

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

15 March, 2017
08
17/0016

SITE INFORMATION

RECEIVED	3 January, 2017
WARD	Tokington
PLANNING AREA	Brent Connects Wembley
LOCATION	Land at the Junction of Engineers Way and, First Way, Wembley
PROPOSAL	<p>Reserved matters application relating to condition 1 (layout, scale, appearance, access and landscaping) pursuant to outline planning permission 15/5550. This application relates to Plot E03 (known as Canada Court) for the construction of a building ranging from 12 to 26 storeys in height, providing 743 residential units within private and intermediate rented tenures (intermediate rented tenure to be London Housing Bank dwellings), with private communal residential landscaped gardens and clubhouse; energy centre (to serve the wider masterplan and the SW Lands development); a podium level bridge link (connecting to Plot E05 mezzanine), 91 coach parking spaces, and 569 sqm (GEA) of commercial space for either B1 (Business) and/or D1 (Community) use, ancillary space, and associated plant, cycle storage, refuse provision and associated infrastructure.</p> <p>The application seeks to discharge the following conditions for Plot E03:</p> <p>19(h): Wind; 19 (k): Internal layout of buildings; 19(l): Access; 19(m): Daylight; 19(n): Private external space; 27: Construction Logistics Plan; 31: Counter Terrorism Measures; 34: Noise; 36: Noise; 37: Construction Method Statement; 38: Air Quality; 39: CHP Emissions; 46: Piling Method Statement; 49: Indicative Phasing</p>
APPLICANT	Quintain Limited
CONTACT	WYG
PLAN NO'S	Please see condition 1
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>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_131943</p> <p><u>When viewing this as a Hard Copy</u> .</p> <p>Please use the following steps</p> <ol style="list-style-type: none">1. Please go to pa.brent.gov.uk2. Select Planning and conduct a search tying "17/0016" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab

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

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.

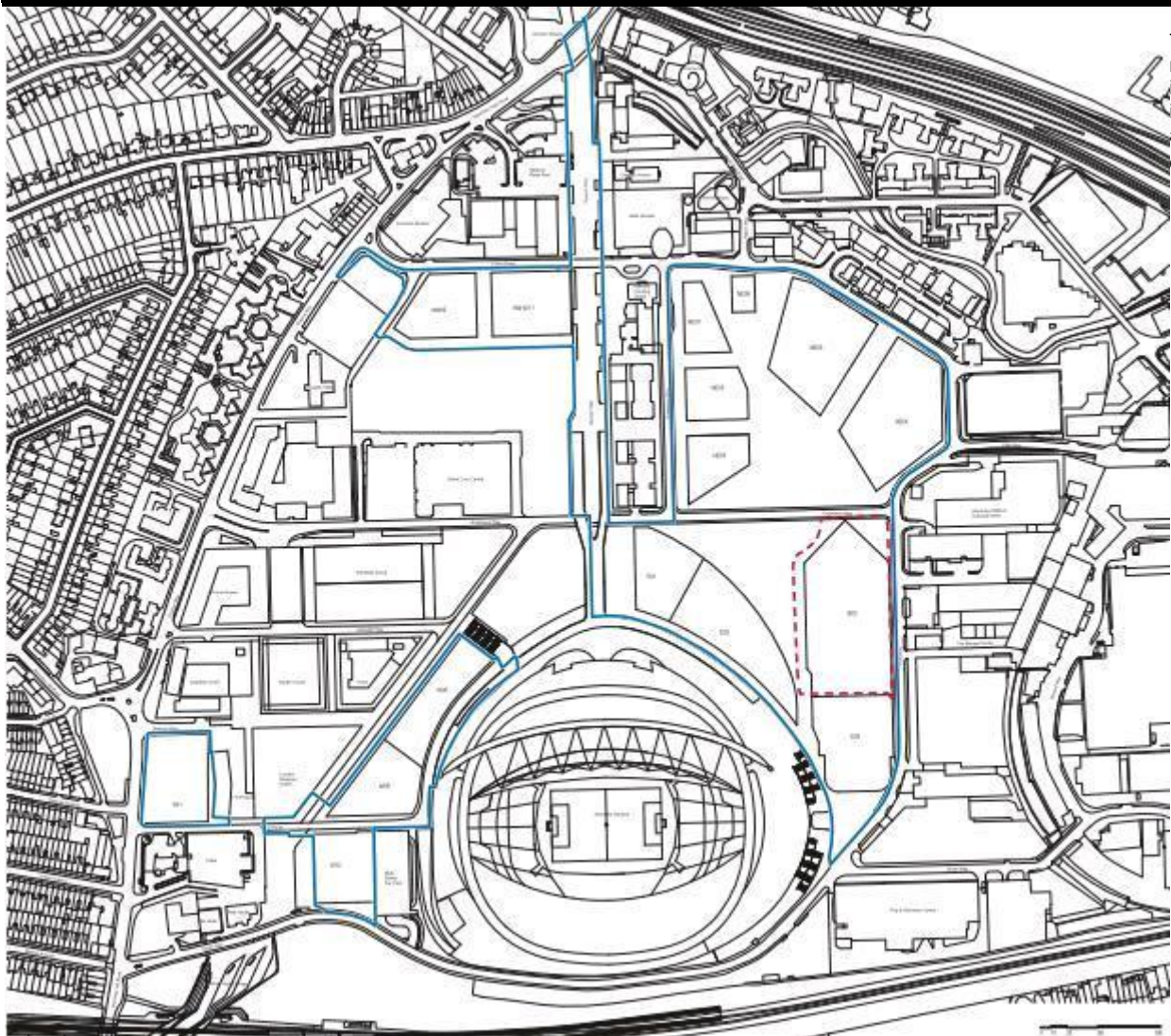
SITE MAP



Planning Committee Map

Site address: Land at the Junction of Engineers Way and, First Way, Wembley

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This map is indicative only

PROPOSAL IN DETAIL

The proposal for Plot E03 comprises seven buildings around a landscaped courtyard providing 743 residential apartments and 569sqm GEA of employment (B1) or community (D1) floorspace, together with 91 coach parking spaces, cycle parking for residents, all associated external amenity space, hard and soft landscaping, access to highways and an Energy Centre.

Residential Accommodation

- The ground floors will accommodate residential entrances and lobbies, concierge facilities, residential amenity, circulation and primary access to upper floors;
- Building A, provides 95 residential apartments across 12 levels.
- Building B, provides 105 residential apartments across 12 levels.
- Building C, provides 105 residential apartments across 12 levels.
- Building D, provides 74 residential apartments across 10 levels.
- Building E, provides 74 residential apartments across 10 levels.
- Building F, provides 74 residential apartments across 10 levels.
- Building G, provides 216 residential apartments across 25 levels.

Employment or Community Space

The development's ground floor will provide 569sqm GEA of community or employment floorspace on its eastern and western façades within blocks A, B, C, D, E and F.

Coach Parking

Parking for 91 coaches, to support Stadium event days, will be located at ground floor level below the residential courtyard; the parking will serve Stadium event goers on major events.

