

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

14 December, 2016
07
16/4506

SITE INFORMATION

RECEIVED: 14 October, 2016

WARD: Tokyngton

PLANNING AREA: Brent Connects Wembley

LOCATION: Land next to Wembley Arena Square, Engineers Way, Wembley

PROPOSAL: Reserved matters in relation to Plot W03 pursuant to outline planning permission 03/3200. The proposal is for the erection of a part 9 storey and part 14 storey building providing 340 residential units and 1,879 sqm of retail floorspace. 12 car parking spaces are provided on site, four of which will be accessible, together with two loading and servicing bays for the residential and retail uses respectively. The proposal also includes cycle parking, landscaping and amenity space at ground level and roof top.

The application has been submitted pursuant to conditions 2 i-vi (siting, design, external appearance, access and landscaping), 6 ii, iii, iv and v (infrastructure), 26 (open space), 30 (tree removal), 60 (disabled access), 61 (underground parking), 63 (sunlight/daylight) and 64 (wind tunnel testing)

APPLICANT: Quintain Limited

CONTACT: WYG

PLAN NO'S: Please see condition 1.

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_130727

When viewing this as a Hard Copy

Please use the following steps

1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "16/4506" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

SITE MAP

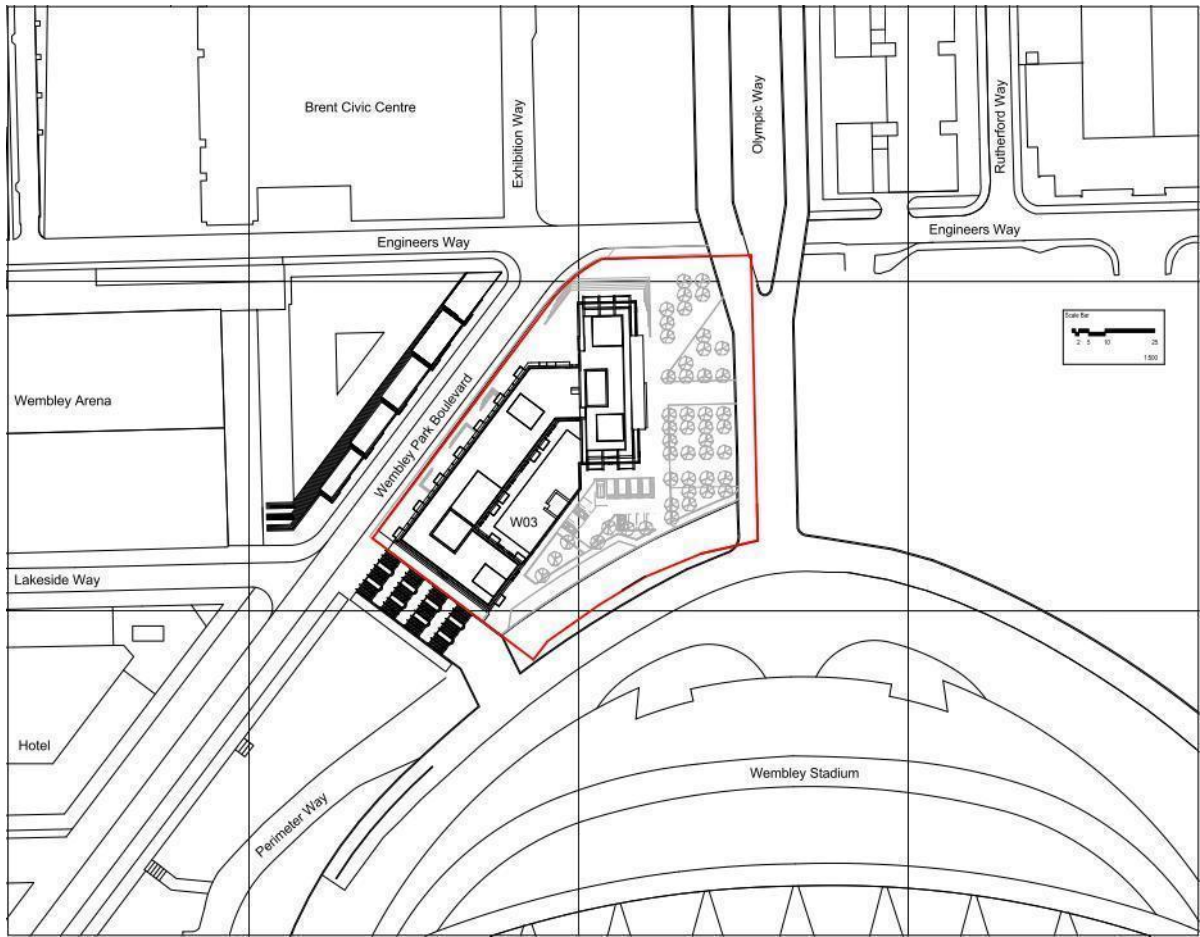


Planning Committee Map

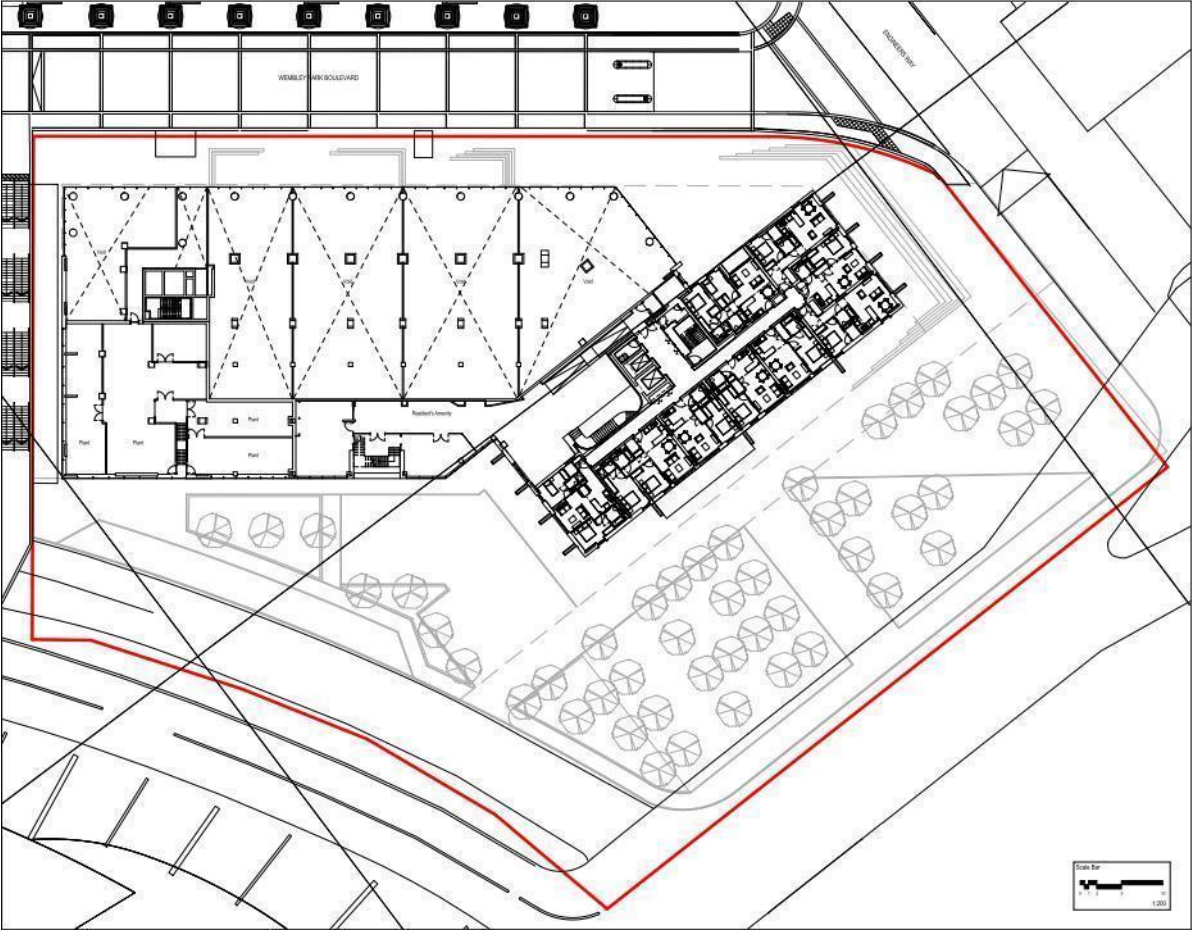
Site address: Land next to Wembley Arena Square, Engineers Way, Wembley

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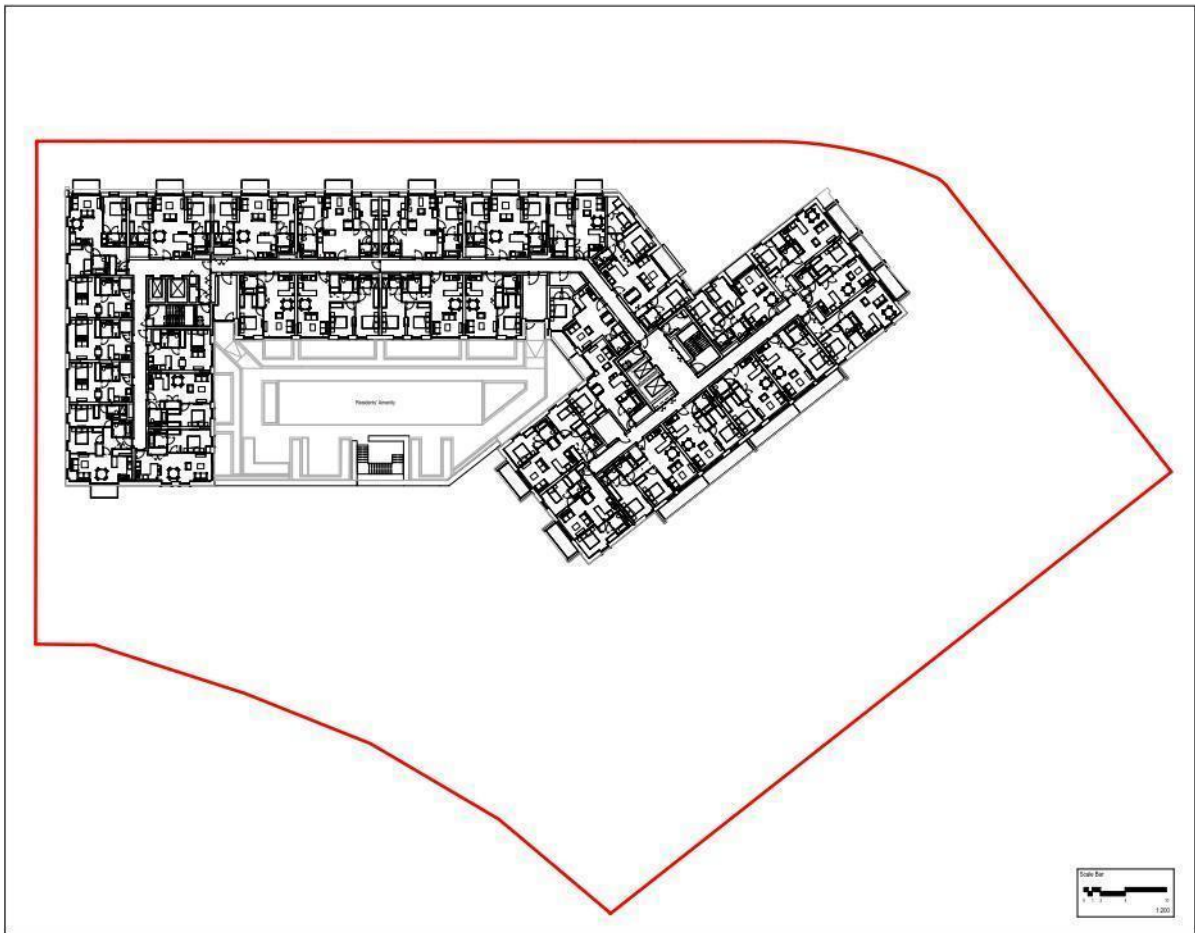
This map is indicative only.



