

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

14 December, 2016
04
16/1404

SITE INFORMATION

RECEIVED: 31 March, 2016

WARD: Tokyngton

PLANNING AREA: Brent Connects Wembley

LOCATION: Former Amex House, North End Road, Wembley, HA9 0UU

PROPOSAL: Redevelopment of the former Amex House site and erection of one 4 to 8 storey building and one 13 storey building comprising 195 residential units (79 x 1bed, 91 x 2bed and 25 x 3bed) with associated car parking space, landscaping, plant room and energy centre, sub-station, landscaping, amenity space and part naturalisation of Wealdstone Brook

APPLICANT: Anthology Wembley Parade Ltd

CONTACT: JLL

PLAN NO'S: Please see condition 2.

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

[When viewing this on an Electronic Device](#)

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

https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_127391

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1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "16/1404" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

SITE MAP



Planning Committee Map

Site address: Former Amex House, North End Road, Wembley, HA9 0UU

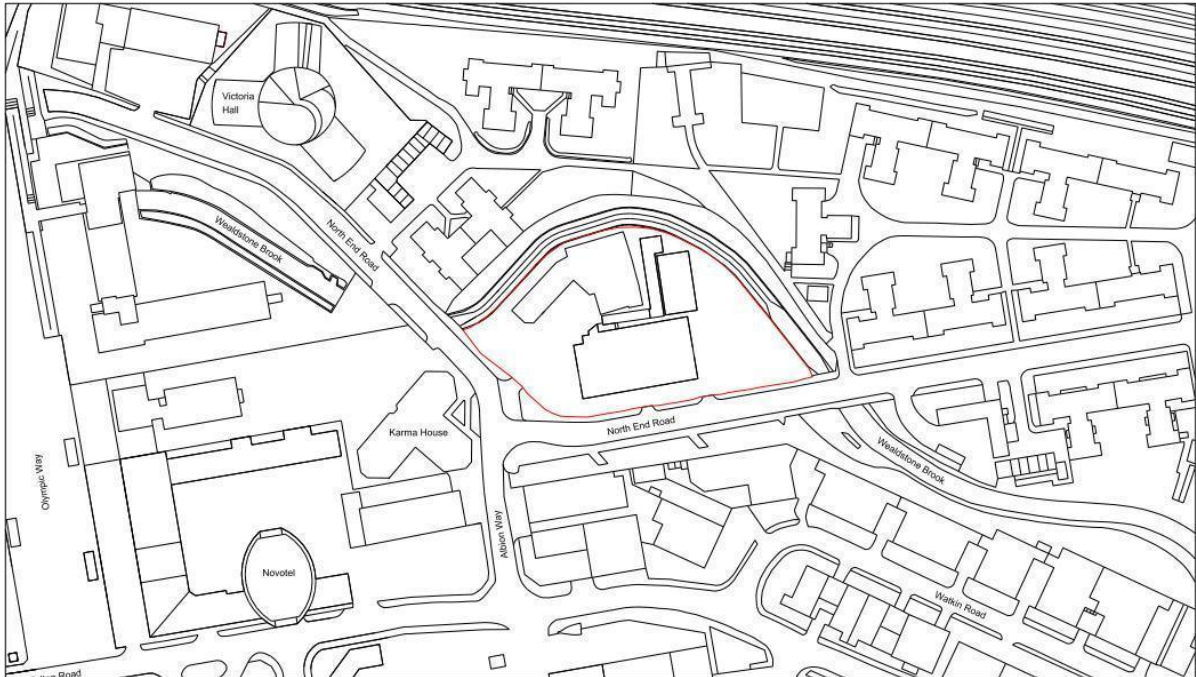
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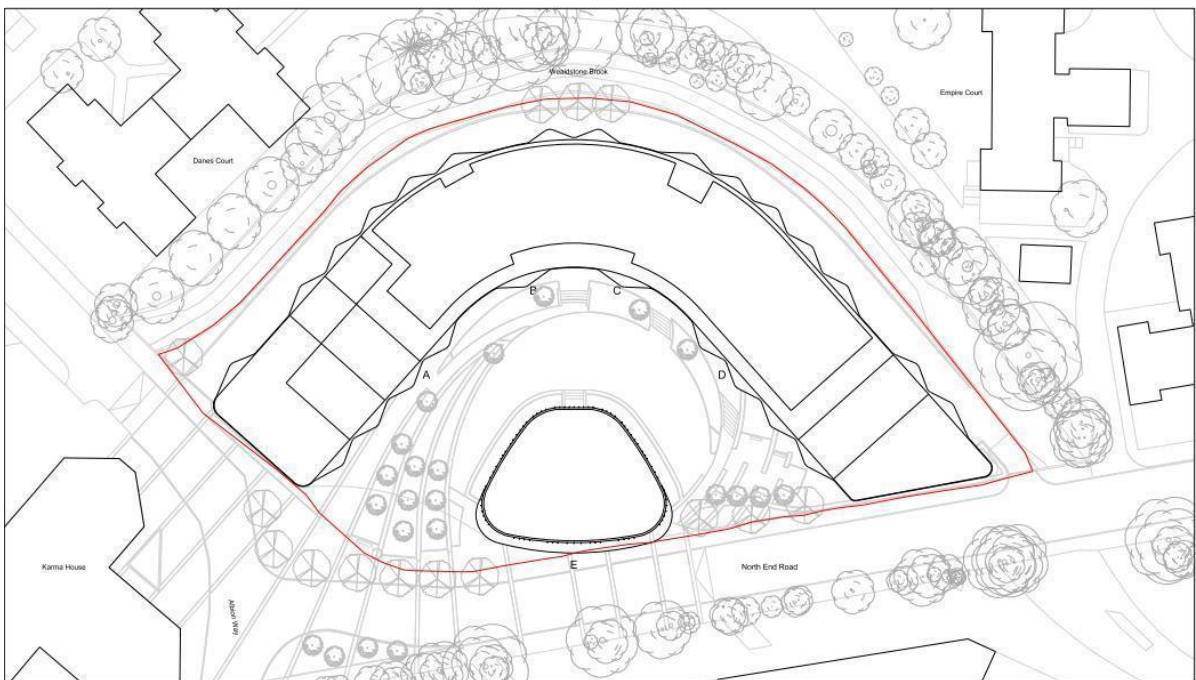
This map is indicative only.

