

# COMMITTEE REPORT

Planning Committee on  
Item No  
Case Number

13 December, 2017  
07  
17/3797

## SITE INFORMATION

RECEIVED	1 September, 2017
WARD	Tokyngton
PLANNING AREA	Brent Connects Wembley
LOCATION	Units 1-5 Inc, Cannon Trading Estate, First Way, Wembley, HA9 0JD
PROPOSAL	Demolition of the existing buildings and erection of a part 7/9/10/11 storey building, comprising educational use (Use Class D1), office use (Use Class B1(a)) and student accommodation (Use Class Sui Generis), with ancillary external landscaping
APPLICANT	Red Vale Property Development No2 Ltd
CONTACT	Lichfields
PLAN NO'S	Refer to condition 2.
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><b><u>When viewing this on an Electronic Device</u></b></p> <p>Please click on the link below to view <b>ALL</b> document associated to case <a href="https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_136069">https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_136069</a></p> <p><b><u>When viewing this as an Hard Copy .</u></b></p> <p><b>Please use the following steps</b></p> <ol style="list-style-type: none"><li>1. Please go to <a href="https://pa.brent.gov.uk">pa.brent.gov.uk</a></li><li>2. Select Planning and conduct a search tying "17/3797" (i.e. Case Reference) into the search Box</li><li>3. Click on "View Documents" tab</li></ol>

## RECOMMENDATIONS

**RECOMMENDATION** Resolve to grant planning permission subject to conditions and the completion of a satisfactory Section 106 legal agreement and subject to the stage 2 referral to the Mayor of London.

### Section 106 Heads of Terms

1. Payment of legal and professional costs;
2. Notification of commencement
3. A financial contribution of £100,000 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;
4. The implementation, monitoring and review of a residential travel plan, incorporating free membership of a car club in the vicinity of the development for residents for an enhanced period of at least two years;
5. Undertaking of highway works and soft landscaping on the highway prior to first occupation through an agreement under S38/S278 of the Highways Act 1980; works to include resurfacing, construction of a new pedestrian crossing and the creation of 6m kerb radii;
6. Training and employment plan targeting Brent residents;
7. Financial contribution to bus improvements of an amount to be agreed with TfL;
8. Adoption of the footway on the northern side of the development following the completion of works to both UCFB and Kelaty House;
9. Secure nomination rights for 60% of the student rooms to be occupied by UCFB students
10. The requirement for and procedures of a viability review process to secure the maximum quantum of affordable student accommodation possible within the development, which will be required in the event that 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 40% of the student rooms outside of the UCFB nominated rooms
11. 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 used by students only
4. Parking spaces, cycle, bin storage and amenity spaces to be laid out prior to occupation
5. 10% Wheelchair accessible units
6. Inclusive access measures to be implemented and adhered to
7. Water Usage requirements
8. Car Free Agreement
9. Considerate Constructors' Scheme membership
10. Satellite Dish restriction
11. Car parking spaces not be used by office staff
12. Electric charging point to be provided within 1 of the parking spaces
13. External materials to be submitted for review
14. Landscaping details
15. South elevation screening details to rooftop
16. Provide connection to future heat network
17. External lighting, including co-ordinated lighting arrangement with Kelaty House
18. Delivery and Servicing Plan to be secured
19. Car Park Management Plan to be secured
20. Construction Management and Logistics Plan to be secured
21. Student Accommodation Management Plan to be updated and secured
22. Air Quality Impact Assessment to be secured OR resubmitted if considered insufficient
23. Noise Report to be secured OR resubmitted if considered insufficient
24. Contaminated Land site investigation to be carried out and results submitted, following demolition of existing building
25. Contaminated Land remediation and verification measures to be submitted if necessary
26. Waste Strategy to be secured OR resubmitted if considered insufficient

27. Arboricultural Report to be secured
28. Ecology Report to be secured
29. Archaeological Watching Brief to be carried out during ground works and results submitted
30. Relocation of parking spaces or acceptable measures to improve relationship between vehicular and pedestrian areas to be submitted
31. Additional surface water discharge attenuation measures to be submitted
32. BREEAM post construction stage review to be submitted

#### Informatives

1. Notify highways service of intent to commence works
2. Contact highways to arrange for highway works
3. Advertisement Consent
4. CIL liability
5. Fire Safety
6. Living Wage

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.

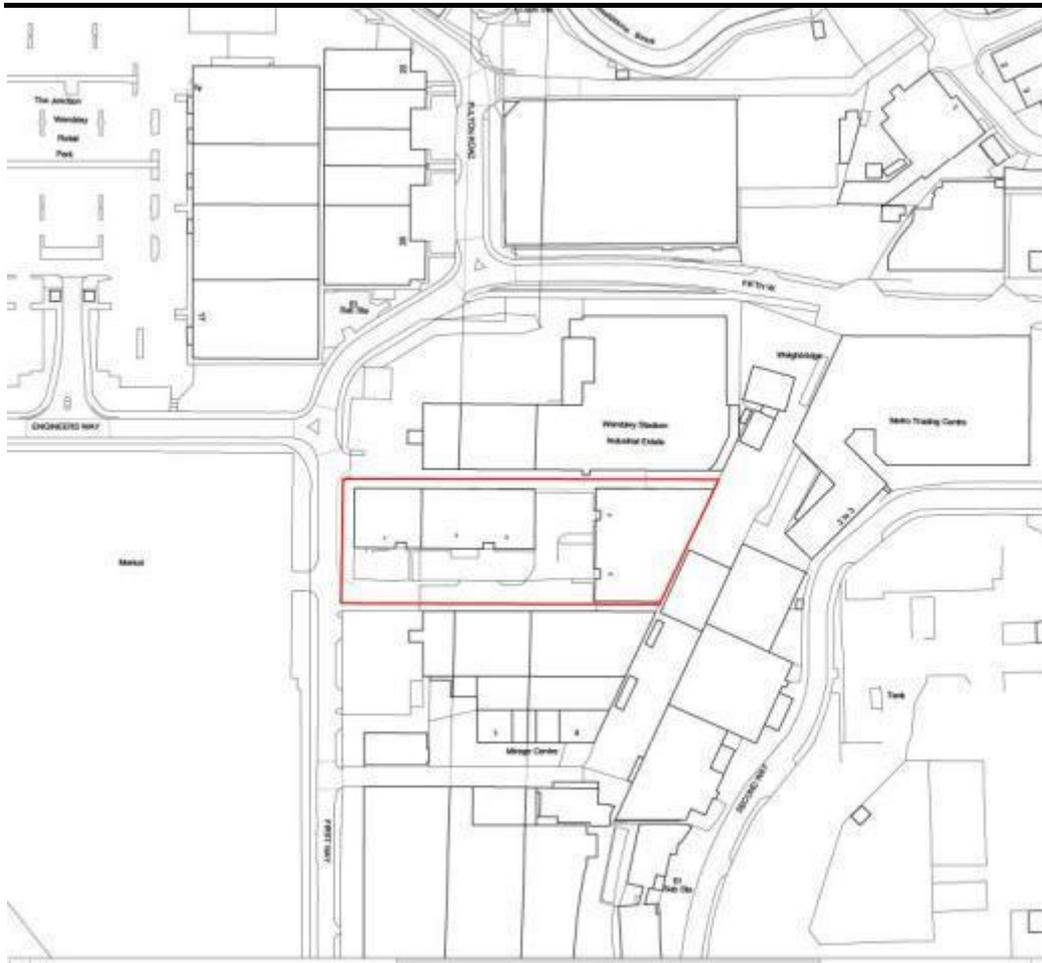
That, if by 3 months of the committee date the legal agreement has not been completed, the Head of Planning is delegated authority to refuse planning permission.