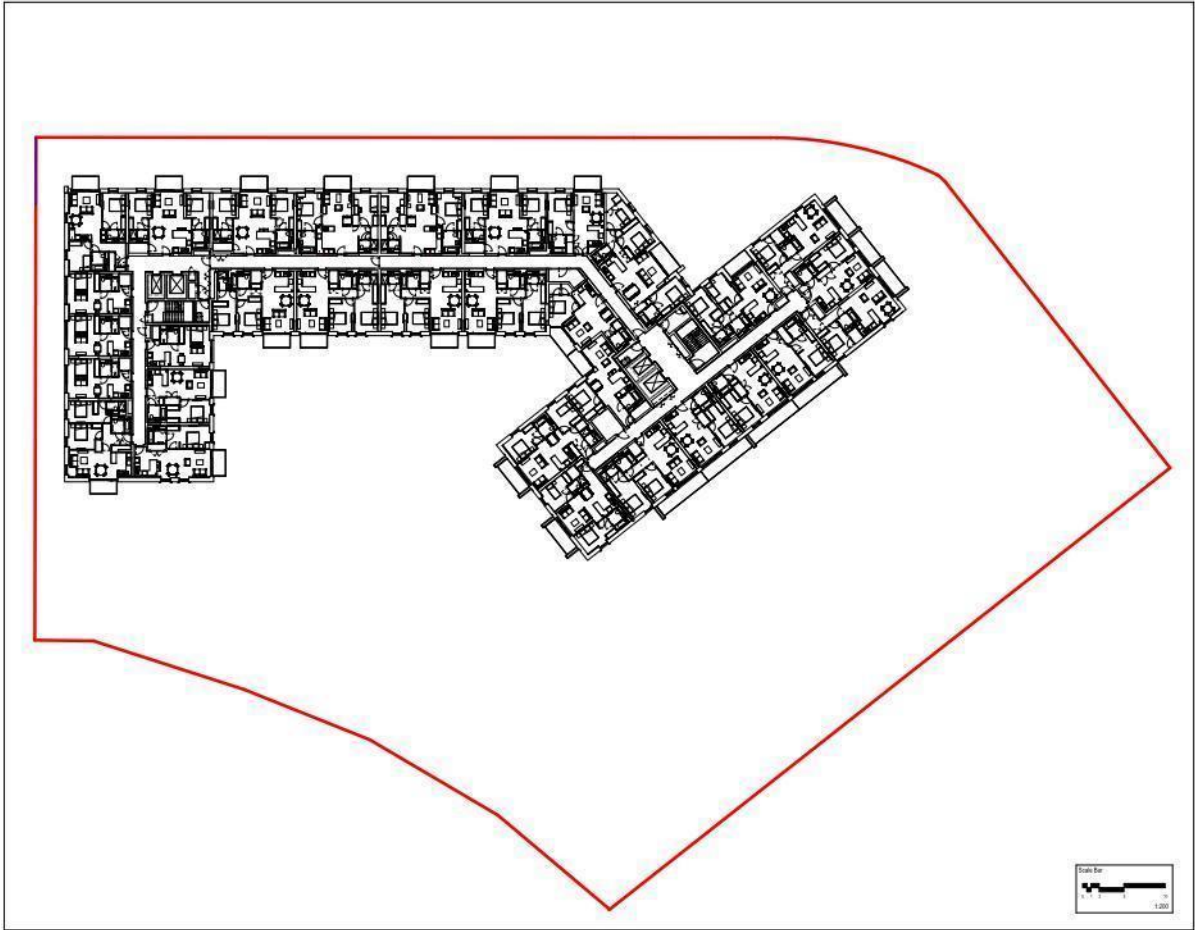
Block Plan



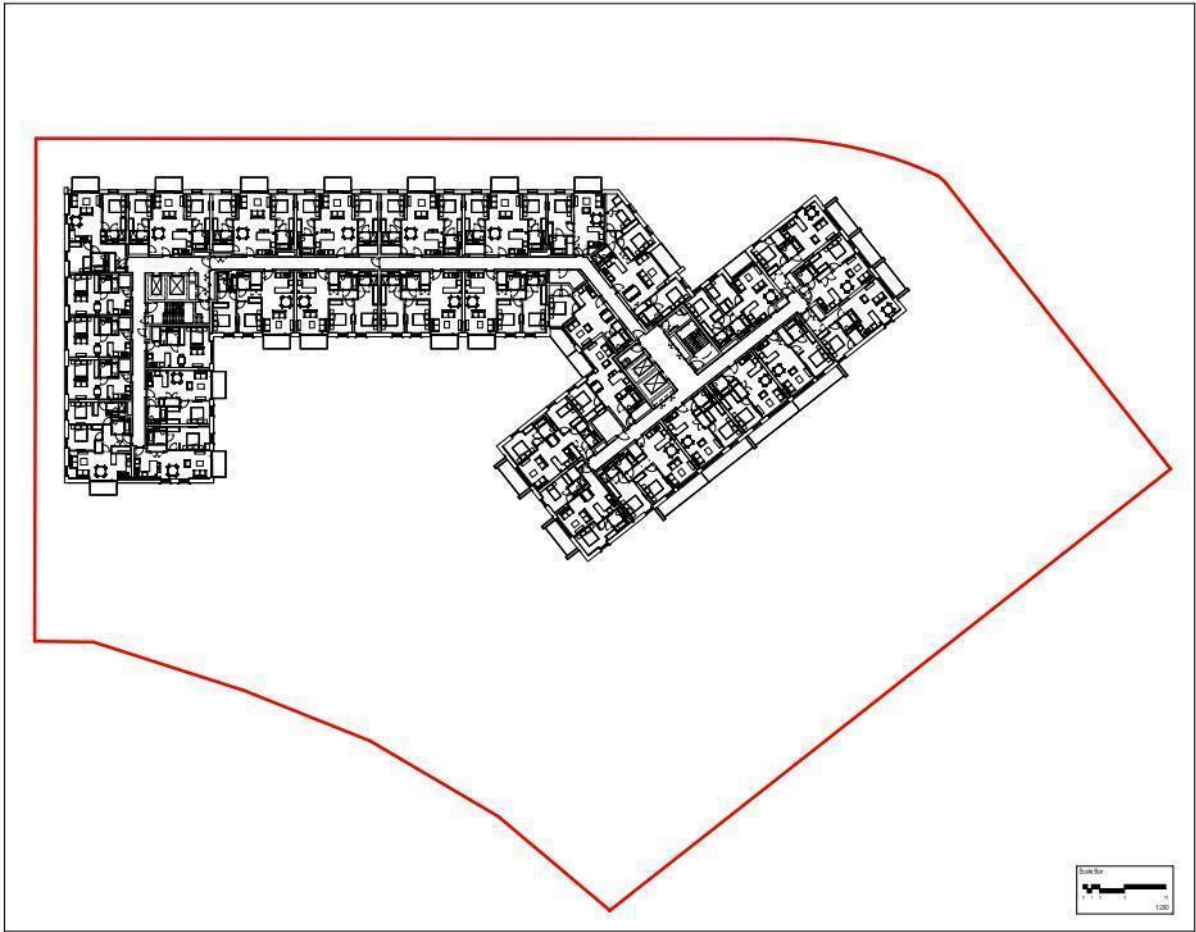
Mezzanine Level



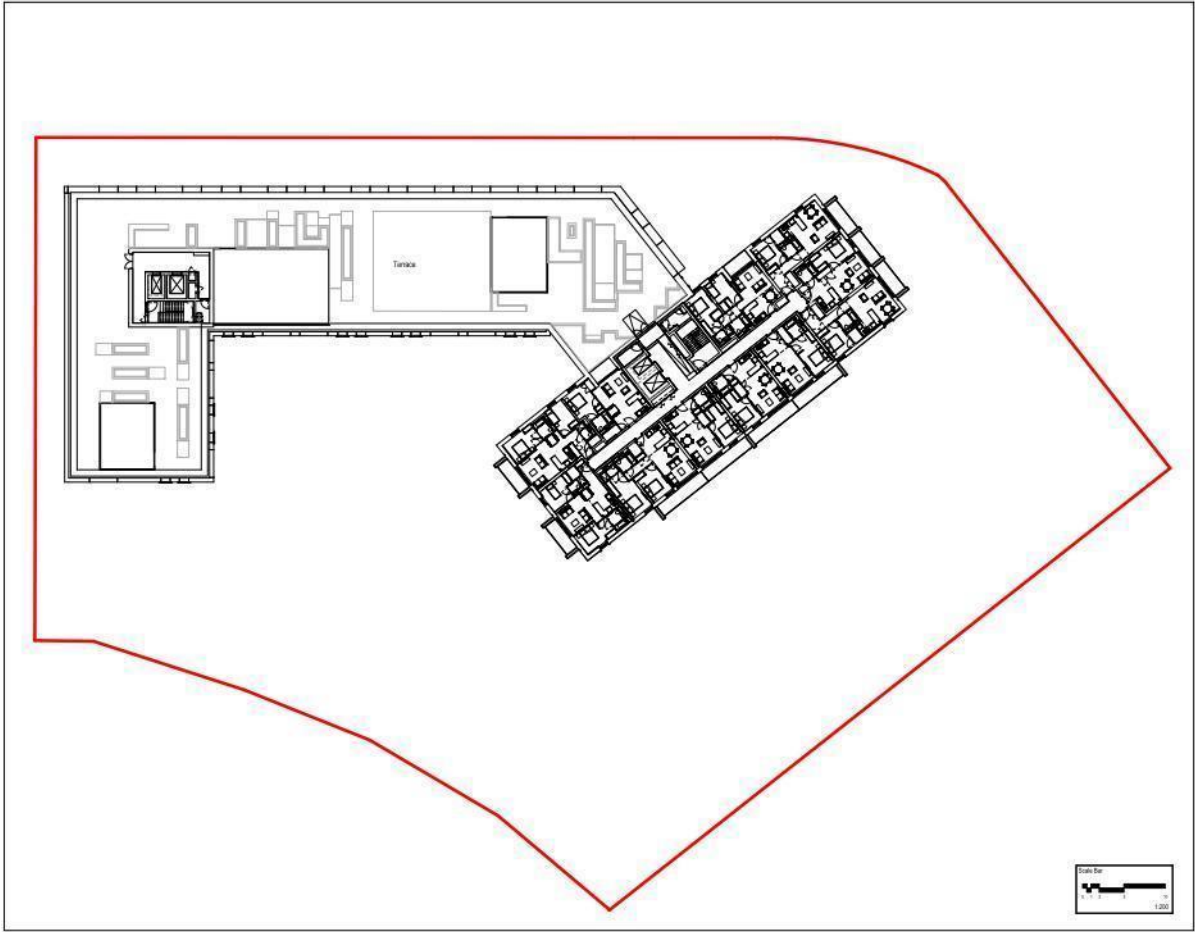
Level 01



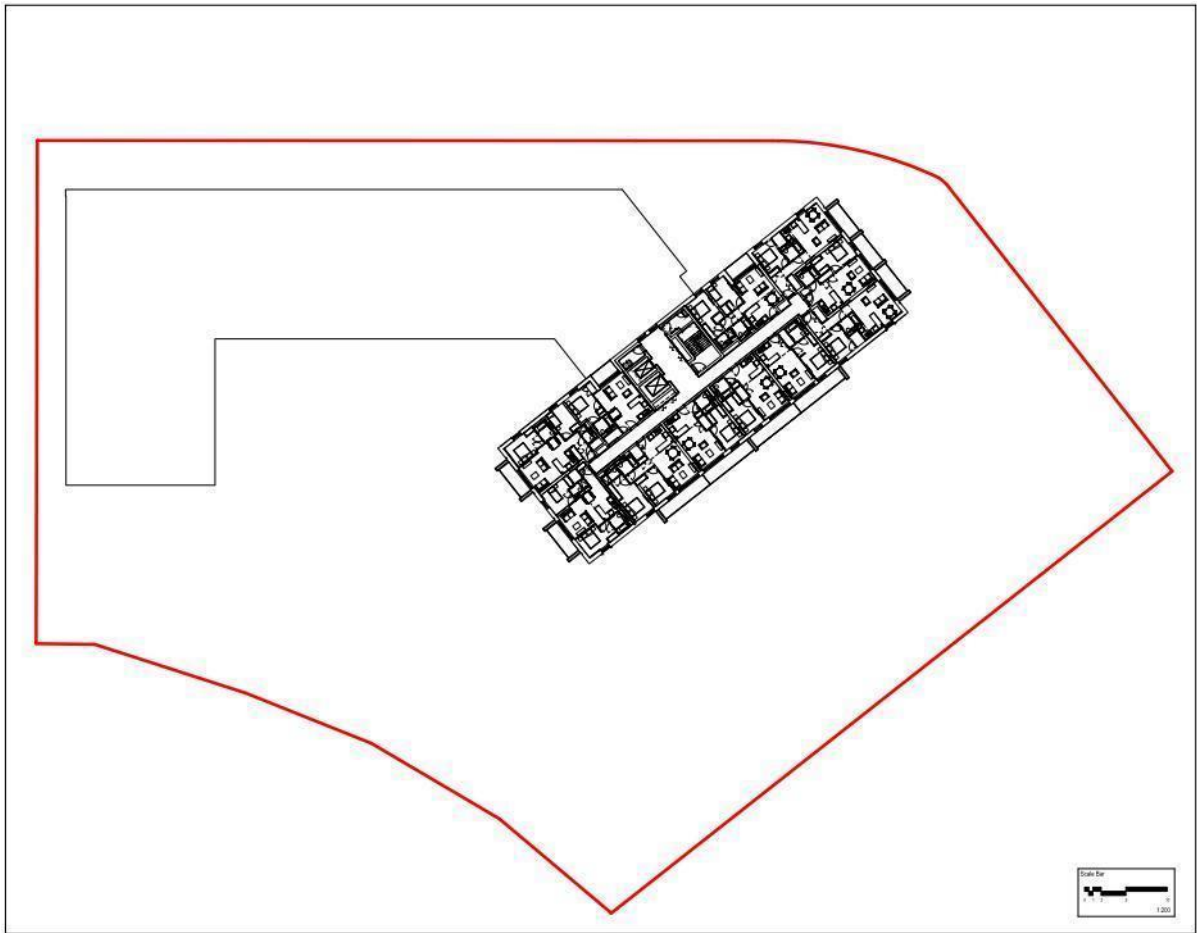
Level 02



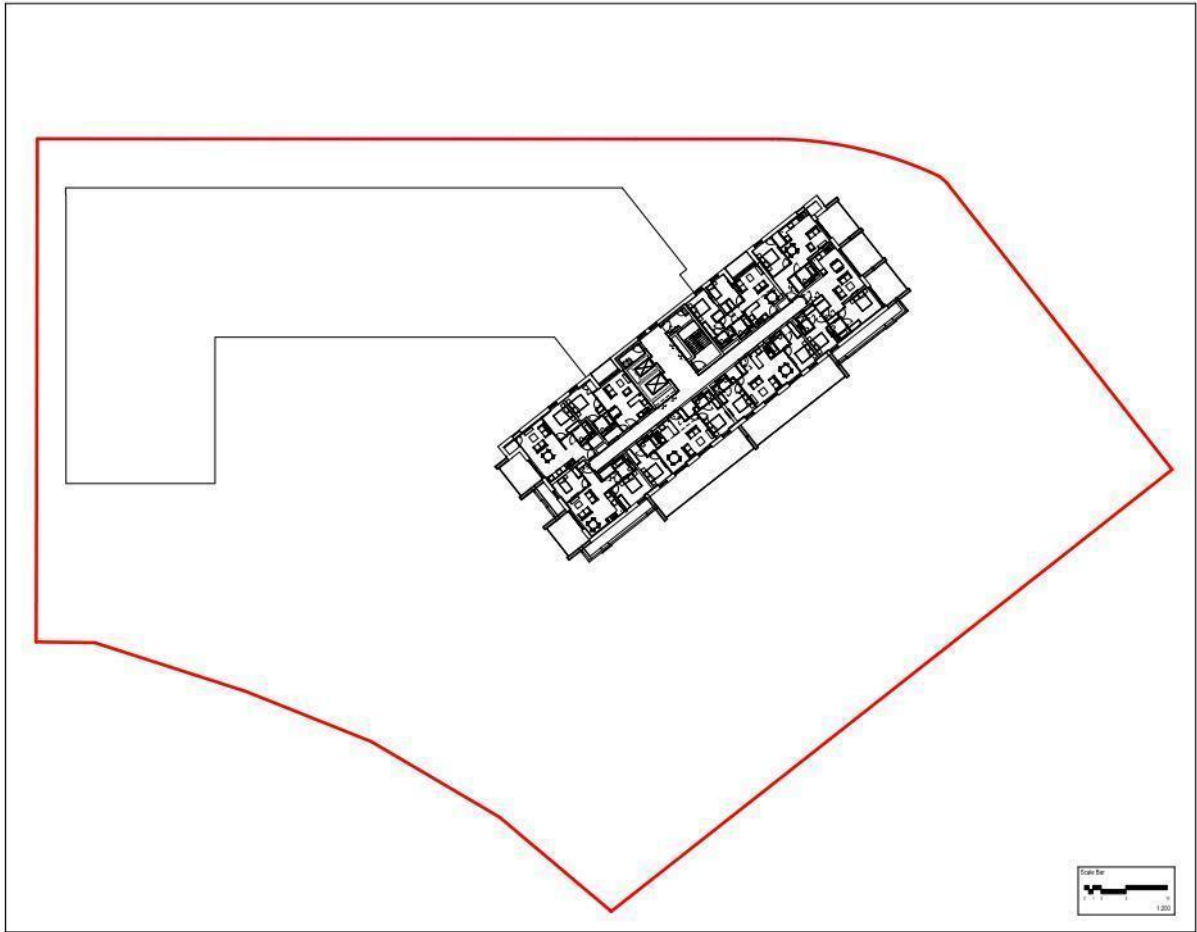
Level 3-9



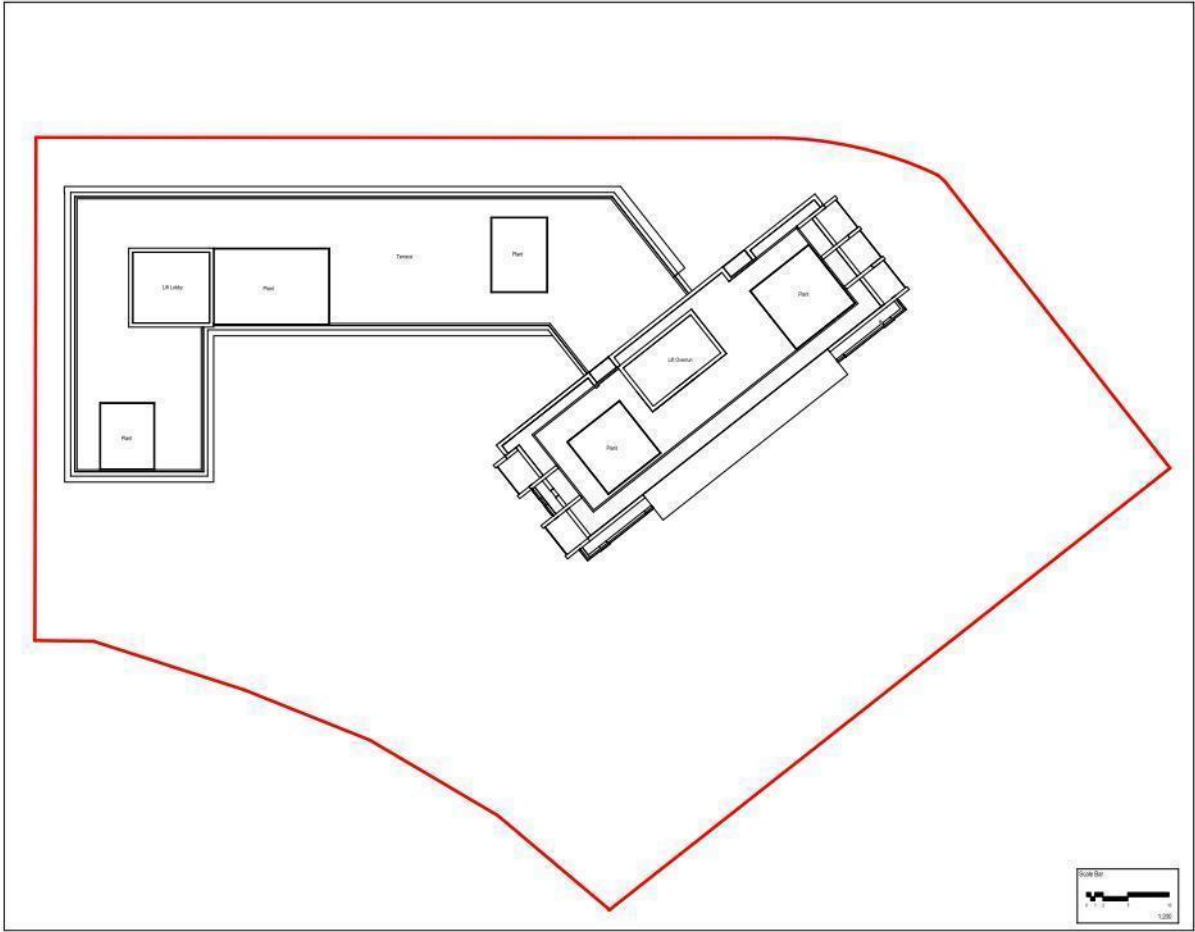
Level 10



Level 11-13



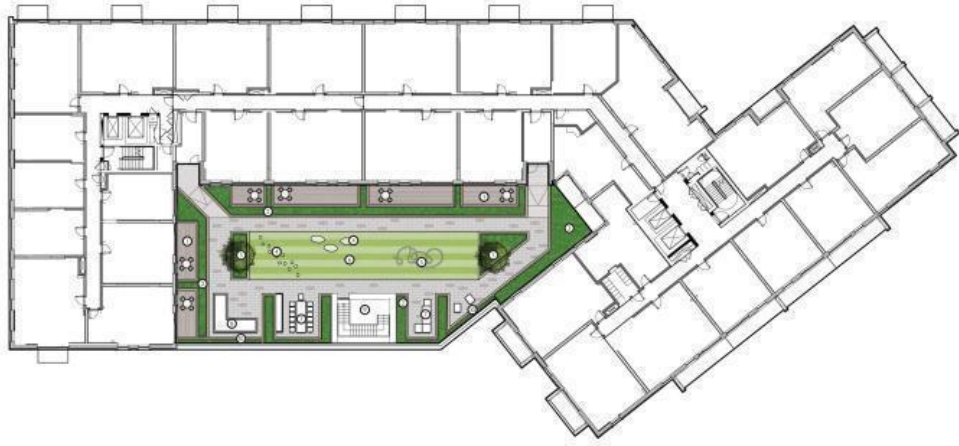
Level 14



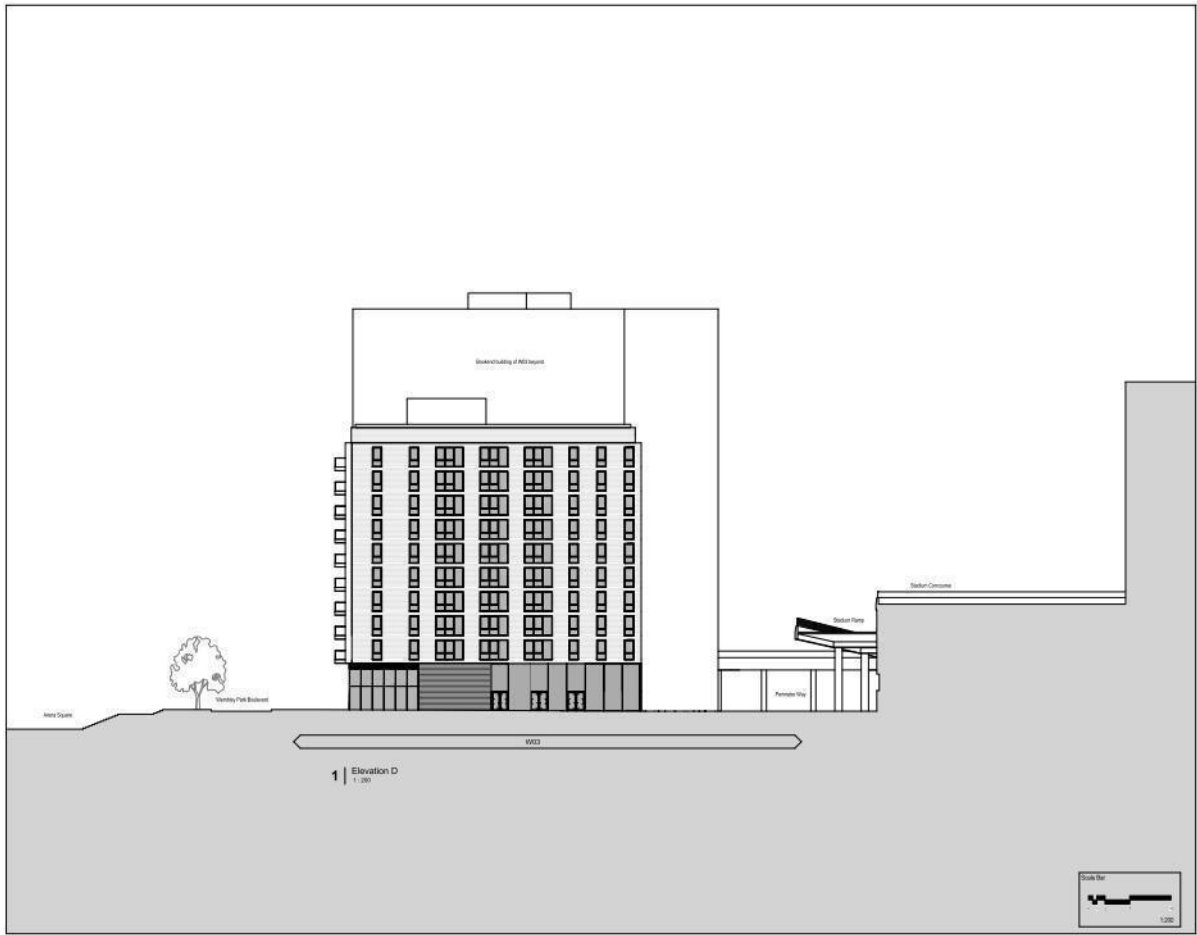
Roof Plan



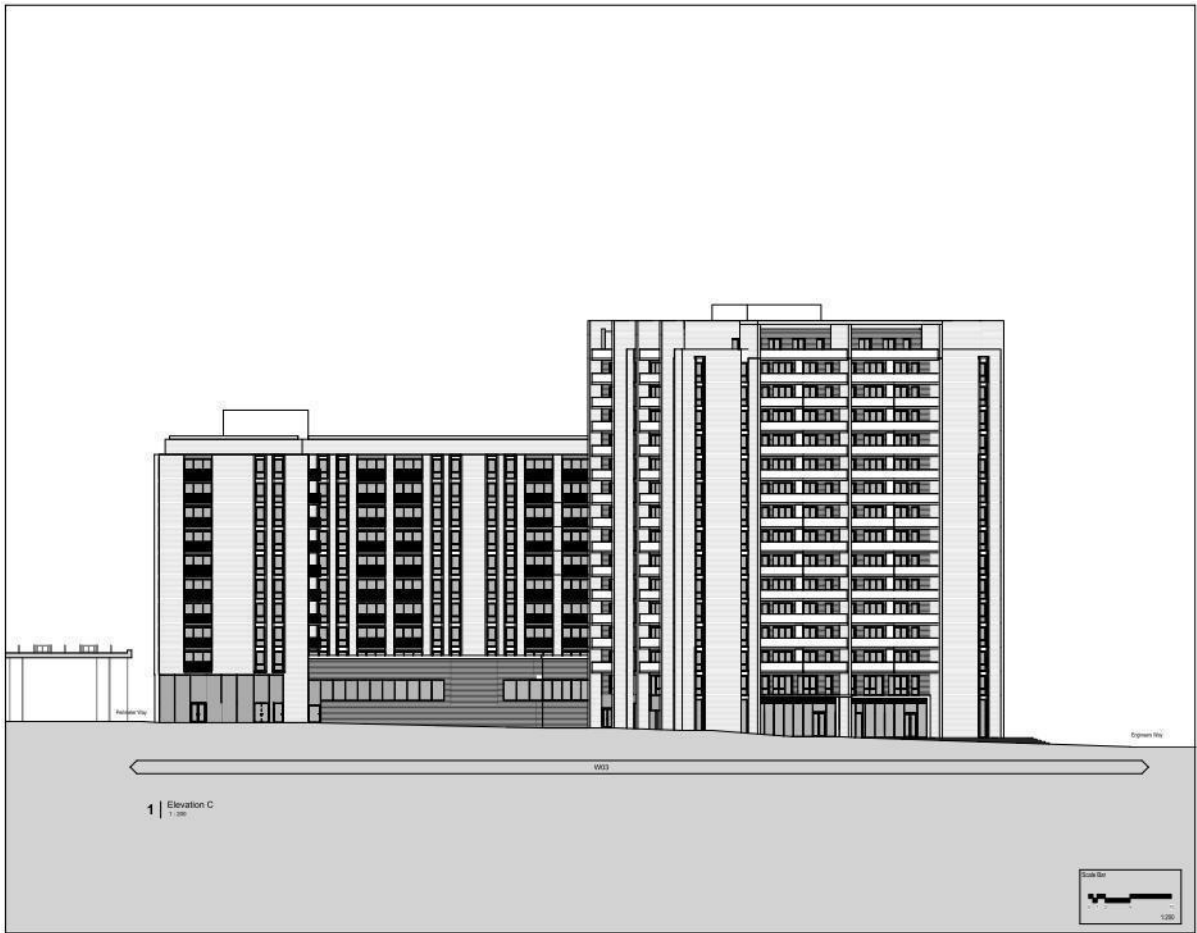
Public Realm



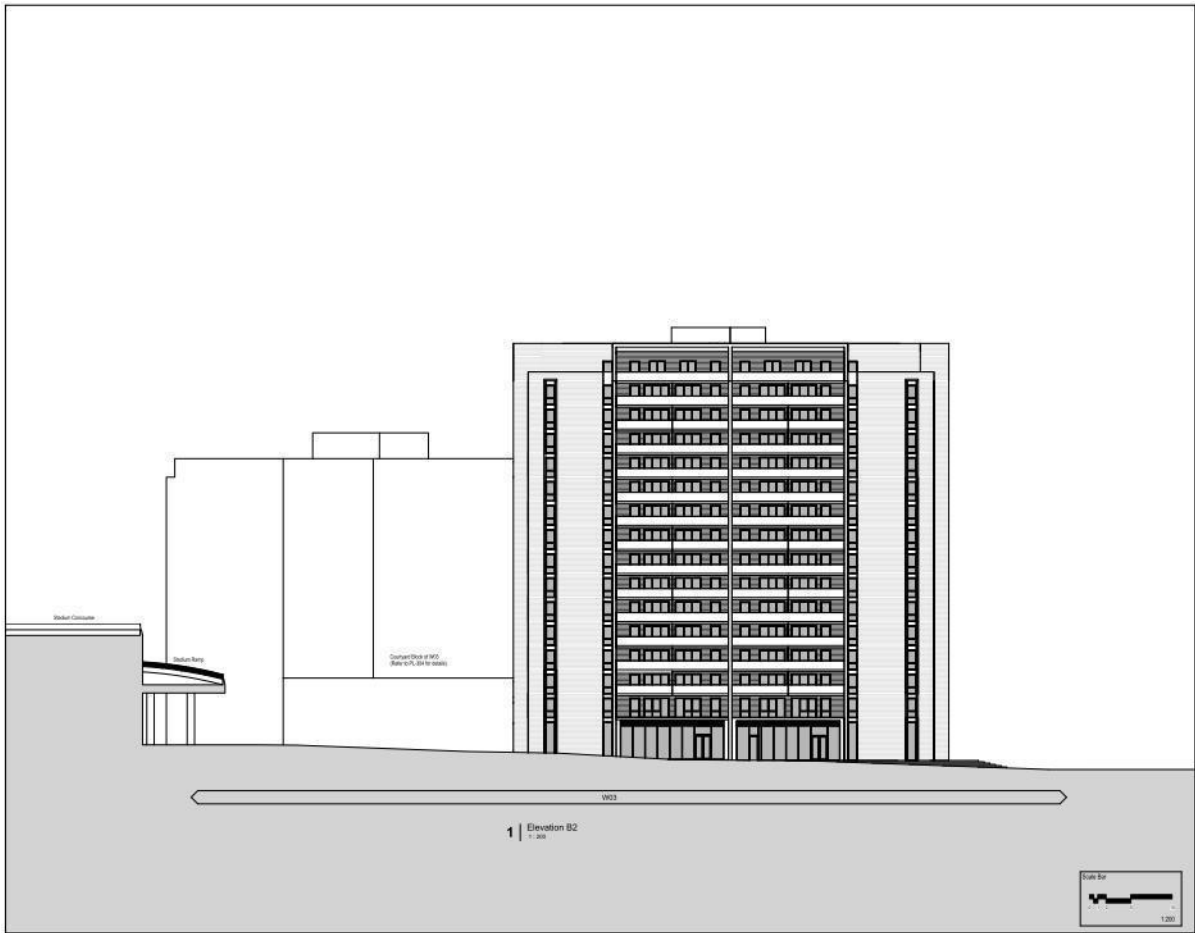
Level 1 Roof Terrace



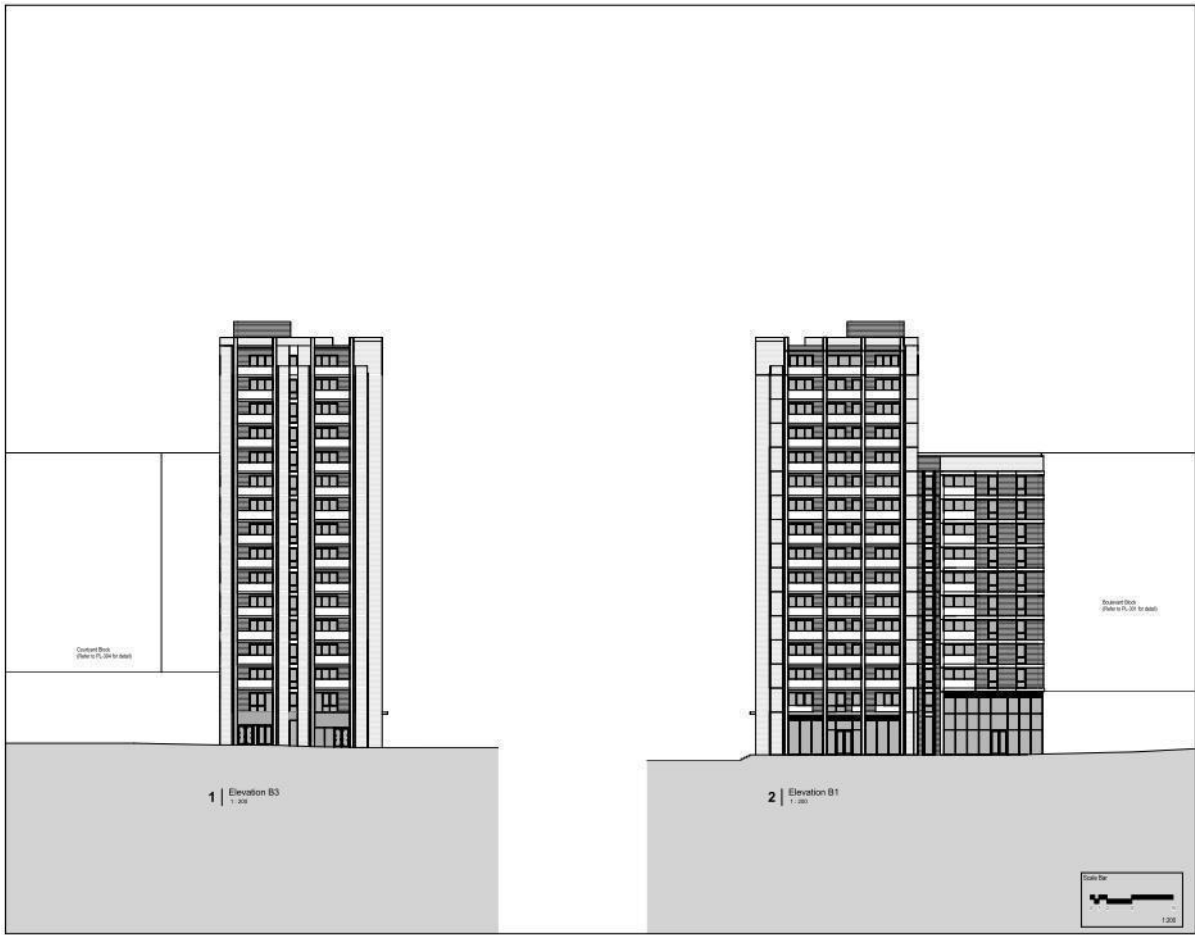
Elevation D



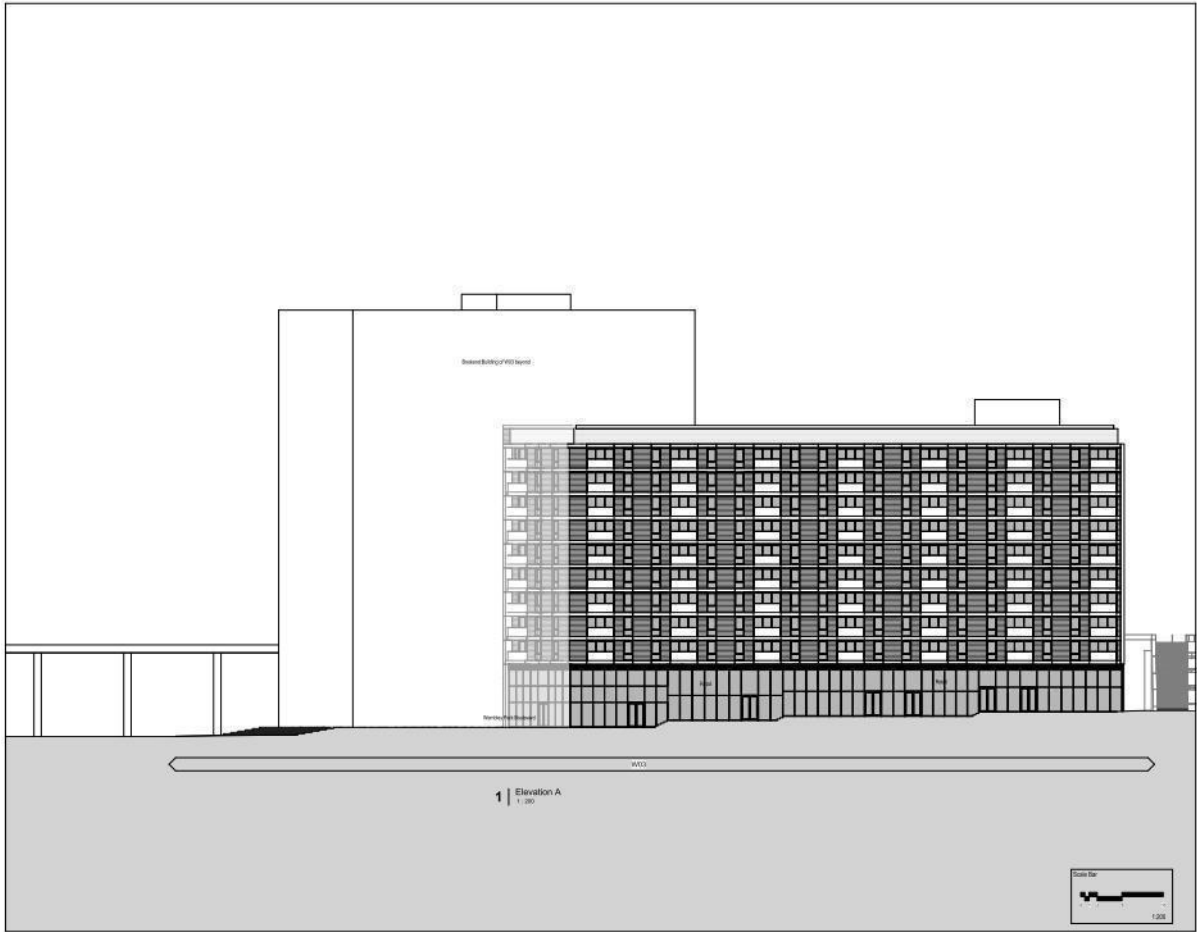
Elevation C



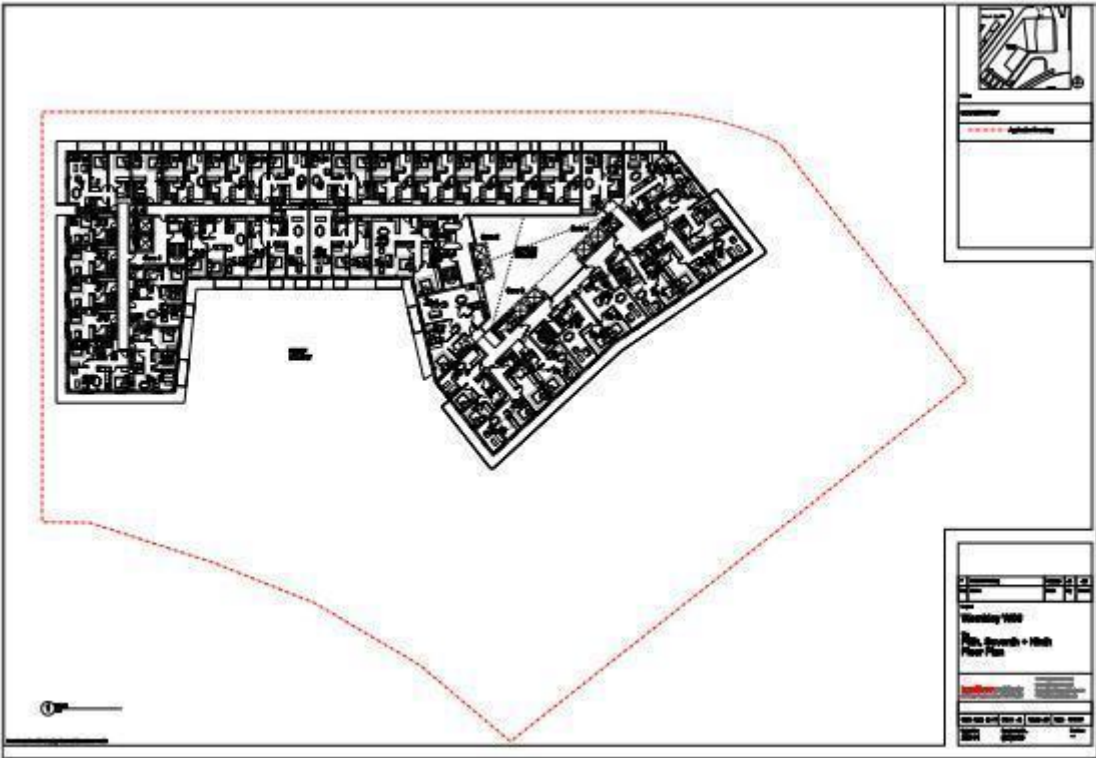
Elevation B2



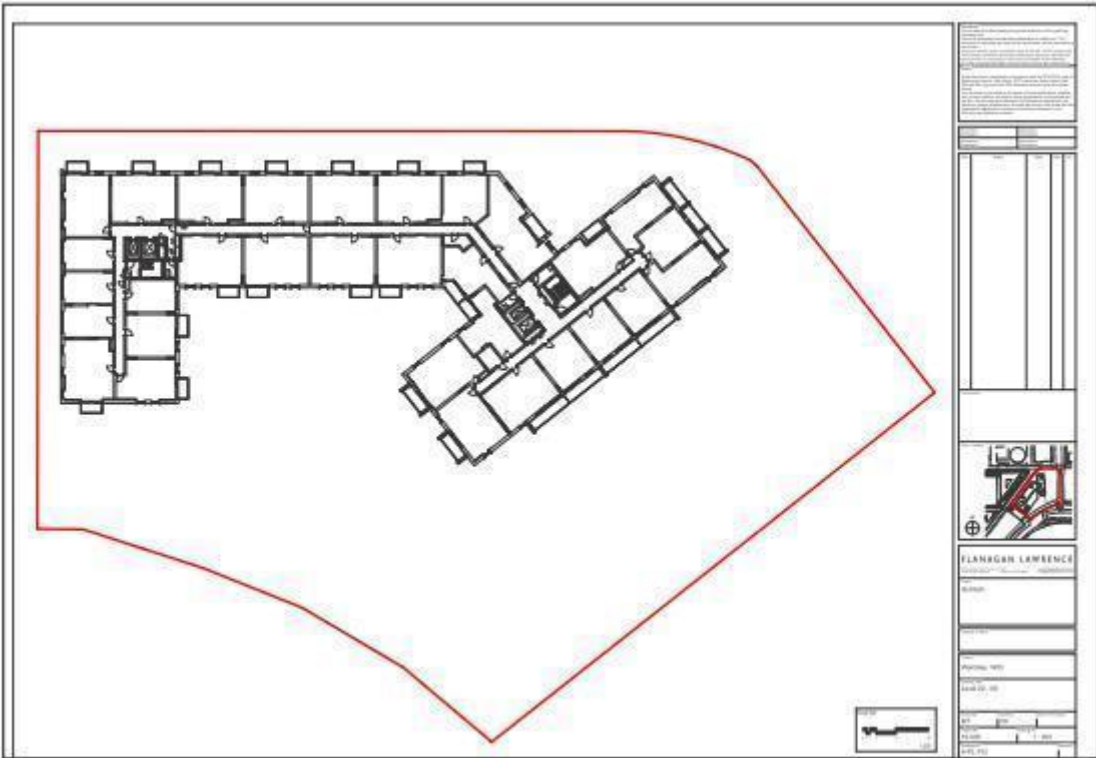
Elevation B1 and B3



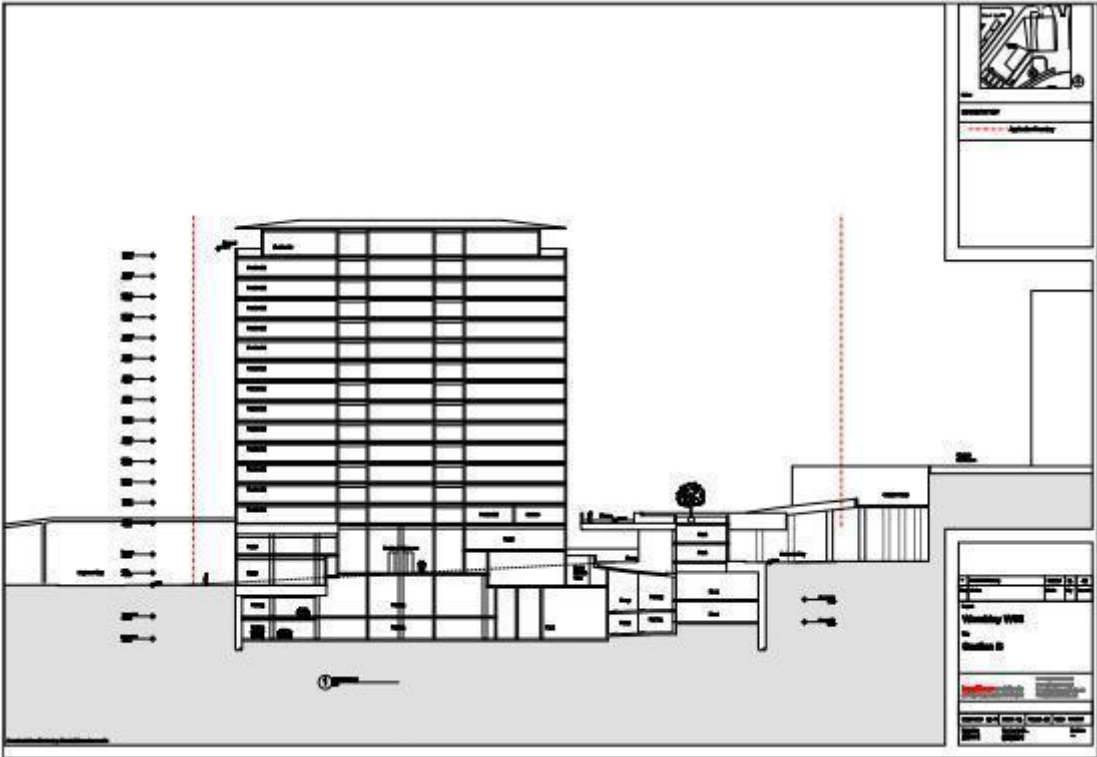
Elevation A1



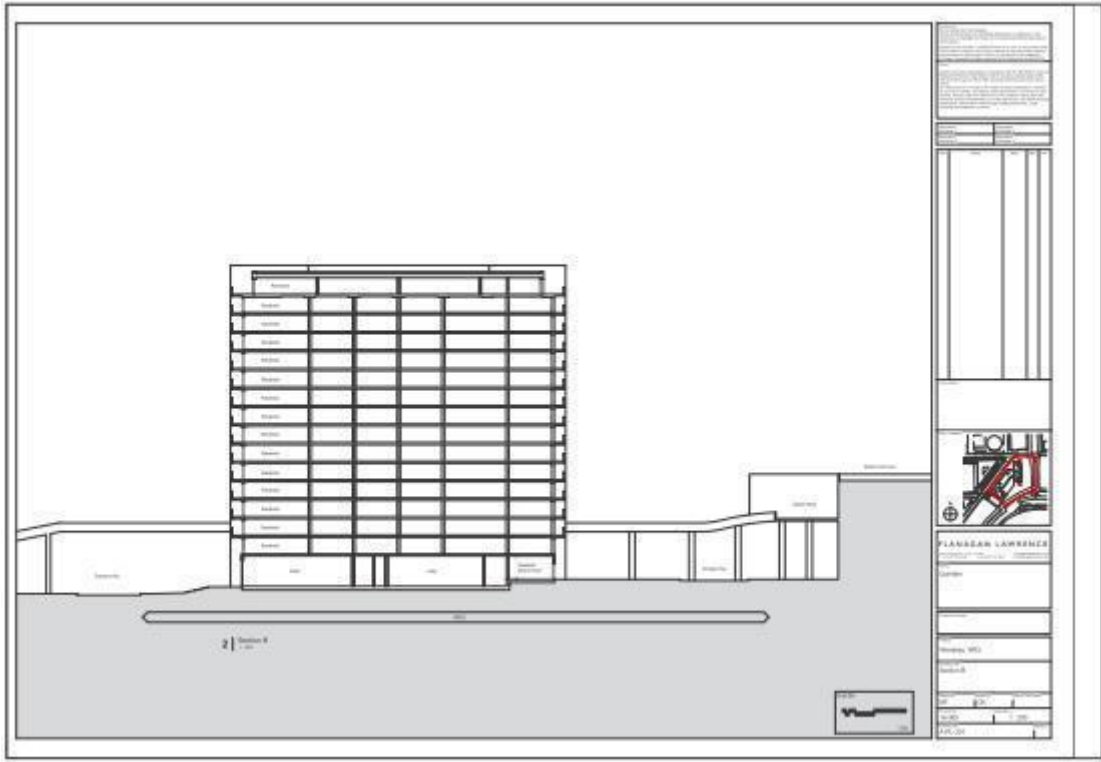
Consented



Proposed



Consented



Proposed



View from Engineers Way



View from Olympic Way



View from Stadium concourse



Comparisons between consented RMA and current proposal

RECOMMENDATIONS

RECOMMENDATION

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

2. 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. Approved drawings/documents
 2. Any [other] condition(s) considered necessary by the Head of Planning

Informatives

 1. Advising of future requirements for applications.
 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 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 key elements of the current W03 proposals are as follows:

- Two joined buildings of nine and fourteen stories (plus mezzanine);
- 340 residential units (36 no. studios, 138 no. one bed units, 157 no. two bed units and 9 no. 3 bed units across 25,932 sqm GEA) including 10% adapted and easily adapted units; 1879 sqm GEA of retail floorspace;
- 12 car parking spaces for residents, 4 of which are accessible;
- 5 electrical vehicle charging units;
- 340 cycle spaces for residents;
- Private terraces or balconies for each unit;
- Communal outdoor residential amenity spaces at the 1 st (553 sqm) and 10 th floors (1019 sqm);
