

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

15 November, 2017
06
17/0387

SITE INFORMATION

RECEIVED	26 January, 2017
WARD	Tokynghon
PLANNING AREA	Brent Connects Wembley
LOCATION	Cottrell House, 53-63 Wembley Hill Road, Wembley, HA9 8DL
PROPOSAL	Demolition of the existing mixed use building and erection of a part 6, 8 and 13 storey building comprising 64 residential units, with 2 commercial units (Use class A1) located over ground and mezzanine floors fronting Wembley Hill Rd, and associated car and cycle parking spaces, bin stores, landscaping and amenity space
APPLICANT	studioAitken
CONTACT	studioaitken
PLAN NO'S	<p>11473-64-A-01-100 VISUALISATIONS 1 Rev P01 11473-64-A-01-102 VISUALISATIONS 2 Rev P01 11473-64-A-01-103 VISUALISATIONS 3 Rev P01 11473-B-A-01-104 VISUALISATIONS 4 Rev P01 11473-64-A-01-105 VISUALISATIONS 5 Rev P01</p> <p>11473-64-A-05-001 Site Plan Existing A1 1:250 Rev P01 11473-64-A-05-011 Site Plan Proposed A1 1:250 Rev P03 11473-64-A-05-050 Site Location Plan Existing A3 1:1250</p> <p>11473-64-A-05-099 GA PLAN Basement Floor Plan A1 1:100 Rev P02 11473-64-A-05-100 GA PLAN Ground Floor Plan A1 1:100 Rev P04 11473-64-A-05-10M GA PLAN Mezzanine Floor Plan A1 1:100 Rev P03 11473-64-A-05-101 GA PLAN First Floor Plan A1 1:100 Rev P02 11473-64-A-05-102 GA PLAN Second Floor Plan A1 1:100 Rev P02 11473-64-A-05-103 GA PLAN Third Floor Plan A1 1:100 Rev P02 11473-64-A-05-104 GA PLAN Fourth Floor Plan A1 1:100 Rev P02 11473-64-A-05-105 GA PLAN Fifth Floor Plan A1 1:100 Rev P02 11473-64-A-05-106 GA PLAN Sixth Floor Plan A1 1:100 Rev P02 11473-64-A-05-107 GA PLAN Seventh Floor Plan A1 1:100 Rev P03 11473-64-A-05-108 GA PLAN Eighth Floor Plan A1 1:100 Rev P02 11473-64-A-05-109 GA PLAN Ninth Floor Plan A1 1:100 Rev P02 11473-64-A-05-110 GA PLAN Tenth Floor Plan A1 1:100 Rev P02 11473-64-A-05-111 GA PLAN Eleventh Floor Plan A1 1:100 Rev P02 11473-64-A-05-112 GA PLAN GA Roof Plan A1 1:100 Rev P03</p> <p>11473-64-05-A-121 GA PLAN Accessible Flat Affordable A1 1:100 Rev P01 11473-64-05-A-122 GA PLAN Accessible Flat Private A1 1:100 Rev P01 11473-64-A-05-130 EXISTING PLAN Ground Floor Plan A1 1:100 Rev P01 11473-64-A-05-131 EXISTING PLAN Mezzanine Floor Plan A1 1:100 Rev P01 11473-64-A-05-132 EXISTING PLAN First Floor Plan A1 1:100 Rev P01 11473-64-A-05-133 EXISTING PLAN Second Floor Plan A1 1:100 Rev P01 11473-64-A-05-134 EXISTING PLAN Third & Fourth Floor Plan A1 1:100 Rev P01</p>

11473-64-A-05-135 EXISTING PLAN Fifth & Sixth Floor Plan A1 1:100 Rev P01

11473-64-A-06-100 Section A-A A1 1:125 Rev P01

11473-64-A-06-101 Section B-B A1 1:125 Rev P01

11473-64-A-06-102 Section C-C A1 1:125 Rev P01

11473-64-A-06-103 Section D-D A1 1:125 Rev P01

11473-64-A-06-104 Section E-E A1 1:125 Rev P01

11473-64-A-06-105 Section F-F A1 1:125 Rev P01

11473-64-A-06-106 Section G-G A1 1:125 Rev P01

11473-64-A-07-100 EXTERNAL ELEVATION EAST A1 1:100 Rev P03

11473-64-A-07-101 EXTERNAL ELEVATION SOUTH A1 1:100 Rev P03

11473-64-A-07-102 EXTERNAL ELEVATION WEST A1 1:100 Rev P03

11473-64-A-07-103 EXTERNAL ELEVATION NORTH A1 1:100 Rev P03

11473-64-A-07-130 EXISTING ELEVATION East A1 1:100 Rev A

11473-64-A-07-131 EXISTING ELEVATION South A1 1:100 Rev A

11473-64-A-07-132 EXISTING ELEVATION West A1 1:100 Rev A

11473-64-A-07-133 EXISTING ELEVATION North A1 1:100 Rev A

2379/16/B/1A – Landscape and children’s play area – Fifth floor

2379/16/B/2A – Landscape planting plan – Fifth floor

2379/16/B/3A – Landscape planting plan – Seventh floor

2379/16/B/4A – Landscape planting plan – Ground floor

2379/16/B/5 – Planter construction details

Cottrell House Construction Management and Method Statement Plan - prepared by Jaysam Contractors Ltd - dated January 2017

Cottrell House Construction Logistics Plan - prepared by Jaysam Contractors Ltd - dated February 2017

Structa LLP; Report reference 3633-GE001 - dated 16th January 2015

**LINK TO DOCUMENTS
ASSOCIATED WITH
THIS PLANNING
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_132350

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3. Click on "View Documents" tab

RECOMMENDATIONS

It is recommended that the planning committee resolve to refuse planning permission for the reason stated below and set out within the draft decision notice and subject to the stage 2 referral to the Mayor of London.

The proposed development, by virtue the height at 13 storeys, would appear as an excessively tall building which would result in poor transition between the scale of development within the Stadium area and the suburban housing immediately to the west of the development site. Furthermore it would result in a poor visual relationship with the St George's Hotel building to the south of the site. As a result, the development would be detrimental to the character of the area and the streetscene, contrary to Policy DMP1 within Brent's Development Management Policy 2016, policies WEM1 of the Wembley Area Action Plan 2015 and to guidance within Brent's Supplementary Planning Guidance 17 and draft Supplementary Planning Document 1.

That the Head of Planning is delegated authority to issue the decision notice and impose informatives pursuant to the following matters:

Informatives

1. CIL liability

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 informatives or to vary the reason for the refusal) 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.

SITE MAP



Planning Committee Map

Site address: Cottrell House, 53-63 Wembley Hill Road, Wembley, HA9 8DL

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This map is indicative only.

EXISTING

Cottrell House was a part 4-storey, part 8-storey brick structure within Wembley Town Centre, situated along Wembley Hill Road between the junctions of Dagmar Avenue and Linden Avenue. The building was mostly commercial in nature, however some residential uses were present within. The building has recently been demolished in full.