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

	<p><b>Planning Committee Map</b></p> <p>Site address: Units 1-5 Inc, Cannon Trading Estate, First Way, Wembley, HA9 0JD</p> <p>© Crown copyright and database rights 2011 Ordnance Survey 100025260</p>
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This map is indicative only.



## PROPOSAL IN DETAIL

The application will seek approval of the new development which proposes the redevelopment of the site to provide a 7 to 11 storey building comprising a permanent university campus for University College of Football Business (UCFB). This will be a mixed use building comprised of:

- 678 student bedrooms located over 9 floors above the ground floor level
- UCFB Wembley teaching facilities and associated offices including seminar rooms, a 300 seat auditorium at ground floor level
- Office space (B1) aimed at start-up businesses
- Coffee bar, gym and fitness facilities

The student accommodation is proposed with 11 storeys along its frontage and is comprised of four distinct north-south wings that progressively descend in height from west to east. The three elements behind the main frontage are 9 storeys (with a set in tenth), 8 storeys (with a set in ninth) and 7 storeys (with a set in eighth) in height respectively. Each of these four main wings are connected by an east-west massing which extends across the full depth of the site along its northern side.

## EXISTING

The subject property, Cannon Trading Estate, comprises a low rise industrial premises within the Wembley Stadium Industrial Estate on First Way. Surrounding uses are also industrial. The Cannon Trading Estate site is located on First Way in Wembley, just south of the corner with Engineers Way. First Way runs along the west of the site and Second Way runs to the east.

To the north is another industrial unit, Kelaty House, although permission has been granted for the site's redevelopment for mixed use incorporating student accommodation and hotel.

To the south is Latif House, another industrial unit, to the east are further industrial units fronting second way. These adjoining land uses are all similarly industrial in nature and form the westernmost part of an area previously designated as Strategic Industrial Land (SIL).

The land to the west, immediately across First Way forms part of the Quintain Masterplan Development (Plot E03) for which a reserved matters application has recently been approved (application reference 17/0016). Plot E03 is proposed to provide 743 residential units, 569sqm of non-residential space and an energy centre as part of the wider masterplan development around Wembley Stadium.

## AMENDMENTS SINCE SUBMISSION

A number of small non-material amendments have been made to the application since submission:

- Office facilities altered to provide shower/changing facilities and an additional WC within each female and male toilet cluster. This responds to comments made by TfL about the desirability of cycling increasing with the availability of shower and changing facilities.
- The area of paving around the car park area has been changed to differentiate the parking area from the pedestrian area visually, whilst retaining the shared surface and aesthetic qualities of the paving. The details submitted are considered to be basic by Brent's highways officer and further details will still be required by condition to address this issue.
- Elevational amendments to account for the requirements of modular construction with a steel frame, including the following changes:
  - **Front/West Elevation** has seen the setting out to the curtain wall being adjusted, the window arrangement to the office entrance amended slightly and minor changes to the position of the windows in within the rainscreen cladding to reflect the internal room layouts
  - **Courtyard 01 East Elevation** has seen an additional window being added and the setting

out adjusted. This is also reflected in alterations to the curtain wall.

- **Courtyard 02 East and West Elevations** have seen minor alterations to window sizes and positions have been adjusted.
  - **Courtyard 03 East and West Elevations** have seen minor alterations to window sizes and positions have been adjusted. Within the west elevation, the plant room door has move to the north façade.
  - **Rear/East Elevation** has seen one of the bin store doors being removed and the setting out amended.
  - **Side/South Elevation** has seen the removal of some windows, including those into the stair core and the curtain wall setting out amended.
  - **Side/North Elevation** has seen the setting out of the curtain wall and windows amended, the removal of some windows, including those into the stair core, the external wall being moved inwards and window and tile arrangement being adjusted. Finally, the office entrance curtain wall width has been reduced and a window has been added and the setting out adjusted.
- Internal amendments to the layout on floors 6-9 to allow for the modular system to work. This includes external walls being moved inwards and the corridor and internal wall arrangements changed. The arrangement of the studios and studios is to be changed too and minor amendments to the window positions are to be made. The overall mix remains the same with these changes however.
  - Changes to the three residential cores to increase in size, rotation of the stairwells resulting in a decrease in width overall. The staircases are still large enough to comply with Part M of the building regulations in terms of accessibility. This has resulted in changes to the living spaces of the seven bed clusters, creating a more open shared space in each and reducing the external walls of the 7 bed cluster to a small extent.
  - Changes to the ground floor to include an additional window into the office, the entrance curtain wall being adjusted, the arrangement of WCs changing and a post store added.
  - Changes to the roof level cores with an extension out of the lifts and additional floorspace being used resulting in a very small loss of rooftop amenity space on each of the three roof gardens.
  - Reduction in sizes to nine of the studio flats to accommodate the changed core size. This results in the nine affected flats being changed from Part M wheelchair adaptable to standard size and unadaptable flats. This affected the overall number of accessible flats from 31 (17.1%) to 22 (12.2%).

## 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 678 student units within the UCFB campus is acceptable in policy terms, taking into consideration the demonstrated population growth from the existing permissions for student accommodation already consented in the Wembley Growth Area. The proposal would not breach the 20% student population cap within WAAP policy. Furthermore, the student accommodation is to be secured to require that at least 60% of all the rooms are allocated to UCFB students. It may be noted that within previous applications 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.
- **Comments received.** A significant number of representations (46) have been received from local residents, all in favour of the proposal, mainly citing the benefits an established campus would bring to the university and the surrounding area. No objections have been received.
- **Layout, scale and appearance.** The development is efficiently laid out and the scale of development is considered to be appropriate for its emerging context. The design and appearance of the building is considered to be of good quality, following sound architectural principles.
- **Arrangement of student rooms:** The proposals include student cluster rooms, as well as studio, studio and studio units all of which achieve BRE standards for sunlight and daylight. 10% of the rooms are designed to be accessible to disabled people and a detailed accessibility statement is provided to confirm that the wider approach to design maximises accessibility.

- 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 providing contributions are made to the establishment of a CPZ in the local area. The access and servicing arrangements are considered to be appropriate and safe.
- The impact of the development on the living conditions of neighbouring occupiers. The submission has demonstrated that neighbouring residential units will, in almost all cases, receive good levels of daylight and sunlight. All of the windows within the Quintain E03 development (currently under construction, opposite the developmen) will meet BRE guidance levels. All but 6 windows in the Kelaty House development (north of the site, not yet under construction) will meet guidance levels. Those windows serve units of student accommodation and not permanent residential accommodation and the level of impact is not considered to be unduly detrimental.

## RELEVANT SITE HISTORY

No relevant site planning history.

## CONSULTATIONS

### Neighbour Consultation

Site Notice displayed on 24/10/2017

Press Notice published on 28/09/2017

The owner/occupier of 40 different properties were notified of the application on 21/09/2017. This included properties in the following locations:

*First Way*  
*Second Way*  
*Fifth Way*  
*Fulton Road*

46 representations were received from 46 different properties all supporting the proposal. None of those who commented on the proposal were sent letters as part of the consultation process. Details of representees are as follows:

- 22 support comments were received from residents of Felda House, which is a student accommodation block on North End Road in Wembley.
- 12 support comments were received from residents of Victoria Halls, which is a student accommodation block also on North End Road in Wembley.
- 5 support comments were received from residents of Unite, which is a student accommodation block on Olympic Way in Wembley.
- 2 further support comments were received from residents of North End Road, although one of these comments does not specify which address along the road.
- A further comment was received from a residential property on Elmside Road in Wembley.
- A further comment was received from a residential property on Perwell Road in North Harrow, HA2, outside of Brent.
- Finally, 3 of the comments received did not specify any address.