- 328.6 sqm of residents' internal amenity areas;
- Envac residential waste system, and traditional commercial waste storage;
- On site landscaping and trees.

The key changes from the extant scheme are as follows:

- Removal of the terraces at upper level on the lower building along Wembley Park Boulevard to reduce its height by 1 metre;
- Creation of public realm at the juxtaposition of the two buildings which make up the plot by removing mass;
- Provision of four additional residential units drawn down from the 3727 units permitted under the Stage One outline planning permission 03/3200;
- Omission of D2 leisure use;
- Reduction in retail;
- A reduction in on site residents' parking; and
- Revised internal layout.

B) EXISTING

The application site is located on Engineers Way and is bounded by Wembley Park Boulevard, Olympic Way and Perimeter Way. This location is directly in front of Wembley National Stadium. To the West is Arena Square and the Wembley Arena. Directly to the south of the site are the "Spanish Steps". The application site occupies 0.9 hectares and is currently occupied by Power League.

Context

The site forms plot "W03" as identified on the approved outline planning permission for the comprehensive redevelopment to include a high-density, mixed-use scheme of commercial, residential, leisure and community use to a 17-hectare area to the north of the Stadium and approximately bounded by Engineers Way, Empire Way/Wembley Hill Road, First Way, the north of the Stadium and South Way, and includes part of Olympic Way (but excluding the sites of the Ibis Hotel, Mahatma Gandhi House, and York House) – known as the Stage 1 Development Area. W03 is located on the western side of the primary processional route (Olympic Way) from Wembley Park Underground Station.

The approval was supported by 10 "Parameter Plans" which identified the W03 plot as one of 15 development plots, 10 to the west of Olympic Way and 5 to the east and a number of areas of open space (Olympic Way, "Stadium Piazza", Arena Square and First Square). This "fixed" various requirements from future "Reserved Matters Applications" (RMAs) including:

- location of development plots on the site and the maximum footprint of building(s) within these plots;
- total (maximum) floorspace by use for the site as a whole and the mix of uses within each development plot;

- access and circulation;
- location of private and public open space across the site;
- proposed ground levels;
- maximum building heights (\pm 1m);
- location, extent and maximum number of non-residential and residential vehicle parking on the site;
- location of trees to be removed.

Of particular relevance to plot W03, approval was on the basis of a maximum height of 85 metres Above Ordnance Datum (AOD) at Olympic Way, 79 metres AOD at the Stadium Piazza and 73 metres at the Wembley Park Boulevard frontage (plus 3m from roof or plant, 6m for lift motor-rooms, and \pm 1m tolerance), and that uses shall be limited to C2 (residential institutions), C3 (dwelling houses), A3(restaurants & cafes), A4 (drinking establishments), A5 (hot food take-away), and D2 (assembly and leisure) as defined under the Town and Country Planning (Use Classes) Order 1995 (as amended). The parameter plans also indicate that residential car-parking and private open space would be provided within the plot.

The approval of the Stage 1 Development Area therefore concerned the principle of the development, based on the Parameter Plans, the identified maximum floor space/units (i.e. development description) and the Environmental Statement based on these. Condition 7 of the permission, in particular, stated that:

Development...should be in material compliance with parameter plans 1-10 contained within the planning application.

For the reason:

In order that the development is carried out in accordance with any necessary mitigation for the purposes of the Environmental Impact Assessment and in order that the development complies with the approved parameter plans.

