

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

13 December, 2017
06
17/2782

SITE INFORMATION

RECEIVED	21 June, 2017
WARD	Tokynghon
PLANNING AREA	Brent Connects Wembley
LOCATION	Parkwood House, Albion Way, Wembley, HA9 0LP
PROPOSAL	Demolition of existing building including clearance of site, and erection of a part 13 and part 17 storey building comprising 113sqm of affordable workspace (Use Class B1) at ground floor level and 283 bedroom student accommodation (Use class Sui Generis) on the above floors with ancillary student reception area on the ground floor, cycle parking, bin stores, amenity space, landscaping, public realm works, installation of a rainwater attenuation tank and other associated works.
APPLICANT	Watkin Jones and Son Limited
CONTACT	Montagu Evans
PLAN NO'S	Refer to Condition 2
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_134965</p> <p><u>When viewing this as an 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 "17/2782" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab

RECOMMENDATIONS

RECOMMENDATION Resolve to grant planning permission subject to conditions and the completion of a satisfactory Section 106 or other legal agreement and referral to the Mayor.

Section 106 Heads of Terms

1. Payment of legal and professional costs;
2. Notification of material start 28 days prior to commencement
3. A parking permit restriction, withdrawing future right of residents and business occupiers to on-street parking permits
4. Join and adhere to the considerate constructors scheme
5. A Section 38/278 Agreement to secure highways works
6. Travel Plan
7. To allow the easy connection to a District Heat/Energy Network should one be implemented in the area
8. Training and Employment
9. The provision of 113sqm (GIA) of 'Affordable Workspace' in perpetuity
10. A financial contribution of £60,000 towards the cost of extending Controlled Parking Zones in the vicinity of the site, including the subsidisation of parking permits of existing local residents in the area;
11. In the event that a Higher Education Institution does not take up the operation of the premises, a Viability Review will be required to provide the maximum quantum of affordable student accommodation.
12. Any other planning obligation(s) considered necessary by the Head of Planning

That the Head of Planning is delegated authority to negotiate the legal agreement indicated above.

That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Time Limit for commencement
2. Approved drawings/documents
3. Student Accommodation Time Limit
4. Asbestos Removal
5. Redundant Crossovers
6. Satellite dishes
7. Noise mitigation
8. Restriction on Hours of Use of Terrace(s)
9. Renewable: CHP and PV panels
10. Wheelchair Accessible Units
11. Obscure Glazing
12. Materials
13. Landscaping
14. Contaminated Land (Site Investigation)
15. Contaminated Land (Remediation)
16. Air Quality Impact Assessment
17. Construction Management Plan
18. Construction Logistics Plan
19. Drainage
20. Piling (Thames Water)
21. Lighting
22. Delivery and Servicing Plan
23. New doorway to refuse store
24. Student Management Plan
25. Future Connection to a District Heat Network

Informatives:

1. Advertisement consent
2. Provisions of party wall act
3. Piling method statement
4. Oversailing public highway
5. Notify Brent Highways and Infrastructure prior to commencing development
6. Maximum standards for fire safety

7. Brent supports and encourages the payment

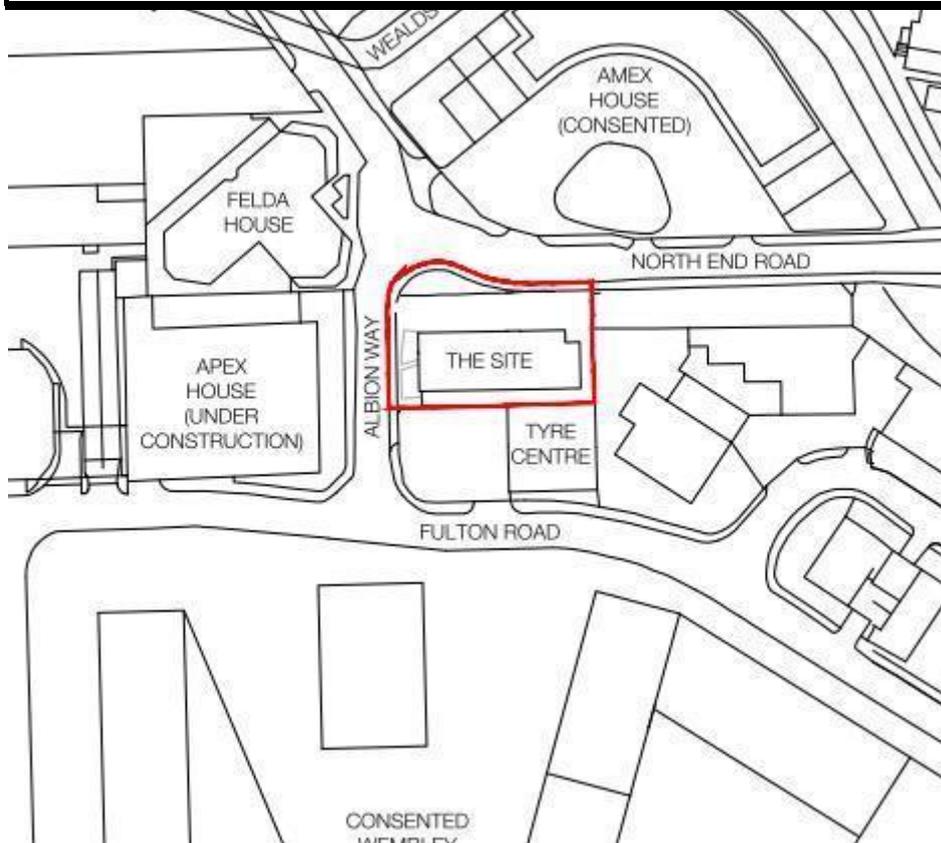
That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied 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.

That, if by 3 months of the committee date the legal agreement has not been completed, the Head of Planning is delegated authority to refuse planning permission.

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: Parkwood House, Albion Way, Wembley, HA9 0LP	
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This map is indicative only.

PROPOSAL IN DETAIL

The application seeks full planning permission for the demolition of the existing building and the complete clearance of site, and the erection of a part 13 and part 17 storey building comprising 113sqm of affordable workspace (use class B1) and 283 bedroom student accommodation (Use class Sui Generis) on the above floors with ancillary student reception area on the ground floor, cycle parking, bin stores, amenity space, landscaping, public realm works, installation of a rainwater attenuation tank and other associated works including changes to the highway and the creation of an on-street servicing bay.

EXISTING

The application site is located on Albion Way, situated on the corner of Albion Way and North End Road in Wembley. Albion Way runs to the east of the application site, with North End Road to the north. To the south and west of the application site are existing low-rise light industrial/warehouse buildings. On the opposite side of Albion Way are the recently completed Apex House (558 student accommodation bedrooms) and Karma House (450 student accommodation bedrooms), and to the north of the application site is Amex House, which has the benefit of planning permission to create 195 residential units (planning permission reference 16/1404 dated 06/09/2017).

The site is currently occupied by a two storey building which has most recently been in use as the site office for the redevelopment of Apex House. The previous use of the application site is unknown, however it appears to have been a warehouse/light industrial premises.

The site has a public transport accessibility level (PTAL) of 5, on a scale of 1 to 6b, where 6b is the most accessible. The nearest London Underground station is Wembley Park, located approximately 400 metres north-west of the application site.

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. 5 objections have been received regarding some of these matters. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application:

- Providing new student accommodation: The proposal for 283 student units is acceptable in policy terms, taking into consideration the existing permissions for student accommodation already consented in the Wembley Growth Area, as it does not reflect the provision of more than 20 % of the projected population increase within the Growth Area as student accommodation and it does not prejudice the ability to deliver the projected residential site capacity within the wide site allocation. It may be noted that within previous schemes it was considered that the 20 % "cap" on student accommodation had been reached. However, updated population projections show that this level has not yet been reached. This is discussed in more detail below.
- The impact of a tall building in this location: The approach to the height, massing and material palette is supported as it will provide a high architectural quality that is appropriate for a building of this height. The site is designated within the Wembley Area Action Plan as "Inappropriate for tall buildings". However, the proposed building relates well to the other tall buildings within the immediate vicinity, forming a logical cluster of tall buildings that also achieves an appropriate relationship with the nearby lower mansion blocks to the north.
- Layout and make up of development: The proposed layout of the development is considered to be appropriate for the proposed use(s), with suitable access to a large range of different unit type, along with level access and an acceptable provision of wheelchair accessible rooms. The submission demonstrates that the proposal will not materially prejudice the capacity or delivery of the adjoining sites.
- The transport impacts of the proposed development: The site is in an area of good public transport accessibility and is considered to be acceptable in these terms.
- The impact of the development on the living conditions of neighbouring occupiers: The site is

situated opposite two student accommodation blocks for which there is not an expectation that such units will require the same level of daylight and sunlight as a permanent residential accommodation. The site is situated to the south of the Amex House development which benefits from planning permission but has not been built yet. Given the high density urban nature of the consented development of that site and the relationship between the two developments, it is considered that a satisfactory relationship is achieved..