Cycle Parking

Cycle parking spaces are provided at lower ground of each block and within the adjoining E05 mezzanine, as consented. The cycle parking is to serve the residential occupants.

Amenity Space

Each apartment has access to a private balcony or terrace. A residential garden, available to all residents, is located between the buildings provides accessible open space, soft and hard landscape, water features and seating. A child friendly landscape and play space is located within the garden. Residential internal amenity is also provided within the development, most notably with a club house at podium level.

EXISTING

The application plot E03, holds a strategic gateway location within the Wembley Park Masterplan. The site is comprised of 1.48 ha and is a part of the Wembley Masterplan eastern lands area. The E03 plot is bounded by Engineers Way to the North and First Way to the East. The site is set within the existing Green Car Park, presenting a gently sloping landscape with no distinct features. Plot E03 is located close to Wembley Stadium, and sits directly north of the Plot E05 site approved in detail for a multi-storey car park within the masterplan outline. Directly north of the site is Wembley Retail Park, which is currently being temporarily converted to car parking, before forming part of the regenerated Wembley Park Masterplan.

SUMMARY OF KEY ISSUES

Outline Planning Permission: Application reference 15/5550 granted outline consent for the development of 15.9 hectares of land surrounding Wembley Stadium. This reserved matters application is considered to be in material compliance with the parameters and principles established under the outline consent.

Representations Received: No representations were received from local owners/occupiers in response to the consultation.

Proposed Uses: The proposed uses including residential, coach parking, commercial units (B1 or D1) and the energy centre, are in compliance with the parameters and principles established and approved under the outline consent.

Housing mix and Affordable housing: 42% (303 Units) of the residential floorspace is provided as intermediate rent (London Housing Bank Dwellings). The remaining 58% (440 Units) are to be delivered as private market rent. The mix comprises 113 x studios, 334 x 1bed units, 225 x 2bed units and 71 x 3bed units. This is in line with the principles relating to housing mix established within the Outline Planning Consent.

Scale, Layout and Appearance: The scale and massing of the proposed scheme is within the heights and extents identified on the parameter plans approved under the outline planning permission. The building is required to perform a wide variety of functions and it is considered that the layout will enable this successfully whilst also tying in with the existing and emerging surrounding development. The overall finished appearance of the development is considered to be high quality and is acceptable in design terms.

Quality of accommodation: The units will meet the relevant standards for residential accommodation and the living conditions of future occupiers of the development would be acceptable.

Sustainability and energy: The submission demonstrates that the scheme will exceed London Plan targets for CO2 reduction, and will include the energy centre for the site wide heat network within this application site.

Highways: The car and coach parking, access and servicing arrangements are considered to be acceptable, and the levels of parking and cycle parking are in accordance with the outline consent.

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	60661	60661
General business use	0	0	0	492	492

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Flats û Market)	0	0	0	0	0	0	0			0
EXISTING (Bedsits/Studios & Market)										
EXISTING (Flats û Intermediate)										
EXISTING (Bedsits/Studios & Intermediate)										
PROPOSED (Flats û Market)	162	137	40							339
PROPOSED (Bedsits/Studios & Market)	101									101
PROPOSED (Flats û Intermediate)	172	88	31							291
PROPOSED (Bedsits/Studios & Intermediate)	12									12

RELEVANT SITE HISTORY

The main application which granted outline consent for this site was considered by the planning committee on 11 May 2016, and the decision was issued on 23 December 2016 following the completion of the legal agreement and referral to the Mayor of London. This is the first Reserved Matters application to be considered for determination by the planning committee in relation to this outline consent.

Details of that consent are as follows:

15/5550 - Granted 23/12/2016

Hybrid planning application, accompanied by an Environmental Impact Assessment, for the redevelopment of the site including:-

Full planning permission for erection of a 10-storey car park to the east of the Stadium comprising 1,816 car parking spaces of which 1,642 are for non-residential purposes, up to 82 coach parking spaces and associated infrastructure, landscaping and vehicular access.

And

Outline application for the demolition of existing buildings on site and the provision of up to 420,000 sqm (gross external area) of new floorspace within a series of buildings comprising:

- Retail/financial and professional services/food and drink (Use Class A1 to A4) up to 21,000 sqm;
- Commercial (Use Class B1) up to 82,000 sqm;
- Hotel (Use Class C1): up to 25,000 sqm;
- Residential (Use Class C3): up to 350,000 sqm (up to 4,000 homes) plus up to 20,000 sqm of floorspace for internal plant, refuse, cycle stores, residential lobbies, circulation and other residential ancillary space;
- Education, healthcare and community facilities (Use Class D1): up to 15,000 sqm;
- Assembly and leisure (Use Class D2): 23,000 sqm;
- Student accommodation (Sui Generis): Up to 90,000 sqm.

And associated open space (including a new public park) and landscaping; car and coach parking (including up to 55,000 sqm of residential parking and 80,000 sqm non-residential parking) and cycle storage; pedestrian, cycle and vehicular accesses; associated highway works; and associated infrastructure including water attenuation tanks, an energy centre and the diversion of any utilities and services to accommodate the development.

Subject to a Deed of Agreement dated 23 December 2016 under Section 106 of the Town and Country Planning Act 1990, as amended

CONSULTATIONS

Press Notice: 19/01/2017
Site Notice: 13/01/2017

The owner/occupier of 88 nearby and neighbouring properties were notified of the development 12/01/2017.

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

Internal Consultees:

Ward Councillors

No responses

Environmental Health

Agree to the discharge of conditions 38, 39 and 46. Further information required in support of Conditions 34 and 36.

External Consultees

TfL

TfL has No Objection to the proposed discharge of Condition 1h, K, I,M, N. 31,34, 36, 37,38, 39, 46 and 49. With regards to condition 27 (CLP) confirmation is sought on the number of construction vehicles and a construction vehicle book in system should be operated.

Thames Water

Requested a layout plan clearly indicating the method and locations of all piles to be installed on the development site before they were able to agree the proposals. This has now been provided to Thames Water, however, a response has not yet been received. Any comments received will be included in a supplementary report.

POLICY CONSIDERATIONS

National Planning Policy Framework 2012

London Plan consolidated with alterations since 2011 (March 2016)

Wembley Area Action Plan 2015

Brent Local Plan Development Management Policies 2016

Brent Local Development Framework Core Strategy 2010

DETAILED CONSIDERATIONS

1. **Context**
2. Planning permission was granted under reference 15/5550, for the development of 15.9 hectares of land surrounding Wembley Stadium. The application was a hybrid scheme submitted part in outline with all matters reserved and part in full detail.
3. This application is for the approval of reserved matters for Plot E03 (also known as Canada Court) pursuant to condition 1 of the above outline planning permission. This reserved matters application therefore seeks approval for the details of layout, scale, appearance, access and landscaping for Plot E03.
4. The scheme comprises of seven buildings with seven cores, ranging from 12 to 26 storeys in height, providing 743 residential units within private and intermediate rented tenures (intermediate rented tenure to be London Housing Bank dwellings), with private communal residential landscaped gardens and clubhouse; energy centre (to serve the wider Masterplan and the SW Lands development); a podium level bridge link (connecting to Plot E05 mezzanine), 91 coach parking spaces, and 569sqm (GEA) of

commercial space for either B1 (Business) and/or D1 (Community) use, ancillary space, and associated plant, cycle storage, refuse provision and associated infrastructure.