SELECTED SITE PLANS

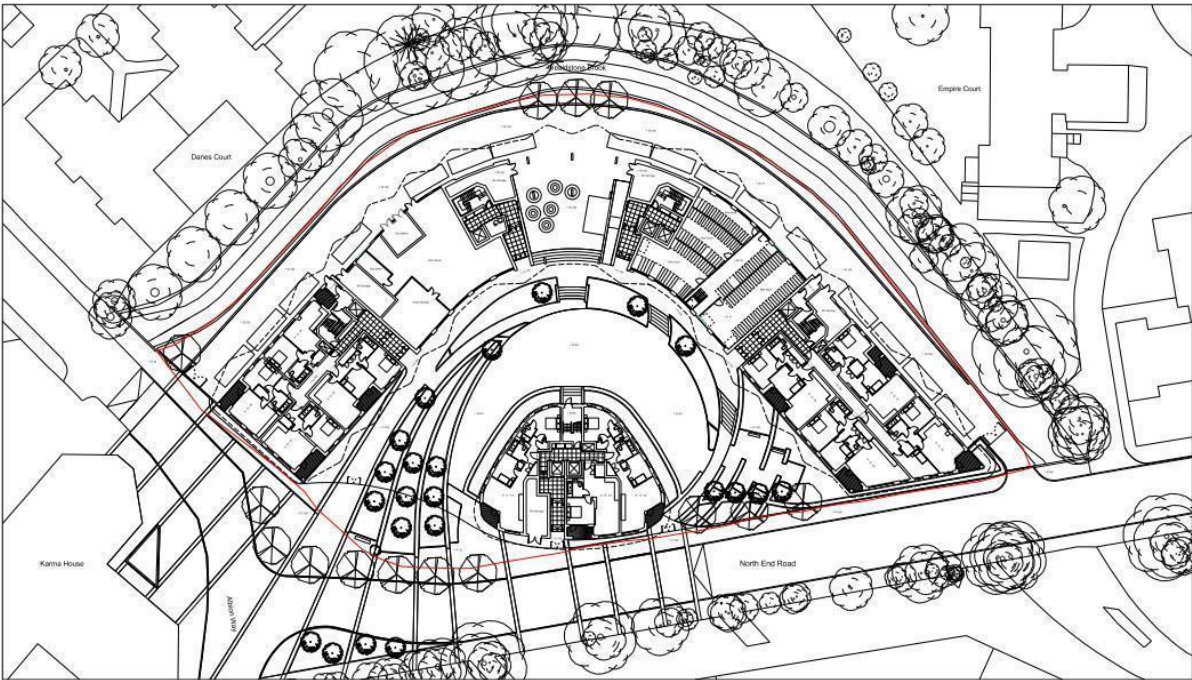
SELECTED SITE PLANS



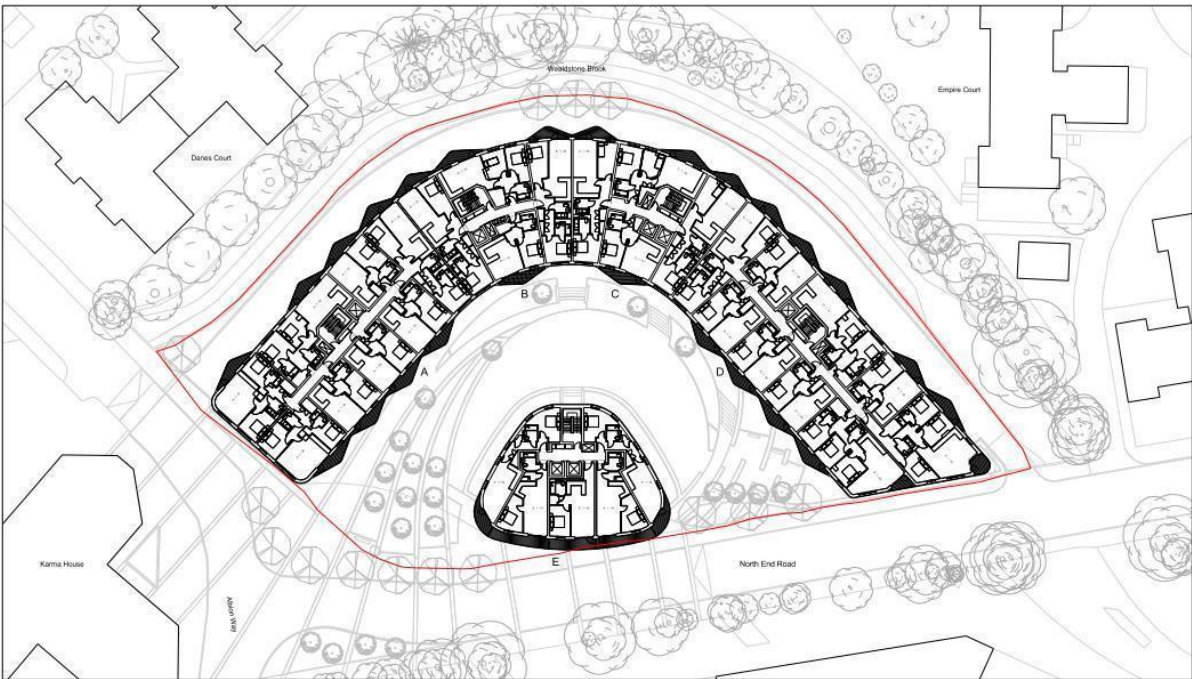
Site Location Plan



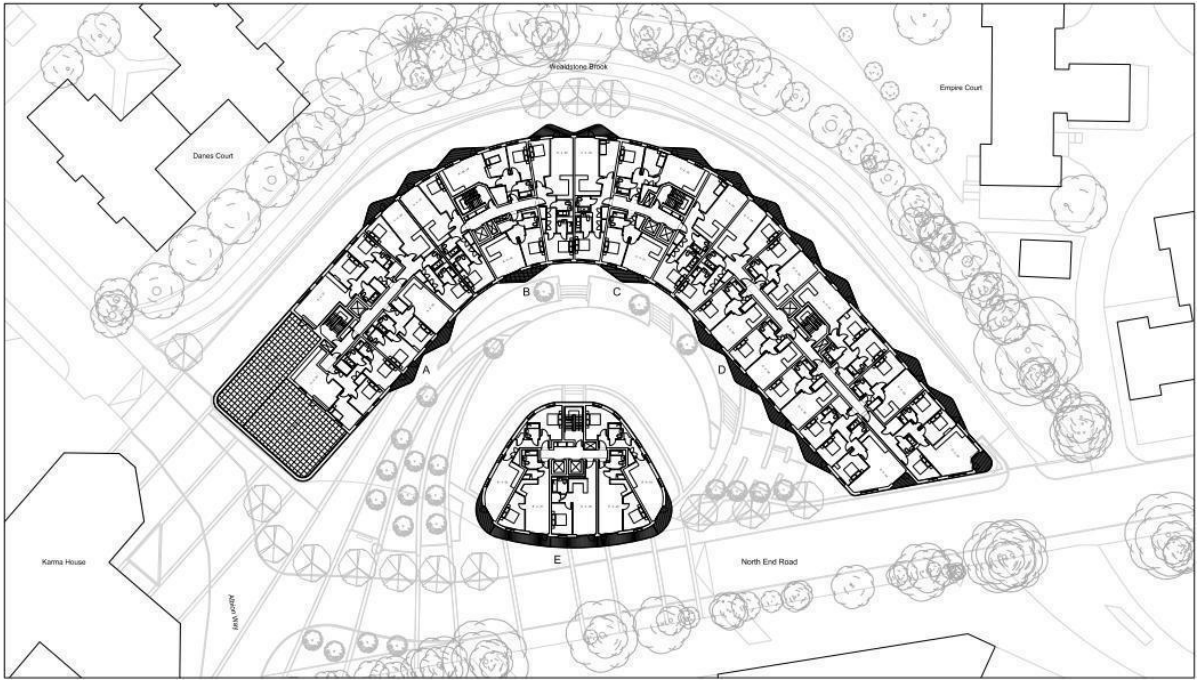
Proposed Site Plan



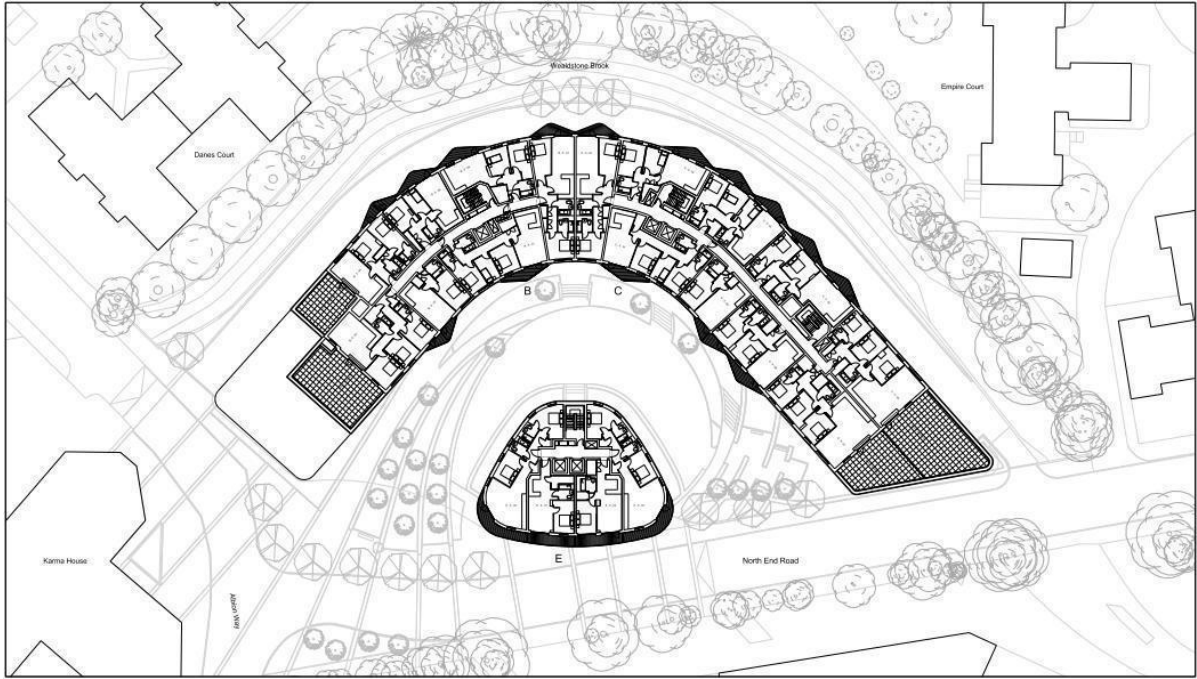
Proposed Ground Floor Plan



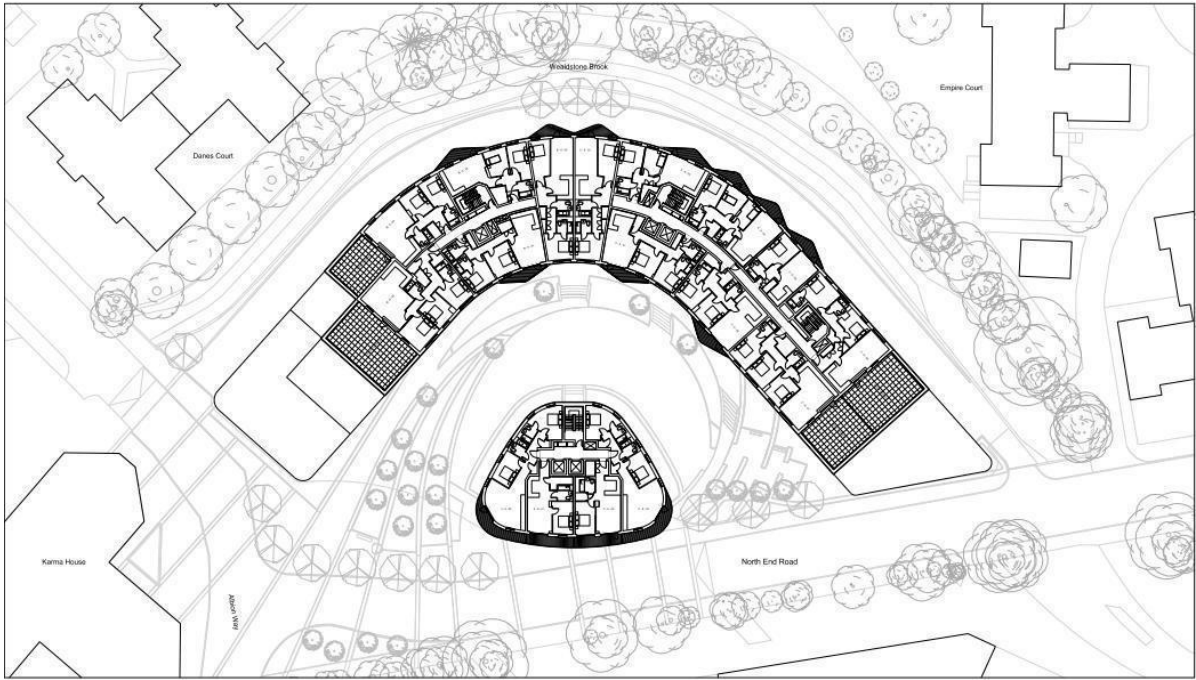
Proposed First to Third Floor Plan



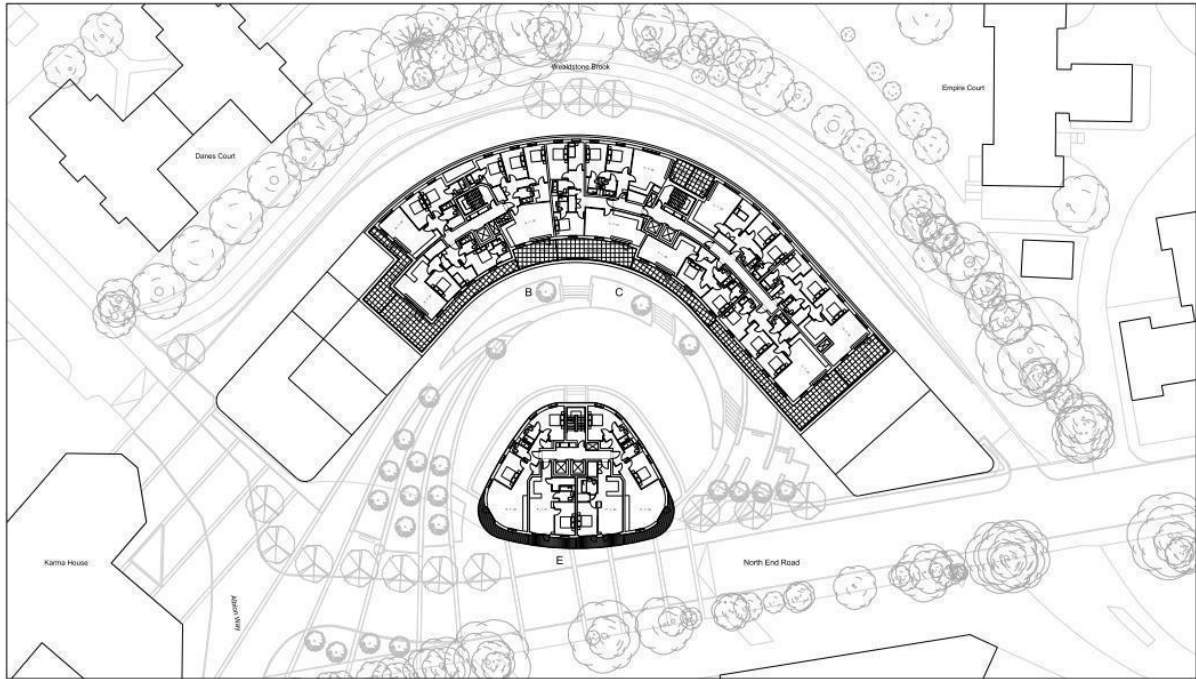
Proposed Fourth Floor Plan



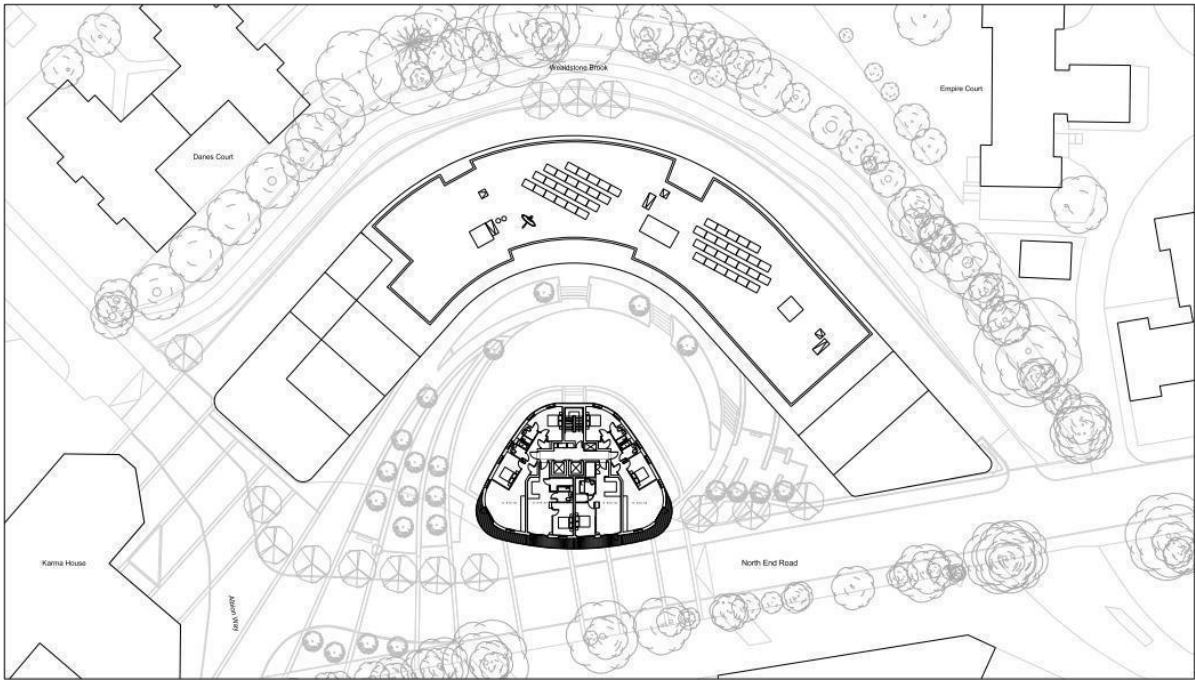
Proposed Fifth Floor Plan



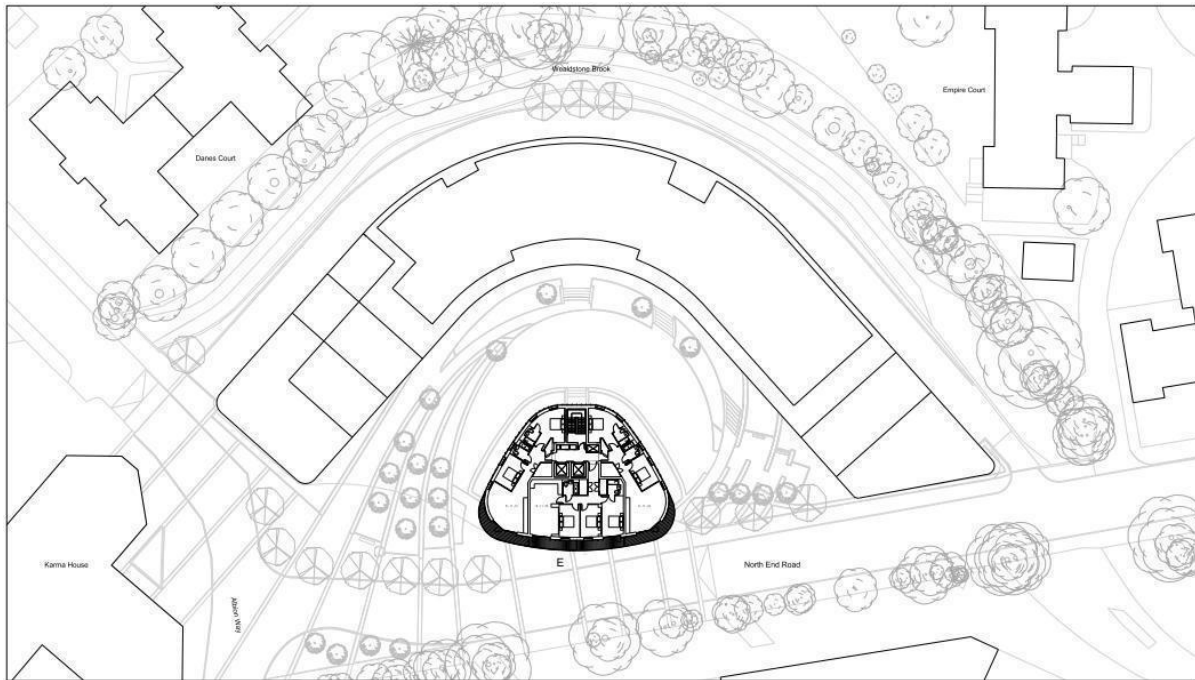
Proposed Sixth Floor Plan



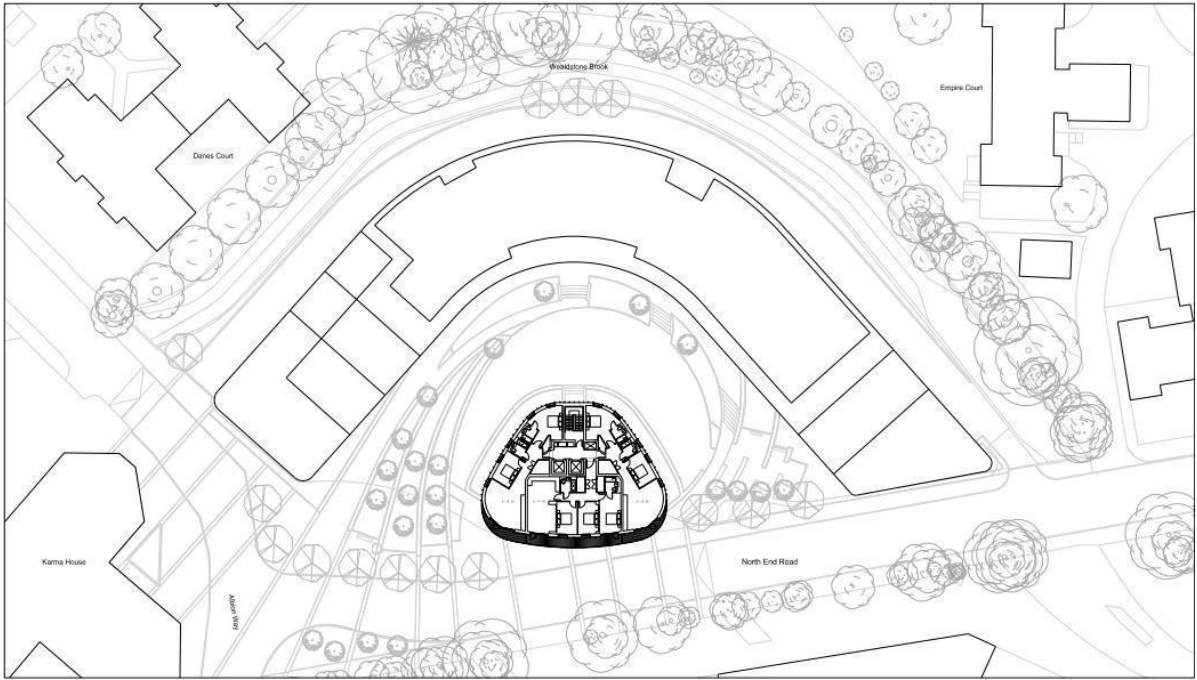
Proposed Seventh Floor Plan



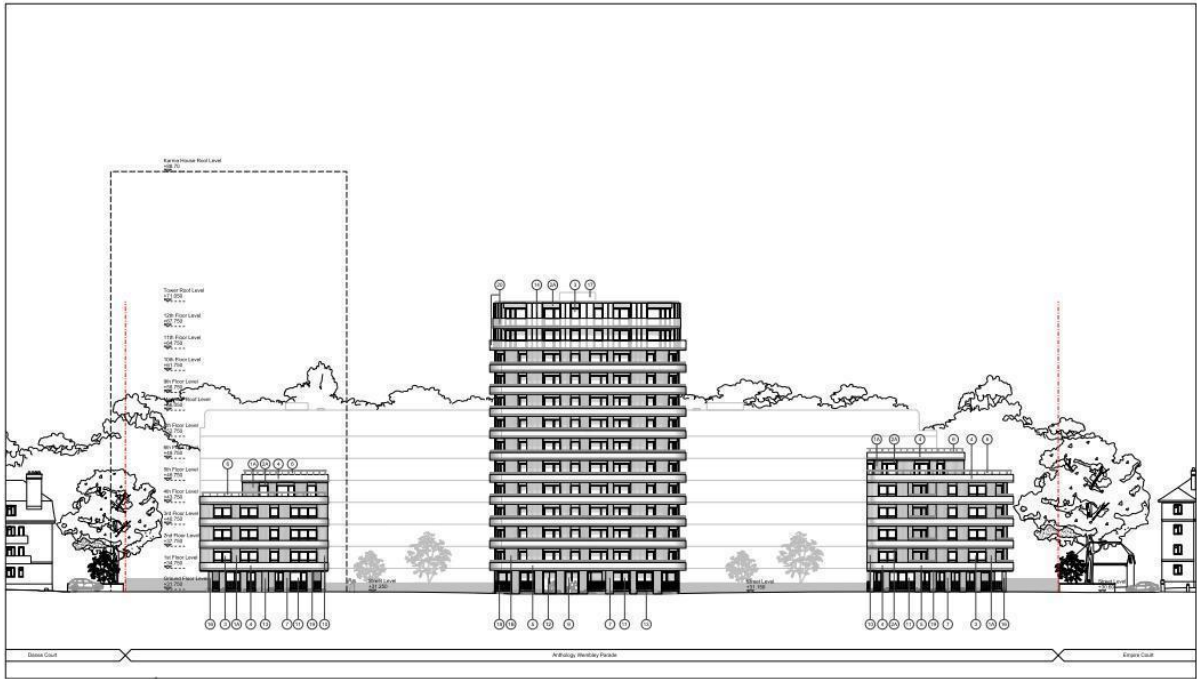
Proposed Eighth to Tenth Floor Plan



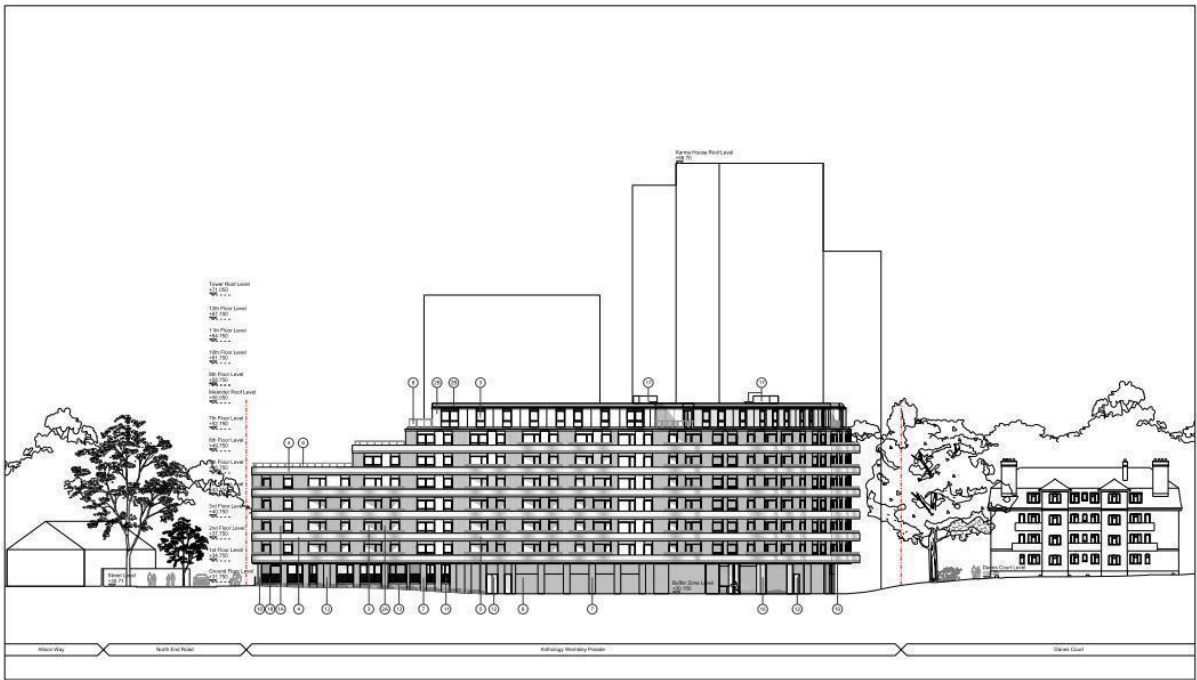
Proposed Eleventh Floor Plan



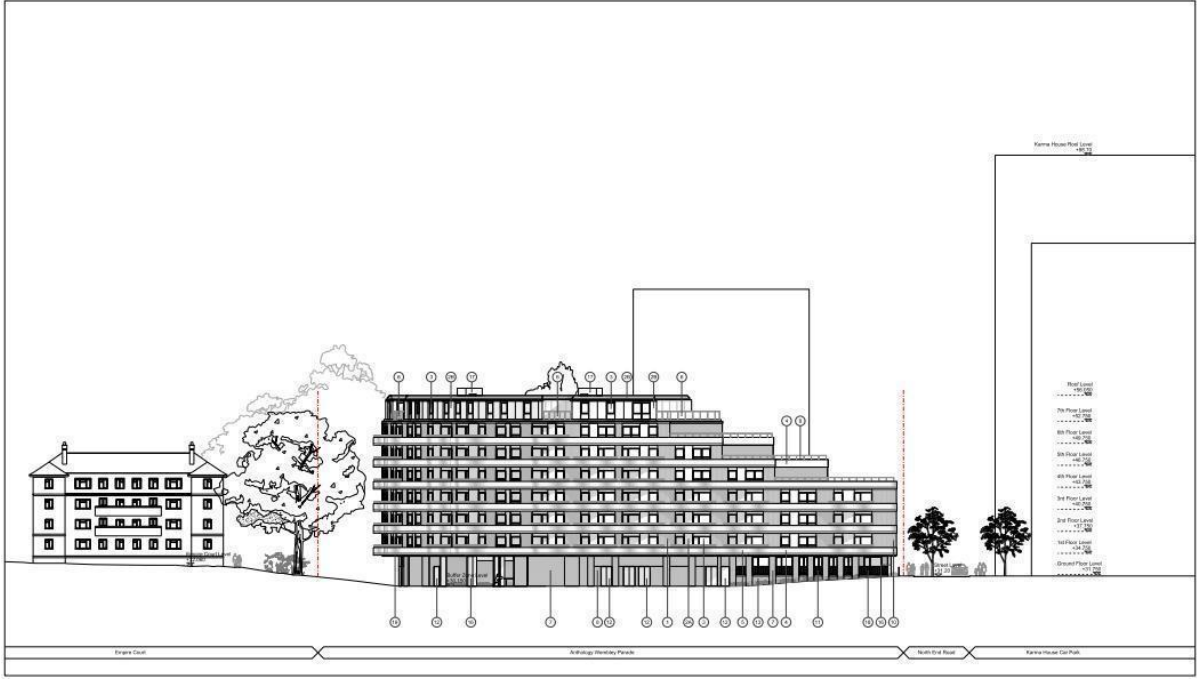
Proposed Twelfth Floor Plan



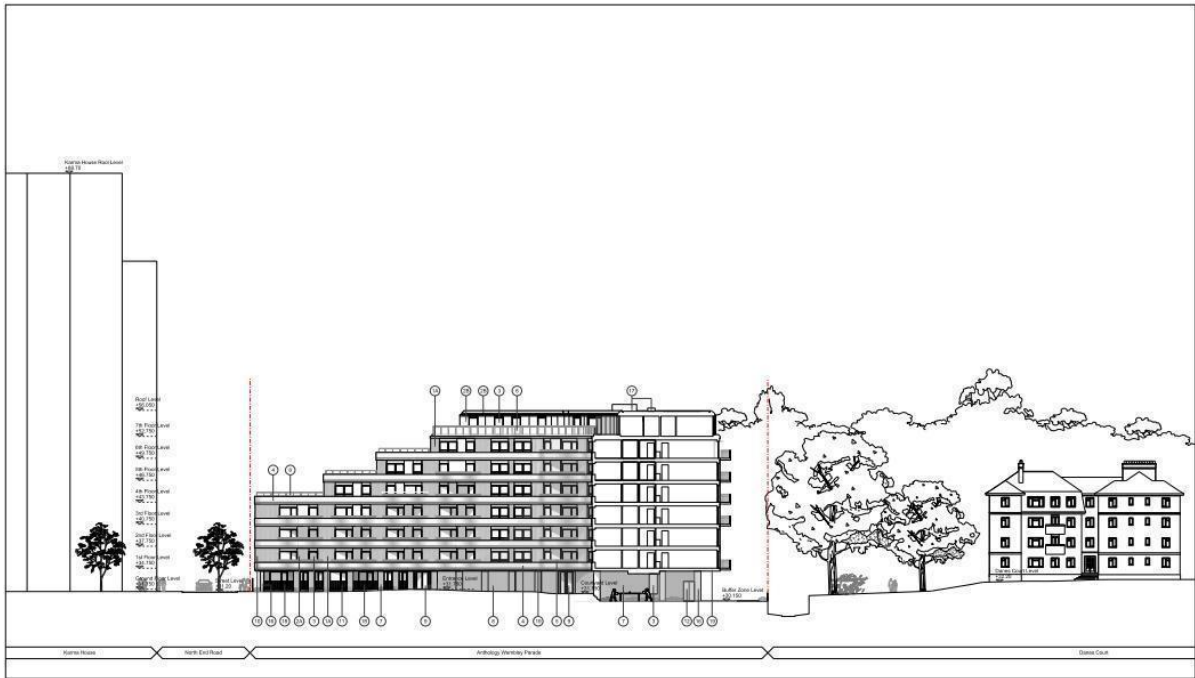
Proposed South Elevation



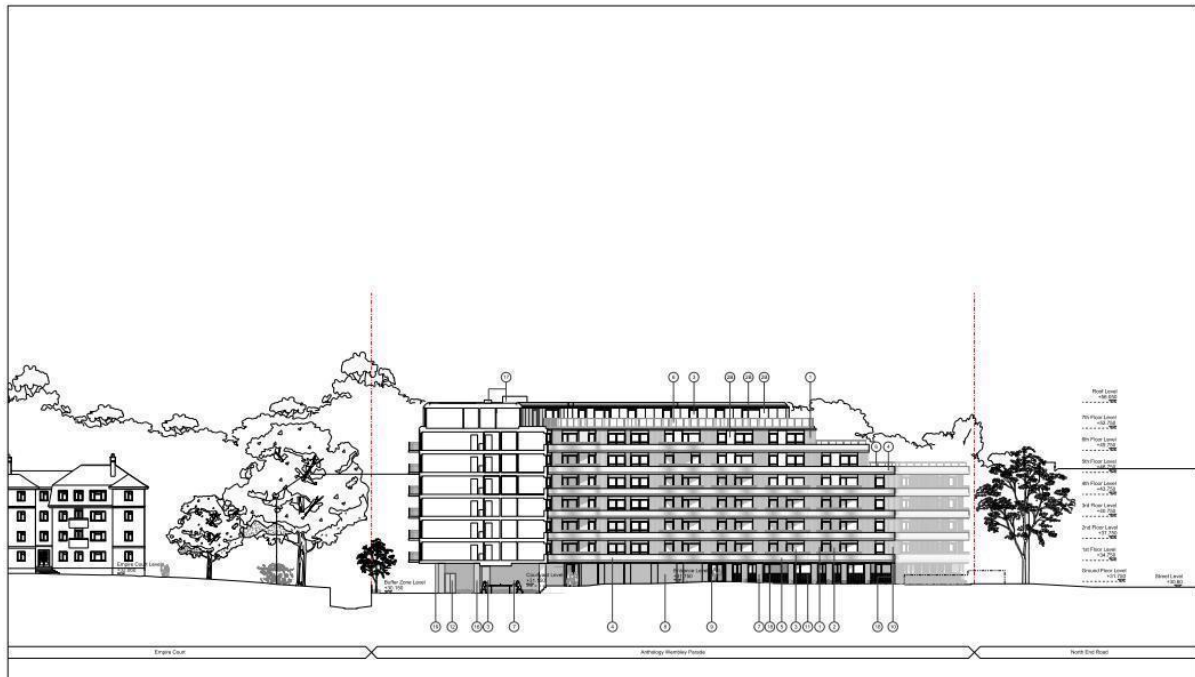
Proposed North East Elevation



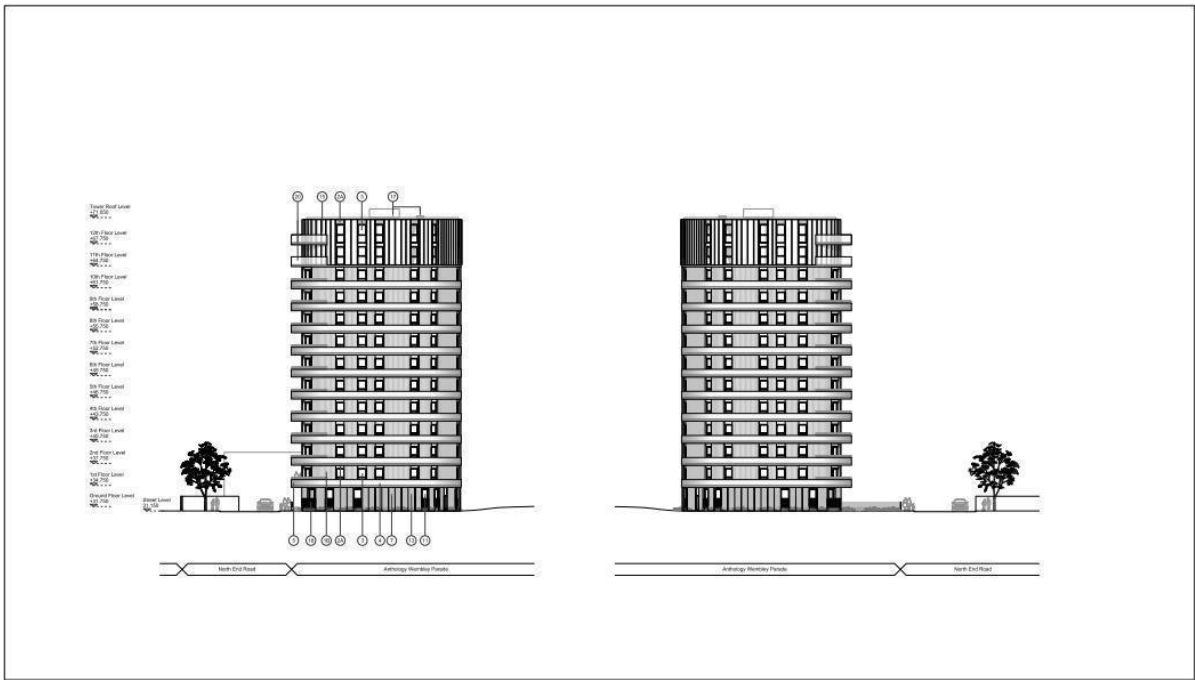
Proposed North West Elevation



Proposed South West Courtyard and Section Elevation



Proposed South East Courtyard and Section Elevation



Proposed North East and North West Courtyard Elevation



View West along North End Road



Views South from Danes Court



View from Albion Way



View along the Brook

RECOMMENDATIONS

1. That the Committee resolve to GRANT planning permission subject to:
 - A. Any direction by the London Mayor pursuant to the Mayor of London Order
 - B. Any direction by the Secretary of State pursuant to the Consultation Direction
 - C. The prior completion of a legal agreement to secure the following planning obligations:
 - a) Payment of legal and professional costs;
 - b) Affordable Housing (44 homes, 24 units (55%) will be affordable rent and 20 (45%) will be intermediate units);
 - c) A post implementation financial review mechanism, to reasonably capture any improvement in viability for deferred affordable housing planning obligations;
 - d) Notification of commencement;
 - e) Membership of considerate constructors scheme;
 - f) Submission and approval of a revised Travel Plan to score a PASS rating under TfL's ATTruTE programme, including measures to secure and promote a Car Club on or alongside the site;
 - g) Connection to decentralised heat/energy network should one be implemented in the future;
 - h) Undertaking of highway works through an agreement under S38/S278 of the Highways

Act 1980;

- i) Training and employment of Brent residents;
 - j) Car free agreement to remove the right of future residents to on street parking permits;
 - k) A financial contribution of at least £100,000 towards a Controlled Parking Zone in the area, including subsidised permits for existing residents;
 - l) Any other planning obligation(s) considered necessary by the Head of Planning
- D. The Environment Agency reviewing and agreeing the information currently before them, as well as the submission and approval by the Local Authority of an emergency flood plan to ensure safe egress and access from the site.

- 2. That the Head of Planning is delegated authority to negotiate the legal agreement indicated above.
- 3. That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

- 1. Time Limit for commencement
- 2. Approved drawings/documents
- 3. Plant Noise
- 4. Noise Assessment
- 5. Construction Method Statement
- 6. Construction Management Plan
- 7. Air Quality
- 8. Combined Heat and Power
- 9. Extent of contamination
- 10. Remediation Measures
- 11. Implementation of remediation measures
- 12. Unexpected contamination
- 13. External Lighting
- 14. 10% Wheelchair Accessible Units
- 15. Satellite Dishes
- 16. Details of Materials
- 17. Training and Employment
- 18. Construction Logistics Plan
- 19. District Heat Network connectivity
- 20. Training and Employment
- 21. Landscape
- 22. Kerb Radii
- 23. Reinstate crossovers
- 24. Any other planning condition(s) considered necessary by the Head of Planning

Informatives

- 1. Asbestos
- 2. Any [other] informative(s) considered necessary by the Head of Planning

- 1. That the Head of Planning is delegated authority to make changes to the wording of the committee's

decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.

2. That, if by 3 months of the committee date (14th September 2016) the legal agreement has not been completed, the Head of Planning is delegated authority to refuse planning permission.
3. That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

A) PROPOSAL

