wembley. This is predicated on the planned housing growth of at least 11, 500 new homes in Wembley between 2010 and 2026.
170. Anticipated infrastructure is expected to include new schools, extensions to existing local schools, nursery places, at least 2.4ha of new public open space, improvements to the quality and accessibility of existing open space, a new community swimming pool, new health facilities (for GP's and dentists) and new multi-use community facilities. This is set out in Core Strategy policy WEM29.

171. School infrastructure needs are identified in the Brent School Place Planning Strategy. In terms of schools near to the application site the Council has identified the expansion of Elsley Primary School by two new forms of entry (to four forms of entry). A planning application has been submitted for this expansion under reference 16/0223 and will be considered shortly by Planning Committee. Ark Elvin Academy has been granted planning permission for a new secondary school of 1750 pupils in nine forms of entry.

172. To meet the identified infrastructure needs funding is expected largely to come from the Community Infrastructure Levy (CIL). This scheme will secure a CIL contribution of approximately £4.3 million.

Statement of Community Involvement and response to objections raised

Statement of Community Involvement

173. As the scheme initially proposed over 200 residential units there is a statutory requirement for the applicant to engage in pre-application discussions with the public. A Statement of Community Involvement has been submitted by the applicant that sets out the timeframes for pre-application consultation with councillors and members of the public. Letters/Flyers were sent to over 5000 local residents inviting them to a public exhibition. This exhibition was held on 9th and 10th September 2016 between 5.30pm to 8.30pm at Play Wembley (next to the Ibis Hotel). A total of 8 local residents attended the consultation events. The Statement of Community Involvement concluded that the overall response was generally positive. The only issues raised relating to the upkeep of the building and if the Council would be involved in the maintenance of the building.

Consultation on planning application

174. A number of issues have been raised local residents as part of the formal consultation for this application and this is set out below:

Nature of objection	Response
The proposed development will be very high indeed and will be visible from Dennis Avenue, proving that the proposed development is very tall, and not in keep with the other buildings in the area (21 h is too tall for the area but 11 storeys is acceptable and in keep with local surroundings)	The height of the development is considered appropriate for its context. This is discussed in paragraphs 9 to 17 above.
Proposed 202 residential units is far too much, coupled with new proposed developments in the area will have a massive affect on the already busting point of the local hospitals, schools and emergency services.	The impact on social infrastructure is discussed in paragraphs 170 to 173 above.
Traffic - there is already a major traffic issue in the area, and Wembley Stadium and the surrounding area are now encouraging the public to bring cars into the area. Previously when the Stadium was being built, we as residents were told that there is only going to be limited parking available for Stadium and SSE Area visitors as we want them to come by public transport. This has gone out of the window.	The residential elements of this development will be subject to a car free agreement removing their rights to apply for parking permits in the local area. Visitors to the retail units will be encouraged to travel by non car modes but there is car parking available in the red car park. This retail element of this application is small in scale and serves local needs.
The area is already over developed and more pending with other developments such are SW Lands, Brent House, Cottrell House etc. Where will the residents park - Mostyn, Dennis and Linden Avenues are already full, and feel that a knock-on effect will leave the	As discussed above, the development is subject to a car free agreement to prevent overspilling parking onto neighbouring residential roads.

proposed development residents parking in the above roads.	
Query whether our rainwater and sewage systems cope with such large proposed developments	This has been considered in paragraphs 89 to 91 above.
Infrastructure around the area cannot cope - roads are already very busy and roads are suffering with large potholes.	The impact of trips to the site has been discussed within paragraphs 147 to 155 above. The public highway is maintained by the Council and any concerns regarding potholes need to be reported to the Council.
Privacy from bathroom window will be highly compromised as this will be in the line of view to the proposed development.	The impact of the proposal upon neighbouring amenity has been discussed within paragraphs 54 to 56 above.
There are already a number of new recent developments, and new proposed ones which are planning in 'dwarfing' the current area and making it congested and claustrophobic.	The site lies within the Wembley Growth Area and Opportunity Area. This area is identified for high density development.
Public buses are already clogging up the roads, and with more residents, there will be a need for more public transport leading to a complete standstill of traffic. Buses are also terminating at Wembley Hill road (at the end of Linden Avenue). For cars trying to come out of Linden Avenue and take either a left or right turn at the junction is asking for a death wish as you cannot see past the terminated buses and cars are coming very fast. This should not be a termination point for buses.	Any contributions towards public transport need to be agreed with Transport for London (TfL). The location of bus stops is managed by TfL rather than the Council. Concerns regarding the location of the bus stop need to be raised with TfL.