5. The site sits within the eastern lands of the Wembley Park Masterplan (ref:15/5550). To the immediate west of the site will sit the first half of a 7 acre new park as proposed within the Masterplan. To the south of the new park will emerge plots E01/E02, which will complete the residential quarter of the eastern lands.

6. Proposed uses

7. The scheme is made up of seven blocks, built above a coach/car park to serve Wembley Stadium events which is situated at ground floor level. The coach/car park provides 91 coach parking spaces and will sit centrally within the ground floor plan. The ground floor also provides commercial uses to activate the frontages around the plot, namely along its east façade facing First Way, and the west façade towards Plots E01 and E02 and the southern section of the Park. Entrances to the residential accommodation, which is located across the upper floors, is also proposed at ground floor level.
8. The outline planning permission granted approval for a number of residential and non-residential uses across the Wembley Park Masterplan site. The total commercial floorspace within Plot E03 is 569sqm GEA, distributed at ground floor level. To maintain flexibility in the market place, it is proposed that this floorspace can be used for either Use Class B1 (Business) and/or D1 (Community). This is considered acceptable as the uses are in line with policy and the Masterplan, and will avoid empty units within the development.
9. The E03 scheme accommodates 61,583sqm GEA of residential floorspace, providing 743 residential units and ancillary areas.
10. This reserved matters application includes the pedestrian footway around the building along the Park side, First Way and Engineers Way as well as a pedestrian walkway that is located to the south between Plots E03 and E05 known as Canada Lane. It also includes a new public square to the north east of the plot at the junction of First Way and Engineers Way.
11. The proposed uses are in accordance with the Outline planning consent and are therefore acceptable.

12. Layout, scale and appearance

13. Layout

14. As mentioned above, the coach parking for the stadium is proposed at ground floor level. The coach parking area links to the coach parking provided within Plot E05 which is located directly south of Plot E03. This forms part of the overall coach parking facility for Stadium events and vehicular access for coaches to Plot E03 is achieved via Plot E05.
15. The principle of the access arrangements was accepted by Brent when planning permission was granted. Plot E05 received reserved matters approval alongside the outline planning permission. Following that consent, Plot E05 will be subject to redesign and a revised scheme will need to be submitted in due course for consideration. This reserved matters application for Plot E03 has been designed having regard to Plot E05 as approved but also with full regard to the need to work with any future amendments to be presented for approval.
16. A podium level bridge link (connecting to Plot E05 mezzanine) is proposed, as well as a pedestrian walkway that is located to the south between Plots E03 and E05 known as Canada Lane.
17. Also at ground floor are plant, cycle stores, lobbies and lift access. The commercial ground floor units run around the perimeter of the building so that active frontages can be presented to surrounding streets. The provision of entrances to non-residential units on the east and west sides of the Plot will further create active frontages increasing footfall and enhancing security.
18. The residential elements of the scheme are proposed at podium level and above. Blocks A, B and C form the Western edge to the development. The buildings are set at 45 degrees to the main podium level enabling a two storey collonnade to be formed adjoining the landscaping of the emerging park. The buildings are 12 storeys tall above the podium level. Block A provides 95 dwellings and Blocks B and C 105 dwellings each. A typical floor provides eight to twelve dwellings per floor with a mix of dwelling sizes

and aspects. The building is grouped into 5 horizontal bays; the commercial and entrance level and then above podium into 4 residential bands. Each vertical bay is delineated with a light colour brick horizontal band.

19. Blocks D, E and F form the Eastern edge to the development. Each block delivers eight units located off a single core with a mix of dwelling sizes and aspects. The facade has clearly defined residential entrances interspersed with B1/D1 facades. The buildings are 10 storeys tall above the podium level. Each block provides 74 dwellings with a typical floor delivering eight dwellings per floor with a mix of dwelling sizes and aspects.
20. Block G creates a landmark building to the Northern end of the development standing 25 storeys above the podium level. 216 dwellings are provided with a typical lower floor providing twelve dwellings per floor offering a mix of dwelling sizes and aspects. The majority of floors deliver eight dwellings per floor, including adaptable dwellings, with the top three floors housing the large family sized dwellings.
21. Each dwelling has a balcony or terrace as well as access to the resident's lounge and podium.
22. The core within each block is served by two lifts and stairs that are compliant with building regulations which now accommodate former Lifetime Homes and Wheelchair Housing standards. A fire fighting lift is provided to each core.
23. Plot E03 has been designed to accommodate the ENVAC waste system, whereby users drop their refuse into a portal or chute which, using suction, is then transported via an underground network of pipes to an off site collection hub which is located in plot W05. Blocks A to F are provided with ENVAC portals at ground floor, accessed from the entrance lobby whilst block G has refuse chutes at every residential level. The B1/D1 units have a separate ENVAC portal also located at ground floor. The benefit of the ENVAC system is that the need for refuse storage is significantly reduced, however, a bulk store is provided at ground level to block G (connected to the coach park) where residents can dispose of large items.
24. The layout is considered to be acceptable and would result in a suitable form of development for the locality. Whilst the building is required to perform a wide variety of functions, it is considered that the layout will enable this successfully whilst also tying in with the existing and emerging surrounding development. The proposed layout is considered to be in keeping with Brent Local Plan Development Management Policies 2016 and the Wembley Area Action Plan 2015.

25. Scale

26. The building design incorporates a stepped approach to massing with the taller elements at block G providing a focal point to the northeast corner of the plot, contributing to the legibility of the area by creating a landmark presence to the corner of First Way and Engineers Way.
27. Blocks A, B and C extend to 14 storeys in height and front onto the Park and Masterplan Plots E01/E02. Block G extends to 26 storeys in height and fronts onto Engineers Way, whilst blocks D, E and F extend to 12 storeys in height and front onto First Way reflecting the lower heights of the existing buildings opposite. The different heights and angulation of the buildings allow a varied roofline whilst also allowing light into the scheme.
28. All seven blocks will be built above the coach park structure and the roof of the coach park comprises the large communal courtyard. A single height 'clubhouse' building is located to the north-east of the courtyard between blocks A and G. A communal terrace is also provided at roof level to block G.
29. The proposed AOD heights of all the blocks are under the maximum parameters of approved Parameter Plan 9. Buildings A, B and C are 82.385m AOD with the parameter plan being 83.5m AOD; buildings D, E and F are 76.385m AOD with the parameter plan being 76.4m AOD; and building G is 118m AOD with the parameter plan being 120.5m AOD.
30. The clubhouse and playhouse are 51.862m AOD and 49.075m AOD respectively. These are below the maximum parameter of 52m AOD for the northern edge of the plot, although they extend further into the site.
31. To provide context the stadium presents four critical datum heights, namely; its concourse at +52m AOD; its shoulder at +80m AOD; the top of its roof at +103m AOD; and the peak of its arch at +183m AOD.