The grounds of support are summarised as follows:

- The site is in need of redevelopment and the development will make the area nicer
- The university needs more capacity
- The development will help the university grow and attract more students
- The development will improve the university and provide a permanent place for the university to operate and students to live
- The development will be good for UCFB students and students that live in Wembley, allowing them an opportunity to live closer to the uni and to save money on rent and travel
- It is important to accommodate every applying student
- The development adds value to Wembley
- It is good to invest in education
- The development will positively affect the reputation of UCFB and Wembley Park

- The development will increase the reputation of UCFB and Wembley Park
- It is important that new university buildings come to Wembley
- The development is good for the vibrancy of the community but it must be made as eco-friendly as possible
- Would reduce current hassle for UCFB students and will provide facilities for when Wembley stadium is in use and facilities that are always available
- The development could help to bring business to the area
- Everyone deserves an education in suitable space
- More student accommodation is needed in the area
- Student accommodation is safer than most apartments
- Allows students to save money, being only 20 minutes by tube from central London whilst also living in Zone 4
- Most of the universities can be accessed within a short time from this location so more student accommodation is required
- More student accommodation is needed to free up housing

## **Statutory consultees**

### **Environment and Regulatory Services**

The application submitted information including a Contaminated Land assessment, Noise Impact Assessment and Air Quality Impact Assessment. Environmental Health comments have not been received as of the time this report has been published. Nonetheless, once these comments have been received, appropriate conditions will be issued requiring that the details of the reports are adhered to throughout development (if the details are acceptable) or that further mitigation or remediation is carried out and submitted for approval (if the details are unacceptable).

It is likely that further conditions and informatives will be issued relating to asbestos, noise tests prior to occupation and construction dust and noise management.

### **Thames Water**

No response received.

### **Local Lead Flood Authority**

Objections raised to the proposed discharge rate of 94 l/s in to the existing surface water system. Whilst storage tanks are proposed, the 94 l/s discharge is too excessive and it is required that this is reduced to meet London Plan requirements.

### **Greater London Authority**

The application is referable to the Mayor of London under the provisions of the Town & Country Planning (Mayor of London) Order 2008. The application is referable under categories 1A and 1C of the Schedule to the Order 2008, namely the development comprises or includes the provision of more than 150 houses, flats or houses and flats, and includes the erection of a building more than 30 metres high, and is outside the City of London.

The Stage 1 report is dated 06/11/2017. In their report it is stated that the principle of providing a tertiary educational institution within Brent is strongly supported in this highly accessible location and in a location where the unique nature of the institution would be most beneficial. However, further information and discussion is requested in respect of accommodation providers, nomination rights, urban design, climate change measures, sustainable drainage and transport to ensure compliance with the London Plan.

Further discussions of these matters are within the main body of the report.

### **Transport for London (TfL)**

TfL did not object to the proposal but requested some changes/additions to the application. Further discussions of these matters are within the main body of the report.

## **Ward Councillors for Tokyngton ward**

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

### **Statement of Community Involvement**

The applicant sought to engage with community groups in publicising this proposal and held a drop-in centre to inform local residents of the proposal at the Holiday Inn on Wembley Hill Road on Saturday 24<sup>th</sup> June from 11am – 4pm. One person attended (Cllr Ezeajughi of Stonebridge Ward).

The drop-in centre materials were hosted on the applicant's website to increase stakeholders' access to the proposal.

Letters were also sent to 2,474 addresses in the local area and an extensive 'door knock' was conducted for those living closest to the application site. In total 200 doors were knocked on and 30 residents were spoken to regarding the development.

## **POLICY CONSIDERATIONS**

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

- National Planning Policy Framework 2012 (NPPF)
- National Planning Practice Guidance (NPPG)
- London Plan 2016
- London Borough of Brent Core Strategy 2010
- London Borough of Brent Development Management Policies 2016
- Wembley Area Action Plan 2015
- Brent Supplementary Planning Guidance 17
- Draft Supplementary Planning Document 1
- Brent Supplementary Planning Guidance 3

Brent's 106 Supplementary Planning Document

## **DETAILED CONSIDERATIONS**

### **1. Principle of development**

#### **Loss of existing light industrial accommodation**

2. Cannon Trading Estate is located within Wembley Strategic Cultural Area as designated within the Wembley Area Action Plan (WAAP) (2015). As part of this designation, the area is identified as appropriate for leisure, tourism and cultural uses. The proposed education institution is considered to represent a use that fits within this allocation and achieves objectives that are set out within the allocation. The principle of the loss of industrial uses within this part of Wembley is therefore supported by site allocation W28.
3. The principle of the loss of industrial accommodation is considered acceptable.

#### **Providing new student accommodation**

4. 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 W28 of the Wembley Area Action Plan ("the WAAP") apply.

5. 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:
6. *“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.”*
7. Policy W28 is a site allocation policy relating to First Way and includes the Application Site. It identifies the area as appropriate for mixed use development “including leisure, hotels, offices, amenity/open space, residential development and student accommodation”.
8. 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...”*
9. 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:  
*“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.”*
10. 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;
11. The South Way Permission is also subject to conditions. Condition 7 on that permission states that:  
*“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.”*
12. A planning application (17/2782) submitted on 21/06/2017 proposes the erection of 283 student accommodation bedrooms at Parkwood House within the WAAP area and is currently being determined alongside this application. The planning statement for this application (17/2782) states 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”.
13. As part of the Parkwood House application, an analysis was submitted in the Planning Statement examining 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.
14. While assessing the Parkwood House application, officers undertook 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.
15. 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.

16. The applicant for that application contended 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 5,445 units permitted).
17. 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 5444 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.
18. The researched carried out by applicants and officers in relation to the Parkwood House application (17/2782) has significant bearing on this application. Given that Parkwood House (283 beds) and UCFB (678 beds) together propose an additional 961 student beds within the WAAP area, both schemes can be accommodated within the revised 20% student cap of 1,123 beds.
19. As such, proposed new student accommodation within this application will not result in the provision of student accommodation beyond the maximum level established through policy WEM23 and is acceptable in principle.

#### Nomination Agreement

20. The applicant has proposed a specific nomination agreement whereby 60% of all student accommodation bedrooms are to be allocated exclusively to UCFB, but with an aspiration for 100% of the rooms to be allocated exclusively to UCFB. The applicants consider that demand is likely to result in all student rooms being filled by UCFB students, but have sought a fall-back mechanism which would allow up to 40% of the rooms to be allocated to students studying at other universities in the event that demand from on-site students is insufficient.
21. In this application, it is considered necessary to secure the aforementioned 60% nomination rights within the S106 agreement, particularly as the application's transport assessments have been carried out on the basis of this 60% UCFB occupation arrangement. The remaining 40% of the student rooms will need to be allocated in line with the requirements of the Mayor's Housing SPG. The Mayor's Housing SPG will require a separate education provider to manage the student intake and occupation of the additional rooms (those outside of the 60% UCFB occupancy). In the event that 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.
22. A planning condition will also be secured through this consent which will 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. This will apply to all of the student rooms, including those nominated exclusively to UCFB.