Conclusions

175. The application proposes the redevelopment of this vacant office site with a residential led mixed use development. It will contribute towards the objectives of the Wembley Growth Area and Opportunity Area, including the delivery of high quality affordable housing in the Growth Area.

176. The scale of the development is considered appropriate as it is identified as a site that is appropriate for a tall building, and is sited within a cluster of tall buildings.

177. It is recommended that the scheme be granted consent, subject to a legal agreement and planning condition, to secure the required planning merits.

S106 DETAILS

The application requires a Section 106 Agreement, in order to secure the following benefits:-

1. 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;
2. Notification of material start 28 days prior to commencement;
3. Minimum of 25 affordable rented units (16 x 2 bed and 9 x 3 bed) and 15 shared ownership units (7 x 1 bed, 7 x 2 bed and 1 x 3 bed), unless otherwise agreed, representing a minimum of 20.2 % affordable housing on a unit basis;
4. An appropriate financial review mechanism for providing an offsite contribution towards affordable

housing provision following completion of the development should market conditions improve;

5. A detailed 'Sustainability Implementation Strategy' shall be submitted to the Local Planning Authority and approved in writing prior to material start of the development hereby approved. This shall demonstrate:
 - a. How the development will achieve BREEAM excellent in relation to commercial floorspace;
 - b. How the indicated Brent Sustainability Checklist measures will be implemented within the scheme (or other such measures approved by the Council which meet a level of at least 50%).
 - c. How the scheme will achieve a minimum CO2 reduction of 35 % from 2013 TER (regulated)
 - d. The applicant shall implement the approved Sustainability Implementation Strategy and shall thereafter retain those measures.
6. 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 BREEAM excellent and the approved Sustainability Implementation Strategy.
7. 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:
 - a. The submission and approval in writing by the Local Planning Authority of measures to remedy the omission; or, if this is not feasible,
 - b. 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.
8. To allow easy connection to a Decentralised Heat / Energy Network should one be implemented in the area in the future.
9. The approval of a revised Travel Plan, and implementation of that Travel Plan from first occupation of the development, to also include provision of subsidised Car Club membership for future residents in accordance with details to be approved by Brent Council in consultation with local Car Club operators;;
10. Undertaking of highway works along the South Way through an agreement under a combined Section 38/278 of the Highways Act 1980 to: (i) widen, resurface and upgrade the existing footways adjoining the site (including amendments to street furniture for Public Realm proposals, and the additional area of footway offered to the Council for adoption); (ii) amend the existing vehicular access onto South Way to suit the revised access arrangements; (iii) provide a loading bay within the existing footway along the South Way frontage; (iv) adjust the existing raised speed table in South Way to facilitate the proposed new access; (v) close the existing access to the site from South Way; and (vi) any ancillary and accommodation works or works to statutory undertakers' equipment arising from these above, in accordance with detailed plans to be approved by Brent Council's Transportation Unit;
11. A 'parking permit restriction', withdrawing the future right of residents and business occupiers to on-street parking permits in the vicinity of the site;
12. Contribution towards bus improvements - amount to be agreed with TfL
13. Training and employment
 - a. To prepare and gain approval of a Employment Enterprise and Training Plan prior to commencement and to implement the Plan
 - b. To offer an interview to any job applicant who is a resident in Brent and meets the minimum criteria for the job
 - c. 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
 - d. 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
 - e. Prior to occupation, verify to the Council the number of Brent Residents employed during construction and unemployed/school leavers who received training.
14. To join and adhere to the Considerate Contractors Scheme throughout the duration of demolition and construction.