32. The scale and massing of the proposed scheme is within the heights and extents identified on the parameter plans approved under the outline planning permission and are therefore acceptable, according with Policy DMP1 the Local Plan Development Management Policies 2016 and Policies WEM5 and WEM6 of the Wembley Area Action Plan 2015.
33. Appearance
34. Different design techniques have been used for Plot E03 to facilitate the articulation of each block whilst achieving a cohesive design for the development. A unifying colonnade visually brings each of the blocks to the ground and is complemented by a light coloured crown element to the upper portions of the blocks. Horizontal bandings are used to break down the mass of the blocks and tie the building together. The articulation of each of the façades to blocks is achieved through the use of balconies arranged one above the other to accentuate verticality.
35. A mixed palette of dark and light materials is proposed for the external cladding to create an interesting and modern architecture, which is well proportioned. The use of horizontal banding in lighter coloured tones will link the blocks together at key levels and these tones are also matched at the upper floor levels to 'crown' each of the blocks.
36. Within blocks A, B and C the windows have deep reveals and to add interest the brick has corbelled elements, with a consistent width of non-corbelled element adjacent, to add building articulation. At the lobby entrance there is vertical brick colonnade in-filled with glass, dark colour metal louvre or dark colour metal panel or a combination of these. It has been inset adjacent to Building G and opened up horizontally to create the super lobby glazed entrance.
37. The brick band that defines the podium level continues through buildings D, E and F. Vertical grouping of residential windows above continues down to the ground, with dark colour louvre or window elements between, arranged to suit the various functions within. Feature entrance canopies clearly define the three residential entrances to D, E and F. The horizontal spacing of windows at the crown of blocks D, E and F has been reduced to create a strong vertical proportion and adds a change of rhythm to this façade, relating to the piers below. The top of the crowns are completed with a parapet to ensure well balanced proportions. The recessed darker brick above the top window head complements the same approach taken with the tops to buildings A, B and C.
38. To complement buildings D, E and F, the vertical scale of the façade grouping increases for the upper levels of building G to create a top in proportion to the scale of the building. Also similar to buildings D, E and F, the rhythm of fenestration changes at the top, with a strong rhythm of vertical columns in-filled with setback darker colour brick and windows with metal trim surrounds. A sky beam completes the top adding to the visual permeability of the top of building G with views of the sky possible when viewed from below. At the two ends within the top, the balconies change to a setback terraces to more clearly delineate the top element from those grouped elements below.
39. The scheme is designed to be "tenure blind" so that there is no discernible difference in architectural expression between the seven blocks whilst each group of blocks will retain their own character. The overall finished appearance of the development is considered to be high quality and is acceptable in design terms, and thus accords with policy DMP1 of the Brent Local Plan Development Management Policies 2016 and policy WEM5 and WEM8 of the Wembley Area Action Plan 2015.
40. **Residential accommodation**
41. The E03 scheme proposes 743 residential units and ancillary areas.
42. Each building's typical floor plan provides a mix of dwelling types, from 1 bedroom to 3 bedroom apartments promoting varied communities. The floor plans stack throughout each building.
43. There are typically eight dwellings per core, increasing to twelve for the lower storeys of the larger Block G building. The majority of floors to Block G provide eight dwellings per floor, ranging from 1 bedroom dwellings to 2 bedroom adaptable dwellings and up to 3 bedroom family dwellings. The top floors to Block G provide larger family dwellings and there are four dwellings to per core.
44. Dual aspect units are provided where possible and where dwellings have single aspect, this is not north facing and the dwellings are designed to maximise the daylight opportunities.

45. Each dwelling has a balcony or terrace providing private open space. All seven buildings have direct access to the private communal landscaped gardens at podium level.

46. The table below shows a breakdown of the residential units proposed.

	Studio	1Bed	2Bed	3Bed	1Bed wch	2Bed wch	Total
Block A	12	35	23	25			95
Block B	22	35	43	05			105
Block C	22	35	43	05			105
Block D	13	26	21		14		74
Block E	13	26	14		21		74
Block F	13	26	14		21		74
Block G	18	95	43	36		24	216
Total	113	278	201	71	56	24	743

47. The private market rent residential accommodation is located within all blocks. The intermediate rent residential accommodation (London Housing Bank) which is pepper-potted throughout the scheme will also be located within all blocks.

48. 42% of the residential floor space (GIA) is provided as intermediate rent (London Housing Bank dwellings). The remaining 58% comprises 440 dwellings which are to be delivered as private market rent.

49. Affordable Housing

50. 303 units are provided as London Housing Bank units. This is a time limited affordable housing product, supported by the GLA, with rents set at 80% of the market level for a minimum period of 7 years. In accordance with the GLA guidance after 7 years these units can be sold to the market or to tenants as individual homes, retained as affordable housing or transferred into the company's housing portfolio. The proposed mix as follows:

	Studio	1bed	2bed	3bed
Number of units	12	172	88	31
% of LHB units	4	56.8	29	10.2

51. 35 of the units in Blocks D, E, F and G will be accessible for wheelchair occupation.

52. Housing for private rent

53. 440 units of the residential accommodation in Plot E03 are for private rent. This is provided as follows:

	Studio	1bed	2bed	3bed
Number of units	101	162	137	40
% of PMR units	23	36.8	31.1	9.1

54. 45 of the units in Blocks D, E, F and G will be accessible for wheelchair occupation.
55. The proposed mix of units accords with the Outline Planning Consent and is considered to be acceptable, having regard to Policy CP21 of the Brent Core Strategy 2010, Policy WEM18 and WEM19 of the Wembley Area Action Plan 2015 and Policy DMP15 of the Brent Local Plan Development Management Policies 2016.

56. Quality of accommodation

57. Within E03 each building's typical floor plan provides a mix of unit types. The size range below show the minimum and maximum range for Blocks ABC typical, Blocks DEF typical and Block G typical in relation to the standards set within the Wembley Park Masterplan Development Specification (which itself was based on the Mayor's Housing SPG 2012 and in relation to Mayor's current standards and the National Technical Housing Standards).