#### Providing a new university campus

23. The remainder of the uses beyond the student accommodation are consistent with the aims of the W28 plot Site Specific Allocation, particularly in view of its designation as a 'cultural quarter'. The addition of

facilities which are specifically tied to an intrinsically local institution is a particular benefit of this scheme and is strongly supported. However, alongside these cultural uses, the allocation requires the delivery of 1,500 homes across the wider SSA. Nonetheless, it is noted that the Greater London Authority define residential homes/dwellings so as to include student accommodation and some weight is given to this. It is also noted that the majority of the site allocation remains without planning permission, including two large sites to the south which are not restricted in respect of tall buildings.

24. It is considered that there is a strong case for establishing a permanent university campus for UCFB and its associated student accommodation within this location.

## **Urban design**

### Height and massing

25. 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.
26. The site is identified in the Wembley Area Action Plan as sensitive to tall buildings (30 m tall or higher). The 11 storey element of the building, forming the frontage, will reach a height of 36.35m, passing the threshold for tall buildings. However, the designation of this location as 'sensitive to tall buildings' does not preclude such buildings if their massing is appropriate in the local context.
27. It is considered that the approach to height on the site and the way that the height of the proposed buildings relate to that of the Kelaty House extant consent is considered to be acceptable. The stepped approach to the height and massing is in line with the requirements of the WAAP, where it is set out that development within the W28 plot should step down from west to east to allow for an appropriate transition between the taller developments in the masterplan area and low rise industrial developments to the east. The 7 storey low element with a set in 8<sup>th</sup> storey to the east is considered to be of a scale which effectively relates to the neighbouring development to the east, whilst the front elevation is considered to achieve a suitable height that is not unduly dominant within the street.
28. The building respects the prominence of the consented adjoining Kelaty House development to the north. The Kelaty House development occupies the corner plot with Engineers Way and, unlike this development site, is identified within the WAAP as a site appropriate for tall buildings. As such, the UCFB building must appear subservient to it which is sufficiently achieved with the current proposal.
29. The proposal will also relate closely to the E03 plot of the Wembley Masterplan, which is currently under construction and will include buildings of 26 storeys on the corner frontage across from Kelaty House and UCFB. Plans fully illustrate the appearance of the development within its emerging context of the emerging E03 developments and the Kelaty House development.
30. Policy WEM6 establishes a number of protected views to Wembley Stadium. The subject site is within or near to the viewing corridor to the arch of the stadium from three protected viewpoints, (1) Chalkhill Park, (2) Metropolitan and Jubilee Line north of Neasden and (3) Welsh Harp. The locations of those view points are shown on Map 4.5 of the Wembley Area Action Plan. An assessment of the impact on the protected views from these location has been produced and submitted with the application. It is concluded that the development will only have a materially visible impact on the view from Chalkhill Park, although the overall degree of change of this view will be low and there will be no additional effect on the view when combined with the cumulative emerging context. The development will have a negligible impact on the other protected views.
31. The application has included a views analysis for some additional views towards the stadium, including from along First Way, Engineers Way, the open space adjacent to St David's Close and from a different position close to the Welsh Harp. Overall it is found that all surrounding views of the development are only affected in a minor way and where they do change the view, this is only to minor/moderate extents with a neutral impact. From the close proximity views along First Way and Engineers Way, it is found that the proposal has minor-moderate beneficial effects, replacing a vacant industrial buildings with a new building that better defines the frontage to First Way and associated enhanced public realm. The development will not obscure any of the Wembley Stadium arch from any notable view point.
32. Overall, it is considered that the height and massing of the building is comfortable given the existing and

emerging context of the surroundings.

### Appearance and finish

33. The building will sit centrally in its plot and will have a strong building line established at the front, set in from the boundary with the public highway by at least 3.8m at its closest point. The front building line matches with the forward-most part of the Kelaty House development to the north, establishing a strong frontage.
34. The building is punctuated by its north-south wings which increase in height from 7 storeys in the east to 11 storeys in the west. The wings will be externally fitted with ceramic tiles of a grey colour and contrasted with the more sparing use of coloured ceramic tiles (gloss) that are inspired by the football team colours of the other UCFB campus locations (blue and claret for Burnley & red and blue for Manchester). The grey tiles will be used most commonly, with the coloured tiles forming patterns across the grey facades.
35. With this approach, the majority of the building has a uniform appearance, however the front wing of the building, which forms the frontage along First Way is to have a more complex design, with a top level that conforms to the grey/colour pattern ceramic tiled design and lower levels (containing the office space) formed of a dark grey metal fascia and perforated metal solar shading. The lower element also projects out to the front and the side providing a more immediate interaction with the street. The final element of the front wing includes two thin 'tower' elements composed of Glass Rainscreen in a light green colour, providing a vertical emphasis. The two thin green elements contain stairwells and form small towers that separate the dark metallic aspects of the frontage into three distinct sections. The grey tiled portion of the building (which forms the residential accommodation) sits higher up and back from the dark metal elements below and provides a softened fourth element to the building's front façade. The green tower and dark metallic frontage extend across the first five storeys along the southern two thirds of the front façade; the northern third of the front façade sees the green tower and dark metallic elements extending up close to the ridge of the building. This provides additional interest and focuses more of the built form close to the corner of First Way and Engineers Way, which is a welcomed approach. The dark metallic part of the frontage, within which the office space is proposed, is to be further articulated with clear glazed balustrades serving balconies for the offices, creating additional activity along the street frontage.
36. Instead of the ceramic tiles, blue/black engineering brick will be used along the ground floor and first floor of the front office building as well as along the ground floor of all other elevations, creating a podium for the floors above. The use of brick for this part of the building which is on a human scale is welcome, and is considered to be a high quality material which reinforces the residential nature of the building. These dark coloured bricks will also form the external materials of the set in top floors containing communal lounges. The use of brick here provides a good contrast alongside the light coloured tiling below and also reinforces a residential character for the amenity spaces they serve.
37. The central entrance area, between the two green tower elements, will be fully glazed with a double height entrance. This will draw visitors to the entrance and provide a light and welcoming atrium area. A large digital display board will be present within this space and will be visible to those within the building's entrance as well as to passersby within the street. The board would highlight the presence of the UCFB in the Wembley Area and provide related details (e.g. student course and accommodation details). This is the subject of a separate advertisement consent application and will not be considered within this application.
38. Samples of these materials, to ensure quality, should be submitted by the applicant and this will be required by condition.

### Layout

39. At ground floor level, the front two elements of the building will contain the main university educational facilities, including a large reception with meeting area, university offices, three adaptable auditoriums, three fixed seminar rooms, toilet facilities, cafe, library, IT suite and Learning Resource Centre. The offices and admin space associated with the university is to be contained above these facilities at first and second floor level within the front of the building. Above this, the start-up office space will be located across the front of the building from floors 2-4. The rear part of the ground floor includes ancillary spaces associated with the residential component of the building, including security and storage room, two large

bicycle store rooms, a gym for residents' use, lounge and office space and a large plant room at the rear containing the building's energy centre and CHP. This part of the development is to be accessed from the separate residential entrance on the building's northern elevation but is internally connected to the educational element of the building through the café. The residential accommodation begins on the first floor and is located along the main east-west arm of the building on the north side (where studios, dudios and trudios are proposed) as well as within the three north-south arms (where the larger flats with shared kitchens are proposed). The separations between the north-south arms of the building form outdoor courtyards for amenity use which the shared flats would overlook. Between floors 3 and 4, the front element of the building includes the provision of B1 office space, aimed at start-up businesses. The offices are provided with their own smaller entrance from First Way, slightly to the north of the main university entrance – although internal connections are also provided. From floor 5 upwards the building is solely comprised of student accommodation. The top floors of each north-south arm of the building are set in significantly from the edges of the building and contain communal lounges which open out onto rooftop amenity spaces.