The site is located within the Wembley Growth Area and Wembley Town Centre. It is bounded by Linden Avenue to the south, Wembley Hill Road to the east, Dagmar Avenue to the north and residential units to the east. The site is located approximately 300m to the west of Wembley Stadium.

The surrounding area predominantly comprises residential development to the west and commercial development to the north, south and east.

Wembley Park station is located approximately 950m to the north-east of site. Wembley Stadium station is approximately 160m to the south-east of the site.

This is not within a Conservation Area, nor does it affect any Listed Buildings.

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. One objection has been received citing concerns regarding impact on light, overshadowing, character, navigability of the street, potential damage to surrounding buildings and noise and other impact associated with construction. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application:

Site history: This application follows a previous grant of planning permission for a very similar scheme, but which was not as tall as the building proposed.

General principle of use and development: The proposed mixed use residential led re-development of the site with commercial uses at ground floor level is in line with the site designations and the site allocation and is considered to be acceptable.

Housing mix and provision of Affordable homes: The proposal would deliver 64 new homes of which 24.2 % would be Affordable (with a 75:25 ratio of Affordable Rent to Intermediate) and the proportion of private and intermediate family homes would materially accord with the levels set out within the Area Action Plan (AAP). The proportion of Affordable Rented family homes (25 %) falls below the levels set out in the AAP whilst the overall proportion falls below 25 %. However, this is a result of the additional homes being proposed above the taller element of the development (which contains the private units) and significant changes to the layout of the scheme and the total number of 3-bed Affordable Rented homes has not changed from the previous consent (3 homes). On balance, this is not considered to warrant refusal in itself. The submission demonstrates that this represents the maximum reasonable proportion of Affordable housing and the proposed housing mix is considered to accord with the Local Plan.

Design, layout, character and appearance: While the design approach and the general arrangement of the massing reflects that of the consented scheme, the height and massing of the building is greater and this results in a overly abrupt transition from the dense development coming forward further east within the Wembley Growth Area to the suburban residential housing situated directly to the west of the site. This is considered detrimental to the character of the area and refusal is recommended on this basis. The provision of additional new homes is not considered sufficient to outweigh this level of harm.

Impact on light and outlook: The majority of the scheme continues to conform with the guidance set out in SPG17 and SPD1. However, the submitted BRE based daylight and sunlight assessment shows that the number of windows affected by the development beyond levels anticipated within the guidance increases from 10 windows (7 serving flats within Crown House and 3 serving windows within St Georges Hotel), an increase from 3 and 1 for the previous scheme.

The quality of the proposed residential accommodation: A good standard of accommodation would be provided, with internal floorspace meeting relevant standards and 12.5 % of homes proposed as accessible / easily adaptable. The majority of balconies accord with the Mayor's SPG. Total external amenity space falls

below DMP19 levels, with communal space equating to around 5 sqm per unit (in addition to the balconies). However, the site is in close proximity to an area of public open space.

Parking and Transport implications: The site has good public transport accessibility (PTAL of 4 to 5) and the provision of 21 parking spaces is considered to be sufficient, subject to a parking permit restriction for future residents and occupiers. Parking and servicing arrangements remain unchanged from the consented scheme and are still considered to be acceptable.

While the proposal is considered to be acceptable with regard to the majority of planning considerations, the benefit associated with the provision of additional new homes does not outweigh the harm associated with the scale of the building as proposed.

RELEVANT SITE HISTORY

Planning permission was granted previously for a scheme that was very similar to that now proposed, but for which the taller element of the building was 10-storeys tall rather than 13 as now proposed. 9 fewer residential units were proposed within that scheme:

16/1698. Full Planning. Granted. 16/06/2017: Erection of a part 6, 8 and 10 storey building comprising 55 residential units, with 2 commercial units (Use class A1) located over ground and mezzanine floors fronting Wembley Hill Rd, and associated car and cycle parking spaces, bin stores, landscaping and amenity space.

CONSULTATIONS

Press Notice published on 02/03/2017

Site Notice displayed on 16/03/2017

The owner/occupier of 202 different properties were notified of the application 23/02/2017.

One letter of objection has been received to date, citing the following issues:

Objection	See paragraph
Loss of light, and overshadowing	46-53
Loss of character: There are no buildings of such height this side of Wembley Hill Road. Houses in this street will be dwarfed by this grotesque construction. No objection to tall buildings in general, but they must exist in harmony with their surroundings.	26-33
Difficulties navigating streets for blind people, which would be worsened as a result of the disruption to pavements and the increase in traffic generated by construction works, trucks and other heavy machinery.	86
Damage to buildings in the vicinity as a result of the works and in particular demolition of the existing building and excavation.	86
Disturbance caused by noise associated with building works.	59-63

Tokington Ward Councillors

No comments received.

Environmental Health

Environmental health do not object to the proposal but recommend conditions. This is discussed later in this report.

Local Lead Flood Authority

The Council's Local Lead Flood Authority is satisfied that the applicant's flood risk strategy and flood risk assessment comply with Brent's requirements as well as national policies and guidelines.

The surface water management approach remains unchanged from that approved within the previous application.

Thames Water

Thames Water have not responded to Brent's consultation letter, however given that the surface water management approach is unchanged from that approved within the previous application, it is not considered that further clarification would be strictly necessary in this instance.

Greater London Authority

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

The Stage 1 report from the Mayor of London sets out that the principle of the housing-led mixed-use redevelopment of this site is supported. However, a number of strategic concerns are raised:

1. **Principle of Development:** The redevelopment of the site for a residential-led mixed use scheme within the Wembley Opportunity Area is supported in strategic planning terms.
2. **Affordable Housing:** 27% affordable housing by habitable room is unacceptable. The applicant's viability assessment will be robustly interrogated and the applicant must also fully investigate the provision of grant funding.
3. **Inclusive design:** A condition should be set to secure the Building Regulation requirements M4(2) and M4(3).
4. **Climate change mitigation:** Further information is required regarding the on-site reduction of CO₂ for the domestic and non-domestic elements.
5. **Transport:** Broadly acceptable; however, there is a need to increase adapted cycle parking. All transport related planning conditions, obligations and financial obligations secured in the previous consent should be brought forward if Brent Council is minded to grant consent.

The level of affordable housing is discussed below (paragraphs 8-13). Officers consider that the matters relating to climate change and cycle parking can be addressed appropriately through conditions.

Statement of Community Involvement

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

An open 'walk-in' exhibition was held on Tuesday 25th August 2015 within Cottrell House on Wembley Hill Road from 3.30pm – 8.30pm.

On Wednesday 19th and Thursday 20th August invitations to the event were issued by hand to some 300 households in the locality of the site as well as commercial units to the western edge of Wembley Hill Road. Ward Councillors were also invited by email.

The event was staffed by representatives from the applicant's development company together with representatives of the consultant design team. A series of exhibition boards showing the site, its context, scheme development and the draft proposals were displayed for discussion with attendees.

The applicant reports that some 20 people visited the exhibition.