The approval was subject to a number of conditions, many relate to the "relevant part of the development only" to allow for the phase completion of the development on a plot-by-plot basis, and as part of the approval, all matters were reserved, namely: siting, design, external appearance, means of access, and landscaping.

C) AMENDMENTS SINCE SUBMISSION

Amended plans are submitted showing four cycle stands in the public realm between the carpark and the shrub planting in the southeast of the plot.

An amended plan was submitted explicitly noting that the new paving will not be on adopted highway land.

Amended plans are submitted showing replacement planting. A smaller multi stem amelanchier is now proposed instead. of Prunus avium.

D) SUMMARY OF KEY ISSUES

The key issues in relation to this proposal are as follows:

The Siting, Design, External Appearance, Access and Landscaping have all been discussed in the report and are considered to be acceptable. The proposal is in line with the parameters set out in the outline consent and Design Specification. The design and appearance of the proposed buildings look to continue with the design approach and quality of design adopted for the two previous buildings within the North West Lands, Emerald Gardens which is nearing completion and Alto for which construction is well under way.

Details relating to the layout, highways layout, cycle storage, parking, access, daylight and wind have also been provided and are considered to be of sufficient detail and to provide appropriate standards for future residents as well as have an acceptable impact on and relationship with the wider locality.

All the residential units are private in tenure. This is the same as the extant W03 reserved matters and follows from the Stage One S106. There has been an over provision of affordable units in other plots of the Stage One development to enable W03 to be wholly private, in accordance with the terms of the S106.

It should be noted that the Outline planning permission was approved prior to the introduction of CIL and as such, the financial contributions are secured through the Section 106 agreement rather than CIL. This

secured a wide range of measures and financial contributions.