And, to authorise the North 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 **£4,304,546.23*** 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): 4988 sq. m.

Total amount of floorspace on completion (G): 20825 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
Shops	1685		1281.40912 364946	£40.00	£35.15	£62,697.52	£55,095.44
Dwelling houses	19140		14555.5908 763505	£200.00	£35.15	£3,560,921.34	£625,831.93

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	£3,623,618.86	£680,927.37

*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: 15/4714

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

I refer to your application dated 30/10/2015 proposing the following:
Demolition of existing office building and redevelopment to the site to provide a part 10 and part 21 storey building from podium level with 1,416sqm of A1 floorspace and 133sqm of flexible A1, A2 and A3 floorspace on the ground floor and 198 residential units (use class C3) above with car parking, communal and private amenity space, public realm improvements, landscaping and other associated works (revised description).

and accompanied by plans or documents listed here:
Refer to Condition 2
at MAHATMA GANDHI HOUSE, 34 Wembley Hill Road, Wembley, HA9 8AD

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 the:-

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

- 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):

2024-00-DR-0001 Rev D01 - Site Location Plan

Existing Floor Plans - P8961J543 Rev 01

2024-00-DR-0102 Rev D14 - Level -3
2024-00-DR-0103 Rev D08 - Level -2
2024-00-DR-0104 Rev D11- Level -1
2024-00-DR-0105 Rev D10 - Level 0 Retail
2024-00-DR-0106 Rev D11 - Level 0.1
2024-00-DR-0107 Rev D10 - Level 01 Podium
2024-00-DR-0108 Rev D08 - Level 02
2024-00-DR-0109 Rev D07 - Level 03
2024-00-DR-0110 Rev D10 - Level 04
2024-00-DR-0111 Rev D07 - Level 05
2024-00-DR-0112 Rev D07 - Level 06
2024-00-DR-0113 Rev D06 - Level 07
2024-00-DR-0114 Rev D07 - Level 08
2024-00-DR-0115 Rev D07 - Level 09
2024-00-DR-0116 Rev D07 - Level 10
2024-00-DR-0117 Rev D11 - Level 11
2024-00-DR-0118 Rev D07 - Level 12
2024-00-DR-0119 Rev D05 - Level 13
2024-00-DR-0120 Rev D05 - Level 14
2024-00-DR-0121 Rev D07 - Level 15
2024-00-DR-0122 Rev D06 - Level 16
2024-00-DR-0123 Rev D09 - Level 17
2024-00-DR-0124 Rev D06 - Level 18
2024-00-DR-0125 Rev D08 - Level 19
2024-00-DR-0126 Rev D09 - Level 20
2024-00-DR-0127 Rev D09 - Level 21
2024-00-DR-0128 Rev D05 - Level 22

2024-00-DR-0601 Rev D07 - West Elevation
2024-00-DR-0602 Rev D07 - South Elevation
2024-00-DR-0603 Rev D05 - East Elevation
2024-00-DR-0604 Rev D06 - North Elevation

Supporting Documents

Design and Access Statement (revised 15 April 2016) prepared by CZWG Architects LLP
Schedule of Areas and Accommodation (revised 11 April 2016)
Landscape Statement prepared by Exterior Architecture Ltd (revised February 2016)
Heritage, Townscape and Visual Impact Assessment prepared by Montagu Evans
Transport Assessment prepared by Aecom
Daylight and Sunlight Report prepared by GVA Schatunowski Brooks
Appendum to Daylight and Sunlight prepared by Lumina plus Appendix 2
Flood Risk Assessment and Drainage Strategy prepared by Parmar Brook
BREEAM New Construction 2014 Shell and Core prepared by Aegis
Energy Statement prepared by Aegis
Noise Assessment prepared by Cole Jarman
Air Quality Assessment prepared by Air Quality Assessments Ltd
Tree Survey, Arboricultural Impact Assessment Preliminary Arboricultural Method Statement & Tree Protection Plan In Accordance with BS 5837:2012 prepared by Hayden's Arboricultural Consultants
Ecological Appraisal Report prepared by Liz Lake Associates
Wind Microclimate Study prepared by BMT Fluid Mechanics (revised 2 March 2016)
Statement of Community Involvement prepared by
Reason: For the avoidance of doubt and in the interests of proper planning. Curtis & Co
Historic Environmental Assessment prepared by MOLA
Preliminary Risk Assessment prepared by RSK
Site Investigation Report prepared by RSK

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

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

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

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

Reason: To ensure that the proposed development does not prejudice the free flow of traffic, or the conditions of general safety within the site and to provide sufficient vehicle parking.