POLICY CONSIDERATIONS

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

- National Planning Policy Framework 2012 (NPPF)
- National Planning Practice Guidance (NPPG)
- Technical Housing Standards 2015
- London Plan Consolidated with alterations since 2011 (March 2016)
- Mayors Housing SPG 2016
- London Borough of Brent Core Strategy 2010
- London Borough of Brent Development Management Policies 2016
- London Borough of Brent Wembley Area Action Plan 2015
- Brent Supplementary Planning Guidance 17
- Draft Brent Supplementary Planning Document 1
- Brent's 106 Supplementary Planning Document

DETAILED CONSIDERATIONS

Land use principle

1. The subject property is within the boundary of Wembley Town Centre and is designated as being suitable for retail uses and mixed use development. Speciality shops and entertainment uses are also indicated as being suitable. Residential and offices uses are also acceptable town centre uses. The Core Strategy and Wembley Area identify the need to provide 10,000 new jobs and 11,500 new homes within the period of the plan, to 2026.
2. The subject property is also within the boundary of the designated Wembley Growth Area for which significant regeneration has been planned and is currently being delivered. It is within Wembley Area Action Plan Site Proposal W20 (Cottrell House and Norman House) and the Wembley Park/Empire Way Corridor.
3. The Wembley Area Action Plan Site Proposal states the combined site of Cottrell and Norman Houses is suitable for a mixed use development that could include: residential, retail, commercial and community facilities. Residential uses should include amenity space. The indicative residential capacity for the combined site is stated as being 55 units with acknowledgment that it is serviced by good transport accessibility levels. The Action Area Plan also seeks a strong built frontage along the Wembley Corridor with a range of uses, and calls for a 'consistent approach' to the public realm.
4. In terms of the London Plan, the site is located within an Opportunity and Intensification Area (Policy 2.13), a Regeneration Area (Policy 2.14), and a Town Centre (Policy 2.15). As such regeneration and redevelopment schemes, particularly high quality mixed use schemes such as this, are promoted and appropriate. Opportunity Areas Policy 2.13 states that development proposals in these areas should: "seek to optimise residential and non-residential output and densities provide necessary social and other infrastructure to sustain growth, and, where appropriate, contain a mix of uses". London Plan Town Centre Policy 2.15 states specifically that "development proposals and applications ... in town centres should:
 - sustain and enhance the vitality and viability of the centre
 - accommodate economic and/or housing growth through intensification and selective expansion in appropriate locations
 - support and enhance the competitiveness, quality and diversity of town centre retail, leisure, employment, arts and cultural, other consumer services and public services
 - be in scale with the centre
 - promote access by public transport, walking and cycling
 - promote safety, security and lifetime neighbourhoods
 - contribute towards an enhanced environment, urban greening, public realm and links to green infrastructure.
 - reduce delivery, servicing and road user conflict".
5. The site is also located within a designated Strategic Outer London Development Centre (Policy 2.16) which promotes an intensification of development, placing a strong emphasis on creating a distinct and attractive business offer and public realm through design and mixed use development as well as any more specialist forms of accommodation.

Loss of pre-existing building

6. The last existing uses on the site comprised a total floor area of 2,236sqm made up of 1,906sqm of commercial space (A1, A3 - 655sqm; B1 & B8 - 1,252sqm) with 330sqm residential. This was configured in the following manner: 4 flats to the upper floors of the taller element of the building; a restaurant at the first floor within the lower rise element of the building; and retail at ground floor.
7. The remainder of both elements of the building were in B1 office space with some ancillary storage. The site is now cleared. Wembley is the primary growth area of the Borough as stated in Policy CP1 of Brent Core Strategy and suitable for an intensification of land uses including housing. The Wembley Area Action Plan Site Proposal identifies the potential to redevelop the site for the purposes discussed above, including retail and residential uses as proposed.

Housing

Affordable Housing

8. London Plan Policy 3.12 requires boroughs seek the maximum reasonable amount of affordable housing

when negotiating on private and mixed use developments, having regard to a number of factors, including development viability. Policy CP2 of Brent's Core Strategy sets a strategic target that 50% of new homes to be delivered in the borough are affordable.

9. Development Management Policy DMP 15 reinforces the 50% target set by policy CP2 and the need to seek the maximum reasonable amount of affordable housing. It goes on to say that where a reduction to affordable housing obligations is sought on economic viability grounds on major phased developments, and where the proportion of affordable housing agreed is significantly below 50% appropriate provisions to re-appraise scheme viability will be sought and secured by s106 agreement. DMP 15 also notes that 70% of new affordable housing provision should be social/affordable rented housing and 30% should be intermediate housing in order to meet local needs.

10. 16 affordable residential units have been proposed for affordable housing, with a 75:25 affordable rent/intermediate split, representing 24.2% affordable housing. This does not meet the borough strategic target that 50% of new homes should be affordable. The proposal would deliver a desirable tenure mix close to compliance with the DMP 15 70:30 affordable rent to intermediate policy split. The applicant however contended that it would not be financially viable to provide additional affordable housing. In line with planning policy, the applicant submitted a Financial Viability Assessment (FVA) undertaken by Savills in support of their contention, which concluded that delivering the scheme with this arrangement, would generate a residual land value below a benchmark land value of £2.46m, resulting in a deficit.

11. Consultants commissioned by the Council have reviewed the FVA, including a consideration of GLA grant sensitivity testing. The Council did not agree with the level of deficit identified within the submitted FVA and it was considered that this would be lower. However, it is agreed that the scheme would ultimately achieve a deficit and that the 25% affordable housing proposed would represent the maximum reasonable amount of affordable housing the scheme can deliver on a nil grant basis.

12. Sensitivity testing was also undertaken with regard to GLA grant, which was assumed to be at a nil level within the FVA. The testing indicated that only 1 to 2 additional affordable housing units could be delivered through the allocation of £28,000 GLA grant per unit across the affordable housing provision on the scheme.

13. It is considered that the Affordable housing proposal (12 affordable rent units and 4 shared ownership units) represents the maximum reasonable amount of affordable housing the scheme can viably deliver in line with planning policy. However, given that the proposal falls significantly below the local strategic 50% affordable housing target, and the sensitivity of the scheme to residential values, build costs and the provision of GLA grant, a post implementation review mechanism is recommended to be secured in the s106 agreement.

Proposed residential mix

14. Core Strategy Policy 21 (A Balanced Housing Stock) outlines the need to maintain and provide a balanced housing stock in Brent. These needs include an appropriate range and mix of self-contained accommodation types and sizes, including family sized accommodation (capable of providing three or more bedrooms).

15. The table below shows the proposed housing mix. The proposed proportion of 3-bedroom Affordable Rented and Intermediate units exceeds the Wembley Area Action Plan targets, whilst the overall proportion of 3 bedroom units (17.2%) falls below the target of 25%. However, the proportion of private 3-bedroom units is in line with the area action plan (14.6% with a target for 15%). The proportion of Affordable Rented 3-bed homes falls below the Wembley Area Action Plan target (25 % compared to a target of 50 %). However, this is because the additional homes are proposed on top of the taller (private) element of the scheme and the provision of additional family sized Affordable Rented homes would require significant changes to the layout of the proposed development. The number of 3-bedroom Affordable Rented homes (3 homes) remains unchanged from the consented scheme with the lower proportion due to the increased number of homes. On balance, this is not considered to warrant the refusal of planning permission in itself.