RELEVANT SITE HISTORY

No relevant site history.

CONSULTATIONS

Initial Consultation

Site Notice displayed on 05/07/2017

The owner/occupier of 466 different properties were notified of the application on 04/07/2017. This included properties in the following locations:

Albion Way
 Olympic Office Centre
 Tabriz Court
 Fulton Road
 Pinnacle Tower
 Shams Court
 Danes Court
 Felda House
 Empire Court
 Rutherford Way
 Watkin Road

2 representations were received from 2 different properties objecting to the proposals.

An objection was received from a Danes Court resident citing concern regarding:

Grounds for objection	Response
Increase in noise and other disturbances as a result of the development	Student accommodation is an accepted form of residential accommodation and is not a use that can be considered to be inappropriate for a residential area. The objector has cited instances where they were disturbed by noise from occupants of the existing student accommodation. Given that the proposed use is appropriate for a residential area, such instances should be dealt with as a statutory nuisance and reported to the Council's noise team.
Increase in rubbish since the student accommodation has been built which has attracted rodents	Planning policy and guidance does not allow the Council to attribute an increase in the level of rubbish in the street to the student accommodation uses, or those uses as being different from standard residential housing in that respect. Appropriate provisions are made within the proposed development itself for refuse

	storage and collection.
Light pollution	Given the urban context of the proposed development, light pollution from windows serving residential rooms are not considered unduly detrimental for the enjoyment of existing nearby residential properties.
Impact on daylight and sunlight	A full daylight and sunlight analysis has been carried out as part of this assessment, and is detailed within this report. However, given the distance from the proposed development to the Danes Court buildings, the development is not likely to result in an unduly detrimental impact on the residential units within that property.
The cumulative impact of four student blocks in close proximity	If consent for the proposed development is granted and the development constructed then the proposal will result in four student accommodation blocks in close proximity. However, these sites have very good public transport accessibility and thus are well located for student occupation. Having regard to the material planning considerations as established through planning policy and guidance, the proposed student accommodation block is not considered likely to result in an unduly detrimental impact as demonstrated within this report.

An objection was received from a Watkin Road business citing the following issues:

Grounds for objection	Response
Provision of Student Accommodation would exceed 20 % of the projected population	The provision of student accommodation in this location is supported by policy and does not exceed the 20 % "cap" as demonstrated within this report (see paragraphs)
Site Allocation W26 does not identify Student Accommodation within the mix of uses	While the site allocation does not specifically reference student accommodation, it does not resist the provision of student accommodation in this location.
The proposal has the potential to compromise redevelopment of neighbouring sites	The proposed development has been designed in order to ensure neighbouring sites could be brought forward, with the applicants providing an example masterplan as to how this could be achieved. Flank elevations have been left with no fenestration serving habitable rooms to ensure similar scaled buildings could be constructed

adjacent to the application site.

Other Consultees

Environment and Regulatory Services

The application submitted information including a Contaminated Land assessment, Asbestos survey report and Noise Impact Assessment. Officers were happy with the findings, however, recommended conditions be attached to any planning permission relating to: Contaminated land Investigation, remediation and verification; Asbestos; Noise tests prior to occupation; Construction dust and noise management.

A CHP system is proposed, however, no air quality assessment report has been submitted in relation to this. A condition requiring one to be carried out prior to the commencement of development is therefore recommended.

Thames Water

No objection raised subject to appropriate condition being attached to any decision, relating to drainage infrastructure.

Environment Agency

The Environment Agency have responded saying that they do not wish to comment on the application.

Greater London Authority

The GLA raised concerns with regard the quantum of student accommodation with regard to adopted Brent policy, specifically with regard to the 20% cap as stipulated in WEM 23, and also raised concerns with regard the initial lack of employment generating floorspace. The GLA raised a concern with regard the provision of further energy and sustainability details, along with reminding the applicants of their requirements to adhere to suitable conditions. These matters are discussed later in this report.

Ward Councillors for Tokyngton Ward

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

POLICY CONSIDERATIONS

The Development Plan in force comprises:

Brent LDF Core Strategy 2010

Brent Development Management Policies Document 2016

Wembley Area Action Plan 2015

London Plan (Consolidated with Alterations since 2011) March 2016

The following are also relevant material considerations in the determination of the current application:

National Planning Policy Framework 2012 (NPPF)

Technical Guidance to the National Planning Policy Framework

National Planning Practice Guidance (NPPG)

Brent Site Specific Allocations DPD 2011

Brent Supplementary Planning Guidance 17 Design Guide for New Development

Brent Supplementary Planning Document S106 Planning Obligations

In addition, the emerging Draft Brent Design Guide SPD1 (July 2017) has been subject to public consultation and once adopted will supersede SPG17. This document is afforded weight in the determination of planning applications as it has been subject to public consultation.

DETAILED CONSIDERATIONS

1. Principle of Development

Proposal

2. The proposed development would result in the demolition of the existing building and the complete clearance of site, and the erection of a part 13 and part 17 storey building comprising 113sqm of affordable workspace (use class B1) and 283 bedroom student accommodation (Use class Sui Generis) on the above floors with ancillary student reception area on the ground floor, cycle parking, bin stores, amenity space, landscaping, public realm works, installation of a rainwater attenuation tank and other associated works including changes to the highway and the creation of an on-street servicing bay.

Loss of existing light industrial accommodation

3. The site is located in the Wembley Opportunity Area. Policy 2.13 'Opportunity Areas and Intensification Areas' and Table A1.1 of the London Plan identify the Opportunity Area for a minimum of 11,500 new homes and indicative employment capacity of 11,000 and seeks to better integrate the world class stadium and other facilities with the surrounding development context. The plan states that development should contribute to the regeneration, vitality and viability of Wembley as a Town Centre. Proposals in the Opportunity Area should enhance permeability and connectivity to the wider hinterland. Development within this area should also exceed minimum guidelines for housing and employment requirements, should maximise public transport access, deliver social and economic inclusion and promote high quality design.
4. While the proposed development would not deliver traditional housing in the form of individual residential dwellings, it would provide accommodation for London's student population, which the London Plan accepts to be form of residential accommodation under policy 3.8 (Housing Choice).
5. The Wembley Area Action Plan (WAAP) identifies the development site as an area that can benefit from higher densities and is suitable for hotel or residential development, provided commercial uses are located at ground floor. Policy 2.16 and Tables 2.1 and A2.1 of the London Plan identify Wembley as a town centre with the potential to develop strategic functions in leisure/tourism/arts/culture/sports.
6. Specifically, the site falls within an area which has a Site Allocation as defined under the WAAP. Site Allocation W 26 states that the application site would be appropriate for mixed use development, including office, leisure, residential, managed affordable workspace and community uses. While student accommodation is not directly referenced, it is also not directly resisted. It should also be noted that the proposed application site only makes up approximately 5% of the total land area identified under W 26, and it is considered that the provision of student accommodation in this location would not prejudice the provision of circa 400 traditional residential units across the remaining allocated site (i.e. the number of units identified within the site allocation). Indeed, the applicants have provided an indicative masterplan demonstrating how this may be achieved, which officers consider to be broadly in line with the site context and adopted policy framework.
7. The proposed development would provide 113sqm of affordable workspace at ground floor level, which would help to mitigate the loss of the existing low-density B8 warehouse building.
8. Given these points the principle of the loss of industrial accommodation is considered acceptable in accordance with Policy DMP14.

Providing new student accommodation

9. The need to provide student housing is acknowledged within the London Plan at Policy 3.8 Housing Choice which states at part (h) that: 'strategic and local requirements for student housing meeting a demonstrable need are addressed by working closely with stakeholders in higher and further education and without compromising capacity for conventional homes'.
10. The provision of higher density residential development for specialist needs such as those of students is supported by the London Plan (paragraph 2.72F).
11. In response to the London Plan, Brent's Core Strategy Policy CP21 seeks to make locally appropriate provision for Brent's wide range of specific and special housing needs, including hostels for households without children (including key workers and students).
12. The site is located within a Strategic Cultural Area and the principle of student accommodation with

shared student and commercial/employment uses at ground floor level is generally acceptable for this location.