Plot E03 unit sizes min/max sqm	Wembley Park Masterplan Dev Spec - November 2015	London Plan / National Technical Housing Standards
1B1P = 38.9 to 42.4sqm	37sqm	37/39sqm
1B2P = 50.0 to 61.3sqm (61.3 is a one-off in block G at UG)	50sqm	50sqm
2B3P = 61.5 to 69sqm	61sqm	61sqm
2B4P = 71 to 72.1sqm	70sqm	70sqm
3B4P = 83.5 to 89.2sqm	74sqm	74sqm
3B5P = 89.1 to 89.8sqm	86sqm	86sqm
3B6P = 103.9 to 121.7sqm	95sqm	95sqm
WCH 1B2P = 62.8sqm	50sqm	50sqm
WCH 2B3P = 67.4sqm	61sqm	61sqm

58. All of the units meet or exceed the standards set within the Wembley Park Masterplan Development Specification and the latest London Plan standards set for 1 storey dwellings within the Mayor's current Housing SPG. The Development Specification is part of the approved suite of documents that form part of planning permission 15/5550.
59. All units are to be built to meet the Lifetime Homes standards (now M4(2) of the Building Regulations), whilst 80 units (10%) will be wheelchair accessible or easily adaptable (now M4(3) of the Building Regulations). A total of 10,430 square metres of external amenity space is proposed which equates to 14 square metres per unit. Whilst this is below the SPG17 standard of 20 square metres, this plot is adjacent to the new park which is to be delivered pursuant to the outline planning consent. Half of the southern element of the park is to be delivered with the first plot adjacent to it and would therefore be delivered with this plot. Units would be designed to meet the noise criteria set out within the outline consent and thus will be designed to mitigate against stadium and road noise.
60. No wheelchair units are located on the ground floor as there are no residential uses at this level. Each block has two lifts to all floors and therefore all wheelchair adapted or easily adaptable units are served by two lifts. This provides resilience, should one lift be undergoing maintenance and also provides inclusive access for visitors to all units.
61. The proposal will deliver a good standard of residential accommodation which is acceptably in accordance with London Plan Policy 3.5, the Mayor's Housing SPG, Brent Local Plan Development Management Policies DMP1, DMP18 and DMP19 and the National Technical Housing Standards.
62. Ancillary Residential Floorspace
63. Internal ancillary residential amenity space is provided at ground floor in blocks A to F of the E03 building. This comprises communal lobbies and concierge facilities for the residential occupiers. In addition, a super lobby is provided at ground and first floor within block G providing post boxes, lounge facilities and a communal meeting space for residents.
64. Defensible space

65. Properties adjoining the garden terraces have a private patio approximately 2.5metres wide which is seperated from the residents garden by a raised planting bed at least 1metre wide. This provides a clear boundary between communal and provate space and offers a good balance between surveillance and privacy. Raised planters are also used to seperate the private terraces on the upper levels.

66. **Landscaping and Amenity Space**

67. A large communal landscaped garden forms the central amenity feature of Plot E03. This is located at podium level and residents of the scheme will have level access to this area from each block core. This amenity space totals 4,173sqm.

68. All units are provided with private amenity space either in the form of balconies of a minimum 1.5m depth and a minimum area of 5sqm or defensible space of a minimum of 2.5m depth.

69. Private roof terraces are provided to 14 flats on blocks D, E, F and G. The roof terraces provide both communal and private spaces for resients. Private terraces offer outdoor seating, edged with planting and privacy is maintained with partition screens. Roofs that are not accessible to residents are green/brown roofs to enhance local biodiversity.

70. The garden is organised to ensure clear direct routes from the super lobby to the building entrances. The path widths are a minimum of 2 metres in width and will be paved with permeable resin bound gravel.

71. The gardens are designed to be a playable place and provide 420sqm of play in the form of lawns, water feature, sand pit, and a centrepiece play feature. The play spaces are designed to accommodate the requirements of children up to the age of 11, whilst providing space for older children who want to sit and gather. These areas are overlooked by residents and provide opportunities for play under close or casual observation by parents. More active play such as ball games will be accommodated in the adjacent park.

72. The proposed amenity, landscaping and play space materially accords with the Brent Local Plan Development Management Policies Policy DMP19, London Plan policy 3.6 and the Mayor's SPG Shaping Neighbourhoods: Plan and Informal Recreation.

73. Public Realm

74. The public realm will help integrate the development into its existing and proposed context (upon delivery of the wider masterplan). The development seeks to upgrade the footway along First Way, create a new public square at the junction of Engineers Way and First Way and enliven the Park edge (whilst accommodating a 3.7m wide access route to be used by only for emergency vehicles).

75. The details of the landscape proposals for the public realm surrounding Plot E03 will come forward in due course pursuant to condition 20 of the outline planning permission. In accordance with the wording of this condition, these details are required to be submitted and approved prior to the commencement of the superstructure.

76. **Sustainability issues**

77. As part of the Masterplan proposals a site-wide heat network will be delivered with a single energy centre that will meet and improve upon the performance requirements outlined at the Masterplan application stage. The energy centre sits to the north of the subject Plot E03 close to the junction of First Way and Engineers Way where it is easily serviced from surrounding roads and optimises the flue location. A heating network will connect the energy centre to the plots within the Masterplan, including W11, W12, W03, and to the South-West Lands (SWL) development.

78. Additional peak boiler and low carbon CHP capacity will be provided within the energy centre, in line with the Sustainability section of the S106 agreement of the Outline Consent to account for the addition of South West Lands development (ref:14/4931) and possible future connection to any additional heat demands that become available. The energy centre previously submitted for the South West Lands development will be absorbed into Plot E03 as a result and a single consolidated energy centre design is provided instead.

79. The energy centre will comprise 2 x 2.5MWe CHP systems fed with natural gas. These will have a total electric capacity of 5.070MWe and total thermal capacity of 4.796MWth. In addition, 1 x 8.2MWth and 2 x 14MWth natural gas boilers will be installed, totalling 36.2MW of peak capacity.

80. As a result of the consolidated approach, more electrically efficient CHP engines can be installed, thereby reducing the carbon emission per kWh of heat supplied. To accommodate the increased heating capacity in the same space, larger shell boilers are required. To meet air quality limits of 40mgNO_x/Nm³ and the higher output, the efficiency of the boilers has reduced by 5.5%. The net result is that the overall energy centre carbon performance has significantly improved with a lower carbon factor of 0.074 kgCO₂/kWh (reduced from 1.06 kgCO₂/kWh).
81. The consolidated energy centre design allows a reduction in carbon dioxide emissions for all plots compared with those estimated at Masterplan stage. For the purpose of the calculations, the plots' buildout has been assumed to be the same as in the Masterplan Commercial scenario. The Figure also shows the difference in the improvement over the GLA Baseline as outlined in the Outline permission. It is estimated that the consolidated energy centre will provide a further 6% carbon reduction in relation to the original proposed Masterplan energy centre specification. The new energy centre specifications allow a 42% reduction in carbon emissions beyond 2013 Building Regulations, compared with a 36% reduction in the Masterplan Commercial Scenario.
82. The over-achievement resulting from this plot contributes to the overall Masterplan carbon savings and could be treated as a credit against other plots. This is based on the carbon emissions resulting from energy modelling at Reserved Matters stage for Plots E03, E01/E02 and W06; for later plots, the results have been estimated using consolidated energy centre specifications and the same buildout as per the Masterplan Commercial scenario. The chart shows a predicted cumulative reduction of 46% beyond 2013 Building Regulations, which exceeds the site-wide 35% minimum reduction target. This corresponds to additional 616 tonnes of CO₂ saved beyond the minimum target. Some Plots are predicted to under-perform compared to the minimum reduction target; their shortfall in carbon reduction is, however, compensated by the over-achievement of other Plots within the Masterplan. The carbon emissions estimates are to be updated as the Reserved Matters Applications for the later plots are submitted.
83. **Environmental issues**
84. Water Consumption .
85. Residential units will meet a target of 105 litres per person per day or less. This is equivalent to the Code for Sustainable Homes Level 4 minimum requirements.
86. Potential strategies to meet the target requirements include the use of low water use sanitary fittings within each residential unit, such as low water use WCs, showers, taps, baths and (where installed) white goods.
87. Sunlight and Daylight Microclimate .
88. A full assessment has been undertaken of the levels of daylight and sunlight that the residential units within E03 will receive. This is a requirement of condition 19(m) of the outline planning permission.
89. The daylight/sunlight assessment has been undertaken having regard to the commitments within the Wembley Park Masterplan Environmental Statement, November 2015 which requires that a minimum ADF of 1.5% for living space and a 1.0% for bedrooms is achieved in 95% of all residential units. The study confirms that each of the blocks within Plot E05 achieves the 95% pass rate. In terms of the rooms that fall below this ADF target, these occur at first, second and third floor levels of blocks B and C. It should be noted however, that a significant proportion of these will still achieve an ADF target of between 1.26% and 1.45% ADF which are typically average lighting levels. Given the high level of compliance for each of the blocks the resultant situation is considered to be acceptable.
90. The Wembley Park Masterplan Environmental Statement also states that 50% of the new amenity space will achieve at least 2hrs sunshine on 21st March. The new amenity space on site between all the blocks that form E03 will have 42.62% of its area receiving at least two hours of sun on the ground on March 21st. Whilst the proposal falls slightly short of the standards set out, the amenity space sits in conjunction with and immediately adjacent to the open parkland and amenity space of the Eastern Lands and this should be taken into account when considering these results.
91. The proposed layout is considered to be appropriate as it will comply with the relevant sunlight and daylight standards as set out within the Wembley Park Masterplan Environmental Statement.