Unit mix by number of units:

	Private	Shared ownership	Affordable Rent	Total
Studio	6	0	0	6
1-bed	14	2	3	19

2-bed	21	1	6	28
3-bed	7	1	3	11
Total	48	4	12	64

Proposed unit mix by percentage of units:

	Private	Shared ownership	Affordable Rent	% Total units
Studio	12.5%	0%	0%	9.4%
1-bed	29.2%	50%	25%	29.7%
2-bed	43.7%	25%	50%	43.7%
3-bed	14.6%	25%	25%	17.2%

Wembley Area Action Plan target mix (percentage of units):

	Private	Shared ownership	Affordable Rent
1-bed	30%	45%	15%
2-bed	55%	45%	35%
3-bed	15%	10%	45%
4-bed	0%	0%	5%

Layout and accommodation

16. The proposed building will broadly replicate the form of the existing building, with a much improved architectural approach and visual appearance. The greatest height and massing is focussed on the southern side of the building. This southern section of the building will contain the smaller of the two retail units at ground floor level and 30 of the residential units in floors 1-6 (five on each floor). The built form narrows at this point, with the building's western side giving way to a communal amenity space. Floors 7-11 are smaller, containing three units each, topping out the building in excess of 30 metres.

17. The northern part of the building covers a longer and thinner footprint than the southern section of the building, and only provides internal accommodation between floors 1 and 4 (4 units on each floor). The fifth floor is occupied by a rooftop amenity space. The north and south sections of the building are served by separate cores, with the north side of the building accommodating the affordable units and the south side of the building accommodating the private units.

18. The building has an active ground floor facing the street comprising retail units together with two residential entrances. This configuration will further help to reinforce the town centre location and provide a more seamless frontage up from the south. The building will sit considerably closer to the public highway than the existing Cottrell House with a much reduced forecourt space.

19. Three private accessible units will have direct entrances off the south side of the street (along Linden Avenue) and are located at the building's mezzanine level. These provide a more domestic scale and feel in keeping with the residential character of Linden Avenue. These also help to provide active frontages at ground level, improving natural surveillance and provide visual animation to the street frontage. Small forecourts with landscaping will be provided to further improve the streetscene.

20. There are two communal entrances to the development: Both along Wembley Hill Road and serving the private and affordable units respectively.

21. Access from the undercroft car parking area to the two main circulation cores is safe and level. Level threshold access will be provided to all communal and private building entrances. Three passenger lifts are distributed in two cores and will take the residents to the accommodation on the upper floors of the two building sections.

22. The communal amenity spaces and gardens located on the fifth (northern part of building) and seventh (southern part of building) floors respectively. As rooftop spaces, these are all level and fully accessible. This is discussed in more details below.

23. All dwellings have been designed to meet the space standards as stipulated in the London Plan (2016).

Eight of these are proposed as accessible dwellings which represents a 12.5% provision. Conditions will ensure that the dwellings are implemented to be compliant with Building Regulations M4(3) (accessible adaptable dwellings) in relation to private and shared ownership dwellings and Building regulations M4(2) (wheelchair user dwellings) in relation to the Affordable Rented dwellings as required by policy. All units have been designed to meet the requirements of Lifetime Homes and the Mayor's London Housing Design Guide standards.

24. All single aspect flats face either south, west or east and all flats have living rooms with large amounts of glazing as well as private outdoor amenity areas which enhance the quality of the new homes.

Density

25. This site has a public transport accessibility level of 4 and the site has the characteristics of a "central" setting. The London Plan density matrix (Table 3.2) therefore suggests a residential density of between 215 and 405 units per hectare and between 650-1,100 habitable rooms per hectare for this scheme. The density of the proposed development is 396 units per hectare or 1,065 habitable rooms per hectare, which falls within the upper ranges of the density matrix identified by the London Plan.

Urban Design

Scale, Height and Massing

26. The proposed massing is generally positioned within the footprint of the existing building and respects existing separation distances and building lines. Similar to the existing Cottrell House building, the taller element is positioned at the south eastern part of the site, reflecting the established built form. Nonetheless, as communicated to the applicant during pre-application discussions, it is considered that the entirety of the building needs to be lower in scale than the buildings on the opposite side of Wembley Hill Road (such as York House, Ibis Hotel and Holiday Inn). This is to maintain the transitional scale of development on the western side of Wembley Hill Road. The WAAP also states that this site is 'sensitive' to tall buildings due to the site constraints with the neighbouring properties.

27. The height of the proposal (91.2 m Above Ordinance Datum, or AOD) is only marginally below the height of Ibis Hotel (91.36 m AOD) and notably higher than the height of the Holiday Inn (84.19 m AOD). Furthermore, the proposal is significantly higher than the neighbouring properties on the western side of Wembley Hill Road, with St Georges Hotel (67.0 m AOD) and the proposed building fails to satisfactorily relate to this building.

28. It is considered that the height of the taller element of the building, now proposed at 13 storeys (up from 10-storeys previously approved) is considered to be excessive, resulting in a building of a scale that does not successfully act as a 'transitional building' between the established taller buildings on the east side of Wembley Hill Road and the suburban housing immediately to the west. Your officers consider that the previously approved wing of 10 storeys on the corner section represents the reasonable height given the surroundings, the previous building which reached 8 storeys and the close proximity to suburban housing. At 13 storeys, the change in scale is considered to be so abrupt that it is significantly detrimental to the character of the area.

Architecture and Materiality

29. The architectural approach of the current proposal in terms of materials is generally supported. The scheme proposes a simple high quality approach to architectural detailing and materials that would complement the form of the building massing. The proposed use of high quality brickwork contrasted with corten steel is supported, and would provide robust and durable elevations which help to articulate the building's different components. The detailing and build quality will however be critical to achieving the highest possible standard of architecture and the Council will secure key details through condition to ensure this is achieved and built through.

30. The windows are generally formed as full height, fixed glazing elements, to optimise natural daylight and views.

31. Mixes of projecting balconies and inset loggias have been developed, which animate the facade and create rhythm and proportion. Projecting balconies are present along the building's southern elevation facing

St George's hotel across Linden Avenue, as well as some at the higher stories facing north. Inset balconies have been placed in the more exposed locations of the building, facing east and west.

32. Two storey corten Steel surrounds articulate spacious entrances from the street into the building at both the affordable and private entrances. Their placement within the otherwise continuous, heavily glazed active frontages makes the entrances clearly recognisable.

33. The future relationship to the adjacent Norman House site has been considered, and the applicant proposes to provide a flank edge with no window facing the Norman House site. This will allow it to be developed flexibly and is welcomed.