13. The WAAP Policy WEM23 Student Accommodation seeks to ensure that there is not an over concentration of purpose-built student accommodation, and therefore allows for an element of student accommodation to be built at locations where major mixed use development is appropriate, subject to consideration of whether it would undermine the delivery of conventional housing. The Plan also says that in order to maintain a balanced community the development of purpose-built student accommodation will be controlled: student accommodation will not be allowed once the total number of approved student bedrooms exceeds 20% of the projected increase in the Wembley Growth Area population.
14. The Application Site is within the Wembley Growth Area (“the Growth Area”) and the proposed development is for purpose built student accommodation to which Policies WEM23 and W26 of the Wembley Area Action Plan (“the WAAP”) apply.
15. Policy WEM23 is a generic policy relating to student accommodation and permits an element of such accommodation in locations where major mixed development is appropriate, subject to consideration of whether it would undermine the delivery of conventional housing. In order to maintain a balanced community, Policy WEM23 also seeks to control the amount of student accommodation and states that:

16. *“Student accommodation developments will not be allowed once the total number of approved bedrooms exceeds 20% of the projected increase in population in the Wembley Growth Area.”*
17. Policy W26 is a site allocation policy relating to Watkin Road and includes the Application Site. It identifies the area as appropriate for mixed use development “including office, leisure, residential, managed affordable workspace (including creative industries), and community use”. Student accommodation is neither specifically included nor excluded from the indicative mix of appropriate uses.
18. The Council has granted a number of permissions in the Growth Area, including two pertinent permissions on 23 December 2016. The first permission (ref. 15/5550) grants outline permission for mixed use development at Olympic Way including up to 90,000sqm of student accommodation. The second permission (ref. 14/4931), also grants outline permission for mixed development including “C1 hotel and/or sui generis student accommodation (an additional approximate 125 residential units); or 200-250 bed hotel; or approximate 500 student units...”
19. When considering these two applications, it was considered that the proportion of student accommodation had reached the 20 % cap set out within Policy WEM23 would be reached as a result of those proposals. To address this, the Olympic Way permission is subject to conditions, including Condition 7 which restricted the number of rooms of student accommodation delivered through that consent to ensure that the cap would not be exceeded. It specified the following:

20. *“The number of rooms of Student Accommodation that may be delivered pursuant to this consent shall not exceed 361 unless an alternate number of rooms is submitted to and approved in writing by the Local Planning Authority, such amount not to exceed the proportion of student accommodation set out in within Policy WEM 23 of the Wembley Area Action Plan 2015 or the maximum floorspace set out within the description of development.”*
21. The reason given for Condition 7 is to ensure a mixed and balanced community and to ensure that the delivery of student housing does not affect the delivery of conventional housing.
22. The South Way Permission is also subject to conditions. Condition 7 on that permission states that:

23. *“The number of rooms of Student Accommodation that may be delivered pursuant to this consent shall not exceed 0 (zero) unless an alternate number of rooms is submitted to and approved in writing by the Local Planning Authority, such amount not to exceed the proportion of student accommodation set out in within Policy WEM 23 of the Wembley Area Action Plan 2015 or the maximum floorspace set out within the description of development.”*
24. In the Planning Statement submitted with the current application, the applicants state that they consider the principle of student accommodation and accept that with a projected population of 27,220 as at January 2015 the maximum student accommodation threshold was 5,444 (i.e. 20% of 27,220). The applicants also accept that for the quantum of student units to exceed the 5,444 units currently delivered and/or permitted “there must be a growth in the population of Wembley which would have the effect of

increasing the number of students within the 20% threshold set by Policy WEM 23”.

25. The Planning Statement analyses the increase in the population between January 2015 and June 2017; the forecast population to 2026; and an average household occupancy rate of 2.3, to support an argument that there is capacity for the 283 student bedrooms proposed without breaching the 20% cap on student accommodation imposed by Policy WEM23.
26. While assessing the current application, officers have undertaken a desk-based study with regard to the projected population increase of the WAAP area, in order to ascertain what the Council's current position should be with regard the 20% cap set out under WEM 23.
27. It is considered that a WAAP site with an implemented planning permission should be considered deliverable along with those WAAP sites where planning permission has been granted, unless there is clear evidence that the consented scheme is unlikely to be implemented. This has required officers to consider each of the WAAP sites with planning permission to understand better whether the relevant permission is likely to be implemented before it expires or there is some other impediment to the consented development going ahead. This is in line with the Government's definition of deliverable sites, and this approach has been agreed by the Councils legal advisors.
28. The applicant contends that as at June 2017, 823 additional housing units have been delivered on WAAP sites above their indicative allocations/capacity which has increased the Council's projected housing growth within the Action Area Plan from 11,836 to 12,659 which, applying an occupancy factor of 2.3, gives a projected population total of 29,115 and a maximum student population of 5,823. If those population figures are correct, the maximum number of student units of 20% of the projected population would be 5,823 (i.e. there would be capacity for a further 379 units above the 5,444 units permitted).
29. The research carried out by officers took into consideration the actual consents (rather than an average 12% increase as argued by the applicants) and concluded that the projected population growth of the WAAP area would have been 27,377 if considered solely on the site allocations, however when taking into consideration the site allocations, and deliverable planning permissions granted to date (both implemented and extant) the current WAAP area population increase as of October 2017 stands at 32,842. Based on this, it is considered that when considered against the 5,444 student bedrooms granted to date, this would mean that the current percentage of student accommodation against residential population stands at 16.6%, which would allow for an additional 1,123 rooms before the 20% cap is reached.
30. There is policy support to develop the site for student accommodation: the WAAP and Masterplan identify that Wembley is a suitable location, and it has been demonstrated that the proposed development will not exceed the 20% of the proposed population growth in the area, which itself is based on a minimum proposed increase in dwellings.
31. London Plan policy requires proposals for Student Housing to demonstrate that there is sufficient demand for the proposed accommodation and a Student Housing Demand Report has been submitted with this application. The assessment highlights that student numbers in London have been steadily increasing over the past decade. It is specified that the proportion of students living in purpose built accommodation in London is below proportions in other regions and the average for England, and that the student accommodation that is in the pipeline in London is not sufficient to meet demand.
32. The report states that there is still scope for at least 16,000 new purpose-built bed spaces within London. Wembley is a developing student accommodation location, but is still home to less than 2% of London supply. As a hub of regeneration there is considerable scope for development, especially given the ease of access to a large number of London universities. The assessment also highlights that the proposal does not result in an exceedance of the policy level set out in the WAAP. Your officers consider that the assessment provides sufficient reassurance regarding the demand for Student Accommodation.
33. While no education provider is currently affiliated with the proposed development, a Section 106 clause will be sought in order to achieve this, and in the event no single education provider is brought on board a viability review mechanism will be used in order to secure affordable student accommodation, in line with the aspirations of the London Plan.
34. A condition is also recommended to restrict the use of the accommodation so that it can only be occupied by full time students enrolled on UK accredited and based further education courses for not less than 39

weeks of the year. The remaining time, (outside term time,) the Council is content that the units may be rented out on short-term lets, perhaps assisting tourism within the summer vacation period.

Affordable Workspace

35. The proposed development would incorporate a 113sqm unit at ground floor level which has been offered as B1 (office/workspace) floorspace in order to satisfy the requirements as set out in the Site Allocation, and to provide employment generating floorspace as required under adopted London Plan policy, along with the Local Development Framework. The applicants have offered this floorspace at 50% market rent in perpetuity, which is considered to be in line with DMP 14. This is to be secured under the Section 106 agreement, and is referenced in the proposed Heads of Terms.