The application seeks planning permission for the redevelopment of the former Amex House site and erection of one 4 to 8 storey building and one 13 storey building comprising 195 residential units (79 x 1bed, 91 x 2bed and 25 x 3bed) with associated car parking space, landscaping, plant room and energy centre, sub-station, landscaping, amenity space and part naturalisation of Wealdstone Brook.

B) EXISTING

The site is a 0.5 hectare area of land located on the Wembley Estate to the north east of the national stadium and within 300m of the Wembley Park underground station. The site is bounded to the north by the Wealdstone Brook and there is a line of mature trees which creates a visual screen and separation from the flats beyond (Danes & Empire Court). These buildings are residential in nature and are four storeys in height with a pitched roof. Beyond these buildings lies Victoria Halls a 20 storey student block and the railway line. To the south lies North End Road which forms a junction with Albion Way on the site's western corner. This site is located within the Wembley Masterplan area and has a PTAL value of 4.

C) AMENDMENTS SINCE SUBMISSION

Following submission of the application a revised Flood Risk Assessment (FRA) has been completed and submitted following consultation with the Environment Agency. This resulted in the climate change flood level being raised from 31.150m AOD to 31.840m AOD (an increase of 690mm).

Other minor changes to the design include:

- The revision of apartment A-G-04 (ground floor block A) – to facilitate the Approved Document M4(3) requirements, the apartment area has been increased from 50.3m² to 54.5m², resulting in an additional window and the relocation of the balcony
- Plant room and bin store have been adjusted to suit changes to the apartment and revisions to Core B and C
- Bike store has been reconfigured to accommodate the additional lift lobby and estate management.

D) SUMMARY OF KEY ISSUES

Summary of key issues

The key issues for consideration are as follows:

- The sites opportunity to deliver new private and affordable homes. Your officers give great weight to the viable delivery of private and affordable housing. The proposal will deliver 44 Affordable homes, which equates to 22.6 % of the total number of homes within the development. This is considered to represent the maximum reasonable proportion of Affordable Housing. However, a review mechanism is recommended due to potential variability in residential sales values which may affect scheme viability.
- The impact of a building of this height in this location. The site was identified as not being appropriate for buildings over 30 m in height. However, the scheme has been designed to successfully mediate the difference in height between this development and the surrounding developments, and the proposal utilises good architecture with quality detailing and materials in order to maximise the site's potential whilst respecting surrounding development. The scheme has been subject to pre-application and within

application CABE design reviews and the expert panel concluded that the scale of buildings that are proposed is appropriate in this particular instance.

- The transport impacts of the proposed development. Your highway officers consider that the proposal addresses all highway concerns.
- The quality of the proposed residential accommodation. Your officers consider that proposal provides a good standard of accommodation, within a building showing good design credentials, which is in line with the adopted Development Plan
- Impact on Living Conditions of Neighbours. Your officers consider that the submission demonstrates that the proposal will not result in unduly detrimental impacts on the surrounding dwellings and other buildings.
- The approach to the impact of the development on the flood zone is generally accepted by officers, however, the applicant will need to overcome the EA objection by demonstrating that a safe route of access and egress can be achieved.

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	17267	17267
Storage and distribution	1924	0	1924	0	-1924

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Flats û Market)	0	0	0							
EXISTING (Flats û Social Rented)	0	0	0							
EXISTING (Flats û Intermediate)	0	0	0							
PROPOSED (Flats û Market)	56	77	18							151
PROPOSED (Flats û Social Rented)	11	9	4							24
PROPOSED (Flats û Intermediate)	12	4	4							20

RELEVANT SITE HISTORY

None.

CONSULTATIONS

Press Notice published on 26/05/2016
Site Notice(s) displayed on 20/05/2016

The owner/occupier of 781 different properties were notified of the application 05/05/2016. This included properties in the following locations:

Empire Court