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				27490	27490
Shops				1835	1835

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Flats/Mais)										0
PROPOSED (Flats/Mais)	174	157	9							340

RELEVANT SITE HISTORY

03/3200 Granted 29/29/2004

Outline planning application for:

Works for the re-orientation of Wembley Arena

Class A1 (Retail) comprising up to 14,200m² designer retail outlet, 11,800m² sports retailing

Class A1/A2 shops/financial and professional services up to 8,000m² (including up to 2,000m² supermarket)

Class A1 (Retail) comprising up to 400 square metres of hotel boutique retail

Class A3 (Food and Drink), up to 12,700m²

Class B1 (a) (b) and (c) Business, up to 63,000m²

Class C1 (Hotel), up to 25,400m²

Class C1/Sui Generis (Hotel apartments), up to 26,700m²

Class C2 (Residential institutions) up to 5,000m²

Class C3 (dwellings) up to 277,000m², (up to 3,727 dwellings)

Student accommodation (Sui Generis), up to 16,600m²

Class D1 (Non-residential institutions), up to 8,200m²

Class D2 (Assembly and Leisure), up to 28,500m² (including the existing Arena of 13,700m²)

together with associated open space, public market area (Class A1), hard and soft landscaping, highway and engineering works, electricity sub-station, other utility requirements, other parking and servicing, and improvements to Olympic Way;

AND;

Reserved matters relating to siting, design, external appearance and means of access for the 3-storey structure to provide car and coach parking

05/2949: Granted 12/01/2006

The erection of an 8-storey building arranged around a central courtyard with basement comprising of 286 residential units (19 x three-bedroom flats, 100 x two-bedroom flats, 156 x one-bedroom flats and 11 x studio flats (of which 22 x two-bedroom flats and 64 x one-bedroom flats are for 'intermediate' housing, and 9 x three-bedroom flats, 23 x two-bedroom flats, 23 x one-bedroom flats are for 'social rent')), inclusive of 8 x composite residential/business units, retail unit, an employment agency, and a crèche, with basement parking for 132 cars with access provided from Engineers Way and 286 cycle parking spaces with associated landscape works, on the corner of Empire Way and Engineers Way (Site of the former Bingo Hall) forming part of the Quintain Stage 1 permission (ref: 03/3200) - Plot W01

(The application is submitted as reserved matters detail pursuant to condition 2 (i) (ii) (iii) (iv) (v) (siting, design, appearance, means of access, landscaping, and samples), and details pursuant to conditions 6 (ii) (iii) (iv) (v) (scheme parameters), 14 (noise-attenuation measures), 26 (configuration and extent of provision of communal and/or private residential open space), 30 (trees to be removed), 60 (disabled access), 61 (design of the underground car park), 63 (sunlight/daylight studies) and 64 (wind tunnel testing) for Plot W01 only (as shown on Parameter Plan 4 and bounded by Engineers Way, Empire Way, and Lakeside Way) of outline planning permission reference 03/3200 dated 29 September 2004 for:

Works for the re-orientation of Wembley Arena; Class A1 (Retail) comprising up to 14,200m² designer retail outlet, 11,800m² sports retailing; Class A1/A2 shops/financial and professional services up to 8,000m² (including up to 2,000m² supermarket); Class A1 (Retail) comprising up to 400 square metres of hotel boutique retail; Class A3 (Food and Drink), up to 12,700m²; Class B1 (a) (b) and (c) Business, up to 63,000m²; Class C1 (Hotel), up to 25,400m²; Class C1/Sui Generis (Hotel apartments), up to 26,700m²; Class C2 (Residential institutions) up to 5,000m²; Class C3 (dwellings) up to 277,000m², (up to 3,727 dwellings); Student accommodation (Sui Generis), up to 16,600m²; Class D1 (Non-residential institutions), up to 8,200m²; Class D2 (Assembly and Leisure), up to 28,500m² (including the existing Arena of 13,700m²); together with associated open space, public market area (Class A1), hard and soft landscaping, highway and engineering works, electricity sub-station, other utility requirements, other parking and servicing, and improvements to Olympic Way; AND; Reserved matters relating to siting, design, external appearance and means of access for the 3-storey structure to provide car and coach parking) (as clarified within the 'W01 Explanatory Report dated October 2005'; and Response Report from Nigel Hawkey of Quintain Estates and Development plc dated 22nd December 2005)

06/3631: Granted 30/03/2007

The erection of a part 11-storey and part 14-storey building with two-level basement, comprising 336 residential units (45 x studio flats, 115 x one-bedroom flats, 162 x two-bedroom flats, 14 x three-bedroom flats), all of which are for private accommodation. In addition, the application proposes 2101sqm of D2 leisure, 3682sqm of retail floorspace, basement parking for 272 cars (10% of which are disabled bays), 336 cycle-parking spaces, 10 electrical car-charging spaces, 10 motorcycle-parking spaces, 15 visitor car-parking spaces, 29 visitor cycle bays, and associated communal landscaping, located on the corner of Wembley Park Boulevard, Engineers Way and Olympic Way forming part of the Quintain Stage 1 permission (ref: 03/3200).

(The application is submitted as reserved matters detail pursuant to condition 2 (i) (ii) (iii) (iv) (v) (siting, design, appearance, means of access, landscaping, and samples), and details pursuant to conditions 6 (ii) (iii) (iv) (v) (scheme parameters), 26 (configuration and extent of provision of communal and/or private residential open space), 30 (trees to be removed), 60 (disabled access), 61 (design of the underground car park), 63 (sunlight/daylight studies) and 64 (wind tunnel testing) for Plot W03 only (as shown on Parameter Plan 4 and bounded by Wembley Park Boulevard, Engineers Way and Olympic Way) of outline planning permission reference 03/3200 dated 29 September 2004 for:

Works for the re-orientation of Wembley Arena; Class A1 (Retail) comprising up to 14,200m² designer retail outlet, 11,800m² sports retailing; Class A1/A2 shops/financial and professional services up to 8,000m² (including up to 2,000m² supermarket); Class A1 (Retail) comprising up to 400 square metres of hotel boutique retail; Class A3 (Food and Drink), up to 12,700m²; Class B1 (a) (b) and (c) Business, up to 63,000m²; Class C1 (Hotel), up to 25,400m²; Class C1/Sui Generis (Hotel apartments), up to 26,700m²; Class C2 (Residential institutions) up to 5,000m²; Class C3 (dwellings) up to 277,000m², (up to 3,727 dwellings); Student accommodation (Sui Generis), up to 16,600m²; Class D1 (Non-residential institutions), up to 8,200m²; Class D2 (Assembly and Leisure), up to 28,500m² (including the existing Arena of 13,700m²); together with associated open space, public market area (Class A1), hard and soft landscaping, highway and engineering works, electricity sub-station, other utility requirements, other parking and servicing, and improvements to Olympic Way; AND; Reserved matters relating to siting, design, external appearance and means of access for the 3-storey structure to provide car and coach parking)

CONSULTATIONS

Press Notice - 27.10.2016

Site Notice - 26.10.2016

Notification letters were sent 26.10.2016 to the owner/occupiers of 315 nearby and surrounding properties, including the following locations.

London Designer Outlet

At the time of writing this report no representations were received.

Statutory consultees

Planning Policy

In summary, it is good to see a continued uplift in applications that seek to push up housing delivery in the shorter term at Wembley are being progressed and clearly private sector rental will play a significant part in delivering these accelerated levels of delivery. The proposal is consistent with the broad principles of policy W8.

Transportation

Subject to the inclusion of at least four publicly accessible bicycle stands within the proposed landscaped areas, five electric vehicle charging points and future monitoring of demand for disabled parking spaces with a view to increasing provision if demand dictates, there would be no objections on transportation grounds to these proposals.

*cycle parking and electric vehicle charging points are included within the proposal.

Environmental Health

No objections subject to conditions relating to noise, construction noise and dust, air quality, contaminated land and lighting.

* Officers note that appropriate conditions are already attached to the Stage One permission.

Landscape

Oak trees are proposed, *Quercus palustris*, at 14-16cm size. Planting specification states tree pits for this size will be 80x80x65cm. It is important to note that in this location there is unlikely to be any natural topsoil on site. Ground conditions could be rubble from demolition of former stadium, or at best clay subsoil. So subject to ground investigation it may be necessary to import new subsoil and topsoil to provide an adequate volume of soil suitable for growing Oak trees.

A similar comment applies to the proposed external ground level shrub planting, most of these species prefer dry, sandy or acidic soil types and do not thrive in clay soil typically found in Wembley. However as there is unlikely to be any natural soil on site new topsoil will need to be imported. This soil should be of a type suitable for the listed plant species.

Internal courtyard appears to be a roof garden over basement car park and service areas. *Prunus avium* is proposed as a tree within this area, in my opinion this species is far too large and vigorous for the limited rooting space available. In the long term it would be difficult to sustain *Prunus avium* in a healthy condition as their water demand is likely to exceed what can be supplied by irrigation.

Roof garden proposals for 10th floor are agreed.

*Amended plans have been submitted showing replacement planting. A smaller multi stem amelanchier is now proposed instead. The tree pits sizes given were guideline sizes. The trees within the soft landscape will have the sufficient 5 cubic metres requested. Within the hard landscape areas the use an urban tree planting system is proposed. This solution provides the necessary area through a load bearing support system, reducing soil compaction and maintaining the growing environment for the trees to establish and mature.

Recycling and waste:

Is there sufficient space for the number of household waste 20 refuse 1100's and 20 recycling 1100's. 360 flats at 60L capacity per flat comes to 21600L for refuse and the same for recycling. They will also need room for a food waste bins – 3 x 1100's should suffice. On past applications where cycle space is prioritised over refuse storage area, managing agents have had to pay for an additional refuse collection per week as Brent will only provide one refuse collection per week. Household waste refuse storage and collection areas have to be separate from commercial waste areas as there will be contamination, access problems, etc. Finally, it's not clear how vehicles will gain access to the refuse and recycling bins as I have not seen a tracking diagram incorporating the dimensions of our vehicles – Dennis Eagles which are 9225 in length and the turning circle

is 16.9m. Are these areas pedestrianized or do they have vehicle parking and/or some form of parking restrictions as residents can and do block access routes for collections.

* Household waste is to be disposed of via the Envac system and is separate from the commercial waste areas. The Envac waste system is located in Plot W05, and not on Plot W03.

TfL

Confirm that the details are satisfactory and TfL have no objections.

POLICY CONSIDERATIONS

The policies relating to this application and the wider outline planning consent are as follows:

NATIONAL

National Planning Policy Framework 2012

REGIONAL

The Mayor of London

London Plan consolidated with alterations since 2011 (March 2016)

Relevant Policies include:

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.6 Children and Young People's Play and Informal Recreation
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 4.2 Offices
- 4.5 London's Visitor Infrastructure
- 5.1 Climate Change Mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.6 Decentralised Energy in Development Proposals
- 5.7 Renewable Energy
- 5.9 Overheating and Cooling
- 5.10 Urban Greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.15 Water Use and Supplies
- 5.21 Contaminated Land
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Building London's Neighbourhoods and Communities
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.14 Improving Air Quality
- 7.15 Reducing Noise

The Mayor's Transport Strategy

Supplementary Planning Guidance – Sustainable Design and Construction (May 2006)

Supplementary Planning Guidance – Accessible London: Achieving an Inclusive Environment (April 2004)

LOCAL

Brent Local Plan November 2016

DMP1 Development Management General Policy

DMP2 Supporting Strong Centres

DMP8 Open Space
DMP11 Forming an Access on to a Road
DMP12 Parking
DMP15 Affordable Housing
DMP18 Dwelling Size and Residential Outbuildings
DMP19 Residential Amenity Space

Wembley Area Action Plan 2015

WEM 1 Urban form
WEM 3 Public realm
WEM 4 Public art
WEM 5 Tall buildings
WEM 8 Securing design quality
WEM 15 Car parking standards
WEM 16 Walking and cycling
WEM 18 Housing mix
WEM 19 Family housing
WEM 21 Wheelchair housing and supported housing
WEM 29 Community facilities
WEM 32 Urban greening
WEM 38 Play provision

Brent Local Development Framework Core Strategy 2010

CP 1 Spatial Development Strategy
CP 2 Population and Housing Growth
CP 3 Commercial Regeneration
CP 5 Placemaking
CP 6 Design & Density in Place Shaping
CP 7 Wembley Growth Area
CP 14 Public Transport Improvements
CP 15 Infrastructure to Support Development
CP 16 Town Centres and the Sequential Approach to Development
CP 18 Protection and Enhancement of Open Space, Sports and Biodiversity
CP 19 Brent Strategic Climate Mitigation and Adaptation Measures
CP 21 A Balanced Housing Stock
CP 23 Protection of existing and provision of new Community and Cultural Facilities

Brent Council Supplementary Planning Guidance and Documents

SPG3 Forming an access to a road
SPG12 Access for disabled people
SPG13 Layout standards for access roads
SPG17 Design Guide for New Development
SPG19 Sustainable design, construction and pollution control
SPD Section 106 Planning Obligations
Destination Wembley – A framework for development (2003) Supplementary Planning Guidance
Wembley Masterplan 2009

Other Council Publications

Wembley Vision (2002)
Wembley From Vision to Reality (2007)

DETAILED CONSIDERATIONS

1. Background

2. Site context

3. The site forms plot "W03" as identified on the approved outline planning permission for the comprehensive redevelopment to include a high-density, mixed-use scheme of commercial, residential, leisure and community use to a 17-hectare area to the north of the Stadium and approximately bounded by Engineers Way, Empire Way/Wembley Hill Road, First Way, the north of the Stadium and South Way, and includes part of Olympic Way (but excluding the sites of the Ibis Hotel, Mahatma Gandhi House, and York House) – known

as the Stage 1 Development Area. W03 is located on the western side of the primary processional route (Olympic Way) from Wembley Park Underground Station.