40. The student accommodation is served by 3 main cores, each with 2 lifts. The proposed residential mix is as follows:

<b>Accommodation Type</b>	<b>No. of flats</b>	<b>No. of bed spaces</b>	<b>% of flats</b>	<b>% of bed spaces</b>
Cluster flats with ensuite (5 bed)	46	230	25.4%	33.9%
Cluster flats with ensuite (6 bed)	6	36	3.3%	5.4%
Cluster flats with ensuite (7 bed)	31	217	17.1%	32%
Studios	17	17	9.4%	2.5%
Dudios (two bedrooms – shared facilities)	30	60	16.6%	8.8%
Trudios (three bedrooms – shared facilities)	29	87	16.0%	12.8%
Studios (wheelchair accessible)	13	13	7.2%	1.9%
Dudios (wheelchair accessible)	9	18	5.0%	2.7%
<b>Total</b>	<b>181</b>	<b>678</b>	<b>100%</b>	<b>100%</b>

41. UCFB's student accommodation has been designed to include a wide range of internal and external communal spaces for students. 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).
42. With regard to landscaping, it is noted that the scheme includes planting within the areas around the entrances, within the south courtyards (including the raised courtyard) and on the roof terraces. The entrance planting will be of benefit to the public realm and will include new street trees and ornamental planting to frame the entrance. Seating is to be located beneath the trees. There will also be planting of smaller clusters of trees at the main student accommodation entrance on the northern side of the site, helping to way-find and to enable and enhance natural gathering species.
43. The courtyard spaces are defined by a number of landscaping elements including trees and seating, the arrangement of which is angled to create pockets and larger openings. The courtyards are secured via a low railing to improve privacy. The first floor terrace is to include raised composite timber platforms and benches, with small four trees at appropriate locations. The roof terraces are to be equipped with additional amenity spaces surrounding the set-in top storeys which contain a triple aspect communal lounge to complement these more flexible amenity spaces.
44. From a perspective of good design and benefit to landscaping, the southern orientation of the three courtyard amenity spaces and three rooftop amenity spaces is welcomed and will help to ensure these

spaces' effectiveness is maximised.

45. The landscaping approach is welcomed and it is very positive that landscaping features (particularly street trees) would be provided within an area currently devoid of public realm landscaping.
46. There are no policies which would require the Local Planning Authority to assess the layout and quality of university facilities or student accommodation and there is therefore no objection in principle to the layout proposed. Nonetheless, it is noted that the GLA have raised concerns in respect of the quality of the studio, studio and studio units. It is considered that the size of the units affects usability and that there is a lack of natural light to the shared spaces and poor separation between sleeping accommodation and kitchenettes in the studio units. It is not considered that a robust policy basis is in place to require changes to the layout in this respect and the applicant has clarified that these flat types have previously been used in Grand Felda House nearby within the WAAP area and are similar to standards provided in other developments in Wembley. Furthermore, daylight and sunlight assessments have been provided which confirms that all bedrooms provide sufficient daylight. Finally, it is also noted by the applicant that these studio, studio and studio units are located closer to other amenity spaces within the development.

#### Daylight analysis for windows within the proposed development

47. As part of the daylight and sunlight analysis of surrounding impacts of this development, a study into the daylight levels received internally for the development has been carried out and submitted as part of the application. The tests have been carried out in accordance with BRE guidance. It is noted that it is unnecessary to test any windows above the fourth floor level as all windows above this level will comfortably satisfy the target design standards.
48. The results show that all of the proposed student study bedrooms and living/kitchen/diners will meet and exceed the largest design standards and therefore provide a good level of amenity for the future occupants.

#### Inclusive Access

49. 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.
50. In accordance with London Plan policy 3.8, there is a requirement for 10% of the student rooms to be wheelchair accessible and applications to be accompanied by an Accessibility Management Plan. The 10% requirement has been achieved within the development with 22 of the 181 flats within the development (12.2%) rooms being adaptable for disabled use, in accordance with Part M of the Building Regulations. When measured by bed spaces, 4.6% of the development (31 out of 678) is adaptable for disabled use. London Plan policy 3.8 requires that 10% of dwellings are adaptable which this development achieves and exceeds.
51. The applicant has provided an additional inclusive access statement in support of the application setting out the approach and continued work to try and improve the accessibility and movement in and around the building.

#### **Impact on neighbouring properties**

##### Impact on neighbouring amenity

52. The development could potentially incur amenity impacts on the neighbouring property to the north (the consented Kelaty House scheme), the east (commercial units 2, 3 and 6 on Second Way) and to the south (Latif House). The land use to the north will be residential following completion and occupation of the Kelaty House development. Latif House to the south is commercial in nature, but considering that it forms part of the W28 SSA, it is likely that a residential or similar use may be present here within the future. The neighbours to the east are to remain commercial/industrial in nature, sitting outside the SSA and within the Wembley Eastern Lands Strategic Industrial Location.
53. Within guidance, it is expected that development will avoid relying on the outlook of neighbouring sites by providing 10 m separations to its boundary (reducing to 9 m in draft SPD1), thus ensuring neighbouring plots can develop in a sustainable way. In terms of the relationship with neighbours, the UCFB development will sit within a 6 m distance of the northern boundary of the site, alongside Kelaty House.

This falls significantly short of the 9 m / 10 m distance so to address this, windows within this part of the development are within chamfered walls which achieve a full 10m of outlook diagonally within the site before it becomes necessary to rely on neighbouring sites for outlook.

54. To the east, the UCFB development will sit within 6.5m of the shared boundary with units along Secondary Way. However, the closest single aspect room window facing this boundary sits 8.5 m from it. This is less than required by guidance, however the relationship with the eastern boundary is the least sensitive and the shortfall below SPD1 is minimal (0.5 m). Uses here are commercial and are intended to remain commercial and as such would not warrant the same consideration of outlook/privacy standards as that of the other adjoining neighbours.
55. To the south, the UCFB development will sit within approx. 7.5m of the boundary with Latif House. This boundary would warrant policy compliant achievement of outlook given that the site is allocated for residential/cultural uses. This is achieved through the use of windows within chamfered walls, which ensure that outlook of more than 10m is achieved within the boundary of the site. This relationship is not achieved when the freedom of visibility from the rooftop amenity spaces is considered, and details of suitable south elevation screening will be required by condition to ensure that the future privacy of a development within Latif House will not be compromised.
56. Taking away consideration of the land boundaries, the UCFB development sits more than 10m from all surrounding developments (including the emerging Kelaty House development to the north) with the exception of the neighbour to the east, where an 8m separation is present between the closest edge of the building and the neighbouring commercial building.
57. The separation of the subject building to surrounding properties is considered to be appropriate in this locality, particularly in view of the highly urban nature of the consented developments to the north and west.

#### Sunlight and daylight

58. A report has been prepared by Lumina which 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. The report has been compiled in accordance with the accepted BRE criteria for good levels of daylight and sunlight.