- 5 The mitigation measures set out in relation to the public realm around the building, podium garden, communal roof terraces and private balconies shall be implemented in full, prior to first occupation of the new development. Any revisions to the mitigation measures shall be submitted to and approved in writing by the Local Planning Authority prior to installation of such measures, and thereafter implemented in accordance with the approved details. The mitigation measures shall be provided throughout the lifetime of the development.

Reason: In the interest of the amenity of future occupiers and the general public.

- 6 The gym within the building shall be ancillary to the use of the residential units within the site, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To enable to Local Planning Authority to consider the highway impact of independent use of the gym.

- 7 No works shall commence on site including demolition works until a Construction Management Plan and Construction Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The approved CMP and CLP shall be adhered to throughout the construction period. The Statement shall provide for:

- (i) the parking of vehicles of site operatives and visitors;
- (ii) Construction traffic routes to the development site which includes consideration of Wembley Event Days;
- (iii) loading and unloading of plant and materials;
- (iv) storage of plant and materials used in constructing the development;
- (v) The operation of the site equipment generating noise and other nuisance causing activities, audible at the site boundaries or in nearby residential properties to 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 as part of the Construction Management Plan);
- (vi) Details of how vehicular access to adjoining and opposite premises are not impeded;
- (vii) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- (viii) wheel washing facilities and schedule of highway cleaning;
- (ix) measures to control the emission of dust and dirt during construction;
- (x) a scheme for recycling/disposing of waste resulting from demolition and construction works;

Reason: To protect residential amenity and ensure the development does not have an adverse impact on the highway.

- 8 Development shall not commence (save demolition works) 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.

- 9 No piling/vibro-impact works shall take place until a risk assessment and 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 and Network Rail. Any piling must be undertaken in accordance with the terms of the approved risk assessment and piling method statement.
- (b) a risk assessment and method statement shall be

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure and to prevent any piling works and vibration from de-stabilising or impacting the railway.

- 10 (a) Following the demolition of the buildings and prior to the commencement of building works, a site investigation shall be carried out by competent persons to determine the nature and extent

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

(b) Any soil remediation required by the Local Planning Authority shall be carried out in full. The development shall not be occupied until a verification report shall be submitted to and approved in writing by the Local Planning Authority, stating 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 No works shall commence on site (except demolition works) until an impact study is undertaken to ascertain, with a greater degree of certainty, whether the proposed development will lead to overloading of existing four sewer network infrastructure, and, if required, provide appropriate network upgrades. This shall be carried out in consultation with Thames Water, and implemented in accordance with the approved recommendations.

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.

- 12 Details of materials for all external work, including samples which shall be made available for viewing on site, shall be submitted to and approved in writing by the Local Planning Authority before any above ground construction work is commenced (save for demolition). The work shall be carried out in accordance with the approved details thereafter, unless otherwise agreed in writing by the Local Planning Authority.

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

- 13 Notwithstanding the details referred to in the submitted application, details of the proposed canopies, shopfronts, and ground floor elevations along South Way, Wembley Hill Road and the access with the Holiday Inn shall be submitted to and approved in writing by the Local Planning Authority before any above ground construction work is commenced (save for demolition). The work shall be carried out in accordance with the approved details thereafter, unless otherwise agreed in writing by the Local Planning Authority.

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

- 14 Further details of the balcony treatment (elevations and section plans including details of the floor level, with any ledges or flat surfaces to be provided on the inside of the balconies only) shall be submitted to and approved in writing by the local Planning Authority before any above ground construction work is commenced (save for demolition). The development shall be carried out in accordance with the approved details.