4. The approval was supported by 10 "Parameter Plans" which identified the W03 plot as one of 15 development plots, 10 to the west of Olympic Way and 5 to the east and a number of areas of open space (Olympic Way, "Stadium Piazza", Arena Square and First Square). This "fixed" various requirements from future "Reserved Matters Applications" (RMAs) including:

- location of development plots on the site and the maximum footprint of building(s) within these plots;
- total (maximum) floorspace by use for the site as a whole and the mix of uses within each development plot;
- access and circulation;
- location of private and public open space across the site;
- proposed ground levels;
- maximum building heights ($\pm 1\text{m}$);
- location, extent and maximum number of non-residential and residential vehicle parking on the site;
- location of trees to be removed.

5. Of particular relevance to plot W03, approval was on the basis of a maximum height of 85 metres Above Ordnance Datum (AOD) at Olympic Way, 79 metres AOD at the Stadium Piazza and 73 metres at the Wembley Park Boulevard frontage (plus 3m from roof or plant, 6m for lift motor-rooms, and $\pm 1\text{m}$ tolerance), and that uses shall be limited to C2 (residential institutions), C3 (dwelling houses), A3 (restaurants & cafes), A4 (drinking establishments), A5 (hot food take-away), and D2 (assembly and leisure) as defined under the Town and Country Planning (Use Classes) Order 1995 (as amended). The parameter plans also indicate that residential car-parking and private open space would be provided within the plot.

6. The approval of the Stage 1 Development Area therefore concerned the principle of the development, based on the Parameter Plans, the identified maximum floor space/units (i.e. development description) and the Environmental Statement based on these. Condition 7 of the permission, in particular, stated that:

Development...should be in material compliance with parameter plans 1-10 contained within the planning application.

For the reason:

In order that the development is carried out in accordance with any necessary mitigation for the purposes of the Environmental Impact Assessment and in order that the development complies with the approved parameter plans.

7. The approval was subject to a number of conditions, many relate to the "relevant part of the development only" to allow for the phased completion of the development on a plot-by-plot basis, and as part of the approval, all matters were reserved, namely: siting, design, external appearance, means of access, and landscaping.

8. Previous consent

9. Reserved matters application 06/3631 received consent for development on the application site on 30/03/2007. The proposal was for the erection of a part 11-storey and part 14-storey building with two-level basement, comprising 336 residential units (45 x studio flats, 115 x one-bedroom flats, 162 x two-bedroom flats, 14 x three-bedroom flats), all of which are for private accommodation. In addition, the application proposes 2101 sqm of D2 leisure, 3682sqm of retail floorspace, basement parking for 272 cars (10% of which are disabled bays), 336 cycle-parking spaces, 10 electrical car-charging spaces, 10 motorcycle-parking spaces, 15 visitor car-parking spaces, 29 visitor cycle bays, and associated communal landscaping, located on the corner of Wembley Park Boulevard, Engineers Way and Olympic Way forming part of the Quintain Stage 1 permission (ref: 03/3200).

10. These Reserved Matters are implementable, however, Quintain (the applicant) now wish to propose an amended set of Reserved Matters which align with the principles of the approved scheme but offer an alternative layout with a different residential and aesthetic quality.

11. Current proposals

12. The current proposal for W03 comprises 340 residential apartments together with residents' car parking

and cycle parking. Retail units are located at ground floor along Wembley Park Boulevard. These land uses are as previously consented. There are just four more residential units than the consented scheme. The consented D2 floorspace is not reprovided due to other D2 uses having been provided in other nearby plots in Wembley.

13. The ground floors will accommodate residential entrances and lobbies, concierge facilities, residential amenity, circulation and primary access to upper floors. Block A in W03 provides 160 PRS tenure residential apartments across 14 levels (plus mezzanine). Block B in W03 provides 180 PRS tenure residential apartments across 9 levels. Amenity space is provided on Levels 1 and 10.

14. The ground floor of W03 will accommodate up to 1,879 sqm (GEA) of retail accommodation along Wembley Park Boulevard. This is less retail floorspace than previously consented on W03, to complement the significant existing offer on other plots on the western side of the Boulevard.

15. Parking for 12 cars is to be provided externally on site. The entrance/exit to the car park is located off Perimeter Way West and Engineers Way. The car parking will serve the residential occupiers of W03. Four accessible spaces will be available. This is less car parking than previously consented, however the site benefits from good transport links, including Wembley Park Underground, Wembley Stadium rail station and bus routes.

16. Cycle parking spaces are provided at ground floor. The cycle parking is to serve the residential occupants. The quantum of cycle parking provided is one for every unit.

17. Residential amenity space is located on various roof levels of W03 and provides accessible open space, soft and hard landscape and seating. A child friendly landscape and play space is located within the amenity spaces.

18. Existing use

19. The W03 plot has been occupied by Powerleague for the last few years, under a temporary planning permission, as a meantime use, prior to the full development of the plot, as consented. Powerleague is to be moved to the Wembley Retail Park site as part of the ongoing programme of meantime developments.

20. Siting, Design, External Appearance, Access and Landscaping

21. Plot W03's location directly in front of the National Stadium has meant that particular consideration of the design detail and form has been taken into account. The location is important as a frame for the approach to the National Stadium and also as the first building at the northern end of Wembley Park Boulevard, thereby providing an entry statement to the regeneration area. The scale of the development has been assessed and is in compliance with the heights and boundaries as described in Parameter Plan 7 as approved in the Stage 1 consent. In particular the proposal does not give rise to any changes in environmental effects to those identified in the Environmental Impact Assessment.

22. Differences between the consented scheme and the current proposal

23. When assessing the proposal against Parameter Plan 7, it should be noted that the designated building heights have a tolerance of +/-1 metre, with general plant and roof design not to exceed a further 3 metres in height and lift motor-rooms and extracts not to exceed a further 6 metres in height. The present proposals for Plot W03 are configured in a similar manner as the consented scheme to align with surrounding routes and spaces. The taller element will be positioned along Olympic Way and will relate, visually, to the Stadium 'shoulder' height in key views looking south along Olympic Way. It will form a balanced termination to the south end of Olympic Way with Plot E01 to the east. The maximum roof level height of the taller element is slightly lower than in the previous consent at 89.9m (as opposed to 90.5m).

24. The main difference between the mass of the proposed and consented schemes is the proposed removal of the terraces at the upper levels of the lower block, from 74m to 82m AOD. In the present proposals the lower block would be 74m with no terracing above. This will result in a simpler and more legible roofline in local views.

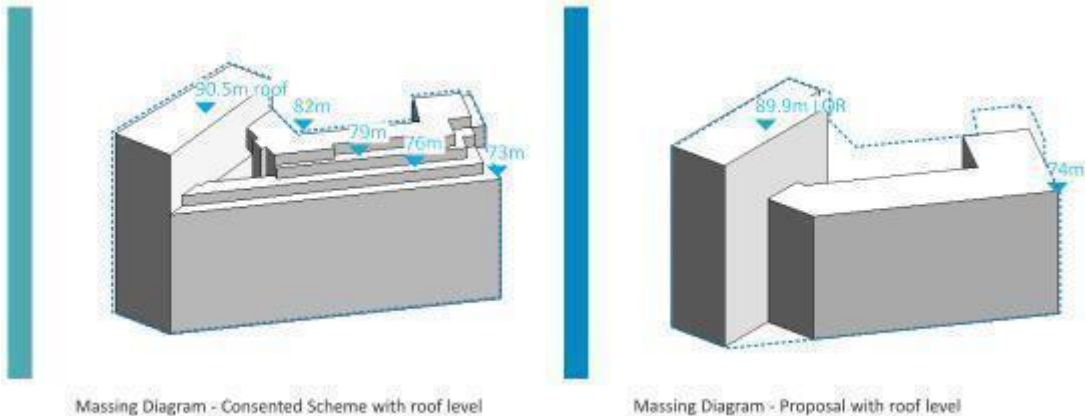
25. The second key difference between the mass of the proposed and consented schemes is the way the taller and lower elements join at the northwest corner. In the proposed scheme, a section of mass is removed at this corner to accentuate the reading of the two separate building parts and which will result in additional public realm at ground level. This amendment means that the lower, broader mass addressing

Arena Square will appear reduced in length, and the different elements of mass will read separately as interlocking forms.

26. These amendments to the lower block of mass will not be seen in the key views south along Olympic Way, where the taller element will retain its gateway role, flanking the Stadium entrance with Plot E01.

27. The detailed design of the consented scheme has a strongly horizontal character with an over-sailing flat roof and clearly delineated storey levels and projecting balconies. On the lower block, the materials are organised to have a vertical expression in part which balances that horizontal emphasis.

28. In the proposed scheme, the taller, gateway block has a more strongly defined vertical character, comprising three clear bays to the north and south, whilst the side elevations and lower block have more clearly defined storey levels balanced by vertically arranged windows and balconies. The balance of vertical and horizontal expression in the structure and material palette, predominantly in white and dark grey, is similar in both schemes. The minor amendments to the mass and detailed design have the effect of reducing the appearance of the building mass and of refining and simplifying the form and design of each building element and of the roofline of the lower block in particular.



29. External appearance

30. The strong articulation of the vertical frame elements creates a landmark presence. W03 draws inspiration from Wembley Arena with its strong vertical emphasis and ‘white fins’. The framing elements of the perimeter facades are therefore proposed to be of light colour bricks.

31. In contrast, along the boulevard, the 9 storey residential block is given emphasis with a strong horizontal hierarchy. The predominant material here is dark colour bricks, setback slightly from the expressed contrasting horizontal ‘stripes’ at the slab edge. These strong horizontal elements are therefore proposed to be light colour aluminium panel. The residential accommodation is set above a double height retail element which is expressed as a clear retail base.

32. The position of the fins has been informed by the setback at Level 14 and also serves to screen roof top plant equipment. The fins make the north facade of Block A appear more elegant and slender and expresses the 3 apartments located to this side of the building.

33. Residential

34. The ground floors will accommodate residential entrances and lobbies, concierge facilities, residential amenity, circulation and primary access to upper floors. Block A in W03 provides 160 PRS tenure residential apartments across 14 levels (plus mezzanine). Block B in W03 provides 180 PRS tenure residential apartments across 9 levels. Amenity space is provided on Levels 1 and 10. The proposal does not include an affordable housing offer, as there has been an overprovision of affordable units on the other Stage 1 plots resulting in an appropriate mix overall, as indicated in the table below.

Plot	Units	% Private	% Intermediate	% Social Rent
W01	286	52%	27%	21%
W03	340	100%	0%	0%
W04	232	32.8%	32.7%	34.5%

Total	858	66%	18%	16%
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35. The other plot delivered is W05 which comprises 10 units, 50% private rent, 50% social rent. The proposals are the same as the previously consented Reserved Matters application for the site and is therefore considered acceptable. The provision of affordable units across the whole stage 1 outline site needs to be factored into the consideration of this scheme. and the resultant situation is considered to be acceptable on this basis.

PRS Units	Studio	1 Bed	2 Bed	3 Bed	Total
Nos.	36	138	157	9	340
% Units	11	41	46	3	
% Hab Rm	34	34	58	4	

36. All of the proposed units have been designed to exceed the minimum sizes set out in the Mayors Housing SPG, ensuring compliance with London Plan policy 2.5.

37. Whilst the mix of residential units provided includes less 3 bed units than specified by policy. The current provision is comparable to that already consented on Plot W03. It is also worth noting that a variety of unit mix is provided across all of the Stage 1 plots.

38. Retail

39. The ground floor of W03 will accommodate up to 1,879 sqm (GEA) of retail accommodation along Wembley Park Boulevard. This is less retail floorspace than previously consented on W03, to complement the significant offer on other plots on the western side of the Boulevard.

40. Whilst there is a loss of D2 space when compared to the previous consent, a swimming pool is now being provided in the Dexion House development. Also, W03 is part of the Stage 1 development which allows flexibility in land use provision and quantum across its plots. D2 uses are provided in other plots across the site, for example the gym on Engineers Way.

41. Inclusive access

42. The proposals include 340 residential units which are arranged over two blocks, one of nine storeys, one of fourteen storeys. All 340 units are proposed to be Private Rental Sector. The proposed development is providing 11% studio, 41% one-bed, 46% two-bed and 3% three-bed of the total 340 units.

43. The proposal has responded to Part M (2015 incorporating 2016 amendments) Building Regulations, has redesigned the scheme where possible to ensure that the development is in accordance with the Part M standards with 90% of units meeting M4(2) standards and 10% of units capable of future adaption to meet M4(3) standards.

44. Of the 340 units 90% (306 units) of the units will comply with Part M4(2) standards with wide doorways and circulation space, an entrance level accessible bathroom and window heights in living spaces starting no higher than 850mm above floor level, or at the minimum height necessary to comply with the requirements of Part K for guarding to windows.

45. Given that all of the units are Private Rental Sector, the 10% M4(3) units will not be all adaptable / accessible from day one; four units will be built out as M4(3) fully accessible wheelchair units from day one. The remaining 30 units identified as suitable for conversion to wheelchair accessible units will be M4(2) layouts from day one but will be capable of adaption to M4(3) wheelchair accessible units as and when the demand arises, depending on tenant needs. The adaption from M4(2) to fully adapted M4(3) wheelchair accessible units can be achieved without structural changes, with only minor changes to some partition walls.

46. All of the wheelchair units are two bed units, allowing flexibility for carers to live in the apartment as required. It is recognised that there is a demand for wheelchair units to have the flexibility to enable carers to stay in the apartment as this has been raised at previous Brent Access forums. It is felt providing two bed units provides the right balance between bedrooms numbers, maintaining sufficient space in living areas and meeting the requirements of the Private Rental Market sector. All wheelchair units are located in Block B due to the more conventional unit shapes within this block making adaptations to the units to achieve fully adapted criteria easier.

47. Two lifts are provided within each block (four in total) to serve all fourteen floors of the development. By providing two lifts to serve each floor of the development provides resilience should one lift be undergoing maintenance. One of these lifts in each block is a larger, serviced firefighting lift and hence operable in the event of a fire. Therefore during evacuation those requiring level access would take the firefighting lift to ground floor level and would be able to exit the building via the level approach.

48. At ground floor level six retail units are provided combining to a total GIA of 1,771.9 sqm. The retail units will be designed to meet Part M (2015) access to and use of buildings, volume 2:buildings other than dwellings.