External Amenity Space and Landscape

34. GLA Housing SPG Standard 26 and 27, Private Open Space, states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant and that the minimum depth and width for all balconies and other private external spaces should be 1500mm.

35. No ground floor residential units are proposed and the remaining units all meet the GLA standards as stated in paragraph 25. The two exceptions are flats M1 and M2 at the Mezzanine level, accessed directly from the street along Linden Avenue. Whilst 6sqm of screened forecourt amenity space is provided, the space is not particularly useable and its immediate proximity to the footway does not result in the space having a particularly private nature. However, given the small size of these flats, the low occupancy (2 people) and the town centre location, it is considered that this is acceptable in this instance.

36. The balconies provide private amenity spaces of between 4.5 and 15sqm for all remaining flats, with the majority having between 5 and 9 sqm of private amenity space. Access is usually provided directly from the living-kitchen space. Private landscaped terrace/gardens are provided for some flats, with flat M3 on the mezzanine floor having a 42sqm private garden, Flat 5.5 on the 5th floor having a 19sqm private terrace and flat 7.7 on the 7th floor having a 7sqm private terrace. In the case of the latter two, these terraces represent small subdivided parts of communal rooftop gardens which are appropriately screened for privacy.

37. Communal rooftop gardens are present on floors 5 (above the northern wing) and 7 (above the western part of the southern wing) and have different characters. Respectively, these communal gardens measure 208sqm and 115sqm, with the communal garden on floor 5 being designated as a 'roof play' space.

38. The roof play garden does not extend across the full extent of the rooftop, with a significant section to the west being restricted for maintenance access. This is important in ensuring that the existing residences along Linden and Dagmar avenues cannot be overlooked. This maintenance area is to be planted along its edges to reduce any perceived overlooking as well as to enhance the visual appearance of the building's western elevation. The roof garden on floor 7 (which is exclusively for use of the private tenure flat residents) does not have restricted area to remove overlooking, but will have high planting and screening to its north and west aspects to minimise any such overlooking. A glass balustrade will also be in place for safety and protection from wind. As further justification for this arrangement, this garden is located to the south and as such will not provide such a direct view across private gardens as would be possible with the 'roof play' garden.

39. A total of 323 sqm of amenity space is proposed, which equates to an average communal amenity space provision of 5.05 sqm per unit. All but three residential units benefit from balconies that are typically 5 sqm to 9 sqm in size. The scheme therefore provides less than the SPG17 and Policy DMP 19 target of 20 sqm of external amenity space per unit. However, the scheme is immediately adjacent to an area of public open space and in this instance, the deficit in external amenity space is not considered to warrant the refusal of the development.

40. The projected number of children to be accommodated on the site is 18 of which the majority are generated by the social and intermediate housing flats. Based on the GLA play space requirements, developments should seek to accommodate on average 10sqm of outdoor play space per child. With a required maximum provision of 210sqm of play area, this has been provided at roof level above the 4th floor element. Also in accordance with the GLA's formula for play provision, it is likely that 17% (i.e. 3 children) of these children will be 12+. At this age, older children are likely to make use of the nearby local parks with their larger and more active sports related facilities. The number of under 12's generated on the site, 14 children, are more likely to be the main users of the play area within the scheme.

41. The communal roof gardens will be overlooked by a number of apartments further promoting safe and

amenable recreational areas.

42. The provided micro-climate report confirms that the fifth and seventh floor amenity spaces are suitable for the proposed usage during the summer, lasting from April to September, and outdoor comfort conditions will be acceptable for the users. It is noted that instances with increased wind speeds may occur between October and April, during which threshold levels, as defined by the Lawson Criteria and the Beaufort Scale, could be exceeded. Overall, the findings of the report are positive and it is considered that the likely microclimates as experienced on the amenity spaces will be acceptable for users.

43. The communal areas are immediately accessible to residents through the central cores (lift and stairs) with dedicated access doors at opposite ends of the roof play garden, providing communal space for both tenures. The 7th floor roof garden is only directly accessible from the southern core and serves the residents of the southern wing more directly. The two 1 bed flats with entrances onto Linden Avenue do not have internal access to these spaces.

44. In terms of external landscaping provision, 14 trees will be planted in the car park, helping to demarcate spaces between car parks as well as visually softening the environment.

45. The proposal will require the loss of three street trees: one Lime tree and three London Plane trees will need to be removed to accommodate the necessary access and works. The Council's tree protection and landscape design officers consider that this loss should be mitigated by the payment of contributions towards ten new street trees (£14,000) along Linden and Dagmar Avenues. This contribution will be secured as part of a S106 agreement.

Impact on neighbouring residents – Amenity, sunlight and daylight

46. The sunlight and daylight study submitted with the application assessed the windows and gardens of surrounding properties. The report acts as an updated version of the report submitted with the previous application (16/1698). The updated report has assessed the impact to the same 89 surrounding windows as assessed previously, these including: 48 windows in the northern façade of St George's hotel and Crown House homes, 13 windows serving 1-3 Linden Avenue to the southwest, 21 windows serving 4-12 Linden Avenue to the east and 5 windows serving 3 Dagmar Avenue to the northwest. Impact has not materially changed to the properties along Linden Avenue and Dagmar Avenue, however increases in impact are identified within St George's Hotel and Crown House flats. The study concludes that the impact would be significant enough to breach BRE guidance levels for daylight within 10 residential windows, seven of which serve the Crown House dwellings to the south and three of which serve St George's Hotel bedrooms. This is a notable increase in daylight loss compared with the previous application (for a 10 storey corner element) where just 4 windows (1 of which served a hotel room) within this façade experienced a loss of daylight beyond BRE Guidance levels. With regard to sunlight, 4 of the 11 windows that were tested experienced a loss of sunlight beyond BRE criteria, these being those serving Linden Avenue dwellinghouses. This represents a small increase in impact compared to the previous scheme where 3 of the 11 windows experienced a loss of sunlight beyond BRE criteria.

47. There are seven amenity spaces in close proximity to the proposed development. The study has noted that there will be no undue impact on the surrounding external amenity spaces as a result of the new built form, having regard to the BRE Criteria.

48. St George's Hotel is the adjoining building to the south. Given the transient nature of a hotel use, less weight is applied to the level of daylight received by the windows of the hotel. The middle floors of this hotel building comprise north facing flats which do not receive direct sunlight by virtue of facing directly towards the existing Cottrell House. This situation will be unchanged alongside the new Cottrell House. There will be a slight reduction in vertical sky component as experienced from these flats and seven of the nine windows associated with the flats will fail the recommended BRE daylight guidelines.

49. No's 4, 8 and 12 Linden Avenue all have half width single storey rear extensions with east facing windows (towards Cottrell House). It is likely that these extensions house kitchens or utility rooms with a sole eastern aspect, although no planning history exists to confirm this. At present, a lift shaft protrudes into the line of sight of these extensions. This lift shaft is approx. 2.75m to the east of the extension at no. 4. The proposed development would remove this obstruction and set in the built form of Cottrell House by 1m (for the part that is to the rear of the building line along Linden Avenue). The built form will however protrude a further 3.5m than the existing lift shaft. Whilst the set in provided on the new building is welcomed, the additional projection depth is likely to incur a net loss of outlook at no. 4.