36. **Urban design**

Height and massing

37. London Plan Policy 7.7 covers the location and design of tall and large buildings. It requires that tall and large buildings should not have an unacceptably harmful impact on their surroundings.
38. The criteria state that tall buildings should be located in suitable sites in places such as opportunity areas, or areas of intensification or town centres that have good access to public transport. The criteria also advise that tall buildings should not have an adverse impact on the character of the area, should relate well to the scale and character of the area especially at street level, have ground floor activities that have a positive relationship to the surrounding streets, enhance legibility and permeability, and contribute to local regeneration.
39. The London Borough of Brent strives to deliver high quality developments, specifically with regard to high quality design. Policy DMP1 (Development Management General Policy) states that the siting, layout, scale, materials and detailing should demonstrate high levels of external amenity and should complement the locality.
40. The Greater London Authority (GLA) has confirmed that it considers the form and massing of the proposed development to be appropriate and that the proposed height is supported in the context of the emerging scale and character of the wider Wembley Area Action Plan. The GLA also confirmed that the positioning of the taller element of the proposed building to mark the junction with North End Road and respond to the existing tall buildings to the west is supported.
41. The GLA have confirmed that the proposed brick elevational treatment is considered to be an appropriate response to the wider context. The GLA has asked that the LPA secure details of any external materials in order to ensure the best possible build quality is delivered. A condition is proposed to be added to any permission granted to seek full details and samples of all external materials in order to ensure the highest possible quality of materials.
42. In terms of height, it should be noted that the WAAP identifies the site as 'inappropriate for tall buildings', however the application site falls immediately adjacent to a recently completed 28 storey development (Apex House, application reference 15/4708), and it is therefore considered that the proposed 17 storey student accommodation building would demonstrate a significant reduction in height from the neighbouring site to the west, and would allow for a transition to lower level buildings if the remainder of the site allocation were to come forward in the future. The proposal results in a logical cluster of taller buildings with a strong urban design rational to the gradation of heights between the sites, reducing down to the 4-storey mansion blocks situated to the north, north-west and east of Amex House (which itself is north of the site).
43. The WAAP states that tall buildings in its area of coverage need to 'demonstrate the highest architectural quality'. It is considered that the height of the tower this scheme proposes at the corner of North End Road and Albion Way is acceptable because the proposed tall building would respond well to its context, and create a lower element at the edge of an existing cluster of much taller buildings.
44. The subject site is located within an area where tall buildings have been developed, and the it is considered that the proposal would not add to the cluster effect of these tall buildings, but would rather soften its edges with a the introduction of a lower element of skyline, in a more traditional brick building

material. Notwithstanding this, the site is relatively small and the proposed building height, while shorter than the sites immediately to the west, is still taller than much of the surrounding context, specifically to the east.

45. The massing of the building, with a tower element and lower element is supported as it ensures the building relates well to the surrounding context, and steps away from the taller buildings to the west. The materials have been chosen to reflect and compliment those on the surrounding buildings while also adopting a more traditional building material suitable for buildings of this scale.
46. The approach to the height, massing and material palette has been supported by GLA officers who consider it will provide a high architectural quality that is appropriate for a building of this height. Council officers also support this view.
47. It has been identified within the WAAP that views of the Stadium contribute a significant amount to the perception of Wembley as a whole, performing a range of functions that add a layer of depth to the visual experience of the area. Views shown within the submitted documentation demonstrate that the proposal would be subordinate in height compared to the Wembley Stadium arch, and would not detract from the appreciation of views towards the stadium.
48. Within the Design & Access Statement it is clearly shown that there is no significant detrimental impact on the protected views to the Stadium from Wembley Park Station and Barn Hill Open Space. It has also been shown that the protected views of the borough's UDP are not interrupted by this proposed development.

Appearance and finish

49. The proposed development would comprise of one block made up of a part 13 storey building (to the south and west of the application site), and a 17 store tower element (at the north-west corner).
50. The ground and first floors of the development are proposed to be arranged as a single element, giving the illusion of a double height space providing for large window openings and active frontages, along with the impression of a building with a 'grand order' footprint. Two storey tall vertical pillars would frame large recessed window openings serving the proposed ground and first floor uses, providing the proposed building with a solid base. The glazing to the ground floor elements would allow for active frontages to the proposed student accommodation entrance, along with the affordable workspace unit fronting North End Road.
51. The 3rd – 17th floors would follow a relatively uniform pattern of fenestration punctuated by recessed brickwork panels, and brick detailing. The proposed large window openings would have deep reveals in order to provide the elevations with shadow and interest. The section of the proposed building where the 13 storey element meets the taller 17 storey element would consist of a vertical recessed 'seam' clad with a PPC metal cladding material to match the proposed window frames, this would provide a clear visual break between the two building elements, and is supported by officers, CABA and the GLA.
52. The southern elevation of the proposed development would be of a similar overall design to the principle elevations facing Albion Way and North End Road, however would have chamfered window openings located within oblique-angled projections in order to ensure the windows would still have adequate access to daylight, sunlight and outlook if the neighbouring site to the immediate south of the application site were to come forward with proposals for a similarly sized building. As a result of CABA comments, the flank elevation to the 13 storey element at the far southernmost point of the application site would incorporate recessed brick panels, and windows serving hallways. However, these windows are proposed to be obscure glazed in order to mitigate the potential for overlooking or loss of privacy to the site located to the south of the application site, ensuring its future delivery would not be compromised by the proposed development. This approach is supported by officers.
53. The flat roof of the 13 storey element to the east of the application site is proposed to be used as an outdoor amenity space for the residents of the development. The proposed balustrading would consist of a 1.2m brick parapet to three sides of the building, with a setback of 0.6m, which would prevent any significant overlooking or loss of privacy to any neighbouring property, whilst providing a balustrade at a safe height to ensure residents could not easily fall. However, a condition is recommended for any grant of planning permission to limit the hours that the terrace can be used between 0700 and 2300 hours daily, in order to protect the amenity of any neighbouring residential occupiers from any unwarranted noise and/or disturbance.

54. The proposed PPC aluminium framed windows, doors and coping materials are all considered to be broadly acceptable, as is the proposed buff coloured brickwork and detailing. However, in order to ensure the highest possible quality of finishing materials a condition is recommended to be added to any consent requiring the submission of full details and samples of all materials to, and approval by, the LPA prior to the commencement of any superstructure works.

Layout

55. The overall approach to the layout is accepted by council officers and has been supported by the GLA as well as the CABE Design Review Panel.

56. The proposed building is arranged in an L shaped configuration around a rear servicing yard. The principle access to the building is from the corner of the site at the junction of Albion Way and North End Road, with access to the proposed affordable workspace from North End Road.

57. The building is subdivided into three separate elements; the principle tower and then the two shoulder blocks. These are designed to complement the wider streetscene, while also stepping the building height down from the north-west corner to create a transition from the taller buildings to the west, and the proposed developments coming forward to the south as part of the wider Quintain Masterplan (15/5550).

58. The ground floor is designed to maximise active frontage to the street particularly along Albion Way and North End Road. While the entrances to both the student accommodation and the proposed affordable workspace would both be located on North End Road, Albion Way would retain an active frontage by the provision of large windows opening into the student accommodation reception, and offices. Part of the ground floor frontage facing Albion Way would consist of the louvred doors serving a UKPN substation, however it is considered that the location of this cannot reasonably be changed due to the strict requirements of the power regulator.

59. The student's rooms are all accessed off a central core within the main body of the building. The 2nd – 12th floors would consist of a central corridor with a 4-bedroom cluster, 7-bedroom cluster and 2 x studio units (with the studio units being wheelchair accessible at 2nd floor level, and wheelchair adaptable at 3rd – 16th floor levels), a 7-bedroom cluster and 3 x studios at 13th floor – 16th floor level.

60. The proposed development has been designed to include a range of communal spaces for students, in the form of common areas and study rooms. Students spend key parts of their time in their place of accommodation, this means that these spaces are key to delivering a successful and fulfilling time at university. Social interaction is important in residential accommodation, with students cooking, relaxing and now studying with each other (as group study becomes a more important part of learning – replicating the work place).

61. The proposed development aims to cater for its residents needs while attending university, and the proposals would create large social spaces and a wide range of room sizes, including some smaller rooms, to encourage social interaction and to meet student demand. This is reflected in recent London developments such as Angel Lane and Stratford One, and the neighbouring development at Apex House. The proposed development would have a large common room at first floor level, with an adjacent large study area, along with a roof terrace at 13th floor level. While there would be no gym or café proposed, the adjacent building at Apex house has a café which is open to the wider public, and the application site is ideally located near the existing, and emerging services, shops and food outlets in Wembley Park.

Landscape

62. The proposed development has very little landscaping features at ground level due to the building as proposed covering the majority of the site. However, the applicants propose to plant 4 street trees along Albion Way, along with a small green border to the corner of Albion Way and North End Rod. A small green area consisting of removable planters (adjacent to the doors to the proposed plant room) is proposed to the east of the application site fronting North End Road.

63. A roof terrace with elements of planting is proposed at 13th floor level which would provide outdoor amenity space to the residents of the building. This planting would be made up of fixed planters and would create a 'herbal garden' which would frame informal seating areas.

64. While it is acknowledged the landscaping potential for the development is limited, it is nonetheless considered to be acceptable due to the orientation of the footprint of the building. A condition is proposed to be added to any eventual consent requiring full details of the landscaping to be submitted and approved by the LPA prior to first occupation of the development.