Danes Court
Watkin Road
Felda House
Apex House
Victoria Halls of Residence

At the time of writing this report one representation was received raising concerns with the proposal on the following grounds:

How will the 'car-free' development be guaranteed?

The Car Club will not appropriately mitigate the highway impacts.

CPZ is a more implementable way of addressing the highway impacts. How will this be carried out?

Officers response:

- Car Free obligation will be included in the S106 legal agreement.
- To mitigate highway impacts, it is proposed the development be designated 'car-free', alongside other measures such as a Car Club and a Travel Plan.
- It is requested that if the development is to be approved, a sum of money be secured towards subsidising the future cost of parking permits for local residents, so that they are not unduly financially inconvenienced by the imposition of a CPZ in the area to help facilitate regeneration proposals. This would be supplemented by funding already secured from other developments in the wider area.

It should also be noted that 20 representations were received in support of the application.

STATUTORY CONSULTEES

Environment and Neighbourhood Services

This development meets the required 35% reduction on Part L 2013 and would not require a financial contribution.

Local lead flood officer

I am happy with their Flood Risk Strategy and measures they have taken to reduce the flood risks.

Transportation

In the event that planning permission is granted, a Section 106 Agreement will be sought to secure: (i) a 'car-free' agreement to remove the right of future residents to on-street parking permits in the vicinity of the site; (ii) a financial contribution of at least £100,000 towards a Controlled Parking Zone in the area, including subsidised permits for existing residents; (iii) a revised Travel Plan of sufficient quality to score a PASS rating when assessed against TfL's ATTrBuTE software programme (or any replacement thereof), including measures to secure and promote a Car Club on or alongside the site.

A financial contribution of at least £416,000 towards transport infrastructure improvements in the vicinity of the site would also be sought, which can be taken from the CIL.

Conditions will also be sought requiring the developer to: (i) reinstate all redundant crossovers to the site to footway prior to occupation of the development and to provide a speed table in high quality surfacing along North End Road fronting the site, as shown indicatively on plan D2326/L.001, via an agreement under S278 of the Highways Act 1980; (ii) provide 4m kerb radii at the two access points to the development and set the entrance gates at least 10m from the highway boundary; and (iii) provide a Construction Logistics Plan.

Planning Policy

The proposed scheme does not adequately address the flood risk issues on the site, taking account of the climate change allowance and mitigation measures as set out in policy W 25.

Environmental Health

No objection subject to conditions relating to Noise, Air Quality, Contaminated Land and Lighting.

Wembley National Stadium Ltd

No comments were received at the time of writing this report.

Thames Water

No comments were received at the time of writing this report.

The Environment Agency

Flood Risk

Having reviewed the Flood Response together with the confirmation that your emergency planners consider that it is fit for purpose we are able to remove objection 1 of our letter NE/2016/125106/03 dated 21

September 2016.

Biodiversity and Water Framework Directive

We maintain our objection of our letter NE/2016/125106/03 dated 21 September 2016 for the following reasons:

- We do not consider that the additional information has adequately demonstrated that the proposals will not prevent future mitigation measures under the Water Framework Directive (WFD) from being achieved.
- We do not consider that the proposals meet the requirements of your Local Plan.

Ward Councillors for Tokyngton Ward:

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

Greater London Authority

Principle of development: the high density residential-led development would capitalise on the opportunity presented by this highly accessible yet underutilised site within the Wembley Opportunity Area and Housing Zone, and the proposal is strongly supported in strategic planning terms.

Housing: The new housing provision of 195 units is welcomed, however the affordable housing offer should be increased (currently stands at 20.3% by habitable room). Some concerns are raised in relation to residential quality, which should be addressed.