Reason: To ensure an appropriate finish of the development

- 15 Further details of a signage strategy (elevations and section plans) in relation to the commercial units and residential entrances shall be submitted to and approved in writing by the local Planning Authority before any above ground construction work is commenced (save for demolition). The development shall be carried out in accordance with the approved details.

Reason: To ensure an appropriate finish of the development

- 16 Notwithstanding any details of landscape works referred to in the submitted application, a scheme for the landscape works and treatment of the surroundings of the proposed development shall be submitted to and approved in writing by the Local Planning Authority within 6 months of commencement of development. Any approved planting, turfing or seeding included in such details shall be completed in strict accordance with the approved details prior to the occupation of any part of the development or in accordance with an implementation programme agreed in writing with the Local Planning Authority. Such a scheme shall include:-
- (a) all planting including location, species, size, density and number
 - (b) details of the play equipment within the informal play area for under-fives
 - (c) areas of hard landscape works including details of materials and finishes. These shall have a permeable construction and include features to ensure safe use by visually impaired and other users
 - (d) the location of, details of materials and finishes of, all street furniture and external cycle stands
 - (e) proposed and any retained boundary treatments both within the site and along the site boundaries including walls, fencing and retaining walls, indicating materials and height
 - (f) details of external lighting (including proposed sitting within the site and on buildings and light spillage plans showing details of lux levels across the surface of the site and at residential windows)
 - (g) a detailed (minimum 5-year) landscape-management plan showing requirements for the ongoing maintenance of hard and soft landscaping.

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

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

- 17 In order to mitigate against the possibility of numerous satellite dishes being installed on the buildings hereby approved, a communal television system/satellite dish shall be provided. The equipment shall be located so as to have the least impact on the external appearance of the development, with details to be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the residential units.

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

All residential premises 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 hrs	Living rooms and bedrooms	35 dB LAeq (16hr)
Night time noise 23:00 – 07:00 hrs	Bedrooms	30 dB LAeq (8hr) 45 dB LAmax

Prior to the commencement of construction works, detail shall be submitted to and approved in writing by the Local Planning Authority demonstrating how these targets will be achieved within the residential units hereby approved. The approved details shall be implemented in full.

Reason: To obtain required sound insulation and prevent noise nuisance

18

- 19 The residential development must be designed to ensure the following vibration levels stated in BS6472:2008 Evaluation of human exposure to vibration in buildings (1Hz to 80 Hz) are not exceeded.

Place	Vibration dose values - Low probability of adverse comment (m/s ^{1.75})
Residential buildings 16 h day	0.2 to 0.4
Residential buildings 8 h night	0.1 to 0.2

Prior to the commencement of construction works, details shall be submitted to and approved in writing by the Local Planning Authority demonstrating how these standards will be met. The development shall be constructed in accordance with the approved details.

Reason: To ensure that the occupiers and users of the proposed development do not suffer a loss of amenity by reason of excess vibration from transportation sources.

- 20 Prior to the first occupation of the development, a report which provides evidence that the mitigation measures described in the approved Air Quality Impact Assessment have been implemented shall be submitted to and approved in writing by the Local Planning Authority.

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

- 21 The boiler unit / CHP engine installed shall meet or improve upon the emissions standards and technical details described in the Air Quality Impact Assessment.

a) Prior to the installation of the unit, details demonstrating that these emissions standards will be met shall be submitted to and approved in writing by the Local Planning Authority. The unit shall be installed in accordance with the approved details and shall maintain in accordance with the manufacturers specifications.

b) Prior to first use of the unit (save for use associated with the testing of the unit), details of tests undertaken on the installed unit to demonstrate that these emissions standards will be met shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To protect local air quality.

- 22 Any plant shall be installed, together with any associated ducting, so as to prevent the transmission of noise and vibration into any neighbouring premises. The noise level from any plant shall be 10 dB(A) or greater below the measured background noise level at the nearest noise sensitive premises. The method of assessment should be carried out in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' An assessment of the expected noise levels and any mitigation measures necessary to achieve the required noise levels shall be submitted to and approved in writing by the Local Planning Authority prior to installation of such plant. All plant shall thereafter be installed and maintained in accordance with the approved details.