Inclusive access

65. Inclusive design principles, if embedded into the development and design process from the outset, help to ensure that everyone, including older people, disabled and deaf people, children and young people, can use the places and spaces proposed comfortably, safely and with dignity.
66. It is proposed that the development will include 283 rooms of which 10% will be spatially designed to be wheelchair accessible. This is considered to be acceptable by both Brent officers and the GLA.
67. The proposed building would have level access, including level access to the proposed cycle storage, bin storage and back of house areas. The proposed cycle storage would have adequate space for the storage of mobility scooters, and/or tricycles.
68. The application documents confirm that inclusive and convenient access for all will be achieved throughout the rest of the development, with all public realm spaces designed to ensure inclusive access with level, wide and smooth surface approaches and minimal obstacles. Level access will be provided to all non-residential uses, within the entire development and to external amenity areas. This is supported, however, it is felt necessary secure details of landscaping and site levels by condition, to ensure that inclusive design objectives are met.

69. Impact on neighbouring properties

Impact on neighbouring amenity

70. The closest distance between the proposed development and the nearest building to the west is over 18m, and it should be noted that this is Apex House, which also comprises of student accommodation, and the nearest windows to the proposed development serve bedrooms. The nearest existing residential development is Danes Court, some 70m to the north of the application site. However, Amex House on North End Road has recently been granted planning permission under application reference 16/1404, and if this comes forward the nearest residential window would be located approximately 25m north of the application site. It is considered by officers that due to the adjacent properties being student accommodation, and the acceptable separation distance between the proposed development and the nearest future residential occupiers, that this would result in an acceptable relationship between the units with regard to any issues surrounding overlooking and privacy. It should also be noted that the existing neighbouring student accommodation, and the proposed residential development would all be located across existing highways from the development, which the BRE guidance suggests provides acceptable separation distance in an urban context.
71. Brent's SPG 17 in section 3.3 includes a minimum privacy separation distance of at least 20m - this is significantly exceeded in the proposed relationship between the existing residential properties in Danes Court and the recently approved Amex House development, and therefore the proposal meets the required standards in the guidance. However, it is noted that the distance between the principle elevation of the proposed development and the neighbouring property at Apex House to the west falls below the 20m guidance at just over 18m. While this falls below the separation distance set out in SPG17, it meets the level set out within draft SPD1 which will replace SPG17 and is afforded significant weight as it has been subject to public consultation. Furthermore, the 18-20 m separation distance is applicable to facing elevations that are not across a street, and the facing blocks both contain student accommodation and not permanent residential accommodation.
72. The site(s) falling immediately east and south of the application site are currently comprised of low-level warehouse/storage/light industrial uses. It is considered that the proposed development would not compromise the continued use of these sites, nor would the proposed development blight these sites with regard to their potential for future redevelopment. Indeed, the applicants have provided an indicative masterplan to demonstrate how the wider site allocation could be brought forward in the future to respond to the proposed redevelopment of the Parkwood House site.
73. The separation distance of the proposed building to surrounding properties is considered to be appropriate in this locality and results in an appropriate relationship with the existing surrounding

development.

Daylight and Sunlight

74. A report has been submitted with the application to assess the impact upon the daylight and sunlight amenity of the existing surrounding buildings which may arise from the proposed development at Parkwood House.
75. Building Research Establishment (BRE) Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (BRE, 1995) also known as the BRE Guide, was used to establish the extent to which the proposed development meets current best practice guides. The submitted Daylight, Sunlight and Shadow Assessment considers the effects of the proposal on the levels of daylight and sunlight received by nearby residential properties based on three analyses: Vertical Sky Component (VSC), Daylight Distribution (DD) and Annual Probable Sunlight Hours (APSH).

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

76. Assessment of Daylight Impacts

77. In accordance with the BRE guide the following buildings required assessment: Apex House (now known as Scape House), and Felda House. Both are in use as student accommodation, and it is acknowledged that this use carries limited weight when considered against the BRE guidance.

78. Felda House is located north-west of the application site. The applicants have confirmed that of the 269 windows assessed, 138 adhere to BRE guidance. Of those windows that fail, 31 windows experience less than 30% reductions between existing and proposed conditions, which is considered to be acceptable with regard to the urban context of the proposed development. Of those windows that exceed a 30% reduction in VSC 43 retain 18% or more VSC, which is considered to be acceptable in an urban location. This results in 57 windows that would fail to retain the levels of VSC sought by the BRE guidance, or 21% of the windows assessed. However, it is noted that these windows all serve bedrooms to student accommodation, and those windows serving living spaces would all (with the exception of 1) would achieve acceptable NSL levels due to the dual aspect nature of these rooms. The one window which fails would experience a 22% reduction, which is considered to be acceptable in this instance.

79. Scape House (formerly Apex House) is located west of the application site. The applicants have confirmed in this instance that of the 240 windows assessed 156 would pass VSC guidelines (65%). All the windows and rooms that experience transgressions serve bedrooms, which as outlined above carry less weight than living spaces. Of the 159 rooms assessed against ADF levels, 147 would retain adequate levels against BRE guidance (92%). The only windows that fail the ADF tests are hindered by existing protruding architectural details, or already score less than 1%. This is considered to be acceptable in the context of the existing properties, and the surrounding urban context of the area.

Assessment of Sunlight Impacts

80. The applicants have confirmed that of the 242 south facing windows of Felda House 151 of them (62%)

would meet the BRE guidance for Annual Probable Sunlight Hours (ASPH). 22 of the windows that fail the sunlight assessment serve bedrooms, and those windows that serve living spaces that fail have the benefit of being dual aspect, and have access to more than one window. It is considered that the rooms themselves would continue to receive adequate levels of sunlight annually.

81. With regard to Scape House (formerly Apex House) all 80 of the south facing windows would meet the BRE guidance both annually and through the winter months. This is considered to be acceptable.

Overshadowing

82. While the applicants have not carried out a detailed overshadowing analysis, it is considered that as any building which would likely be overshadowed by the proposed development would be located across existing highways, along with the adjacent properties still having acceptable access to daylight and sunlight, that this impact would be acceptable in this instance.

Amex House

83. It is noted that the proposed redevelopment of Amex House to the north of the application site has not been modelled as part of the applicants Daylight and Sunlight assessment, as at the time this application was submitted the Amex House redevelopment did not have the benefit of planning permission. However, as previously stated, the main tower of the proposed redevelopment of Amex House would fall some 23m away from the application site, and the majority of the development would be some 40 – 70m away. The principle tower element of the Amex House development would be 13 storeys in height, identical to that proposed for the shorter element of Parkwood House, which would fall directly opposite on the other side of North End Road. When considering the 23m separation distance, and the 'mirror image' assessment stipulated as being acceptable under the BRE guidance, and the more urban context of the area, it is considered that the proposed redevelopment of Parkwood House would likely have an acceptable impact in terms of both daylight and sunlight to the recently approved redevelopment of Amex House opposite. It should also be noted that the site allocation for Parkwood House and its neighbouring plots has an expectation for the delivery of some 400 residential units. As the taller buildings in the WAAP area are to be located to the west and south of the application site, it would be sensible to assume the taller elements of the redevelopment of the application site would fall close to these boundaries.

84. Microclimate and wind study

85. An assessment of the likely wind microclimate conditions as a result of the development and the suitability of these in terms of pedestrian comfort for locations within and around the site has been undertaken. This was done using the Integrated Environmental Solutions (IES) Virtual Environment (VE). This software is a well-established advanced computer modelling technique for numerically simulating wind flows in complex environments. It provides the means to identify flow patterns and areas of potential high winds.
86. The assessment of wind conditions requires a standard against which the measurements can be compared. The Lawson Comfort Criteria have been established and widely used on building development across the UK. The criteria set out six pedestrian activities: sitting, standing, entering/leaving a building, leisure walking, and business walking and roadway/car park.
87. For each category, an upper threshold is defined, beyond which conditions are described as unacceptable for a stated activity. If conditions are below the threshold, then they are described as tolerable.
88. The wind results on the surrounding existing external spaces show that all the sensitive receptors have acceptable wind conditions. Most of them have a negligible impact, whereas two of them have a negative impact of minor effect. The two points identified are the south-eastern entrance to Apex House, and the south-eastern entrance of Karma House. Although these 2 points will have slightly higher velocities than the current condition, they will be suitable for standing and entrance, along with strolling and therefore no mitigation measures are required for them. The residual effect is negligible.
89. Within the submitted study it has been demonstrated that the proposal either meets or exceeds the requirements for wind conditions at these locations. Therefore the entrance and exit points of the building are considered to provide a suitable standard of environment for their use, this is the same for the rear amenity space where pedestrians will spend time standing, sitting etc, as well as for areas around the building in the public realm.

90. The development therefore is considered to accord with the planning policy and best practice guidance set out in the London Plan Policy 7.6 and the Brent Local Development Framework.

91. **Climate change and flooding**

Energy

92. The applicant has broadly followed the energy hierarchy. Sufficient information has been provided to understand the proposals as a whole.