Design: the proposed design is broadly supported and the architecture is considered to be of a high-quality, subject to suitable conditions to secure details.

Transport: whilst the scheme is generally acceptable in strategic transport terms, there are still various detailed transport matters to resolve notably a contribution towards bus services to mitigate the impact of the development.

Statement of Community Involvement

The applicant has set out the level of pre-consultation that was carried out, as required through the Localism Act (2011). The consultation process was based around the following methods:-

- Advertising;
- Direct contact with the most affected neighbours;
- door-to-door letter drop; and
- public event where the emerging plans were displayed.

In addition, the managing agents of the neighbouring Danes Court and Empire Court were approached for assistance in communicating with residents and information about the event was posted on the dedicated residents 'intranet' for these properties. A large banner was also affixed to the boundary fence of the site in a position where pedestrians walking along North End Road would easily see it. A street 'A' board was also positioned outside the main entrance to the site whilst the event was open to the public.

Individual emails invitations were sent out to the Ward Councillors and Planning Committee Members.

POLICY CONSIDERATIONS

Policy Considerations

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

- National Planning Policy Framework 2012 (NPPF)
- National Planning Practice Guidance (NPPG)
- Technical Housing Standards 2015
- London Plan Consolidated with alterations since 2011 (March 2016)

- Mayors Housing SPG 2016
- Brent Local Plan November 2016
- London Borough of Brent Core Strategy 2010
- Brent Supplementary Planning Guidance 17:- Design Guide For New Development
- Brent's106 Supplementary Planning Document

DETAILED CONSIDERATIONS

1. Principle of development

2. Loss of existing light industrial accommodation

3. The site is located in the Wembley Opportunity Area. Policy 2.13 'Opportunity Areas and Intensification Areas' and Table A1.1 of the London Plan identify the Opportunity Area for a minimum of 11,500 new homes and indicative employment capacity of 11,000 and seeks to better integrate the world class stadium and other facilities with the surrounding development context. Development should contribute to the regeneration, vitality and viability of Wembley as a town centre. Proposals in the Opportunity Area should enhance permeability and connectivity to the wider hinterland. Development within this area should also exceed minimum guidelines for housing and employment requirements, should maximise public transport access, deliver social and economic inclusion and promote high quality design.
4. The Wembley Area Action Plan (WAAP) identifies the development site as being outside of the designated Strategic Industrial Location (SIL) and, being adjacent to the main regeneration area with relatively good access to public transport, which provides an opportunity for sustainable redevelopment. Wembley AAP Site Proposal W 25 relates to this site. It specifies that this site is appropriate for mixed use development, including residential, office and managed affordable workspace for creative industries to support the wider regeneration of the Wembley Park Area. The redevelopment of this brownfield site for housing complies with national policy.
5. Given these points and the low quality of the existing industrial building on site, the principle of the loss of industrial accommodation is considered acceptable. The applicant evaluated the potential to include Affordable Workspace within the scheme. However, it was concluded that such provision would not be ideal due to the geographical spread of such workspace, with a relatively small amount of space provided that is remote from the other locations identified for the provision of Affordable Workspace within Wembley. In this particular instance, officers consider it appropriate to seek Section 106 contributions for the provision of Affordable Workspace in lieu of the provision within this site. This contribution can assist in the delivery of Affordable Workspace in the locality.

6. Providing new residential accommodation

7. Within the National Planning Policy Framework 2012 (NPPF) at Paragraph 49 it states that Local Planning Authorities (LPAs) should consider applications for housing in the context of the presumption in favour of sustainable development.
8. In addition, Paragraph 50 states that where LPAs have identified that affordable housing is needed, they should produce policies that meet the identified affordable housing need on site, unless a financial contribution of a broadly similar value or off-site provision can be robustly justified.
9. Core Strategy Policy CP1 'Spatial Development Strategy' states that housing growth should be concentrated in well located areas providing opportunities for growth and where a sustainable quality environment can be created with positive economic impacts. Wembley is designated as a growth area (Policy CP7 'Wembley Growth Area'), and functions as the key area to delivering the majority of the Borough's growth of the residential, office, hotel and tourism sectors and their supporting infrastructure needs. Policy CP2 'Population and Housing Growth' has planned for Wembley to accommodate 6,500 new homes between 2017 and 2026.
10. The Wembley Growth Area is expected to deliver around 11,500 new homes, 10,000 new jobs and

30,000m² of new retail floorspace, as well as infrastructure to support this growth. New homes are to be built around the main transport hubs, which can support higher densities. Within the Wembley Area Action Plan (AAP) boundary, the designated residential district – designated south of the application site – will deliver a substantial portion of family housing and affordable homes.

11. The site is located within the Wembley Growth Area and forms site allocation W25 in the Wembley Area Action Plan (WAAP). The site allocation identifies the site is appropriate for mixed use development including residential, subject to a detailed Flood Risk Assessment (FRA) and the sequential approach being demonstrated.

12. The principle of providing residential accommodation within this location is therefore supported.

13. Housing

The proposed housing mix is as follows:

	Private	Affordable Rent	Intermediate
1-bed	56	11	12
2-bed	77	9	4
3-bed	18	4	4

14. Affordable Housing

15. London Plan Policy 3.13 requires affordable housing provision on sites which have the capacity to provide 10 or more homes. Brent's Core Strategy Policy CP2 sets a strategic target that 50% of new homes to be delivered in the borough are affordable. In line with London Plan Policy 3.12 the maximum reasonable amount of affordable housing will be sought when negotiating on individual private residential and mixed use schemes, with due regard to a number of factors, including development viability.
16. The applicant originally proposed 40 new affordable homes, with 22 affordable rented and 18 intermediate units, representing 20.5% affordable housing. The applicant submitted a Financial Viability Assessment (FVA) by Gerald Eve to demonstrate that the affordable housing offer represents the maximum reasonable and viable amount the scheme can deliver, in line with planning policy. The FVA submittal indicated that on a current day cost and value basis the scheme would deliver a profit below normally accepted levels, but that with reasonable growth in residential sales values the scheme would achieve a viable return.
17. Officers appointed BNP Paribas to carry out an independent review of the FVA. BNP Paribas disagreed with a number of the assumptions underpinning the FVA, and in particular the Benchmark Land Value and (post QS review) construction costs. The applicant has conceded on a number of points and now proposes an additional 2 affordable rented and 2 intermediate units to deliver a total of 44 new affordable homes, representing 22.6% affordable housing. Whilst still below the Local Plan 50% target, on balance, and in light of potential additional costs associated with flood risk mitigation and improvements to the Wealdstone Brook, Officers and BNP Paribas view this revised offer as the maximum reasonable and viable amount of affordable housing the scheme can deliver, in line with planning policy, subject to securing an appropriate post implementation financial review mechanism in the s106 agreement.
18. London Plan Policy 3.11 requires that within the affordable housing tenure, new homes should be distributed on a 60% Affordable Rent and 40% Intermediate split in order to meet housing needs. The scheme and 44 affordable homes will contribute to the wider delivery of the Wembley Housing Zone. Of the 44 homes, 24 units (55%) will be affordable rent and 20 (45%) will be intermediate units, which is broadly in line with the London Plan split. To ensure a Registered Provider of affordable housing can manage and maintain the affordable properties to a high standard, the bulk of the affordable homes have been grouped together in the meander building.
19. Affordable rented housing is let by Local Authorities or private Registered Providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80 per cent of the local market rent (including service charges). Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing. The intermediate tenure provides a stepping stone on to the housing ladder, and includes such products as shared ownership.

20. Market housing

21. Market Housing has been determined by local demand. Demand is particularly strong for 2 bedroom homes. Conversely, as the homes will be for the local market, there are no 4 bedroom or larger private properties which are likely to have a significant adverse effect on the viability of the scheme and thus the proportion of Affordable Housing.

22. Family Housing

23. Policy WEM19 'Family Housing' requires at least 25% of new homes in Wembley to be family sized. The development proposes 26 family homes of 3 bedrooms, these family units have been located towards the end of the curved building to ensure access to large private amenity space in the form of a roof terrace and/or balconies. This represents 13 % of the homes within the scheme. While this falls below the target, it is comparable to other high density schemes in the locality and is considered to be acceptable, given the balance between the number of family sized units and the proportion of Affordable Housing.

24. Density

25. London Plan Policy 3.4 requires development to optimise housing output for different locations taking into account local context and character, design principles set out in the London Plan and public transport capacity. London Plan Table 3.2 provides the density matrix in support of this policy. The site is regarded as having a 'central' setting with a high public transport accessibility level. The London Plan indicative residential density for this site is 650-1,100 habitable rooms per hectare. On a site area of 0.53 ha the proposed number of units amounts to a density of 368 units per hectare, or 1000 habitable rooms per hectare which is within the density guidelines.

26. Urban Design

27. Height and massing

28. London Plan Policy 7.7 covers the location and design of tall and large buildings. It requires that tall and large buildings should not have an unacceptably harmful impact on their surroundings.

29. The criteria state that tall buildings should be located in suitable sites in places such as opportunity areas, or areas of intensification or town centres that have good access to public transport. The criteria also advise that tall buildings should not have an adverse impact on the character of the area, should relate well to the scale and character of the area especially at street level, have ground floor activities that have a positive relationship to the surrounding streets, enhance legibility and permeability, and contribute to local regeneration.

30. Relevant Local Policy confirms that high buildings, i.e. those over 25 metres, are most appropriate in locations where their visual and other impact can be accommodated and the Wembley Regeneration Area is specifically confirmed in the policy as a preferred location for such buildings.

31. Greater London Authority (GLA) officers as well the CABA Design Review Panel consider that the principle of a tall building of the scale proposed at this accessible location within the Wembley Growth Area is acceptable in planning terms and your officers are of the same opinion.

32. Brent Local Plan objectives and policies support a residential use on the Wembley Parade site (Amex House, Site W25) in principle. Notwithstanding this, it is acknowledged that current planning policies state that the site is not suitable for tall buildings (above 30m in height) and that the proposal does not fully accord with the Wembley Area Action Plan.

33. The subject site has the potential to function as a transition in height between the existing 4 to 5 storey buildings to the north and the 19 to 28 storey towers emerging to the south. A visual transition of 8 to 13 storeys is considered appropriate to create a streetscape that gradually reduces in height. Such "Transition in scale" is supported by WAAP (para 4.26), and the document also supports, "Opportunities for taller development to enhance legibility at key locations".

Building	Storeys	Roof Height
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A	4 to 5	15.130m
B	6 to 8	24.580m
C	6 to 8	24.580m
D	5 to 6	18.130m
E	13	39.900m

34. The submitted scheme consists of a curved block (Meander Building) that follows the bend of the Wealdstone Brook; and, a taller building (Central Building). The latter provides a focal point to both the Scheme Proposal and the surrounding townscape. The Meander Building is five storeys in height, where it is located adjacent to Empire Court (to the east) it then rises up to eight storeys in the centre of the building before dropping to four storeys where it meets North End Road (to the west). The Central Building is thirteen storeys in height and is set to the south of the central courtyard.
35. North End Road provides the site's only public frontage and is a street that has a very mixed character, consisting of large scale new build development to the north and along its western edge, in contrast to 1950's mansion blocks and industrial buildings to the east and south.
36. As a result of the mix of uses and forms of development the area has varied building heights where 2 storey buildings are located next to 20 storey buildings. Immediately adjacent to the site, Danes Court and Empire Court are four storeys high, but further north along North End Road are the following buildings at varying heights: Karma House - 19 Storeys; Victoria Halls - 20 Storeys; Shubette House - 20 Storeys; Apex House - 28 Storeys
37. It has been identified within the WAAP that views of the Stadium contribute a significant amount to the perception of Wembley as a whole, performing a range of functions that add a layer of depth to the visual experience of the area. Within the protected views, no building should obscure the arch or roof line. In the Townscape and Visual Impact Analysis submitted with the application, it has been demonstrated that the protected and wider protected (in line with Policy WEM6 'Protection of Stadium Views') views will not be impacted from the following locations:
- Barn Hill Open Space, towards the southern edge in line with Barn Rise
 - Welsh Harp Nature Reserve, on the footpath to the north of Brent Reservoir
 - Chalkhill Park, on the footpath to the north east near Bowater Road
38. Overall, it is considered that the development will not lead to any significant effects on these views and consequently the scheme is considered to be in accordance with national and local policies.
39. In summary, the site provides the opportunity for the proposals to be at a height which create a suitable transition between the two existing/proposed scales of development. This follows the principles of the WAAP, in achieving good urban design, albeit not complying with the precise planning policy height constraint.
40. Appearance and finish
41. Wealdstone Brook and the adjacent mature tree line are characteristic to the site's shape and context and have influenced the design development. The built form follows the meandering of the watercourse and reflects this in the architecture of the buildings. Horizontal rounded balconies accentuate a 'flowing' and playful character to a site which accentuates the public node on North End Road.
42. The curved building form follows the meander of the brook creating a sympathetic layout. The shape sits comfortably on the site, and relates directly to the geometry of the locality. A buffer zone is provided adjacent to the watercourse. Frontages are pushed close to the street edge to create active frontage around the plot. The building is lower on the street where it is closer to existing buildings and taller to the rear where existing buildings are further away.
43. The central building creates a focal point at the centre of the site. This defines the corner of North End Road and the amenity space within the site, enclosing it sufficiently to avoid leaky space. This provides a

transition between the taller building to the south and west and the lower buildings to the north.

44. The taller building can be broken down into three main sections. The Building Top, on which the cladding is a lighter colour to give a separate identity to this element, with fins added to accentuate the vertical proportions of the two storey window openings. There is no white banding to the balconies, they both have clear glass balustrades, rather than solid white, to give the top a lighter feel, and the top balcony does not continue around the building as a band. Window reveals create depth to the upper two levels.
45. The Building Middle has one facade colour to give identity but also exaggerate the building's form. The window hierarchy follows the internal room layouts to create a consistent and simple middle section. The white bands match the lower building, to form part of a family of buildings, but follow a much flatter curve and do not ripple.
46. The Building Base 'plinth' level uses a different language as it will create active frontage and will create street level animation. It is treated as a series of solid vertical brick pillars, supporting the mass above and creating a consistent street frontage with the base of the lower building opposite.