50. No. 8 and 12 Linden Avenue are significantly far away from the western elevation of Cottrell House (15m and >20m respectively) that the general outlook will remain intact; with the material impact being in the form of some sunlight loss to four windows during the winter months to the east facing extension windows only. These windows are to ancillary parts of the houses and are unlikely result in a significant worsening in living standards.

51. The general primary outlook from the rear elevations of houses along Linden and Dagmar Avenues will only be affected obliquely, with the east/west arrangement of the houses relating to Cottrell House favourably, as the outlook will only be impeded as seen to the far right (in the case of Linden) or left (in the case of Dagmar) of the field of view with the majority of the rearward facing outlook remaining intact.

52. With the exception of the protruding ground floor element on the west side of the building, the remainder of the built form of the proposal meets SPG17's requirement for the building to fall within a 45 degree line, drawn at a height of 2m on the boundary with the nearest property alongside the development (2 Linden Avenue). As such, it is not considered that the height and massing of the building will result in an unduly detriment impact on the amenities of this property.

53. In summary, the assessment demonstrates neighbouring residential units will mostly receive good levels of daylight and sunlight and with the loss of light in comparison to the existing situation typically being within BRE guidance levels. There are some instances where the BRE sunlight guidelines are not achieved, most notably across seven residential windows serving flats at Crown House. Whilst it is accepted that this is a normal outcome of a fairly high density development of this scale in an urban area, the increases in daylight impact compared to that of the previous application with a 10 storey corner element are noted and are considered to add further credence to the unacceptable height and massing proposed.

Assessment of Flood Risk and Drainage

54. The Flood Risk Strategy and Flood Risk Assessment Report were assessed by Brent's Local Lead Flood Authority during the previous application (16/1698). It is considered that the report meets Brent's requirements and that the applicants have followed national policies and guidelines.

55. The submitted report notes the proposed measures which can be incorporated into the development to mitigate the identified risks. The report states that as the site is located within Flood Zone 1 and is therefore considered to be at a low risk from fluvial or tidal sources. No significant risks have been identified in relation to flooding from other (non-pluvial) sources.

56. The proposed surface water discharge will be restricted to 5 l/sec and this will reduce the surface water discharge to existing surface water sewer system and hence further reduce the risk of flooding in the area.

57. The Foul Sewer System does not fall within the scope of Flood Risk as part of Flood and Water Management Act 2011 and there accordingly is no mention of Foul Sewer discharge in the report. However, the foul sewer system in Wembley Hill Road has a faulty syphon at the point where the pipe goes under the railway tracks at Wembley Stadium Station. The syphon has blocked many times and has caused foul sewage to overflow in Wembley Hill Road. This is the responsibility of Thames Water and the development will need consent from Thames Water regarding discharge rate and to ascertain whether there is adequate capacity in their foul sewer network.

58. Thames Water previously reviewed the surface water discharge proposals within application 16/1698 and were satisfied that the proposal would have an acceptable impact on existing infrastructure, subject to a 5l/s surface water discharge rate being achievable. The applicant's SUDS report confirms that the surface water discharge of the scheme is restricted to 5l/s, meeting Thames Water's requirements.

Noise, air quality and land contamination

59. The measures as laid out in the submitted Noise Impact Assessment are considered to be acceptable to the Council's Environmental Health Officer. A condition is recommended to ensure that the mitigation measures have been implemented.

60. The proposed layout of the building will have commercial units and car park below flats. These mixed uses between floors could result in noise disturbance to residents within the flats of the first floor if the sound insulation between the floors is not adequate. The Environmental Health Officers have recommended that a condition is attached to ensure that Building Regulations Approved Document E 'Resistance to the passage of sound' is met and implemented in full. However, this would duplicate a control that is within the Building

Regulations and it is therefore not necessary to include this within a planning condition.

61. The proposed demolition of the existing building and construction of the new building will be carried out within close proximity to existing residential premises, and the objection that has been received refers to concerns regarding the impact of construction. Whilst there will be some impacts associated with construction and demolition (no matter how large or small a proposal), it is considered appropriate to secure the approval and implementation of a construction method statement to minimise the potential impacts. A construction method statement and a piling method statement were submitted with the application. There is however concern about the proposed driven piling as the piling works will be undertaken close to residential properties which may result in impact on the adjoining dwelling. It is therefore considered that a condition should be attached so that additional information regarding minimisation of noise and vibration disturbance can be considered before piling commences.

62. The air quality impact assessment submitted with the application – Aether/AQA/2015/WHR_Brent has been assessed. Further information was requested from the applicant as to the emissions from the combined heat and power system proposed as well as consideration of the new IAQM guidance on air quality and planning (issued January 2017). An air quality neutral assessment should also be undertaken on the development for transport and building emissions and the use of 2013 data should be removed in place of more up to date data on air quality levels and possibly for traffic data. Conditions are recommended to revise this information appropriately.

63. The site investigation report submitted with the application; Structa LLP; Report reference 3633-GE001 dated 16th January 2015 has been reviewed. The methodology of the report and the conclusions are acceptable to the Council. A condition is recommended so that a remediation strategy can be provided for the further works stated within Section 11 of the report.

Transport

64. Car parking and servicing standards for the restaurant (use class A3) is given in appendix 2 of the Development Management Policies and the retail unit (use class A1) is given in appendix 1 and 2 of the DMP. The site is within the Wembley Area Action Plan and therefore reduced parking allowances are applicable for the offices and residential units.

Parking:

65. The car parking allowance for the existing building is 9.8 spaces and the breakdown is as follows:

- 1 spaces for the retail unit
- 2.9 spaces for the existing offices
- 2 spaces for the existing 4 flats

66. The proposed new 64 flats will have a total parking allowance of 27.8 spaces, whilst the proposed two A1 commercial uses will have a parking allowance of 1 space each, giving a total parking allowance of 26 spaces for the building, which is a significant increase in parking standards.

67. Drawing number 11473-A-05-100P03 / P02 proposes 21 spaces, including 7 disabled bay spaces and 6 electric charging points and the parking will be located on the ground and mezzanine level. This level of parking, including 7 disabled parking spaces, is satisfactory. However, a 'permit-free' agreement should still be applied to discourage any excessive car ownership in the area and ease any concerns of overspill parking. A financial contribution of £5,000 is also sought towards reviewing CPZ's in the Wembley area.

68. The parking spaces will be accessed from Dagmar Avenue only and therefore the existing access from Linden Avenue will be made redundant. The crossover onto Linden Avenue must therefore be reinstated back to footway and the double yellow lines removed to provide further on-street parking for approx. 3 cars.

69. As noted previously, the access onto Dagmar Avenue is not currently wide enough (3.8m) to allow two-way flow into and out of the site, with Appendix H of the Transport Assessment showing vehicular tracking and only one car able to turn into and out of Dagmar Avenue. This will result in vehicles waiting on the Public Highway whilst trying to gain access, which is not welcomed for a car park of this size.