93. The applicant is proposing to install a gas fired CHP unit as the lead heat source for the site wide heat network. The applicant has provided the energy model assumptions which have been reviewed by the GLA, with reasonable approximations of the intended system and operating hours. The proposed system is a 50kW_e/81kW_{th} CHP engine running for approximately 5,300hrs annually, supplying 60% of the annual heat load. This information has been reviewed and accepted by the GLA, and is in line with the requirements as set out in the applicants Energy Statement to reduce CO₂ emissions in line with Part L of the Building Regulations.

94. The applicant has investigated the feasibility of a range of renewable energy technologies, and is proposing to install Air Source Heat Pumps (ASHP) to provide space heating for the proposed management suite, large common room and server room. The applicant has stated that this is due to the relatively small heat demand within these areas. Through discussions with the GLA the applicant proposes to incorporate a reversible ASHP system in spaces where mechanical cooling is also anticipated. The heating demand data has been extracted from the model and it has been confirmed that the total space heating demand of these areas will account for less than 4% of the sites total heat demand, which is considered to be acceptable.

95. While the proposed ASHP would increase CO₂ emissions by 1 tonne per annum, the applicant is also proposing 115sqm of Photovoltaic Panels at roof level. This, with the proposed CHP would result in the overall development achieving circa 40% savings against Part L 2013 baseline, and would therefore be considered to be compliant. A condition is proposed to be added to any consent in order to ensure the CHP and PV are installed and maintained.

Overheating

96. The applicants have stated that the risk of overheating will be reduced by the inclusion of solar control glazing. The applicant has stated that an Overheating Assessment has been undertaken which concluded that all student bedrooms and the main common room at 1st floor level achieve compliance with overheating benchmarks set for all the DSY weather datasets, provided that solar control be applied to the glazing and the windows are left openable as per the proposed design. The GLA has reviewed this information, and have confirmed it to be acceptable and that no further information is required.

District heating

97. There is currently no existing district heating network within the vicinity of the proposed development, however, the development is situated within the Wembley Central district heating opportunity area. The Proposed Development will therefore be provided with the capacity for future connection to a District Energy Network. This will be secured via condition.

Flooding

98. A Flood Risk Assessment (FRA) has been undertaken by Jubb Consulting Engineers Ltd. The FRA confirms that the majority of the site is within Flood Zone 2, with a small proportion of the site falling within Flood Zone 1.

99. The application proposes no residential or student accommodation at ground floor level, and as the site is

located above the 100 year floor level no flood mitigation measures or works are proposed as part of this application.

100. The proposed Surface Water Strategy is in line with the existing surface water network, with surface water drainage being directed into the Thames Water sewer located on the site boundary (subject to agreement with Thames Water).

101. The site allocation makes reference to a buffer strip of at least 10 metres should be retained adjacent to the brook to the north of the application site. The proposed development is located some 70m from the nearest point of the brook, and therefore this is considered to be acceptable.

102. Given this confirmation, the proposals are acceptable in principle and are considered to comply with relevant policies. It should be noted that the Environment Agency advised that they would not comment on this application and that the Council should consider the flood risk implication itself. The Council has significant flood risk and drainage expertise and the proposal has been considered by the Lead Local Flood Authority (within the Council) and the above consideration is sound and robust.

103. **Highways and Transportation**

Parking

104. Car parking and servicing allowances for the present office is given in the Wembley Area Action Plan. The lower parking allowances are applicable, as the site has very good access to public transport services.

105. The existing building as a whole has an overall floor area of approximately 415m² and with a parking allowance for employment uses B1 of 1 space per 400m², up to one parking space would be permitted and an 8m rigid service vehicle. The existing site can accommodate more approx. 11 off street parking spaces, which does exceed parking standards.

106. Parking standards given for the proposed student accommodation is given in appendix 1 of the Development Management Policies whereby 1 space per 10 bedrooms is permitted. Therefore a parking allowance of 28.3 spaces is permitted for this site however, the site proposes no off street parking.

107. Consideration therefore needs to be given to the potential impact of any overspill parking on traffic flow and road safety in the area. With limited opportunities for safe on-street parking available nearby and good options for travel by public transport to the identified colleges and universities taking students, it is anticipated that car ownership amongst students would be negligible.

108. Any future Controlled Parking Zone in the vicinity (as proposed to support wider redevelopment proposals) would help to prevent potential overspill parking on nearby residential streets and a 'car-free' agreement should be attached to any permission removing the right of future students to on-street parking permits (in the event of a Controlled Parking Zone ever being introduced in the area in future) and ensuring that they are fully notified of the permit restriction prior to moving into the building. Funding towards the potential implementation of a CPZ would be sought under the Section 106 agreement with a figure of £60,000.00.

109. With no off-street parking proposed within the site, it is not possible to provide any allocated disabled parking spaces. Any residents that do have a car and a Blue Badge would be able to use future parking bays in the surrounding area, although parking directly outside the site would only be possible for up to

three hours with a Blue Badge.

110. The site will be in the vicinity of other student accommodation blocks, which have similar requirements as above.

Cycle Parking

111. Drawing number (20)_100 proposes 142 cycle parking spaces on the ground floor. These spaces are compliant with the London Plan and welcomed.

112. The GLA and TfL have confirmed that subject to meeting Brent standards, they raise no objection to the proposals.

Refuse and servicing bay

113. The applicants propose a 12m x 2.5m loading bay, which is considered to be acceptable by Highways Officers. Officers have requested that the bin store should be accessed from North End Road, a condition seeking details of this is recommended to be added to any consent.

Transportation Statement.

114. The nearby student halls, particularly Karma House has now been in operation for 1 year and does have a Section 106 obligation to provide an updated travel plan, which would include a surveyed baseline of vehicular trips by the students.

115. The TRAVL extraction tool was therefore from consideration of existing trips to and from seven sites in the London area (Central Studios Ealing, Glassyard Building London Stockwell, Iris Brook House London Bridge, Orchard Lisle house London Bridge, Spring Mews London Vauxhall, Highline building London Southwark, Sketch House Finsbury Park).

116. The data shows a trip generation of 3 arrivals / 36 departures during the AM peak and 25 arrivals / 17 departures during the PM peak.

117. Table 5.5 provides a modal split of the methods of travel, with the Underground seeing an additional 19 AM peak trips and 20 PM peak trips with only and additional 1 trip by bicycle. Table 5.6 amends the modal split table to show a higher cycle trip as it assumed that majority of students would favour travelling by bicycle particularly, if they are attending the local universities within 8km distance.

118. A Pedestrian Environment Review System Approach (PERS) audit was carried out (requested by TfL) from the site to Rutherford Way & Fulton Road bus stops, Wembley Park Underground via North End Road and Fulton Road. The results found that the strategic routes leading to public transport all scored +1 or more, which is a positive result. No major issues were identified however, the audit did find that the pedestrian crossing points were not ideal with a lack of dropped kerbs for crossing point.

119. A cycling accessibility assessment was carried out and no hazards were identified within the vicinity.

Travel Plan

120. An interim Travel Plan has been submitted to encourage sustainable modes of travel and a welcome pack will be provided which identifies the nearby car clubs, public transport routes etc.

121. A baseline survey will be taken after 6 months occupation and overall monitoring will be carried out over 5 years.

122. Targets have not been provided and these should set for 3-5 years and monitoring should adhere to the standardised approach. A travel plan should be submitted for LPA approval and should be of sufficient quality to pass TfL's ATTrBuTE software programme.

123. It is therefore recommended that the Travel Plan be developed further prior to occupation of the building, to maximise its effectiveness.

124. Highways Officers have confirmed that the absence of any car parking space within the development and limited parking opportunities around the site means that car use is severely restrained anyway. The Travel Plan is not therefore considered essential to the acceptability of the proposal, as the development should by its very nature encourage use of sustainable transport. A condition to secure resubmission, approval and implementation of the Travel Plan is therefore recommended, rather than a legal agreement.

Construction Management Plan

125. A draft construction management plan has been submitted for LPA approval.

126. The application proposes to have construction vehicles enter and an exit the site using the junction to turn around.

127. No off street parking is proposed for the contractors and staff will be encouraged to use public transport.

128. A temporary road closure maybe required to erect the tower crane and this will be arranged with the Highway Authority. Please note that there is a 10 week lead time to process the road closures and please also note that the closures would have to be lifted on stadium event days as there is no traffic management allowed in the vicinity on stadium event days.

129. A dilapidation survey will carried out of the highway to ensure works do not damage the highway or are reinstated back, which is welcomed.

130. Deliveries of large vehicles will be avoided during 07:00-09:00 and 16:30 – 18:30, which is welcomed.

Deliveries cannot occur on a Wembley Event day, 4 hours prior to the event and 4 hours after the event and this must be included in the final CMP.