47. Layout

48. In line with Policy CP5 'Placemaking', the proposals have regard to the placemaking principles for the Wembley Growth Area. This includes the creation of improved public realm and new play areas within the private amenity space.
49. The desired route along North End Road will be maintained and enhanced through the introduction of landscaping and trees, which is further in line with Policy WEM3. In line with Section 2.1 of SPG17 'Design Guide for a New Development', the development respects the existing connected network of streets by creating an attractive pedestrian route for residents within the development. Access points would be clearly indicated with gates and thoroughfares are proposed from the courtyard to the laneway along the brook. The buildings will also provide a sense of enclosure, which will add to the quality of the amenity. The ground floor uses of the lower building along North End Road will include active uses.
50. Frontage and gaps match the pattern of the local area. The key building on the site turns the corner. Private amenity space benefits the public realm so that passers by can see into the courtyard space, like a London Square. Spaces between buildings similar to proximities in the context.

51. Materials

52. For the balustrade a dark steel handrail, supported by steel uprights, supporting a solid white curved panel spanning top to bottom, creating a solid visual effect up to 800mm is proposed.
53. The Balconies have a steel base, cantilevered from the building, with a solid edge and white solid soffit (to reflect light into the dwellings).
54. Double glazed windows with coloured frames to match the cladding, providing an access door to the balcony from living rooms and a window to bedrooms are proposed.
55. 1200mm wide rain screen panels that fit in with the module of the facade, and which span from floor to soffit, creating a clean neat appearance are proposed. There a number of different materials that can achieve the required effect and these could be textured with a vertical groove to help hide the facets of the facade.
56. The ground floor will be finished in brickwork, this provides a solid base to ground floor dwellings and residential entrances, based on the facade module, creating deep reveals.
57. The Boundary Treatment and Screening comprises decorative metal railings or water cut aluminium panels that create the necessary separation to achieve privacy and security, but allow both views in and out as well as flood water to pass through.
58. The Penthouse Treatment will be a combination of glazing and solid panels but set back from the building line and expressed in a contrasting colour, to ensure that this floor level is read differently.
59. Overall the elevational treatment of the proposed scheme is considered to be high quality, however, further details of the materials to be used will be secured via condition to ensure that an appropriate finish

to the building is achieved.

60. The final choice of material and quality of detailing is critical to ensuring the final design is appropriate, and as such it is recommended to include a clause in the section 106 agreement that will ensure the same calibre of architects are retained to produce all construction drawings, or a budget is allocated to allow them to review these when they are produced.

61. Residential Quality

62. The homes are arranged within five separate cores in two buildings. The meander building accommodates Cores A, B, C and D and Block E is in the taller building. Each core has two access points, either from the courtyard, North End Road or the laneway along Wealdstone Brook.

63. The ground floor layout to the curved buildings is arranged in two wings with a wide gap in between providing access to the area beside the brook. On the ends of each wing are four dwellings accessed via the adjacent core, and providing active frontage to the street. In the central area are the back of house facilities, such as bike stores, bin stores and plant rooms.

64. All units comply or exceed the relevant space standards and provide external private amenity as well as internal storage space. Where possible, units have been designed to exceed the space standards.

65. The flats within the residential buildings are orientated so that there are the maximum number of double aspect flats possible, which is half of the total provided.

66. The living rooms have been located on corners, and placed in locations the furthest away from neighbouring buildings so that each living room has an aspect which is as long as possible.

67. The proposals for the central building orientate all of the living rooms to the south to benefit from direct sunlight and views to the street, and the stadium beyond. This means that there will only be four bedroom windows facing towards the flats within the rear building. Thus privacy can be easily controlled due to the appropriate separation distances, the fact that there are no living rooms directly facing each other, small windows will be provided to bedrooms.

68. The layout of apartments are designed to suit the elevations. The apartment sizes exceed the GLA Housing Design Guide Standards. The LHDG minimum room widths, kitchen lengths, storage sizes and all other aspects are provided for within all units.

Type	GLA Standard (sqm)	Proposed size (sqm)
1bed flat	50.0sqm	50.3sqm – 55.1sqm
2bed (3p) flat	61.0sqm	62.7sqm – 74.5sqm
2bed (4p) flat	70.0sqm	72.7sqm – 85.6sqm
3bed (5p) flat	86.0sqm	88.2sqm – 95.7sqm
3bed (6p) flat	95.0sqm	95.8sqm – 115.7sqm

69. All dwellings will be designed to Lifetime Homes Standards, to ensure that the development is accessible to all. All approaches, landscaping, entrances and common areas will be designed to meet Part M access standards.

70. A total of 19 units (10%) are designed to be easily adaptable wheelchair dwellings. The wheelchair units have been located on the ground floors of Blocks A, D and E, and the first to fourth floors of Block C. Two lifts have been provided in the cores where wheelchair units are proposed.

71. All of these flats will be provided as wheelchair adaptable dwellings, and either have level access (at ground floor) or are accessed via lift (in building C there are two lifts provided).

72. Good levels of daylight will be received within the proposed dwellings and the rooms within the proposed dwellings will receive good levels of daylight throughout the year providing a suitable standard of accommodation for future residents.

73. **Amenity**

74. The development provides different types of amenity space to satisfy the planning policies of the LBB and the GLA. In total there is 3935qsm of amenity space which averages out at 20.1sqm per dwelling.
75. The central courtyard provides 1720sqm of amenity space shared between residents of all tenures. This includes the 'outdoor room' which is located under buildings B and C. Each dwelling has an average of 7.6sqm of shared amenity space.
76. Every dwelling is provided with a private balcony which is accessed directly from the dwelling and generally provides the quantum of space required by the London Housing Design Guide. In total this provides 1346.8sqm of private amenity space.
77. The curved balconies provide ample usable amenity space. This shape ensures that south facing windows are shaded to prevent overheating during summer but utilise the curved shape to allow daylight into the rooms within.
78. Private roof terraces are provided to all dwellings that are located where buildings A and D step back, and at the very top level of buildings B and C. These terraces serve family sized dwellings are accessed direct from the living spaces and therefore it is not appropriate to make them communal terraces as this would impact residential amenity. In total this provides 868.2sqm of private amenity space.
79. Roof terraces are not provided on the upper roofs, as these areas are used for the provision of photovoltaic panels to meet the development sustainability requirements. These will be brown roofs.

80. **Landscape**

81. The landscape design creates a series of spaces within the site linking the new residential buildings to the public realm and Wealdstone Brook, each providing a different character.
82. The central courtyard garden forms the heart of the scheme. A crescent shaped lawn surrounded by tree and shrub planting will be visible from apartments facing into the courtyard.
83. A central garden path offers a route through the central courtyard to building entrances and different areas of the scheme.
84. The courtyard includes a series of spaces that vary in size and character. Informal play opportunities will be provided within these spaces, which are connected by a path that also provides access to the Meander and Central Buildings. Although the courtyard will not be accessible to the public a low decorative fence encloses the communal courtyard. This will define the boundary between public and semi-private space, whilst offering views into the courtyard.
85. The improved streetscape and public realm will provide new tree and shrub planting and link the proposed development to the surrounding area. The buffer zone to the rear improves the link between the site and Wealdstone Brook whilst providing service vehicle access and parking for residents.
86. The new tree planting will form an avenue of trees complementing the existing trees on the opposite side of the road. Shrub and hedge planting will enhance the streetscape, providing seasonal interest and creating an improved environment for road users.
87. Although the courtyard will not be accessible to the public the boundary treatment will be designed to offer views into the courtyard. A mixture of planting and railings will be used to achieve this, creating an attractive boundary treatment set back from the footway.
88. There would be no unacceptable impact on the proposed amenity space. The BRE test requires that 50% of an amenity space receives at least two hours of sunlight on 21st March. The design achieves a figure of around 90%. The buffer zone adjacent to the Brook will also meet the BRE guidance.

89. **Impact on neighbouring amenity**

90. Danes Court is sited 18.7m to the North West of the application site and is separated by the brook, existing mature trees and the amenity areas of both the proposed and existing flats. Danes Court is also sited over 30m to the north with the brook and mature trees along the boundary providing some

screening. Empire Court is sited 24m to the north east separated by the brook and existing trees and continues to the east with a separation of 26m with the trees and brook being sited between. The sites to the south (industrial units on Albion Way and Watkin Road) and west (Felda House, student accommodation) are separated by a public highway and will be a minimum of 14m away from the site boundary.

91. The impact of the proposal on the amenity of these existing occupiers has been duly considered. It is relevant to note that the residential units within these existing buildings which face the application site already look onto the existing Wembley Parade buildings if visible beyond the mature tree planting adjacent to the site. With the levels of separation set out above, there are no concerns about overlooking or loss of privacy; these separation distances exceed the minimum SPG17 requirements.
92. Building Research Establishment (BRE) Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (BRE, 1995) also known as the BRE Guide, was used to establish the extent to which the proposed development meets current best practice guides. The submitted Daylight and Sunlight Assessment considers the effects of the proposal on the levels of daylight and sunlight received by nearby residential properties based on three analyses: Vertical Sky Component (VSC), No Sky Line (NSL) and Annual Probable Sunlight Hours (APSH).

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

93. The author of the daylight and sunlight report has discounted rooms that appear to be or are confirmed to be bathrooms, hallways, circulation space etc. These rooms are not considered to be habitable and thus do not require assessment. The impact of the proposed development in sunlight and daylight terms is discussed below.
94. 1-16 Danes Court is located to the north west of the development site. To that regard, The assessment has considered 42 windows that serve 32 rooms. The technical analysis shows that of the 42 windows in question, 20 (48%) show full compliance to the BRE Guidelines. Of the remaining 22 windows, 17 will retain absolute VSC values of 15%+. Where the retained values fall below 15% the overall percentage change is 30-38%. When considering the NSL analysis, of the 32 rooms 20 (63%) show full BRE compliance. Where there are BRE transgressions, all rooms will retain a view of the sky dome to 45-77% of the room (at the working plane). Where the sky can be seen, it is possible to receive daylight. The APSH analysis illustrates that of the 31 windows assessed, 27 (87%) show full compliance.
95. 17-32 Danes Court is located to the north west of the development site. 62 windows that serve 48 rooms were assessed. The technical analysis shows that of the 62 windows in question, 38 (61%) show full compliance to the BRE Guidelines. Of the remaining 24 windows, 16 will retain absolute VSC values of 15%+. Where the retained values fall below 15% the overall percentage change is 20-43%. When considering the NSL analysis, of the 48 rooms 42 (88%) show full BRE compliance. Where there are BRE transgressions, all rooms will retain a view of the sky dome to 60-73% of the room (at the working plane). Where the sky can be seen, it is possible to receive daylight. The APSH analysis illustrates that of the 53 windows assessed, 48 (91%) show full compliance.
96. 33-56 Danes Court is located to the north of the development site. 76 windows that serve 59 rooms were assessed. The technical analysis shows that of the 76 windows in question, 75 (99%) show full compliance to the BRE Guidelines. The one window which experiences a transgression has a change in VSC of 21% in comparison to the 20% suggested by the BRE. The loss of VSC to this window is not

considered to be noticeable and within the flexibility of the BRE guidelines. When considering the NSL analysis all rooms show full compliance. The APSH analysis illustrates all windows show full compliance.

97. 57-80 Danes Court is located to the north of the development site. 87 windows that serve 71 rooms were assessed. The technical analysis shows that of the 87 windows in question, 80 (92%) show full compliance to the BRE Guidelines. The results illustrate that where there are BRE transgressions, the changes in the VSC are 20-28% from the existing. This is only slightly above the suggested 20% and is considered to be within the flexibility of the guidelines. When considering the NSL analysis of the 71 rooms 67 (94%) show full compliance. Where there are BRE transgressions, all rooms will retain a view of the sky dome to 50-73% of the room (at the working plane). Where the sky can be seen, it is possible to receive daylight. The APSH analysis illustrates all windows show full compliance.
98. 113-136 Empire Court is located to the east of the development site. 57 windows that serve 44 rooms were assessed. The technical analysis shows that of the 57 windows in question, 48 (84%) show full compliance to the BRE Guidelines. The results illustrate that for seven of the nine rooms which experience changes in VSC of 20-29% compared to the suggested 20%, the remaining two rooms experience absolute losses of 2.5-4.5%. When considering the NSL analysis of the 44 rooms assessed 37 (84%) show full compliance. Where there are BRE transgressions all rooms, with the exception of one, will retain a view of the sky dome to 60-76% of the room (at the working plane). Where the sky can be seen, it is possible to receive daylight. The one room which experiences a greater loss of daylight is understood to be an entrance space (on the basis of site observations) and as such can be discounted from the analysis. The APSH analysis illustrates that of the 41 windows assessed, 29 (70%) of all windows show full compliance. Where there are instances of transgressions, these windows are located on the lower levels. When considering the high compliance rate and that where there are daylight and sunlight transgressions the retained values are considered to be commensurate with urban locations.
99. 137-156 Empire Court is located to the north east of the development site. 56 windows that serve 44 rooms have been assessed. The technical analysis shows that of the 56 windows in question, 43 (77%) show full compliance to the BRE Guidelines. The results illustrate that all of the windows will retain a VSC of 15%+. When considering the NSL analysis of the 44 rooms all show full compliance. The APSH analysis illustrates full compliance.
100. Felda House is located to the west of the development site. 170 windows that serve 94 habitable rooms were assessed. The technical analysis shows that of the 170 windows 167 (98%) show full compliance to the BRE Guidelines. The three windows that experience changes beyond the suggested 20% have losses of 21-23% which is only slightly above the suggested levels. These changes are considered to be within the parameters of the guidelines. When considering the light that falls within the room (NSL) all rooms show full compliance. The APSH analysis illustrates full compliance.
101. Officers stress that the BRE standards are guidance only and can be applied flexibly especially in denser urban areas. The numerical figures within the report should not be rigidly applied but used as part of a full evaluation of the site including the site context, the proposed massing, the scale and wider objectives of the development plan.
102. In summary, the assessment demonstrates neighbouring residential units will mostly receive good levels of daylight and sunlight. As referred to above there will be some instances where the BRE daylight guidelines will not be achieved, in relation to neighbouring properties. However, it is accepted that this is a normal outcome of a high density, large scale development in a built up urban area.
103. **Climate Change and Flooding**
104. **Energy and Sustainability Strategy**
105. The hierarchy published in the London Plan requires that decentralised energy, including gas fired CHP, should be provided in preference to renewable energy technologies, and that renewable technologies should be used to meet the residual energy demand where feasible. Energy efficiency measures will be implemented to minimise the development emissions. The energy efficiency measures include: improved fabric insulation; improved air tightness; high efficiency balanced whole house heat recovery units, and low energy lighting throughout.
106. The development will be provided with a communal heating system to meet the space heating and domestic hot water demand of the dwellings.