49. A landscaped courtyard is provided at ground floor level at the eastern end of the Site. Seating will be provided within this space including backrests and armrests at 50m intervals to comply with DfT Guidance on Inclusive Mobility (2002).

50. The proposed development has responded to inclusive design policy and guidance as the public realm, dwellings, retail units and circulation routes around the Site have been designed to be accessible for all, catering for a range of impairments.

51. Landscape

52. The landscape areas of the proposed W03 Reserved Matters include: a bosque square on the corner of Olympic Way and Engineers Way; shrub planting to the south to soften and lineate the car parking from Perimeter Way; terraces of first and tenth floors.

53. The main feature of the landscape masterplan is the Square to the east of the building. This provides a public space of unique character and helps create the setting for the building. The parking and delivery routes have been integrated into the design by the continuation of the landscape features and creation of a shared surface, which help avoid a 'back of house' feel to this area of the site. As the site is accessed and viewed from all sides the landscape has been designed to reflect this ensuring the same treatments and philosophies are used throughout. The materials palette to the ground floor has been selected to complement the existing materials within Wembley Park.

54. Active frontages to the retail units offer the opportunity for spill out 'cafe culture' activities to take place. The scale and treatment of the facades onto these key routes responds to the civic scale set by these landmark buildings.

55. The first floor terrace is based around a central lawn with a series of green rooms providing different functions. Raised planters have been kept to the minimum height to allow views through the courtyard. The central lawn provides an activity area for informal play and games to take place. This will be artificial grass to ensure all round use as well as minimising maintenance. A green wall of climbers will be created along the 1400mm high balustrade to the terrace edge.

56. The materials palette for the first floor has been selected to provide a high quality finish and aesthetic. Linear block paving accentuates the rectangular design of the roof terrace. A combination of greys provides a complementary finish to the cream brick of the building and the green of the artificial turf.

57. The 1st floor terrace will provide a 145m² playable landscape. Within this space the following types of play items are anticipated: Stepping logs; Boulders; Play Poles; Potential Sculptural element.

58. The tenth floor terrace will have different character to that of the first floor. A large open lawn will be located centrally acting as the main social hub of the roof terrace. At either end of the roof terrace smaller social spaces will be created. The materials palette for the tenth floor has been selected to provide a high quality finish and aesthetic. Linear block paving accentuates the rectangular design of the roof terrace. A combination of greys provides a complementary finish to the cream brick of the building and the green of the artificial turf. A key feature of the design for the tenth floor are the pergolas and the plant screens. The pergolas are intended to provide shelter and scale whilst also providing focal points within the roof terrace. The plant screens will be integrated into the design of the roof terraces using the pergolas.

59. External Residential Amenity comprises communal gardens at 1st floor (553 sqm) and 10th floor (1,019 sqm). Private balcony area provision is between 5 and 11 sqm. Balconies within feature framings of the structure range between 7-11 sqm. Larger areas of amenity are provided in the form of terraces at Level 1 ranging from 5-22 sqm.

60. The provision favours well in comparison to that already consented on Plot W03. The consented proposal included a winter garden and garden, whilst the current proposal incorporates balconies or private terraces to all flats which wasn't previously consented together with outdoor communal gardens and internal residential amenity areas.

61. Acoustic Issues

62. Being located between Arena Square and Wembley National Stadium, W03 is subjected to a high degree of noise pollution. For this reason, it is important that sound attenuation methods within the residential units are in accordance with those levels set in conditions 12, 13 and 14 of the original consent. These conditions are to be discharged upon completion of the building and prior to the first occupation of the residential units. Consequently they do not form part of this submission.

63. Wind Tunnel Testing

64. As the massing of the revised reserved matters is consistent with the plot parameters consented in 2004, and the reserved matters approved in 2007, the wind environment remains acceptable in this instance. The scheme complies with the requirements of condition 64.

65. Sunlight and daylight

66. A technical analysis of the revised W03 proposals within the context of the BRE document "Site Layout Planning for Daylight and Sunlight, A guide to good practice" 2011 was carried out by GVA Schnatunowski Brooks.

67. Daylight levels have been re-assessed against the levels obtained within the approved and extant reserved matters for the plot. It has been concluded that the revised reserved matters will achieve a BRE pass rate of 99.61%. This is in excess of the pass rate for the approved reserved matters scheme and constitutes a very high level of compliance. For these reasons the proposal is considered to be acceptable in terms of daylight and sunlight.

68. Transportation, access and parking

69. Car parking allowances for residential and retail uses are set out in the Wembley Area Action Plan. As the site has a high PTAL rating, a reduced maximum residential allowance of 0.4 spaces per 1-/2-bed flat and 0.6 spaces per 3-bed flat applies, giving a total allowance of up to 137.8 residential car parking spaces for these flats. The retail areas are permitted up to one space per 100m², taking the overall parking allowance to 156 spaces.

70. The proposed provision of just 12 parking spaces within the site would therefore accord with standards, although it is unclear how these will be allocated and enforced.

71. Consideration also needs to be given to the likely impact of overspill parking from the site on traffic flow and road safety. In order to gauge this, data from the 2011 Census in respect of the blocks at Forum House and Quadrant Court within the Stage 1 Wembley Redevelopment Area has been examined. This showed average car ownership of 0.38 cars per household, giving a predicted total car ownership of 129 vehicles for this development. With 12 spaces proposed, there is a predicted potential overspill of about 117 cars from the development.

72. However, the outline planning approval for the development secured funds towards the extension of CPZ's/parking controls in the area, promotion of a Car Club scheme, development of Travel Plans and a restriction preventing future residents obtaining on-street parking permits in the area. These measures are considered to be sufficient to ensure that any overspill parking from the site can be controlled, so as not to have a negative impact on traffic flow or road safety.

73. For the commercial units, public car parking in the wider area is provided within the "red" multi-storey car park on South Way, about 300m south of the site. With no commercial parking thus proposed within this specific site, standards would not be exceeded.

74. The layout of the car park meets standards in terms of dimensions and turning space, with the width of the access from Perimeter Way allowing two cars to pass one another and adequate visibility splays being available.

75. Parking standard PS15 in the UDP 2004 requires at least 5% of all spaces to be widened and marked for disabled drivers and the provision of four spaces (33% of the total) satisfies this requirement. However, it is also noted that London Plan standards require 10% of homes to have a disabled parking space, giving a requirement of 34 spaces, which cannot be met within the proposed car park. Monitoring of the demand for disabled spaces should therefore be undertaken on an on-going basis and further spaces converted to wide, marked bays if demand warrants it in future.

76. At least five of the spaces should also be provided with electric vehicle charging points and this is shown within the submitted information.

77. Standard PS16 of the UDP requires one secure bicycle parking space per residential unit. To this end, a secure storage area has been shown at ground floor level with a total of 175 double-height spaces, which is more than sufficient to meet this requirement and is welcomed.

78. Standard PS16 also requires the provision of bicycle parking for the commercial units, with standards varying according to use. Applying the standard for general retail use (one space per 300m²) would give a total requirement for about 7 spaces. It is therefore suggested that four stands be added within the landscaped areas surrounding the site and revised plans have been provided along these lines.

79. With regard to servicing, three transit sized bays and a full-size loading bay are required for the retail units. The proposed provision of a 39m long, 4.5m wide lay-by for servicing parallel to Perimeter Way at the rear is sufficient to satisfy this requirement and can also be used by refuse vehicles collecting bins from the rear of the building.

80. Fire appliance access requirements can also be met from the future adjoining streets, with access available around all sides of the building.

81. Pedestrian access to the building is proposed directly from the adjoining streets via forecourt areas to be surfaced in block paving. A large area of soft landscaping is also proposed along the Olympic Way frontage, which is welcomed in terms of providing some natural drainage. Steps are proposed along the Wembley Park Boulevard frontage to deal with the change in levels, which are also fine.

82. Subject to the future monitoring of demand for disabled parking spaces with a view to increasing provision if demand dictates, there would be no objections on transportation grounds to these proposals.

83. Refuse and recycling

84. The proposal includes the innovative inclusion of a waste-management system called ENVAC. This involves the deposition of household waste into small, centrally located "portals" after it has been sorted by residents into three groups - "putrescible", "recyclable" and "other". The system then sucks away deposited refuse to a remote transfer station which is intended to serve the whole of the Stage 1 Development. The system removes the need for refuse vehicles to access the site regularly (and instead provides one collection point instead of many), it removes refuse and problems of smell and untidy appearance from the proposed development, and it also saves space which is needed for storage and therefore allowed, in part, a greater density of development. The pipes which refuse is moved along can operate over a distance of 2km and have several mechanisms to ensure that they are safe and not abused.

85. The system is for residential waste only and commercial waste would still need to be collected by vehicles but there is adequate space for this to happen from Perimeter Way. The applicants have undertaken to seek the Council's approval before utilising the Envac system for commercial waste, as StreetCare have expressed some concern on how the system could be used to separate commercial and residential waste. Commercial waste comprises a 30 1100Lt bin store, with direct street access from Perimeter Way via service corridor for pick up day.

86. Other issues

87. There is no requirement for any tree removal as part of the development as there are no trees on the application site. Consequently the requirements of condition 30 are not relevant in this case. Additionally, no underground parking is proposed and therefore condition 61 is not applicable to this application site.

88. Conclusion

89. The proposed development on plot "W03" has been assessed and is considered to be in full compliance

with the parameter plans 1-10 as approved at the outline stage in terms of the range of use, and within the maximum allowance for the building footprint and height. The proposed development is an example of a high-density urban development that is in keeping with the objectives and parameters of the original Stage 1 consent. It presents a high quality of residential accommodation and associated uses. Importantly, the proposed scale and massing of the structure is such that it blends with the proposed built form of the regeneration area while remain subservient to the iconic Wembley National Stadium. It is therefore recommended that these reserved matters be approved.

SUSTAINABILITY ASSESSMENT

As with the approved reserved matters, the carbon performance is expected to exceed the requirement for a 10% improvement on building regulations, primarily through meeting the more stringent Part L 2013 and the connection to the Wembley Park low carbon CHP led site-wide heat network.

The development is being constructed to such specification as to achieve a “Very Positive” rating as a whole having regard to Brent’s SPG19 Sustainability Checklist. This entails the application of measures to promote energy and water conservation, recycling, sustainable use of materials, landscape and pollution control across the whole development.

In addition, the Plot is designed to achieve Code for Sustainable Homes Level 3 (for dwellings) and BREEAM “Very Good” (for non-residential units), as set out in the Stage One Outline Planning Permission, as amended. Following the Housing Standard Review, the Code for Sustainable Homes has been phased out. As BRE is not administering the scheme anymore and this application is not considered a legacy project, formal certification cannot be pursued. Nevertheless, the principles of the Code for Sustainable Homes will be incorporated in the design of the building.

CIL DETAILS

The Outline planning permission was approved prior to the introduction of CIL and as such, the financial contributions are secured through the Section 106 agreement rather than CIL.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 16/4506

To: Miss Carney
WYG
9 Mansfield Street
London
W1G 9NY

I refer to your application dated 14/10/2016 proposing the following:
Reserved matters in relation to Plot W03 pursuant to outline planning permission 03/3200. The proposal is for the erection of a part 9 storey and part 14 storey building providing 340 residential units and 1,879 sqm of retail floorspace. 12 car parking spaces are provided on site, four of which will be accessible, together with two loading and servicing bays for the residential and retail uses respectively. The proposal also includes cycle parking, landscaping and amenity space at ground level and roof top.

The application has been submitted pursuant to conditions 2 i-vi (siting, design, external appearance, access and landscaping), 6 ii, iii, iv and v (infrastructure), 26 (open space), 30 (tree removal), 60 (disabled access), 61 (underground parking), 63 (sunlight/daylight) and 64 (wind tunnel testing) and accompanied by plans or documents listed here:
Please see condition 1.

at Land next to Wembley Arena Square, Engineers Way, Wembley

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 the:-

National Planning Policy Framework 2012
London Plan consolidated with alterations since 2011 (March 2016)
London Borough of Brent Local Plan November 2016
Wembley Area Action Plan Jan 2015
Brent Local Development Framework Core Strategy 2010
Council's Supplementary Planning Guidance

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

Location Plan A-PL-001
Site Location Plan A-PL-002
Ground Floor Plan A-PL-100
Mezzanine Floor Plan A-PL-100M
First Floor Plan A-PL-101
Level 02-09 A-PL-102
Tenth Floor Plan A-PL-110
Level 11-13 A-PL-111
Fourteenth Floor Plan A-PL-114
Roof Plan A-PL-115
Section B A-PL-201
Section C A-PL-202
Section D A-PL-203
Elevation A A-PL-301
Elevations B1 & B3 A-PL-302
Elevations B2 A-PL-303
Elevation C A-PL-304
Elevation D A-PL-305
Public Realm Landscape Colour Masterplan D2417-FBK-00-L011 Rev B
Public Realm Soft Landscape Plan D2417-FBK-00-L300 Rev B
Public Realm Hard and Soft Landscape Plan D2417-FBK-00-L101 Rev B
Level 1 Roof Terrace Colour Landscape Plan D2417-FBK-01-L011 Rev B
Level 1 Roof Terrace Hard and Soft Landscape General Arrangement Plan D2417-FBK-01-L101 Rev A
Level 1 Roof Terrace Soft Landscape Plan D2417-FBK-01-L300 Rev A
Level 10 Roof Terrace Landscape Colour Plan D2417-FBK-10-L011 Rev A
Level 10 Roof Terrace Hard and Soft Landscape General Arrangement Plan D2417-FBK-10-L101 Rev A
Level 10 Roof Terrace Hard and Soft Landscape General Arrangement Plan D2417-FBK-10-L300 Rev A
Access Plan 1280-SK-002 B

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

- 2 Prior to the occupation of the development hereby approved, details of how the monitoring of the demand for disabled spaces will be carried out on an on-going basis and further spaces converted to wide, marked bays if demand warrants it in future, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure adequate, appropriate parking provision at all times so that the development does not prejudice the free flow of traffic or the conditions of general safety along adjacent

highway

INFORMATIVES

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

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