Reason: To safeguard the amenity of the neighbours

- 23 Details of the extract ventilation system and odour control equipment for the commercial kitchen, including all details of external ducting, must be submitted to and approved in writing by the Local Planning Authority. The approved equipment shall be installed prior to the commencement of the A3 use and shall thereafter be operated at all times during the operating hours of the A3 use and maintained in accordance with the manufacturer's instructions.

Reason: To protect the amenity of nearby residents.

- 24 Prior to commencement of works above ground level, the following scheme of sound insulation measures shall be submitted to and approved in writing by the Local Planning Authority:

(a) The insulation shall be designed so that noise from the gym use does not result in an exceedance of the indoor ambient noise levels specified within BS8233:2014 'Guidance on

sound insulation and noise reduction for buildings' in the flats above the gym.

(b) Details of proposed sound insulation scheme between the development and the adjoining premises or between the residential accommodation and any non residential uses shall meet D'nT,w + Ctr dB of not less than 55 for walls and/or ceilings where residential parties non domestic use, in accordance with BS EN ISO 16283-1:2014.

The approved insulation measures shall thereafter be implemented in full.

Reason: To protect acceptable local noise levels and to protect the amenity of future occupants and/or neighbours.

- 25 An assessment of the noise levels associated with the adjacent substation shall be undertaken in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' Additionally, an assessment of low frequency noise associated with the substation shall be undertaken in accordance with the measurement procedure described within NANR45 'Procedure for the assessment of low frequency noise complaints'. The assessment shall include mitigation measures (if required) to ensure that noise complaints associated with the substation, from residents in the approved development, are unlikely. The assessment shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the residential units, and thereafter all approved mitigation measures shall be implemented in full.

Reason: To protect future residents from noise associated with the adjacent substation.

- 26 Prior to occupation of the residential units hereby approved, a comprehensive Parking Management Plan to include details of residential and visitor car parking and cycle parking together with a commitment to smoothly operate the controlled via an access gate in order to avoid queuing back of vehicles on to the highway, shall be submitted to and approved in writing by the Local Planning Authority, and thereafter implemented in accordance with the approved details throughout the lifetime of the development.

Reason: In the interest of highway safety.

- 27 The development hereby approved shall not commence until a full Delivery and Servicing Plan has been submitted to and approved in writing by the Local Planning Authority. This shall include the implementation of a robust site delivery coordination system, details of on site management arrangements for the collection of refuse, and incorporation of the developer's access plans into event day traffic management plans. The Delivery and Servicing Plan shall be implemented in full accordance with the approved document, throughout the lifetime of the development.

Reason: In the interest of highway and pedestrian safety, and the amenities of the locality.

- 28 Prior to commencement of works above ground level, further details of the sustainable drainage measures to achieve a 5l/s discharge rate for surface water shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall thereafter be implemented in accordance with the approved details.

Reason: To comply with London Plan Policy 5:13 (Sustainable drainage).

- 29 Further details of the proposed kerb radii and footway design together with details of the access gates (which shall open inwards and not onto the highway) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of construction works and the approved details shall be implemented in full.

Reason: In the interest of vehicular and pedestrian flow and safety.

- 30 Full details of cycle parking, including the layout of cycle parking areas and details of cycle storage facilities within those areas shall be submitted to and approved in writing by the Local

Planning Authority prior to the commencement of construction works and the approved details shall be implemented in full.

Reason: In the interest of sustainable transport and highway flow and safety.

INFORMATIVES

- 1 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk
- 2 Given the age of the building to be demolished, it is possible that asbestos may be present. The applicant should be reminded of their duties under the Control of Asbestos Regulations and must ensure that a qualified asbestos contractor is employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials.
- 3 A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths, private swimming pools and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, commercial swimming pools, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made at <http://www.thameswater.co.uk/business/9993.htm> or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.
- 4 Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
- 5 With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

Any person wishing to inspect the above papers should contact Victoria McDonagh, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5337