107. The buildings have been designed to a high environmental standard, ensuring the building achieves cumulative carbon emission savings. Within the Energy Statement submitted it has been demonstrated the energy efficiency measures through the proposed building materials and mechanisms are acceptable. A local central plant room will be installed with a gas fired CHP and boilers. Solar panels are proposed on the roof of the meander building, with a combined area of approximately 180sqm.
108. District heating
109. There is currently no existing district heating network within the vicinity of the proposed development, however, the development is situated within the Wembley Central district heating opportunity area. The Proposed Development will therefore be provided with the capacity for future connection to a District Energy Network. This will be secured via S106 legal agreement.
110. Flooding
111. The Wealdstone Brook is a 2m wide culverted watercourse, the base level of which is some 2.5m below adjacent ground level. The canalised brook is a tributary of River Brent and passes through the area within the engineered structure, and only becomes 'naturalised' where it emerges further south.
112. The application site lies within Flood Zone 3a, defined by the NPPF as having a high probability of flooding. Development classified as 'more vulnerable' is only appropriate in these areas following application of the Flood Risk Sequential Test and where the Exception Test has been applied in full and has been passed. The revised FRA submitted has now used updated and revised climate change allowances to assess flood risk on site using the modelling already carried out and approved in support of application at Wembley Point for the Wealdstone Brook. The Environment Agency (EA) accept the design flood level detailed in the submitted FRA.
113. The NPPF requires the Exception Test to be applied in the circumstances shown in Table 3 of the 'Planning Practice Guidance: Flood Risk and Coastal Change'. Paragraph 102 of the NPPF makes clear that all elements of the test must be passed for development to be permitted. Part 2 of the test requires the applicant to demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible will reduce flood risk overall.
114. The flood modelling prepared by the applicant shows that North End Road would be inundated in both the 1 in 100 35% climate change event and the 1 in 100 70% climate change event, which appears to be the only access/egress route. This means that safe refuge within the development is required for future occupants as safe access and egress cannot be achieved.
115. The finished floor levels of the development have been raised above the 1 in 100 chance in any year, including an allowance for climate change flood extent. This means that floodwater is unlikely to enter the property during a 1 in 100 chance in any year plus climate change flood extent.
116. The applicant has overcome the EA's previous objection by submitting an acceptable emergency flood plan framework to the local planning authority that deals with matters of evacuation and refuge to demonstrate that people will not be exposed to flood hazards.
117. The full detailed flood plan for the site will be secured by condition prior to the occupation of the development hereby approved.
118. To summarise, the applicant has demonstrated that the site has satisfactorily addressed the EA's previous objection, demonstrating that people will not be exposed to flood hazards and therefore the application is acceptable in flood risk terms.
119. Biodiversity
120. The Wealdstone Brook has been designated as a Grade II Site of Importance for Nature Conservation (SINC). In line with Policy CP18 'Protection and Enhancement of Open Space, Sports and Biodiversity', the scheme proposes to increase the local value of the brook, improving the biodiversity and prioritising nature conservation where possible.
121. Policy WEM40 'River Brent and Wealdstone Brook' in the Wembley Area Action Plan (WAAP)

requires all new development along Wealdstone Brook to naturalise the banks to reintroduce biodiversity and create a route for the public to access. In addition, site allocation W25 specifies that Biodiversity improvements and flood risk adaptation measures will be sought when development proposals come forward. In this instance, a buffer strip of at least 10 metres wide should be retained for a publicly accessible brook-side park to allow for a cycle way/footpath, associated landscaping, tree planting and street furniture. Additionally, development should allow for a nodal point on the brook where the buffer strip should be widened to about 20 metres. Removal of part of the canalised wall and re-grading of the bank to provide a more natural setting will be sought.

122. However, the policy goes on to say that the viability of development will be taken into account in assessing the appropriate width of the buffer strip and the level of contribution towards restoration work.
123. The applicant, through pre-application discussions in consultation with Officers and the Environment Agency, explored a number of options for the site before progressing with the current proposals.
124. The site sits along the first exposed part of the brook as it runs further downstream along other allocated sites in the WAAP. The brook flows through a concrete channel and is confined by two bridges on each edge of the site, which strictly determines its flow rate as it flows downstream. The ownership boundary between the applicant and northern third party owner falls within the channel. Therefore, any full naturalisation would need to be undertaken by two landowners concurrently. Aside from the legal issues associated with this, the northern bank is occupied by a mature line of trees which have a Tree Preservation Order on them and provide great amenity benefits. Removing these trees would have a significant impact on the surroundings and the existing biodiversity.
125. The proposed buffer zone of 6 metres is below the required amount of 10m in site allocation W25 however will still enable the flood authority to undertake any works to the brook when necessary. It is noted that Environment Agency refer in their comments to the 'natural' buffer zone which they state as being between 0-2.5m and do not recognise the access road as contributing to the buffer. However, a large amount of hardstanding within the plot has been replaced by landscaped grass and planted areas, creating a natural drainage function. In addition, the central area of the plot will be lowered to introduce an overflow area for the brook.
126. The proposed landscaping plans include several measures to improve and stimulate biodiversity within the site. Several species of planting in the planted terrace along the brook will stimulate birds and other animals to frequent the site. Officers consider that the water quality of the brook will improve by virtue of the increased natural surveillance, preventing fly tipping which is seen on site at present.
127. The brook will be available for the recreation of residents of the subject site, with access from the vehicular lane or walkways from the internal courtyard, which complies with Policy DMP9. Furthermore, the development proposes to introduce a planted terrace, which is considered a viable and structurally realistic move towards naturalisation.
128. Whilst the proposed development does not meet the full aims of the site allocation policy W25 as set out above, the resultant situation is considered to be a significant improvement on the existing situation seen on site, whilst also delivering many other benefits to the subject site, the wider locality whilst showing strong conformity with the wider Development Plan.
129. The Council has employed specialist consultants, BNP Paribas, to undertake a detailed viability appraisal of the development and it is clear from their conclusions that the development would be unviable if it were to meet all planning policy requirements for the site to their maximum. Your officers are of the view that the proposal would react to the site restrictions and constraints, as well as the ambitions of planning policy in the most appropriate way whilst still resulting in a viable development with wider benefits for the locality.
130. The scheme will deliver a number of wider sustainability benefits which, in officer's opinion, merit the application being approved. This includes the provision of 195 new homes, of which 44 are affordable homes and 20 wheelchair accessible homes in a designated housing zone; the development will also deliver public realm improvements to North End Road; and the proposal will enable the remediation of a contaminated site.
131. Officers consider that the development will improve the Brook significantly from current conditions. Whilst full naturalisation has not proven to be immediately possible or viable, officers are re-assured that the applicants have investigated this possibility in substantial detail. Recent plans have also been

provided showing the possibility of this being achieved in the long term in conjunction with a neighbouring landowner and whilst this cannot be a consideration at this point, it gives confidence to officers that the applicants are exploring all possible avenues to reach as many objectives of the Development Plan as possible.

132. It is on this basis of these material considerations that, on balance, the application is supported by officers in relation to biodiversity and naturalisation, contrary to the recommendation of the Environment Agency.

133. **Highways and Transportation**

134. Site Layout

135. This site is located within the Wembley Masterplan area and as such, residential parking standards set out in the Wembley Area Action Plan apply to this site. As the site has a PTAL value of 4, a maximum of 0.4 spaces per 1-2-bed flat and 0.6 spaces per 3-bed flat applies. As such, up to 83 car parking spaces would be permitted for this development and the proposed provision of 16 disabled spaces therefore accords with standards.

136. However, with parking provision falling quite far below the maximum allowance, consideration needs to be given to the impact of any overspill parking on the free and safe flow of traffic in the area. In this respect, even though North End Road is lightly parked at night, there is very limited scope to accommodate on-street parking along the site frontage (particularly on Wembley Stadium event days), with only 10 marked bays at present.

137. The applicant therefore proposes to designate the development as 'car-free' and the good access to public transport and other services would support this. There is however some concern that this development, with parking provision for just 8% of units, would generate an excessive volume of parked cars in the adjoining streets that cannot be regulated at the present time and that the proposal could potentially result in parking conditions detrimental to the free and safe flow of traffic in the area.

138. In order to avoid this in the event that the development is approved, it is essential that the right of future residents and businesses to on-street parking permits (both for the existing Stadium event day CPZ and for any future year-round CPZ that is introduced in the area in future) be withdrawn through a Section 106 Agreement.

139. A significant contribution (£100,000) via a S106 Agreement should also be provided towards subsidising the cost of on-street parking permits for existing residents in the area, so that if a CPZ is introduced to control overspill parking from this development, they are not unduly inconvenienced by it. This figure has been calculated using the Council's standard rationale for CPZ contributions.

140. Of the 195 proposed flats, 19 are to be designated as wheelchair accessible units. Each of these requires an allocated disabled parking space to comply with lifetime homes requirements and as such, the 16 proposed spaces along the rear service road are each to be allocated to wheelchair units only. A further three spaces should be provided to fully meet lifetime homes standards, but any disabled residents in the building would be exempt from any future parking permit restrictions, so could utilise on-street parking space. Details of the management of the spaces on-site to ensure they are not abused are sought though.

141. At least seven of the spaces should also be provided with electric vehicles charging points (four active and three passive).

142. Standard PS16 requires at least one secure bicycle parking space per flat and the proposed provision of 348 spaces in a secure ground floor storage room more than meets standards.

143. Refuse storage is also proposed at ground floor level to the rear of the main building, allowing collection from the proposed gated rear service road. This service road will also provide access for fire appliances, allowing them to tackle a blaze from all sides of the site.

144. The width of the rear service road is sufficient to allow one-way (westbound) access by service and emergency vehicles and suitable visibility splays are available at the site egress onto North End Road. The gates at the site entrance need to be set at least 10m from the highway boundary with North End Road though and 4m kerb radii are required at the two junctions with North End Road.

145. All existing crossovers also need to be returned to footway at the developer's expense and in this respect, it is noted that the developer also proposes to raise the carriageway level of North End Road to provide a long speed table. This is generally welcomed and will slow traffic and provide an aesthetic improvement to the street frontage. These works should be secured through a S278 Agreement.
146. The central landscaped courtyard area provides a traffic-free area for pedestrian access to the flats and is therefore welcomed.
147. Transport Impact
148. Estimated vehicular trips to and from the development have been calculated through comparison with six other similar residential developments in London. Journey to work modal split data for Wembley from the 2011 Census has then been used to estimate trips by other modes of transport. Use of multi-modal survey information from other developments in London would have provided a simpler means of calculating trips by other modes.
149. Nevertheless, these results suggest that the development would generate 66 arrivals/178 departures in the am peak hour (8-9am) and 80 arrivals/49 departures in the pm peak hour (5-6pm) by all persons.
150. Of these, up to 11 arrivals/29 departures in the am peak hour and 13 arrivals/8 departures in the pm peak hour (5-6pm) are estimated to be by car, in the event that car use and ownership is not constrained by parking permit restrictions. However, this is fully dependent on a CPZ being in place in the area, which is not the case at present.
151. Nevertheless, the volume of traffic generated would not be significant enough (less than 5% of traffic flows on Fulton Road) to warrant further consideration of impact on local road junctions in the area.
152. Public transport trips are estimated at 47 arrivals/145 departures in the morning peak hour and 65 arrivals/40 departures in the evening peak hour. This averages about two additional passengers per bus and rail service serving the area, which is not considered to be significant.
153. As such, the impact on the local transport network is generally considered to be acceptable.
154. In terms of road safety, details of personal injury accidents in the area were obtained for the three year period August 2012 – July 2015 for North End Road, Albion Way and parts of Fulton Road and Bridge Road.
155. These revealed two accidents involving vehicles turning right into Fulton Road from Albion Way and a further six accidents on Bridge Road in the vicinity of North End Road and Wembley Park station (three of which involved pedestrians). A review of pedestrian crossing facilities on this stretch of Bridge Road could therefore be beneficial, although there are longer term proposals to open the North End Road/ Bridge Road junction up to traffic anyway, which would incorporate new pedestrian crossing facilities.
156. Travel Plan
157. To help to manage travel patterns for residents and visitors, a Travel Plan has been prepared and submitted with the application. This sets out a range of measures (welcome packs, promotional activities, personalised travel planning, promotion of car sharing etc.) to be managed by a Travel Plan Co-ordinator over a period of five years with the aim of restricting the proportion of trips to and from the site by car to 1% of overall trips.
158. The Travel Plan has been assessed using TfL's ATTrBuTE Travel Plan assessment tool, but has failed. The key areas where it is lacking are in the setting of clear targets for 3 years and five years after occupation, the lack of details of funding and the inadequacy of the proposed measures.
159. Oddly in the latter case, paragraph 7.14 of the Transport Assessment sets out a much more comprehensive set of measures that would be expected within the Travel Plan, particularly with regard to the establishment and support of a Car Club at the site, but these have been omitted from the Travel Plan document.
160. It is therefore recommended that a revised Travel Plan be prepared for approval in advance of the development commencing, incorporating the measures listed in the Transport Assessment and setting

clearer targets and details of funding arrangements, as an obligation through the S106 Agreement.