92. Wind Microclimate .

93. A boundary layer wind tunnel study has been undertaken to assess the pedestrian level wind environment around Plot E03. The study considers the proposed development in the context of the existing environment, and after construction of the Masterplan development.
94. The study combines measured pedestrian level wind speeds at key areas in and around the site with long-term wind frequency statistics to determine the probability of local wind speeds exceeding comfort and safety thresholds for a range of common pedestrian activities based on the industry standard Lawson criteria.
95. The results of the wind microclimate tests are largely positive, with the two localised comfort exceedances being marginal.
96. Within the context of existing surrounds, wind conditions are rated as suitable, in terms of pedestrian safety, across the site.
97. Within the context of existing surrounds, wind conditions at the vast majority (98.3%) of assessed locations are rated as suitable, in terms of pedestrian comfort, for their intended usage. Exceptions to this occur on the podium of the proposed development within the context of existing surrounds, where two locations marginally miss the comfort criteria for recreational spaces during autumn and spring but are acceptable in summer when they are most likely to be used.
98. With the introduction of the Masterplan developments, wind conditions remain suitable, in terms of pedestrian safety, across the site, and wind conditions are improved such that all assessed locations are rated as suitable, in terms of pedestrian comfort, for their intended usage.

99. The BRE Environmental Assessment Method (BREEAM) .

100. The non-residential floorspace within Plot E03 will be provided by the applicant as shell and core standard, while the tenants will be responsible for the units' fit-out. Therefore, no formal BREEAM assessments will be undertaken by the applicant. However, a BREEAM pre-assessment has been carried out that demonstrates that the non-residential space design does not prejudice the tenant from achieving the BREEAM "Excellent" standard fit-out. This is considered acceptable.

101. **Highways and Transportation**

102. Building Design & Means of Access

103. Car parking allowances for residential and business uses are set out in the Wembley Area Action Plan. As the site currently has a moderate high PTAL rating, the higher residential allowance of up to 0.5 spaces per 1-/2-bed flat and 0.75 spaces per 3-bed flat applies, giving a total allowance of up to 389 residential car parking spaces for these 743 flats. The commercial units are permitted up to one space per 200m² (or one space each for small units) taking the overall maximum parking allowance to 397 spaces.
104. With no residential or commercial spaces proposed within the development plot, standards would be complied with as the limitations would not be exceeded.
105. Consideration needs to be given to the likely impact of overspill parking from the site on traffic flow and road safety. The hybrid 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 sufficient to minimise any overspill parking from the site, so as not to have a negative impact on traffic flow or road safety.
106. 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 which is acceptable.
107. The layout of the ground floor coach park within this plot shows space for up to 91, 12m long coaches in 2.5m wide bays, with 1.2-2m wide spaces between coaches for pedestrians to circulate. The bay lengths also have the flexibility to accommodate longer 15m coaches if necessary. Suitable headroom of 6.6m is

provided to allow access by the tallest vehicles.

108. This coach park forms the northern half of the “Blue” coach park for future use by Wembley National Stadium on event days (with the southern half approved through the detailed element of the hybrid planning consent) and will take the total parking capacity of the coach park to 173 spaces. Access will be through the southern end of the coach park, with the flexibility to turn coaches on site to leave either towards either the north or to the south, as per the masterplan proposals.
109. The London Plan requires one secure bicycle parking space per 1-bed flat and two spaces per 2-/ 3-bed flat, giving a total requirement for 1039 long-stay spaces. Eight secure storerooms have been indicated at ground floor level to meet 30% of the above standard on double-height racks. The remaining 70% are proposed to be provided at mezzanine level in the adjoining multi-storey car park on site E05, with access via a bridge link over the coach park from the landscaped podium area.
110. Short-stay parking for 19 bicycles and a further five spaces for the commercial units is also required and the proposed provision of 24 external bicycle spaces on ‘Sheffield’ stands around the building is sufficient to satisfy this requirement.
111. The coach park is to be used on non-Event days for service vehicle access to the rear of the commercial units and energy centre, as well as deliveries of large goods to the residential accommodation. This is welcomed, keeping loading off-street.
112. An estate-wide ENVAC suction system is proposed to collect refuse to a central collection point, so that refuse vehicles will not need to enter this site (other than for the collection of bulky waste).
113. Fire appliance access will be provided to all sides of the building perimeter, in accordance with Fire Brigade access requirements for a building of this size. Other emergency services will also be able to use these access points.
114. For the areas fronting the highway, new hard landscaping is proposed comprising paving flags along the First Way frontage and block paving along the Engineers Way frontage. The repaving of the existing bitumen macadam footway in block paving and paving slabs is welcomed in terms of enhancing the existing streetscape.
115. Any alterations to the highway boundary will also need to be indicated as areas for adoption under the S38 Agreement, with clear demarcation on the ground between the future adopted and private areas of footway. In this respect, a new 23m long, 3.25m wide block paved, shared-surface loading bay has been indicated within the footway of Engineers Way for use for loading and disabled short-term parking. With servicing available within the coach park, the provision of a further loading bay/set-down area is not entirely necessary, although it would be of use in retaining servicing and essential vehicular access on Wembley Stadium event days when the rear coach park is in use.
116. The proposed building is shown set back sufficiently from the corner of Engineers Way and First Way to sit clear of the land to be safeguarded for future highway improvements (as secured through the hybrid planning permission) to reconfigure the junction to suit the introduction of two-way flow on First Way and potential re-prioritisation of this junction.