#### Assessment of Daylight Impacts

59. The report concludes that all affected windows serving student bedrooms to the north (within the Kelaty House development) will achieve daylight levels within BRE guidelines following construction of the UCFB development. The windows pass BRE tests in the sense that they all achieve an Average Daylight Factor (ADF) value in excess of 1% and therefore receive an adequate level of daylight. The majority of the bedrooms will in fact receive well in excess of the target, for good levels of natural daylight. Within BRE guidance, domestic living rooms have an equivalent target for ADF levels of 1.5%. If this standard is applied to the development then six windows serving living rooms within the Kelaty development will fall short of standards. These are windows serving living rooms on the first, second, third and fourth floors of Kelaty House. Fails of the 1.5% standard range between 0.91% and 1.37%. Part of the reasons these rooms fail is because of their large size and depth, which inevitably make the achievement of good natural lighting conditions less likely towards the rear of the rooms.
60. The report concludes that all affected windows serving the consented E03 site within the Wembley Masterplan area to the west will continue to achieve ADF values in excess of the recommendations following the completion of the UCFB proposal. There will be no unduly detrimental impact on the future residential development of the Wembley Park E03 site.

#### Assessment of Sunlight Impacts

61. The BRE sunlight criteria only applies to windows that face within 90 degrees of due south. As such, it is only necessary to assess windows within Kelaty House.
62. The assessment of windows in Kelaty House shows that the Annual Probably Sunlight Hours (APSH) values will be very good with only two of the living rooms recording APSH values of less than 25%. They are a first floor living room where the APSH values for the two south facing windows were 18% and 21% and the second floor living room where the equivalent values are 21% and 23%. A significant decline in

Winter Sunlight hours is observed across a number of the windows tested, which is to be expected given that winter sunlight is only available at relatively low angles of altitude. It is concluded that the positive results when measured annually (APSH) result in a development which will incur very little detrimental impact to surrounding buildings. It should also be noted that the adjoining element of the Kelaty House development will be student accommodation for which the standards for permanent residential accommodation are not normally applied.

63. The results indicate that with the proposed development in place the majority of the windows within neighbouring units will receive good levels of daylight and sunlight.

### **Microclimate and wind study**

64. 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 calculated by measuring pedestrian level wind speeds at key areas in and around the site and combining them with long term wind frequency statistics to determine the probability of local wind speeds exceeding comfort and safety thresholds for a range of common pedestrian activities based on the industry standard Lawson criteria.
65. The study considers wind safety in general and wind comfort levels along thoroughfares, entrances/waiting areas, the two bus stops, recreational space and within the outdoor seating areas. The study concludes that the existing site is well sheltered from the prevailing South Westerly wind, mostly due to the presence of Wembley Stadium. The wind conditions of the existing site are suitable in terms of pedestrian safety and pedestrian comfort for the intended usage.
66. 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 DMP1 of the Brent Development Management Policies.

### **Climate change**

#### Energy

67. The applicant has broadly followed the energy hierarchy, providing carbon savings through using less energy (be lean), supplying energy efficiently using a Combined Heat and Power Plant (be clean) and using renewable energy (be green) through PV panels and Air Source Heat Pumps. Sufficient information has been provided to understand the proposals as a whole.
68. The commitment to following the energy hierarchy has resulted in a 35.2% improvement in carbon savings over the standard of building regulations. The GLA have confirmed that student accommodation is not defined as a residential building when considering minimising carbon dioxide emissions. Policy 5.2 of the London Plan states for non domestic buildings the carbon reduction improvements shall comply with building regulations for years 2016 - 2019. This is a 35% reduction over Part L of Building Regulations 2013. The proposal meets the requirements of building regulations.

#### District heating

69. 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. It will therefore be required that the proposed development is provided with the capacity for future connection to a District Energy Network. This will be secured via condition.

#### BREEAM

70. Brent Core Strategy policy CP19 requires the non-residential components of major developments to achieve a BREEAM rating of at least 70.0% 'Excellent'. A BREEAM pre-assessment has been submitted confirming an anticipated overall score for the development of 72.8%, exceeding the minimum requirements. A condition will require a final stage BREEAM assessment to be submitted that demonstrates achievement of this 'Excellent' score.

### **Flooding and Drainage**

#### Flooding

71. A Flood Risk Assessment (FRA) has been undertaken and submitted with the application. The FRA confirms that the site is entirely within Flood Zone 1 as defined by the Environment Agency, which is the lowest risk category of flood zone where land has less than a 1 in 1000 annual probability of fluvial flooding. The risk of flooding at this site is therefore considered to be very low.
72. The nearest source of fluvial flooding is the Wealdstone Brook, approx. 175m north of the site. Other sources of flood risk have been considered, including Groundwater flood risk, sewer flood risk and reservoir flood risk, all of which are considered to be of low risk, with no reported history of such flooding occurring in this location and being outside of the Welsh Harp's flood extent.
73. Nonetheless, despite a low risk, Sustainable urban drainage (SuDS) techniques have been proposed and will be employed to reduce peak surface water discharge rates from the site. Excess flows within the site will be controlled to cater for the design storm event (1 in 100 plus 40% Climate Change), to ensure no increase in flood risk to the site or surrounding properties. Extreme flows beyond this criteria have been considered in a separate drainage strategy.

### Drainage

74. A drainage strategy has been provided which proposes a 94 litres/second discharge into the surface water system, which is the same as the existing uncontrolled situation. Brent's Local Lead Flood Authority considers that this discharge rate proposed is unacceptable and does not meet London Plan requirements. Additional measures should be used to reduce the discharge rate.
75. Response has not been received from Thames Water by the Council in relation to this application, however the Council are informed that the applicants have been in communication with Thames Water about this proposal and that Thames Water agree with Brent's Local Lead Flood Authority that the discharge rate proposed is unacceptably high.
76. The applicants have confirmed that they are undergoing formal discussions to agree the peak discharge rate from the site. The volume of on-site surface water attenuation is dependent upon this agreed rate; therefore, the completed detailed design and the required size of the sub-surface attenuation can only be confirmed once this rate is agreed by Thames Water. This process may take up to 3 weeks to complete and Thames Water's response is awaited by the applicant in respect of their proposal. The discharge rate must initially be agreed with Thames Water as they must be satisfied that their network has capacity for the rates proposed. Nevertheless, flow rates can be reduced through the appropriate specification of the attenuation tank(s) and the appropriate discharge rates are therefore achievable. A condition will be attached that requires further details of the on-site surface water attenuation infrastructure to be submitted and approved prior to commencement of the development. These details will be considered by the LPA in consultation with Thames Water and the Local Lead Flood Authority.

## **Highways and Transportation**

### General Transport Comments

77. In terms of car parking, the location of the site within the Wembley Masterplan area means employment standards are set out in the Wembley Area Action Plan. This allows up to one space per 200m<sup>2</sup> for the offices, giving an allowance of six spaces.
78. There are no particular standards in the WAAP for the other uses, but the adopted DMP 2016 does allow a parking space for every 10 users/visitors for the college. With a building capacity of 600 students and 60 staff, this would give an allowance of 66 spaces. Student housing is expected to be 'car-free' and there is no parking standard associated with the café. As such, a total of 72 car parking spaces would be allowed for the development.
79. With just four spaces proposed, including two disabled spaces (which meets DMP standards) and an electric vehicle charging point, maximum standards are not exceeded.
80. However, Policy DMP12 requires that any parking that is generated on-street can be safely accommodated. There is no scope for accommodating on-street parking in the immediate vicinity of the site in this case. To help to ensure that the potential impact of parking on surrounding streets slightly further afield can be mitigated, a Controlled Parking Zone would be required in the area. This has been proposed through the Wembley Masterplan and some funding has been secured towards this. However,

a further sum of £100,000 is sought from this development towards the implementation of the CPZ, including the subsidising of parking permits for existing residents to help to make a CPZ more amenable to them. Members are advised that your officers are still in discussions with the applicant regarding the CPZ contribution and the applicant has not agreed to this at this point in time. However, it is considered that the impacts of the development cannot be satisfactorily mitigated unless the contribution is secured. In the event that an appropriate contribution can not be secured as part of the Section 106 Agreement, your officers would look to refuse the application on this grounds under delegated powers (as a legal agreement capturing the heads of terms set out within the recommendation for the application would not have been completed).