131. A road sweeper and wheel washing will be provided and provisions for a local drainage system should be made within the site to ensure that the settling of silt is not discharged onto the Public Highway.

132. The site set up does include the hoarding of the Public Footway and grass verge. Safe crossing and vehicular visibility should be provided in the vicinity of the site.

133. A full Construction Management Plan will be sought by condition in order to secure the above.

Highway works

134. Revised drawings submitted during the application process propose an on-street 12m long and 2.5m wide loading bay on North End Road, close to the junction with Albion Way which is considered to be acceptable. The footway behind the loading bay will be 2m wide which is also acceptable, and will allow for a small amount of hard landscaping at the entrance of the proposed building. Additional footway will also be offered for adoption at the junction of North End Road/Albion Way, with a minimum footway width of 2m which is acceptable.

135. There were originally concerns with regard to the impacts of the development and some of the proposed highway works, however, these have now been addressed as outlined above.

136. As there is no off-street parking spaces proposed at this site, the works to reinstate the existing redundant crossovers back to footway can be included in the S278 works.

137. **Summary**

138. The proposed provision of 283 rooms of student accommodation is considered to maintain an appropriately balanced community in the medium to long term as it does not exceed the capacity set out within the Wembley Area Action Plan. The layout, design and height of the building are considered acceptable within this locality and this view is supported by the panel of expert architects and designers who sit on the CABE Design Review Panel. The scheme has been designed to ensure that the proposed building meets the BRE guidance relating to daylight and sunlight with regard to its impact on the windows of the nearby properties, and the scheme is considered acceptable in highways terms with no significant impact projected on the public highway or public transport infrastructure

139. Officers accordingly recommend that the Council resolve to grant planning permission subject to conditions and a Section 106 legal agreement, and subject to referral to the Mayor of London.

SUSTAINABILITY ASSESSMENT

The applicant has supplied an energy statement as part of the submission which indicates measures that will achieve a circa 40% reduction in CO2 emissions beyond the requirements of Part L of the 2013 Building Regulations. This accords with and exceeds the target of 35 % set out within the London Plan. The applicant has confirmed that the development has been designed to allow future connection to a district wide heat network, should one become available in the area.

S106 DETAILS

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

- Payment of the Council's legal and other professional costs on completion of the deed in (i) preparing

and completing the agreement and (ii) monitoring its performance;

- Notification of material start 28 days prior to commencement;
- Join and adhere to Considerate Constructors scheme;
- A Section 38/278 Agreement to secure highway works to provide; (i) a new loading bay; (ii) widening of the adopted highway (with land offered to the Council for adoption) into the site to retain a 2m wide footway along Albion Way and North End Road; (iii) removal of any existing crossovers rendered redundant; (iv) a row sets or path edging to demarcate the footway (v) all associated changes to line marking and associated TRO costs; and (vi) the costs of any changes to statutory undertakers' equipment. The properties shall not be occupied until all associated Section 38/278 works have been completed to the satisfaction of the Local Highway Authority.
- To allow easy connection to a Decentralised Heat / Energy Network should one be implemented in the area in the future.
- Training and employment
 - To prepare and gain approval of a Employment and Training Plan prior to commencement and to implement the Plan
 - To offer an interview to any job applicant who is a resident in Brent and meets the minimum criteria for the job
 - To use reasonable endeavours to: achieve 1 in 10 of the projected construction jobs to be held by Brent residents and for every 1 in 100 construction jobs to provide paid training for a previously unemployed Brent resident or Brent school leaver for at least 6 months
 - From material start, to provide monthly verification of the number of Brent Residents employed or provided training during construction and if the above targets are not being met, to implement measures to achieve them
 - Prior to occupation, verify to the Council the number of Brent Residents employed during construction and unemployed/school leavers who received training.
- The provision of 113sqm GIA of 'Affordable Workspace' (Use Class B1) at no more than 50% of the market rate in perpetuity, or in the event of an affordable workspace operator not being secured an off-site contribution of £130,000.00 in lieu for the provision of affordable workspace elsewhere in the borough.
- In the event a Higher Education Institution or Student Accommodation Provider acting for and on behalf of a Higher Education Institution does not take up the operation and management of the development then the owner shall prior to occupation submit to the Local Planning Authority a Viability Review in order to secure the maximum quantum of affordable student accommodation possible within the development.
- Occupiers of the proposed building within the application site shall not be entitled to a Business Parking Permit, Residents Parking Permit or Visitors Parking Permit to allow the parking of a motor car within the Controlled Parking Zone (CPZ) operating in the locality within which the development is situated unless the occupier is entitled; to be a holder of a Disabled Persons Badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970. For the lifetime of the development written notification of this restriction shall be included in any property transfer or lease or tenancy agreement in respect of the buildings and units within the site. On, or after, practical completion but prior to any occupation of the development, hereby approved, written notification shall be submitted to the Local Planning Authority confirming the completion of the development and that the above restriction will be imposed on all future occupiers of the development and the existing building on the application site.

A contribution of £60,000.00 towards subsidising the cost of on-street parking permits for existing residents in the vicinity of the application site in the event that a controlled parking zone is introduced to control overspill

parking from the development.

CIL DETAILS

This application is liable to pay **£2,626,219.90*** 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): 381 sq. m.

Total amount of floorspace on completion (G): 9326 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
Either B1, B2 and / or B8	113	0	108.383551 361784	£40.00	£35.15	£5,457.89	£4,796.12
Sui generis	9213	0	8836.61644 863821	£200.00	£35.15	£2,224,933.78	£391,032.11

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	£2,230,391.67	£395,828.23

*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: 17/2782

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

I refer to your application dated **21/06/2017** proposing the following:

Demolition of existing building including clearance of site, and erection of a part 13 and part 17 storey building comprising 113sqm of affordable workspace (Use Class B1) at ground floor level and 283 bedroom student accommodation (Use class Sui Generis) on the above floors with ancillary student reception area on the ground floor, cycle parking, bin stores, amenity space, landscaping, public realm works, installation of a rainwater attenuation tank and other associated works.

and accompanied by plans or documents listed here:
Refer to Condition 2

at **Parkwood House, Albion Way, Wembley, HA9 0LP**

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: 05/12/2017

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 policies contained in:

The National Planning Policy Framework (2012)
London Plan (2016)
Brent's Core Strategy (2010)
Brent's Development Management Policies (2016)
The Wembley Area Action Plan (2015)
Design Guide for New Developments (SPG 17)

- 1 The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

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

(20)_001 Rev P01
(20)_010 Rev P01
(20)_020 Rev P01
(20)_100 Rev P04
(20)_101 Rev P03
(20)_102 Rev P03
(20)_113 Rev P03
(20)_114 Rev P03
(20)_117 Rev P03
(20)_201 Rev P03
(20)_202 Rev P03
(20)_210 Rev P03
(20)_211 Rev P03
(20)_301 Rev P03
Planning Statement dated June 2017
Design and Access Statement dated June 2017
Landscape Design and Access Statement dated June 2017
Construction Management Plan dated June 2017
Student Management Plan dated June 2017
Site Waste Management Plan (Watkin Jones, drafted by John Davies)
Student Demand Assessment dated 14th June 2017
Transport Assessment dated June 2017
Draft Travel Plan dated June 2017
Wind Microclimate Study dated 13th June 2017
GIA Daylight and Sunlight Assessment dated June 2017
Jubb Flood Risk Assessment dated June 2017
Energy Statement V3 dated June 2017
Sustainability Statement V2 dated June 2017
Arboricultural Survey dated 6th April 2017
Ecological Appraisal dated May 2017
Air Quality Assessment dated 13th June 2017
Noise and Vibration Assessment (Ambient Noise Assessment) dated June 2017
Archaeological Assessment dated March 2017
Contamination Assessment dated June 2017

Statement of Community Involvement dated June 2017

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

- 3 The student accommodation hereby approved shall be occupied by Students for a period of not less than 39 weeks in any year unless otherwise agreed in writing by the Local Planning Authority. For the purpose of this condition, Students are defined as any person enrolled on a full time UK accredited and based further education course at a recognised higher education institution for not less than 80 % of the course time unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the accommodation meets an identified need and contributes towards a balanced community.

- 4 Prior to any demolition works, a qualified asbestos contractor shall be employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials.

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

- 5 All existing crossovers rendered redundant by this proposal shall be reinstated to footway at the applicant's own expense and to the satisfaction of the Council's Director of Transportation prior to first occupation of the new development unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of traffic and pedestrian safety.

- 6 In order to mitigate the possibility of numerous satellite dishes being installed on the development hereby approved, details of a communal television system/satellite dish provision shall be submitted to, and approved in writing by, the Local Planning Authority prior to the installation of any satellite dish. The approved details shall be fully implemented and retained for the lifetime of the development.