117. Construction Logistics

118. In terms of logistics, construction works are programmed to last from May 2017 until June 2020. Working hours will be restricted to between 8am-6pm on weekdays and 8am-1pm on Saturdays in line with standard practice, but with no activity taking place within four hours of the start of an event at Wembley Stadium. Deliveries will be pre-booked at least 48 hours in advance and deliveries in larger vehicle will be co-ordinated to avoid peak hours.
119. A total of up to 80 deliveries are expected per day at peak times, giving 160 vehicular movements (i.e. 16 per hour over a 10 hour working day). Vehicles will be routed to and from the North Circular Road via Great Central Way and drivers will be informed of this in advance. As long as this route is strictly abided by, there would be no concerns over this anticipated volume of heavy goods vehicle movements.
120. All loading and unloading will take place within the site, with vehicles accessing the site via a new 7m wide temporary construction crossover from Engineers Way in the north-western corner of the site and exiting via an existing crossover onto First Way, travelling anti-clockwise around the site.

121. Swept path diagrams have been submitted to show that there is adequate space available to manoeuvre large vehicles around the site, so they will not need to reverse into or out of the public highway. Marshalls will nevertheless be provided to assist safe access and egress to and from the site.
122. Wheel-washing facilities are confirmed as being provided at the site egresses and surrounding roads will be regularly inspected and a road sweeper will be employed as necessary.
123. Site welfare facilities for the 800-900 personnel on site will be provided in the northwestern corner of the site, with segregated pedestrian access from Engineers Way. These staff will be provided with only limited parking managed through a permit system and they will be encouraged to car share or use public transport, which is welcomed.
124. In conclusion, there are no concerns with the proposed construction logistics arrangements, as long as the necessary highway permissions are obtained for the temporary construction crossovers to the site.

125. Material compliance with the outline consent

126. The parameter plans listed under condition 4 of the outline planning permission set out massing envelopes for each plot of the Wembley Park Masterplan, define the spatial distribution of land uses across the plots, describe the access and circulation around the development, establish the function of the land between the development plots and apply critical dimensions between the massing elements as appropriate. The Plot E03 proposal is materially in accordance with the parameter plans approved under outline planning permission.
127. Applications for reserved matters are required to comply with the Development Specification as well as the Parameter Plans, unless any proposed departures would be unlikely to have any significant adverse environmental effects.

128. Residential

129. The Development Specification states that 10% of all units provided across all tenures will be wheelchair accessible or adaptable for wheelchair users and that adapted units will be located in plots where on plot car parking is provided. Plot E03 provides 80 adaptable units but is a car free scheme. A drop off bay is designed in front of the super lobby and drop off can also take place along First Way outside the entrances of blocks D, E and F. The accessible units are located on this side of the development in order to be sited in close proximity to these drop off points. In addition, residents will be made aware of travel restrictions during the rental agreement process.

130. Units per core

131. The Development Specification seeks to define a number of housing quality parameters. Planning condition 48 states that applications for the approval of Reserved Matters that include residential floorspace shall demonstrate how certain design standards are being met. This reflects the requirements of London Plan Policy 3.5 (Quality and design of housing developments) and the Mayor of London's Housing SPG. One of the standards promoted relates to shared circulation and that each core should be accessible to generally no more than eight units on each floor. The objective that is sought is to ensure that those sharing a circulation core and landing areas will have a sense of ownership over such space, enabling a community to develop. Due to the configuration of the blocks there are a minimal number of floors where there are more than eight units per core. However, the design of Plot E03 incorporates high quality communal facilities for the residents which will help to instill a sense of community and as such, the exceedences are not considered to materially affect the quality of the scheme. For clarity, a number of blocks have 9 units per core on some floors, exceeding the target by 1 unit per core. Block G has 11 units per core on level 1 and 12 units per core on levels 2 to 7.

132. Refuse

133. The Development Specification states that the principal operational waste disposal regime from all floorspace will be through a conventional waste system. As noted previously in this report Plot E03 will be designed to accommodate the ENVAC waste system for both residential and commercial uses, the benefits of which have been discussed in a paragraph X.

134. Design Controls

135. The Development Specification states that non-residential floors will be single or double height with a minimum floor to ceiling height of 4.5 metres. The site has significant level differences across the plot. To link this building with Plot E05 as approved, and be in material accordance with the parameter plans whilst providing appropriate ventilation to the coach park, the floor to ceiling height in the commercial units adjacent block C and block D has a reduced floor to ceiling height of 3.5 metres.

136. Summary

137. The proposal is considered to be in material compliance with the outline consent, with the proposed parameters for the building and the mix of units and uses in accordance with the consent. The proposal is considered to materially accord with the Development Specification secured through the outline consent, with strict compliance achieved for all but a few elements of the Development Specification. In those areas referenced above, there is justification as to why there is not strict adherence and it is considered that there are no significant environmental effects arising from this. It is therefore concluded that the Plot E03 proposal is in material compliance with outline consent.

138. Conclusion

139. The proposed development for Plot E03 will create a high quality, mixed use development that responds to its context and setting and follows the aspirations and key principles of the wider Wembley Park Masterplan. Overall the proposals are in material accordance with the parameters set within the outline planning permission (reference 15/5550) by way of layout, scale, appearance, landscape and access. The scheme accords with the relevant planning policies and guidance and it is recommended that the proposal is approved.

CIL DETAILS

This application is liable to pay **£18,234,923.85*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): sq. m.

Total amount of floorspace on completion (G): 61153.98 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
General business use	492.3	0	492.3	£0.00	£35.15	£0.00	£22,093.94
Dwelling houses	60661.68	0	60661.68	£200.00	£35.15	£15,490,393.29	£2,722,436.62

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)	286	
Total chargeable amount	£15,490,393.29	£2,744,530.56

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

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

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

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 17/0016

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

I refer to your application dated 03/01/2017 proposing the following:

Reserved matters application relating to condition 1 (layout, scale, appearance, access and landscaping) pursuant to outline planning permission 15/5550. This application relates to Plot E03 (known as Canada Court) for the construction of a building ranging from 12 to 26 storeys in height, providing 743 residential units within private and intermediate rented tenures (intermediate rented tenure to be London Housing Bank dwellings), with private communal residential landscaped gardens and clubhouse; energy centre (to serve the wider masterplan and the SW Lands development); a podium level bridge link (connecting to Plot E05 mezzanine), 91 coach parking spaces, and 569 sqm (GEA) of commercial space for either B1 (Business) and/or D1 (Community) use, ancillary space, and associated plant, cycle storage, refuse provision and associated infrastructure.