81. Student housing would not be eligible for parking permits, it is considered beneficial for rental agreements for incoming students to set this out to avoid doubt and confusion. It has been confirmed in a Car Parking Management Plan that students will be notified of the 'car-free' status of the flats in their tenancy agreements.
82. For the moving in and out of students, the four proposed spaces will be pre-bookable for 30 minute periods over a two-week timeframe to provide off-street parking space within the site for the unloading of possessions. Staff will also be on hand to assist and a ground floor storage area will be made available to temporarily hold goods to allow the vehicle to be unloaded quickly. Moving in and out will also be discouraged on Wembley Stadium event days. These arrangements will help to minimise disruption on the local road network from student moving into the flats and the arrangements, as set out in the Car Park Management Plan, should be secured by condition.
83. London Plan standards require a secure bicycle parking space for every two student bedrooms, giving a long-stay requirement of 339 spaces for student residents. Short-stay parking for 17 bicycles would also be required for the student housing. The college would require 45 long-stay spaces and 85 short-stay spaces, with the offices and café requiring ten and six spaces respectively. The long- and short-stay requirements therefore total 393 and 109 spaces respectively.
84. The submitted plans show a total of 212 double-height bicycle spaces within two internal rooms for student residents, plus a further secure room for 36 bicycles (or 72 if double-height) for the college and offices. A total of 41 external bicycle stands (82 spaces) are shown for visitors.
85. The provision for students therefore falls short of requirements and the applicant has sought to justify this within the Transport Assessment on the grounds that full provision is not required for the 60% of flats let to students that will be attending the college on the site. In addition, the applicant intends to provide only two-thirds of the reduced standard at the outset, with further provision being phased in at a later date if demand warrants it.
86. The argument for providing less long-term cycle parking for students on the basis that they will be studying on the same site is not accepted by Brent's Highways Authority, as they would still wish to have use of a bicycle for other journeys. However, it can be accepted as a reason to provide less short-term provision for the college. However, TfL consider that the short stay cycle parking exceeding London Plan requirements compensates significantly for the shortfall in long term provision and are minded to accept the level of cycle parking proposed.
87. TfL have requested that some single tier and cargo/adaptable parking spaces are provided, however the applicant notes that these spaces occupy more space and would lessen the overall provision of cycle parking. On balance, given that the provision is already below standard, it is considered that forgoing the provision of such spaces is acceptable.
88. Shower and changing facilities have been provided within the building, through revised plans, to make cycling more desirable. This responds to a comment from TfL.
89. In terms of servicing, the offices require servicing by 8m rigid vans, whilst refuse collection needs to be made by large refuse vehicles. Analysis included in the Transport Assessment for the various uses suggests that up to 40 deliveries can be expected per day in total.
90. The site has been designed with a shared surface service road along its southern side to accommodate delivery vehicles, extending around the rear of the building to a point where delivery vehicles can turn. Tracking has been provided to demonstrate that delivery and refuse vehicles can turn at the rear of the

site

91. Access to the four proposed parking spaces in the north-eastern corner of the site is also taken via this route. However, this arrangement is not ideal, as it effectively results in cars driving along a footway area adjacent to the carriageway of the Kelaty House development, which would be confusing to drivers and pedestrians. These spaces should therefore be repositioned so that they are accessed from the Kelaty House road and if this is not feasible, then they should be located elsewhere within the site, such as along the eastern and southern sides of the building. A condition will be attached to secure these requirements; the condition will also allow some flexibility for the car parking spaces to remain in their existing position if an acceptable improvement in the delineation between the vehicle and pedestrian realm can be established.
92. To ensure adequate space is retained on site for delivery vehicles for the various site occupants, a Delivery & Servicing Plan is proposed, incorporating pre-booking of 20-minute time slots for deliveries and attempts to consolidate loads where possible. This will be monitored every 2-3 years. The use of a Delivery & Servicing Plan is welcomed and should be linked to the Car Parking Management Plan to ensure it still works effectively during the student moving in/out periods.
93. The continued use of the existing access from First Way on the southern side of the frontage is fine in terms of width and sightlines, even allowing for the potential future conversion of First Way to two-way flow. However, the kerb radii should be reduced to 6m to reflect the reduction in size of vehicles needing to access the site following the removal of the warehousing units, with a speed table and tactile paving provided in line with the First Way footway. The proposed siting of gates 12m from the highway boundary is fine, providing plenty of space for vehicles to wait clear of First Way whilst they are opened and closed.
94. Pedestrian and cyclist access to the student accommodation block at the rear will be provided along the northern side of the building, on a footway adjoining the approved service road for the adjoining Kelaty House development.
95. As adjoining development sites to both the north and south have access rights along the site boundary, there is not expected to be any boundary fence along either the northern or southern boundaries of the site, which is welcomed as a means of consolidating access points to the highway. It will also allow fire appliance access around the entire perimeter of the site.
96. As with the Kelaty House service road, the footway along the northern edge of the site will be constructed to adoptable standards. A S106 Agreement requiring the footway along the northern side of the site to be dedicated as highway upon the service of a notice by Brent Council is sought to ensure future permeability through the area to support redevelopment. This will be possible once both the Kelaty House and UCFB developments have been constructed, and the S106 wording will need to secure this.
97. Lighting details have also been provided for the development. A total of 24 wall-mounted lanterns of between 31W-115W are proposed around the building perimeter to illuminate the access road, footways and shared surface areas. These are to be supplemented by illuminated bollards and recessed ground lighting.
98. This has been calculated to produce average horizontal illuminance varying between 23-28 lux for the access road, parking area and footpaths, with uniformity ratios in the range 0.35-0.47. The loading/turning area in the northeastern corner of the site has been designed with an average illuminance of 50 lux and uniformity of 0.4.
99. The standard of lighting provided for most of the site is considered higher than it needs to be, with an average of 10 lux generally being sufficient for small car parks and areas with slowly moving vehicles such as the access road. The enhanced 50 lux level of lighting for the turning area is required to meet standards though.
100. As such, consideration could be given to reducing lighting levels if desired. However, the lighting along the northern side of the site needs to be designed in conjunction with lighting proposals for the Kelaty House development anyway, so it is suggested that further co-ordinated lighting details for this area are agreed prior to occupation of the development. A condition will require that such details are provided.

#### Transport Impact

101. In order to quantify the number of future trips to and from the development, the TRICS national travel

survey database has been examined for comparable college and office developments, whilst surveys from the nearby Victoria Halls student accommodation in North End Road have been used to derive trips for the student housing block.