70. However, the access is not owned by the applicant and drawing number 11473A-05-10M shows that the access is shared with Norman House car park. It is not therefore possible to widen the access through this

application, but this could be considered should a redevelopment scheme for adjoining Norman House come forward in the future.

71. In the meantime, the number of parking spaces has been reduced to 21 from the 24 that were originally considered and the even greater total of 28 serving the existing building. The car park and access arrangements as proposed are also unchanged from those previously accepted by the Planning Committee. As such, the continued use of the access to serve this revised development would be fine.

Refuse and Servicing:

72. Appendix 2 of the Development Management Policies require a shared transit sized bay for the servicing of the two retail units. To this end, Appendix I of the Transport Assessment proposes changes to the existing loading bay on Wembley Hill Road to allow loading/unloading to take place from this area, as well as refuse collection for the flats.

73. Changes to the loading bay include lengthening the bay to the north and modifying the entry point. The highway works will need to be carried out under S278 of the Highways Act 1980 at the developer's expense.

74. Bin storage will be located within the site and near the loading bay, which will allow for straightforward collection from Wembley Hill Road. This option is welcomed and agreed with Brent's Refuse & Recycling team and addresses previous concerns with refuse vehicles standing on the steep Linden Avenue, causing difficulties with unloading Eurobins. The Transport Assessment does state (4.15) that two residential units will continue to have refuse collection from Linden Avenue. This is not ideal due to the gradient of Linden Avenue and should be agreed with Brent's Refuse & Recycling team.

Cycle Parking

75. The development proposes 103 cycle parking spaces which satisfy the London Plan. The spaces will be in a secure and covered shed to protect against theft and weather. However, the GLA have requested that two additional adapted cycle parking spaces should be provided. This could be secured through condition should permission be granted.

Transport Assessment:

76. TRICS assessment has been carried out and survey data from 20 sites in Greater London were used to produce estimated trips from this development. The majority of these sites were in Controlled Parking Zones with a good PTAL rating and the sites selected had off-street parking levels ranging from none to a ratio of 1:1 or more.

77. The data shows that the proposed development is estimated to generate morning peak hour vehicular movements of 2 arrivals/5 departures, with 4 arrivals/3 departures forecast in the evening peak hour. No off-street parking has been proposed for the commercial units and therefore fewer vehicle trips are expected from them. These flows represent a low trip generation and so the impact on roads is considered to be negligible.

Construction Management Plan

78. A Construction Management and Logistic Plan dated January 2016 has been submitted with this proposal. This has been reviewed and it is considered that there are some shortfalls and that a revised, up-to-date Construction Plan should be submitted. This can be secured through condition if permission is granted.

Highway Works

79. As with the previous consent, it is considered that the following Highway Works should need to be secured through the Section 106 agreement if permission was to be granted, with those works be completed under a Section 278 Agreement of the Highways at 1980:

1. Amendments to the existing loading bay on Wembley Hill Road
2. Removal of redundant crossovers on Wembley Hill and Linden Avenue to be reinstated back to footway
3. If the access on Linden Avenue is made redundant then on street parking bays should be provided. This will also require amendments to the Traffic Road Order.

4. On street cycle stands
5. Temporary Traffic Management and Temporary Road and Footway Closures.
6. Resurfacing of the footway on Wembley Hill Road after construction has been completed.

The Section 278 Agreement would need to be entered into prior to any construction works commencing on site.

80. To summarise transport considerations, there are no objections on transportation grounds to this proposal subject to the provision of financial contributions towards a review of Controlled Parking Zones in Wembley, the highway works listed above, the withdraw the right of future occupants to on-street parking permits, the approval of a revised construction management and logistics plans and to implement Travel and Delivery & Servicing Plans.

Energy and Sustainability

81. The application has submitted an Energy and Sustainability Statement to support the application.

82. London Plan policy 5.2 requires a reduction in carbon dioxide emissions of 40% based on 2010 Building Regulations (equivalent to 35% based on the 2013 regulations) as minimum but ultimately seeks a carbon neutral development, with any remaining carbon emissions to be offset through payment to the local carbon off-setting scheme. The Energy Statement indicates the scheme will include a number of carbon saving measures, although the key contributors to this will be the use of CHP and PV panels, resulting in a 35.28% improvement on Part L of the building regulations 2013. This will need to be secured by condition or section 106 agreement, and after completion should this not be achieved a contribution will be required to the local carbon off-setting scheme.

83. Core Strategy policy CP 19 requires non-residential development to achieve BREEAM excellent. The BREEAM pre-assessment demonstrates that a 'Very Good' rating is predicted and can be achieved and that an 'Excellent' rating is aspired to, which is in line with the previous consent.

84. London Plan policy 5.6 sets out the energy hierarchy, requiring major developments to connect to existing or heating or cooling networks, or if this is not possible include site wide CHP. There is not an existing network, however, the establishment of a network has been found to be feasible and is proposed. As such Wembley Area Action Plan WEM 30 requires developments completed prior to the completion of the heat network to be designed so that they can switch to the heat network when it is available. The energy statement sets out that provision of both future connection points within the plant room and appropriate ducting through the external envelope to enable a district heating system to be installed at a later date will be provided. This would be secured by condition if permission was to be granted.

85. London Plan policy 5.15 states residential developments are to be designed to meet the target of 105 litres or less per head per day, excluding an allowance of 5 litres or less per head per day for external water use. It is highlighted this will be sought, but final calculations based on sanitary ware specifics will need to be undertaken. This would also be secured by condition if permission was to be granted.

Response to other matters raised by the objector

86. The objector has also raised concern regarding other impacts associated with construction, including potential difficulties navigating past the development during construction and potential damage to surrounding buildings as a result of the works. It is not clear whether full footway closures will be required. However, if they are, these must be approved by the Council (but not through the planning regime). Access to and around the site is considered by the Council for any such proposals. However, this cannot be considered as a part of this planning application. Any potential damaged caused as a result of the construction of a development (however large or small) also cannot be considered within a planning application.

Conclusion

87. The proposal largely reflects the existing consent relating to this site. However, this scheme includes three additional floors within the taller element of the scheme, increasing the height of this from 10-storeys to 13-storeys. While this results in an increase in the number of new homes, including affordable homes, it is considered that the benefits associated with the proposal do not outweigh the harm to the character of the area associated with the resultant overly abrupt change of scale between this site and the adjoining properties. It is therefore recommended that members resolve to refuse this planning application, subject to the stage 2 referral to the Mayor of London.

CIL DETAILS

The proposal would be liable to pay CIL as set out below in the event that an appeal is made to the Secretary of State and such appeal is allowed. A CIL Liability Notice will be issued to the agent, applicant and any other parties who have an interest in the land and who are known to the Council, in accordance with Reg 65(3) of the CIL Regulations 2010 (as amended).