The application seeks to discharge the following conditions for Plot E03:

19(h): Wind; 19 (k): Internal layout of buildings; 19(l): Access; 19(m): Daylight; 19(n): Private external space; 27: Construction Logistics Plan; 31: Counter Terrorism Measures; 34: Noise; 36: Noise; 37: Construction Method Statement; 38: Air Quality; 39: CHP Emissions; 46: Piling Method Statement; 49: Indicative Phasing and accompanied by plans or documents listed here:
Please see condition 1

at Land at the Junction of Engineers Way and, First 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: 03/03/2017

Signature:

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)
Brent Local Plan 2016
Brent Local Development Framework Core Strategy 2010

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

LOCATION PLANS

WBL-PRP-E03X-0L-DR-A-2_0100 Rev P1 Site Plan Existing 1:1250 A1
 WBL-PRP-E03X-0L-DR-A-2_0101 Rev P1 Site Location Plan Existing 1:500 A1
 WBL-PRP-E03X-0L-DR-A-2_0102 Rev P1 Site Location Plan Proposed 1:500 A1

SITE BUILDING PLANS

WBL-PRP-E03X-0L-DR-A-2_0108 Rev P1 Site Plan – Coach Park Context 1:250 A1
 WBL-PRP-E03X-0L-DR-A-2_0109 Rev P1 Site Plan – Ground 1:250 A1
 WBL-PRP-E03X-0U-DR-A-2_0110 Rev P1 Site Plan – Upper Ground 1:250 A1
 WBL-PRP-E03X-01-DR-A-2_0111 Rev P1 Site Plan – Level 01 1:250 A1
 WBL-PRP-E03X-02-DR-A-2_0112 Rev P1 Site Plan – Level 02 1:250 A1
 WBL-PRP-E03X-03-DR-A-2_0113 Rev P1 Site Plan – Level 03 1:250 A1
 WBL-PRP-E03X-04-DR-A-2_0114 Rev P1 Site Plan – Level 04 1:250 A1
 WBL-PRP-E03X-05-DR-A-2_0115 Rev P1 Site Plan – Level 05 1:250 A1
 WBL-PRP-E03X-06-DR-A-2_0116 Rev P1 Site Plan – Level 06 1:250 A1
 WBL-PRP-E03X-07-DR-A-2_0117 Rev P1 Site Plan – Level 07 1:250 A1
 WBL-PRP-E03X-08-DR-A-2_0118 Rev P1 Site Plan – Level 08 1:250 A1
 WBL-PRP-E03X-09-DR-A-2_0119 Rev P1 Site Plan – Level 09 1:250 A1
 WBL-PRP-E03X-10-DR-A-2_0120 Rev P1 Site Plan – Level 10 1:250 A1
 WBL-PRP-E03X-11-DR-A-2_0121 Rev P1 Site Plan – Level 11 1:250 A1
 WBL-PRP-E03X-12-DR-A-2_0122 Rev P1 Site Plan – Level 12 1:250 A1
 WBL-PRP-E03X-13-DR-A-2_0123 Rev P1 Site Plan – Level 13 1:250 A1
 WBL-PRP-E03X-14-DR-A-2_0124 Rev P1 Site Plan – Level 14 1:250 A1
 WBL-PRP-E03X-15-DR-A-2_0125 Rev P1 Site Plan – Level 15 1:250 A1
 WBL-PRP-E03X-16-DR-A-2_0126 Rev P1 Site Plan – Level 16 1:250 A1
 WBL-PRP-E03X-17-DR-A-2_0127 Rev P1 Site Plan – Level 17 1:250 A1
 WBL-PRP-E03X-18-DR-A-2_0128 Rev P1 Site Plan – Level 18 1:250 A1
 WBL-PRP-E03X-19-DR-A-2_0129 Rev P1 Site Plan – Level 19 1:250 A1
 WBL-PRP-E03X-20-DR-A-2_0130 Rev P1 Site Plan – Level 20 1:250 A1
 WBL-PRP-E03X-21-DR-A-2_0131 Rev P1 Site Plan – Level 21 1:250 A1
 WBL-PRP-E03X-22-DR-A-2_0132 Rev P1 Site Plan – Level 22 1:250 A1
 WBL-PRP-E03X-23-DR-A-2_0133 Rev P1 Site Plan – Level 23 1:250 A1
 WBL-PRP-E03X-24-DR-A-2_0134 Rev P1 Site Plan – Level 24 1:250 A1
 WBL-PRP-E03X-25-DR-A-2_0135 Rev P1 Site Plan – Roof Terrace 1:250 A1
 WBL-PRP-E03X-26-DR-A-2_0136 Rev P1 Site Plan – Roof Plan 1:250 A1

SITE ELEVATIONS

WBL-PRP-E03X-ZZ-DR-A-2_0200 Rev P1 Site Elevation East 1:250 A1
 WBL-PRP-E03X-ZZ-DR-A-2_0201 Rev P1 Site Elevation North East 1:250 A1
 WBL-PRP-E03X-ZZ-DR-A-2_0202 Rev P1 Site Elevation North West 1:250 A1
 WBL-PRP-E03X-ZZ-DR-A-2_0203 Rev P1 Site Elevation West 1:250 A1
 WBL-PRP-E03X-ZZ-DR-A-2_0204 Rev P1 Site Elevation South 1:250 A1
 WBL-PRP-E03X-ZZ-DR-A-2_0210 Rev P1 Internal Elevation North East & South West 1:250 A1
 WBL-PRP-E03X-ZZ-DR-A-2_0211 Rev P1 Internal Elevation East & West 1:250 A1

WBL-PRP-E03X-ZZ-DR-A-2_0212 Rev P1 Internal Elevation Block A 1:250 A1
WBL-PRP-E03X-ZZ-DR-A-2_0213 Rev P1 Internal Elevation Block B 1:250 A1
WBL-PRP-E03X-ZZ-DR-A-2_0214 Rev P1 Internal Elevation Block C 1:250 A1
WBL-PRP-E03X-ZZ-DR-A-2_0220 Rev P1 Long Site Elevation East 1:250 A1
WBL-PRP-E03X-ZZ-DR-A-2_0221 Rev P1 Long Site Elevation East 1:250 A1

SITE SECTIONS

WBL-PRP-E03X-ZZ-DR-A-2_0300 Rev P1 Site Section A 1:250 A1
WBL-PRP-E03X-ZZ-DR-A-2_0301 Rev P1 Site Section B 1:250 A1

LANDSCAPE PLANS

WBL-PRP-E03X-ZZ-DR-L-2_0401 Rev P1 Public Realm GA 1:250 A1
WBL-PRP-E03X-ZZ-DR-L-2_0402 Rev P1 Podium GA 1:250 A1
WBL-PRP-E03X-ZZ-DR-L-2_0403 Rev P1 Roof Terrace GA 1:250 A1

ACCESS PLAN

70024681 7383-SK-47 Rev B Access Plan 1:250 A1

Construction Method Statement and accompanying Environmental Management Plan;
Construction Logistics Plan;
Piling Method Statement;
Indicative Phasing Plan;
Design and Access Statement.

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

INFORMATIVES

- 1 The applicant is advised that they need to agree all highway works with Brent Council's Highway & Infrastructure service through the S38/S278 Agreement for the development and to ensure a Stage 1/2 Road Safety Audit is undertaken for the proposed loading bay.

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