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

- 7 A scheme of sound insulation measures shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works. The scheme shall demonstrate that the student rooms and units will be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' to attain the following internal and external noise levels:

Time	Area	Max noise level
Daytime Noise 07:00 – 23:00	Living rooms and Bedrooms	35 dB LAeq (16hr)
Night time noise 23:00 – 07:00	Bedrooms	30 dB LAeq (8 hr) 45 dB L _{max}

The development shall be completed in accordance with the approved details.

Reason: To obtain required sound insulation and prevent noise nuisance

- 8 The roof terrace(s) hereby approved shall not be used other than between the hours of 0700 and 2300 daily unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to protect the amenity of nearby residential properties, and to minimise noise disruption.

- 9 The Communal Heat and Power system (CHP) and rooftop Photo Voltaics (PVs) hereby approved shall be installed prior to practical completion, and kept in good working order for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure the carbon savings as outlined in the approved energy statement are met.

- 10 Any windows to the flank south or east elevations hereby approved not serving habitable rooms must be obscure glazed and permanently fixed shut.

Reason: In order to ensure the privacy and amenity of neighbouring residential properties, and to ensure the potential redevelopment of neighbouring sites is not prejudiced.

- 11 Any windows to the flank south or east elevations hereby approved not serving habitable rooms must be obscure glazed and permanently fixed shut.

Reason: In order to ensure the privacy and amenity of neighbouring residential properties, and to ensure the potential redevelopment of neighbouring sites is not prejudiced.

- 12 A strategy for the management and allocation of the wheelchair accessible rooms including the mechanisms for the adaptation of adaptable rooms where required shall be submitted to and approved in writing prior to first occupation of the development. The wheelchair accessible, and wheelchair adaptable rooms as shown on the approved plans shall be made available at first occupation of the development hereby approved, and shall be retained as such for the lifetime of the development and shall be managed in accordance with the approved management and allocation strategy.

Reason: In order to provide a suitable mix of accommodation for disabled students, in the interests of inclusive design.

- 13 Details of materials for all external surfaces of the building (including samples which shall be made available for the case officer to view on site) and the detailing of the key fixings and junctions between different materials shall be submitted to and approved by the Local Planning Authority prior to works commencing on the superstructure and the works shall be carried out in full accordance with the approved details.

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

- 14 All areas shown on the approved plans shall be suitably landscaped in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority in prior to installation on the site and the approved details shall be implemented in full, unless otherwise agreed in writing by the Local Planning Authority. Such landscaping work shall be completed prior to first occupation of the development hereby approved and thereafter maintained.

The submitted scheme shall include details of:

a) the planting scheme for the site, which shall include species, size and density of plants, sub-surface treatments (or planters / green roof substrate profiles where applicable), details of the extent and type of native planting, any new habitats created on site and the treatment of site

boundaries;

- b) walls, fencing and any other means of enclosure, including materials, designs and heights;
- c) treatment of areas of hardstanding and other areas of hard landscaping or furniture, including materials;
- d) details of levels and contours within and adjoining the site;
- e) a landscaping maintenance strategy, including details of management responsibilities;

Any trees and shrubs planted in accordance with the landscaping scheme and any plants which have been identified for retention within the development which, within 5 years of planting, are removed, dying, seriously damaged or become diseased, shall be replaced to the satisfaction of the Local Planning Authority, by trees and shrubs of similar species and size to those originally planted.

Reason: To ensure a satisfactory standard of appearance and to ensure that the proposed development enhances the visual amenity of the locality.

- 15 Prior to the commencement of works (excluding demolition), a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present. The investigation shall be carried out in accordance with the principles of BS 10175:2011. A report shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors and proposals for remediation where required. The recommendations of the approved report shall be implemented in full prior to first occupation of the development hereby approved.

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

- 16 Any soil contamination remediation measures required by the Local Planning Authority pursuant to condition 13 shall be carried out in full. A verification report shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development hereby approved, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is suitable for end use (unless the Planning Authority has previously confirmed that no remediation measures are required).

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

- 17 Prior to the installation of the CHP unit, an Air Quality Impact Assessment shall be submitted to and approved in writing by the Local Planning Authority demonstrating that the proposed CHP unit shall have no more than an imperceptible impact on neighbouring residents. The development shall be implemented in accordance with the approved details and the CHP unit shall be maintained and operated in accordance with the manufacturers specifications.

Reason: To protect local air quality, in accordance with adopted Brent Policy.

- 18 Prior to the commencement of works, a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority and the demolition and construction of the development shall be carried out in accordance with the approved plan.

Reason: To ensure that and occupiers of neighbouring premises do not suffer a loss of amenity by reason of nuisance and dust pollution

- 19 A Construction Logistics Plan, setting out how deliveries to the land during the construction of the Development will be managed so as to optimise traffic operations and minimise disruption as also minimise the environmental impact of freight activity, shall be submitted to and approved in writing prior to the commencement of the development and the approved plan shall thereafter be implemented throughout the construction of the development.

Reason: In the interest of highway flow and safety.

- 20 Development other than demolition and site clearance shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

- 21 No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

- 22 Details of any external lighting shall be submitted to and approved in writing by the Local Planning Authority prior the installation of the lighting. This shall include details of the lighting fixtures, luminance levels through the site and luminance levels at sensitive receptors within and adjoining the site. The approved details shall be implemented in full prior to the installation of the approved lighting.

Reason: In the interests of safety and the amenities of the area.

- 23 A Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development hereby approved and approved plan shall thereafter be implemented from first occupation of the development and for the life of the development. The Delivery and Servicing Plans shall have regard to the TfL guidance regarding Delivery and Servicing Plans.

Reason: In the interest of the free and safe flow of traffic on the highway network.

- 24 Prior to superstructure works commencing on site, an updated ground floor plan and associated north elevation showing the creation of an appropriate doorway from the approved refuse store onto North End Road shall be submitted to and approved in writing by the Local Planning Authority, and thereafter carried out in accordance with the approved details.

Reason: In order for refuse collection to be carried out from North End Road.

- 25 A Student Management Plan detailing measures to manage the use of the on-street servicing bay hereby approved during key periods including the periods when students will load and unload possessions at the start and end of the college year, the pre-booking of arrival times and staff resourcing to assist this and having regard to Stadium Event day conditions, and management measures to address noise and disturbance associated with the student use addressing potential late night/early morning noise and nuisance, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the use and the approved details shall be implemented in full.

Reason: In the interest of highway and pedestrian safety and flow, and parking saturation in the locality.

- 26 No superstructure works shall commence until written information, drawings and sections showing a scheme for the provision of conduits and/or piping for future connection to a District Combined Cooling, Heat and Power (CCHP) or Combined Heat and Power Scheme (CHP Scheme) and Network have been submitted to and approved in writing by the local planning authority. No part of the development shall be occupied until the scheme has been carried out in accordance with the approved details.

Reason: To comply with London Plan (2016), Brent's Core Strategy (2010) and Brent's Development Management Policies (2016).

- 27 No part of the development hereby approved shall be occupied until such time as a user's Travel Plan, in accordance with Transport for London's document 'Travel Planning for New Development in London' has been submitted to and approved in writing by the local planning authority. The development shall operate in full accordance with all measures identified within the Travel Plan from first occupation. The Travel Plan shall specify initiatives to be implemented by the development to encourage access to and from the site by a variety of non-car means, shall set targets and shall specify a monitoring and review mechanism to ensure compliance with the Travel Plan objectives.

Reason: In order that both the local planning authority may be satisfied as to the practicality, viability and sustainability of the Travel Plan for the site and to comply with London Plan (2016), Brent's Core Strategy (2010) and Brent's Development Management Policies (2016).

INFORMATIVES

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

- 2 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk4 The Applicant is advised by Thames Water that they should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.
- 3 The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.
- 4 Any oversailing of the building on the public footway will require an oversailing license under Section 177 of the Highways Act 1980. The applicant should seek this from the local highway authority.
- 5 The applicant is advised to notify the Council's Highways and Infrastructure Service of the intention to commence works prior to commencement and include photographs showing the condition of highway along the site boundaries. The Highways and Infrastructure Service will require that any damage to the adopted highway associated with the works is made good at the expense of the developer.
- 6 The Council recommends that the maximum standards for fire safety are achieved within the development.
- 7 Brent Council supports the payment of the London Living Wage to all employees within the Borough. The developer, constructor and end occupiers of the building are strongly encouraged to pay the London Living Wage to all employees associated with the construction and end use of development.

Any person wishing to inspect the above papers should contact Colin Leadbeater, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 0208 937 2232