This application is liable to pay **£1,543,444.61*** 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): 5587.1 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Dwelling houses	5038.3		5038.3	£200.00	£35.15	£1,268,571.96	£222,951.52
Shops	548.8		548.8	£40.00	£35.15	£27,636.00	£24,285.13

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)	282	
Total chargeable amount	£1,296,207.96	£247,236.65

*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.



Application No: 17/0387

To: Ms Aitken
studioaitken
105 Southwood Lane
London
N6 5TB

I refer to your application dated **26/01/2017** proposing the following:

Demolition of the existing mixed use building and erection of a part 6, 8 and 13 storey building comprising 64 residential units, with 2 commercial units (Use class A1) located over ground and mezzanine floors fronting Wembley Hill Rd, and associated car and cycle parking spaces, bin stores, landscaping and amenity space

and accompanied by plans or documents listed here:

- 11473-64-A-01-100 VISUALISATIONS 1 Rev P01
- 11473-64-A-01-102 VISUALISATIONS 2 Rev P01
- 11473-64-A-01-103 VISUALISATIONS 3 Rev P01
- 11473-B-A-01-104 VISUALISATIONS 4 Rev P01
- 11473-64-A-01-105 VISUALISATIONS 5 Rev P01

- 11473-64-A-05-001 Site Plan Existing A1 1:250 Rev P01
- 11473-64-A-05-011 Site Plan Proposed A1 1:250 Rev P03
- 11473-64-A-05-050 Site Location Plan Existing A3 1:1250

- 11473-64-A-05-099 GA PLAN Basement Floor Plan A1 1:100 Rev P02
- 11473-64-A-05-100 GA PLAN Ground Floor Plan A1 1:100 Rev P04
- 11473-64-A-05-10M GA PLAN Mezzanine Floor Plan A1 1:100 Rev P03
- 11473-64-A-05-101 GA PLAN First Floor Plan A1 1:100 Rev P02
- 11473-64-A-05-102 GA PLAN Second Floor Plan A1 1:100 Rev P02
- 11473-64-A-05-103 GA PLAN Third Floor Plan A1 1:100 Rev P02
- 11473-64-A-05-104 GA PLAN Fourth Floor Plan A1 1:100 Rev P02
- 11473-64-A-05-105 GA PLAN Fifth Floor Plan A1 1:100 Rev P02
- 11473-64-A-05-106 GA PLAN Sixth Floor Plan A1 1:100 Rev P02
- 11473-64-A-05-107 GA PLAN Seventh Floor Plan A1 1:100 Rev P03
- 11473-64-A-05-108 GA PLAN Eighth Floor Plan A1 1:100 Rev P02
- 11473-64-A-05-109 GA PLAN Ninth Floor Plan A1 1:100 Rev P02
- 11473-64-A-05-110 GA PLAN Tenth Floor Plan A1 1:100 Rev P02
- 11473-64-A-05-111 GA PLAN Eleventh Floor Plan A1 1:100 Rev P02
- 11473-64-A-05-112 GA PLAN GA Roof Plan A1 1:100 Rev P03

- 11473-64-05-A-121 GA PLAN Accessible Flat Affordable A1 1:100 Rev P01
- 11473-64-05-A-122 GA PLAN Accessible Flat Private A1 1:100 Rev P01
- 11473-64-A-05-130 EXISTING PLAN Ground Floor Plan A1 1:100 Rev P01
- 11473-64-A-05-131 EXISTING PLAN Mezzanine Floor Plan A1 1:100 Rev P01
- 11473-64-A-05-132 EXISTING PLAN First Floor Plan A1 1:100 Rev P01
- 11473-64-A-05-133 EXISTING PLAN Second Floor Plan A1 1:100 Rev P01
- 11473-64-A-05-134 EXISTING PLAN Third & Fourth Floor Plan A1 1:100 Rev P01
- 11473-64-A-05-135 EXISTING PLAN Fifth & Sixth Floor Plan A1 1:100 Rev P01

- 11473-64-A-06-100 Section A-A A1 1:125 Rev P01

11473-64-A-06-101 Section B-B A1 1:125 Rev P01
11473-64-A-06-102 Section C-C A1 1:125 Rev P01
11473-64-A-06-103 Section D-D A1 1:125 Rev P01
11473-64-A-06-104 Section E-E A1 1:125 Rev P01
11473-64-A-06-105 Section F-F A1 1:125 Rev P01
11473-64-A-06-106 Section G-G A1 1:125 Rev P01

11473-64-A-07-100 EXTERNAL ELEVATION EAST A1 1:100 Rev P03
11473-64-A-07-101 EXTERNAL ELEVATION SOUTH A1 1:100 Rev P03
11473-64-A-07-102 EXTERNAL ELEVATION WEST A1 1:100 Rev P03
11473-64-A-07-103 EXTERNAL ELEVATION NORTH A1 1:100 Rev P03

11473-64-A-07-130 EXISTING ELEVATION East A1 1:100 Rev A
11473-64-A-07-131 EXISTING ELEVATION South A1 1:100 Rev A
11473-64-A-07-132 EXISTING ELEVATION West A1 1:100 Rev A
11473-64-A-07-133 EXISTING ELEVATION North A1 1:100 Rev A

2379/16/B/1A – Landscape and children’s play area – Fifth floor
2379/16/B/2A – Landscape planting plan – Fifth floor
2379/16/B/3A – Landscape planting plan – Seventh floor
2379/16/B/4A – Landscape planting plan – Ground floor
2379/16/B/5 – Planter construction details

Cottrell House Construction Management and Method Statement Plan - prepared by Jaysam Contractors Ltd
- dated January 2017

Cottrell House Construction Logistics Plan - prepared by Jaysam Contractors Ltd - dated February 2017
Structa LLP; Report reference 3633-GE001 - dated 16th January 2015

at **Cottrell House, 53-63 Wembley Hill Road, Wembley, HA9 8DL**

The Council of the London Borough of Brent, the Local Planning Authority, hereby REFUSE permission for the reasons set out on the attached Schedule B.

Date: 02/11/2017

Signature:



Alice Lester

Head of Planning, Transport and Licensing

Note

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.

DnStdR

PROACTIVE WORKING STATEMENT

- 1 To assist applicants the Local Planning Authority has produced policies and written guidance, all of which is available on the Council's website and offers a pre planning application advice service. The scheme does not comply with guidance and does not comply with pre-application advice given.

REASONS

- 1 The proposed development, by virtue the height at 13 storeys, would appear as an excessively tall building which would result in poor transition between the scale of development within the Stadium area and the suburban housing immediately to the west of the development site. Furthermore it would result in a poor visual relationship with the St George's Hotel building to the south of the site. As a result, the development would be detrimental to the character of the area and the streetscene, contrary to Policy DMP1 within Brent's Development Management Policy 2016, policies WEM1 of the Wembley Area Action Plan 2015 and to guidance within Brent's Supplementary Planning Guidance 17 and draft Supplementary Planning Document 1.

INFORMATIVES

- 1 The applicant is advised that this development would be liable to pay the Community Infrastructure Levy if approved. In the event of a successful appeal, a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.

Any person wishing to inspect the above papers should contact Toby Huntingford, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1903