161. A Construction Management Plan is also proposed to be submitted in advance of works starting, setting out working hours over the course of any contract, delivery vehicle routeing and measures to minimise construction traffic. The submission of this document prior to works commencing should be secured by condition.
162. Finally, in the event that planning consent is granted, a financial contribution of at least £416,000 is sought towards transport infrastructure in the area through the CIL. One key proposal of direct relevance to this development is the proposed connection of North End Road to Bridge Road, which will assist traffic in reaching the site, particularly on Wembley Stadium event days.
163. Recommendation
164. In the event that planning permission is granted, a Section 106 Agreement will be sought to secure: (i) a 'car-free' agreement to remove the right of future residents to on-street parking permits in the vicinity of the site; (ii) a financial contribution of at least £100,000 towards a Controlled Parking Zone in the area, including subsidised permits for existing residents; (iii) a revised Travel Plan of sufficient quality to score a PASS rating when assessed against TfL's ATTrBuTE software programme (or any replacement thereof), including measures to secure and promote a Car Club on or alongside the site.
165. A financial contribution of at least £416,000 towards transport infrastructure improvements in the vicinity of the site would also be sought, which can be taken from the CIL.
166. Conditions will also be sought requiring the developer to: (i) reinstate all redundant crossovers to the site to footway prior to occupation of the development and to provide a speed table in high quality surfacing along North End Road fronting the site, as shown indicatively on plan D2326/L.001, via an agreement under S278 of the Highways Act 1980; (ii) provide 4m kerb radii at the two access points to the development and set the entrance gates at least 10m from the highway boundary; and (iii) provide a Construction Logistics Plan.
167. **Conclusion**
168. The proposed development would deliver the following benefits
- 1) The delivery of much needed new housing(195 units), including 22.5% affordable housing (44 homes).
 - 2) Public realm improvements within the vicinity of the site.
 - 3) Semi-naturalisation of the Wealdstone Brook.
 - 4) Regenerate a key site in Wembley.
 - 5) A substantial CIL contribution towards local infrastructure improvements.
169. Officers consider that, on balance, the scheme would make a positive contribution to the locality and will help deliver wider regeneration ambitions for Wembley. Whilst it is acknowledged that full naturalisation of the Wealdstone Brook has not been achieved, the development will be a significant improvement on the existing situation whilst providing many other planning benefits as outlined above.
170. The proposal has strategic support from the GLA. Officers recommend the application for approval subject to the conditions and obligations set out in this report.
171. CABE Design Review Panel has also shown support for the scheme.

SUSTAINABILITY ASSESSMENT

This development meets the required 35% reduction on Part L 2013 and would not require a financial contribution.

Overall the report is very clear and presents the breakdown of CO2 reduction for each section of the London Plan Hierarchy. The development is proposing to put in a CHP unit which will supply 68% of the annual heat and domestic hot water demand. The development has committed to make arrangements to allow for connection to a district heat network when it becomes available. A 25.2kWp peak installation of PV panels will be mounted mainly on the lower building, with a total area of approximately 180m².

S106 DETAILS

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

- Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance;
- Affordable Housing (44 homes, 24 units (55%) will be affordable rent and 20 (45%) will be intermediate units);
- A post implementation financial review mechanism, to reasonably capture any improvement in viability for deferred affordable housing planning obligations;
- Notification of commencement;
- Membership of considerate constructors scheme;
- Submission and approval of a revised Travel Plan to score a PASS rating under TfL's ATTruTE programme, including measures to secure and promote a Car Club on or alongside the site;
- Connection to decentralised heat/energy network should one be implemented in the future;
- Undertaking of highway works through an agreement under S38/S278 of the Highways Act 1980;
- Training and employment of Brent residents;
- Car free agreement to remove the right of future residents to on street parking permits;
- A financial contribution of at least £100,000 towards a Controlled Parking Zone in the area, including subsidised permits for existing residents;
- Any other planning obligation(s) considered necessary by the Head of Planning

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

CIL DETAILS

This application is liable to pay **£4,381,029.26*** 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): 1924 sq. m.

Total amount of floorspace on completion (G): 17267 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Dwelling houses	17267		15343	£200.00	£35.15	£3,726,157.14	£654,872.12

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)	272	
Total chargeable amount	£3,726,157.14	£654,872.12

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

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

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



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 16/1404

To: Mr Connell
JLL
30 Warwick St
London
London
W1B 5NH

I refer to your application dated 31/03/2016 proposing the following:
Redevelopment of the former Amex House site and erection of one 4 to 8 storey building and one 13 storey building comprising 195 residential units (79 x 1bed, 91 x 2bed and 25 x 3bed) with associated car parking space, landscaping, plant room and energy centre, sub-station, landscaping, amenity space and part naturalisation of Wealdstone Brook
and accompanied by plans or documents listed here:
Please see condition 2.

at Former Amex House, North End Road, Wembley, HA9 0UU

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:

A handwritten signature in black ink that reads "Alice Lester".

Alice Lester
Head of Planning, Transport and Licensing

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

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

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

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

- 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), unless otherwise agreed by the Council:

SITE LOCATION PLAN
15012 (PL) 001 SITE LOCATION
15012 (PL) 002 EXISTING SITE PLAN
15012 (PL) 003 DEMOLITION PLAN
15012 (PL) 100 PROPOSED SITE PLAN
15012 (PL) 101 PROPOSED GROUND FLOOR PLAN
15012 (PL) 102 PROPOSED FIRST-THIRD FLOOR PLAN
15012 (PL) 105 PROPOSED FOURTH FLOOR PLAN
15012 (PL) 106 PROPOSED FIFTH FLOOR PLAN
15012 (PL) 107 PROPOSED SIXTH FLOOR PLAN
15012 (PL) 108 PROPOSED SEVENTH FLOOR PLAN
15012 (PL) 109 PROPOSED EIGHTH,NINTH & TENTH
15012 (PL) 110 PROPOSED ELEVENTH FLOOR PLAN
15012 (PL) 111 PROPOSED TWELFTH FLOOR PLAN
15012 (PL) 112 PROPOSED ROOF PLAN
15012 (PL) 200 PROPOSED SOUTH ELEVATION
15012 (PL) 201 PROPOSED NORTH EAST ELEVATION
15012 (PL) 202 PROPOSED NORTH WEST ELEVATION
15012 (PL) 203 PROPOSED SOUTH WEST COURTYARD AND SECTION ELEVATION
15012 (PL) 204 PROPOSED SOUTH EAST COURTYARD AND SECTION ELEVATION
15012 (PL) 205 PROPOSED NORTH EAST AND NORTH WEST COURTYARD AND SECTION ELEVATION
D2326_L001
D2326_L100
D2326_L400
Affordable Housing Statement by JLL
Air Quality Assessment by RPS

Air Quality Neutral Calculation by RPS
 Archaeology Baseline and Impact Assessment by RPS
 Arboricultural Development Report by tree:Fabrik
 Bat Survey Report by RPS
 Daylight & Sunlight Report by GIA
 Design and Access Statement by GRID Architects (including the Landscape & Play Strategy by Fabrik)
 Energy Report by Silcock Dawson
 Environmental Noise Survey and Noise Impact Assessment by Hann Tucker
 Flood Risk and Drainage Strategy by PTA Consult
 Outline Construction Environmental Management Plan by RPS
 Preliminary Ecological Appraisal by RPS
 Statement of Community Involvement by Polity
 Townscape Analysis & Verified Views by Turley VIA
 TP6 Brent Sustainability Checklist
 Transport Assessment by RPS
 Travel Plan by RPS

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

- 3 90% of the residential units within the proposed development shall be designed to Part M4 (2) 'accessible and adaptable dwellings' of the Building Regulations 2015 (formerly Lifetime Homes Standard), with the exception of 19 dwellings with roof terraces which will not be designed to Part M4 (2) Section 2B 2.20h.

At least 10% of all dwellings within each tenure type shall be wheelchair accessible or easily adaptable for wheelchair use (Part M4 (3) 'wheelchair user dwellings' of the Building Regulations 2015).

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

- 4 4m kerb radii at the two access points to the development shall be provided and permanently maintained and the entrance gates shall permanently be at least 10m from the highway boundary.

Reason: To provide adequate visibility for drivers entering or leaving the site and to ensure the safety of pedestrians and vehicles.

- 5 The applicant shall reinstate all redundant crossovers to the site to footway prior to occupation of the development and provide a speed table in high quality surfacing along North End Road fronting the site, as shown indicatively on plan D2326/L.001, via an agreement under S278 of the Highways Act 1980

Reason: To ensure that the development is constructed to the Highway Authority's specification.

- 6 Any plant shall be installed, together with any associated ancillary equipment, so as to prevent the transmission of noise and vibration into neighbouring premises. The rated noise level from all plant and ancillary equipment shall be 10dB(A) below the measured background noise level when measured at the nearest noise sensitive premises. And 5dB(A) to residential windows within the development itself. An assessment of the expected noise levels shall be carried out in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' and any mitigation measures necessary to achieve the above required noise levels shall be submitted to the Local Planning Authority in writing for approval. The plant shall thereafter be installed and maintained in accordance with the approved details.

Reason: To protect acceptable local noise levels.

- 7 Prior to the occupation of the development, the applicant shall submit a report which provides

evidence that the mitigation measures described in the approved Noise assessment (Hann Tucker Associates noise report reference 22007/NPPF1.Rev1 dated 4th April 2016 have been implemented. The report is subject to the approval of the Local Planning Authority.

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

- 8 Prior to the commencement of the development a Construction Method Statement (CMS) shall be submitted to and agreed by the Local Planning Authority outlining measures that will be taken to control dust, noise, vibration and other environmental impacts of the development. The CMS shall include details of a dust monitoring plan, to be implemented during construction and demolition works. All agreed actions shall be carried out in full.

Reason: To safeguard the amenity of the neighbours by minimising impacts of the development that would otherwise give rise to nuisance

- 9 A Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority, prior to commencement of any construction works on site (save for demolition). The approved Statement shall be fully implemented thereafter in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

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

- 10 Prior to the occupation of the development, the applicant shall submit a report which provides evidence that the mitigation measures described in the approved Air Quality Impact Assessment (RPS air quality assessment reference JAP8509 dated 31st March 2016) have been implemented. The report is subject to the approval of the Local Planning Authority.

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

- 11 The Combined Heat and Power unit installed shall meet or improve upon the emissions standards and technical details described in the Air Quality Assessment (air quality neutral assessment reference JAP 8509 dated 31st March 2016). Prior to the commencement of the use the applicant shall provide details of tests undertaken on the installed unit to demonstrate that the emissions standards have been met, and shall maintain the unit thereafter in such a way as to ensure that these standards continue to be met.

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

- 12 No development shall take place until an assessment of the nature and extent of contamination has been submitted to and approved in writing by the Local Planning Authority. This assessment must be undertaken by a competent person, and shall assess any contamination on the site, whether or not it originates on the site. Moreover, it must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

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

- 13 No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal of remedial options, and proposal of the preferred option(s), and a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

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

- 14 The remediation scheme shall be implemented in accordance with the approved timetable of works. Within 2 months of the completion of measures identified in the approved remediation scheme, a validation report (that demonstrates the effectiveness of the remediation carried out) must be submitted to the Local Planning Authority.

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

- 15 1. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 7 days to the Local Planning Authority and once the Local Planning Authority has identified the part of the site affected by the unexpected contamination development must be halted on that part of the site.

2. An assessment must be undertaken in accordance with the requirements of Part 1 of this condition, and where remediation is necessary a remediation scheme, together with a timetable for its implementation, must be submitted to and approved in writing by the Local Planning Authority in accordance with the requirements of Part 2 of this condition.

3. The measures in the approved remediation scheme must then be implemented in accordance with the approved timetable. Following completion of measures identified in the approved remediation scheme a validation report must be submitted to and approved in writing by the Local Planning Authority in accordance with Part 3 of this condition.

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

- 16 Details of the height, type, position, angle and spread of any external lighting shall be submitted to and approved in writing by the Local planning authority prior to the development hereby permitted being brought into use. The external lighting shall be erected and maintained in accordance with the approved details to minimise light spillage and glare outside the designated area.

Reason: to protect the amenity of nearby residents

- 17 Details of materials for all external works, including samples which shall be made available for viewing on site or at another location agreed with the Local Planning Authority, 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.

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

agreed in writing by the Local Planning Authority.

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

- 19 Prior to the occupation of the development hereby approved details of how the development is designed to allow future connection to a district heating network should one become available, shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure the development is in accordance with the principles of London Plan Policy 5.6

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

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

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

Prior to first occupation of the building, a Training & Employment Verification Report shall be submitted to and approved in writing by the Council.

Reason: In the interest of providing local employment opportunities.

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

- (a) proposed walls and fences and other means of enclosure indicating materials and heights;
- (b) proposed finish levels and contours;
- (c) soft landscape works including planting plans and where appropriate; an implementation programme should be submitted.
- (d) minor artefacts and structures;
- (e) areas of hard landscape works and further details of the proposed materials;
- (f) details of the proposed arrangements for the maintenance of the landscape works;
- (g) further details of all outside seating and children's play equipment;
- (h) details of screening for the roof terraces for safety and to reduce the impact of wind.

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

The planting beds within the development shall be maintained by the developer.

Reason: To ensure a satisfactory appearance and setting for the proposed development and

ensure that it enhances the visual amenity of the area.

- 22 The development shall not be occupied until a Flood Emergency Plan (based on the submitted Flood Risk Assessment and Flood Emergency Plan Framework) has been submitted to, and approved in writing by, the Local Planning Authority. The commitments explicitly stated in the Flood Emergency Plan shall be binding on the applicants or their successors in title. The measures shall be implemented upon the first occupation of the buildings hereby permitted and shall be permanently kept in place unless otherwise agreed in writing with the Local Planning Authority. Upon written request, the applicant or their successors in title shall provide the Local Planning Authority with written details of how the measures contained in the Emergency Plan are being undertaken at an given time.

Reason: To ensure the safety of the residents against the risk of flooding.

- 23 A Flood Emergency Plan, covering place of refuge, flood evacuation and safe/escape routes, shall be submitted and approved by the Local Planning Authority prior to occupation of the development and shall be complied with.

Reason: To ensure the safety of the occupiers and users of the development against the risk of flooding.

INFORMATIVES

- 1 Given the age of the building to be demolished it is possible that asbestos may be present. The applicant is 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.
- 2 You have been granted planning permission for a development in a flood risk area. We strongly advise that you sign up to the free Flood Warning Direct service by calling Floodline on 0845 988 1188.

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