102. The TRICS site selection includes non-London sites though and in doing so, the forecast trip rate for the college in the morning peak hour appears to have been significantly under-estimated
103. The predicted trips for each use have then been aggregated together. However, as at least 60% of the flats are to be leased to the college, internal trips between the student housing and the college have been discounted from the impact assessment, as these trips would not leave the development site.
104. The resultant estimates show 100 arrivals/65 departures in the morning peak hour (8-9am) and 91 arrivals/171 departures in the evening peak hour (5-6pm) by all modes of transport (although the am peak hour arrivals are considered likely to be underestimated by Brent's officers).
105. The busiest hour would actually be 9-10am to coincide with college hours, when 321 trips would be expected.
106. With only four car parking spaces proposed within the site, peak hour car driver trips (incl. taxis) are estimated at just 3-4 movements. This is not significant enough to warrant any further assessment of junction capacity, particularly as the existing use of the site for warehousing and car repairs generates considerably more vehicle traffic at the present time.
107. However, this is dependent upon restraints on car parking in the wider area. The need for a contribution towards bringing forward a CPZ has been mentioned above, but it is also important that staff and students are not encouraged to use off-street parking space in the area, such as the Wembley Stadium car parking (formerly on the surface car park adjoining the Stadium and in future in a proposed multi-storey car park on South Way). A condition prohibiting the bulk purchase of dedicated parking spaces in Wembley Stadium car parks for staff and students on non-event days is therefore recommended by highways officers. However, it is noted that this condition is not robust by its lack of relevancy to the operations of UCFB. It will therefore not be included.
108. With regard to other modes of transport, forecast bus trips are estimated at 29 arrivals/19 departures in the morning peak hour (8-9am) and 24 arrivals/50 departures in the evening peak hour (5-6pm). Most of these are new trips, as the existing warehousing/car repair units attract few bus passengers. This equates to an average of 2-3 additional passengers on each bus passing the site (based solely on routes 92 and 206, although other services pass along Empire Way further from the site).
109. The development is not therefore well served by buses, but Transport for London's strategy for bus service enhancements in Wembley does include enhanced provision to this part of the masterplan site. A sum towards bus service enhancements should therefore be secured from the development and the advice of TfL is awaited on this issue.
110. Combined rail and underground trips are estimated at 46 arrivals/12 departures in the morning peak hour (8-9am) and 20 arrivals/70 departures in the evening peak hour (5-6pm). This equates to an average of about one additional passenger per rail service in the area, so is likely to be capable of being absorbed on existing rail and Underground services.
111. Pedestrian trips are estimated at 10 arrivals/29 departures in the morning peak hour (8-9am) and 42 arrivals/38 departures in the evening peak hour (5-6pm), with cyclist trips estimated at 5 movements in each peak hour.
112. PERS and CERS audits have been undertaken for the surrounding area, particularly along routes to the west towards public transport nodes and local facilities. Most of the routes scored very well, but First Way scored poorly, particularly for pedestrians.
113. Of particular note is the absence of pedestrian crossing facilities in the vicinity of the development, given the large predicted increase in pedestrian movement to and from the site from the west (upwards of 300 pedestrians/hour), both as solely walking journeys and as journeys to public transport stops.
114. The need for a pedestrian crossing on First Way has therefore been identified in the Transport Assessment and indicative designs for a pelican crossing directly outside the site, which would suit both the existing one-way system and any future two-way flow along First Way, have been produced. The

provision of a crossing in this location is considered essential to ensure that the increase in pedestrian movements across the road, particularly disabled persons, can be safely accommodated, so these works should be secured at the developers' expense through an agreement under S278 of the Highways Act 1980. These works should also include the repaving of the footway along the width of the site frontage to improve the existing bitumen surface.

115. Otherwise, the road accident history of the surrounding area for the five year period November 2011 – October 2016 was examined. This showed just four accidents close to the application site, all of which resulted in slight casualties and none of which involved pedestrians or cyclists, due in part to the low numbers of pedestrians and cyclists currently present in the area (which would change in future). As such, there are no existing road accident patterns that would need to be addressed, but provision of pedestrian crossing facilities is still required.

#### Travel Plan

116. To help to manage trips to the site, a framework Travel Plan has been produced for the site, covering all of the proposed uses. This proposes a menu of measures (Welcome Packs, general provision of information including personalised travel planning, promotion of sustainable travel, provision of interest-free season tickets for staff etc.) to be implemented by a Travel Plan Co-ordinator to keep car usage to low levels. The success of the plan will be monitored over five years against targets to be set based on initial estimated modal share and initial survey results.

117. The framework Travel Plan has been assessed using TfL's ATTrBuTE programme and has scored a PASS rating. That said, the measures should be extended to include more bicycle parking (as mentioned above), although usage of spaces is to be monitored and to discourage potential off-site parking by staff.

118. Further development and implementation of the Travel Plan should be secured through the S106 Agreement.

#### Construction Logistics Plan

119. In order to provide information of construction activity, a draft Construction Management Plan has been drawn up and submitted.

120. Construction activity is programmed to lasting 80 weeks from March 2018 until September 2019. Working hours will be restricted to between 8am-6pm on weekdays and 8am-1pm on Saturdays in line with standard practice. Deliveries will be pre-booked at least 48 hours in advance to ensure space is always available on site, with deliveries during peak hours minimised and absolutely no deliveries to be made within four hours of the start of an event at Wembley Stadium.

121. Up to about 20 deliveries are expected per day, giving 40 vehicular movements (i.e. 4 per hour over a 10 hour working day). Vehicles will be routed to and from the North Circular Road via Great Central Way. As long as this route is strictly abided by, there would be no concerns over this anticipated volume of heavy goods vehicle movements.

122. All loading and unloading will take place within the site using a tower crane, with space being provided to turn all but the very largest vehicles on site, so that they do not need to reverse into or out of the public highway. A speed limit of 5mph will operate on the site.

123. The existing crossover to the site will be used to provide access during the construction period, so there is no requirement for a new temporary construction crossover. Vehicular movement onto and off the site will be supervised by marshals to ensure public safety.

124. In general, site hoardings will be kept to the site boundary and will not encroach over the public footway. However, the applicant is aware of the need to obtain hoarding licences should this change at any point during the works.

125. Jet-washing facilities are confirmed as being provided at the site egress to clean lorry wheels and prevent mud being carried onto the highway.

126. Site welfare facilities will be provided at the front of the site and will have a separate pedestrian access gate from First Way. No off-street car parking is to be provided, with construction staff encouraged to use public transport instead, which is welcomed.

## **Environmental Health Considerations**

### *Air Quality*

127. An air quality assessment considering the impacts of the proposed redevelopment of the site on air quality has been submitted.
128. The report has considered the impacts that would be incurred during the construction phase, impacts incurred by emissions from the operation of the Combined Heat and Power (CHP) and impacts incurred by traffic generated by the development. The report confirms that impacts are to be 'negligible' with regards to local air quality during both the construction and operational phases.
129. The report has considered the GLA guidance which requires that major developments are air quality neutral, for which the report confirms the requirements are met.
130. The report also refers to the neighbouring waste transfer station operated by Glynn's Skips. It is stated that Glynn's Skips have provided the dust mitigation measures that are currently employed on their waste transfer station. It is also mentioned that dust emissions from the site to the neighbouring Kelaty House site were not considered significant during the 2012 application covering Kelaty House's original consent for redevelopment and that additional measures beyond this have since been put in place. It is therefore claimed that there will be no significant effect at the proposed development.
131. The report has been sent to Brent's regulatory services team to be reviewed more closely. Comments have not yet been received with regard to this and depending on the view of Brent's regulatory services officers, a condition will be added either securing these details or requiring that further details are submitted and approved.

### *Noise*

132. A noise impact assessment considering the impacts of the development on the surroundings and to set a baseline against which the operational and plant noise limits should be set.
133. The methodology used in compiling this assessment is confirmed to be consistent with relevant British Standards.
134. The report shows that suitable internal noise levels can be achieved in all of the proposed residential dwellings by using attenuating passive ventilation with openable windows for rapid ventilation. With the specified wall, glazing and ventilation, installed noise levels within the proposed residences will be controlled to within suitable levels on all parts of the proposed development area.
135. The report ultimately concludes that planning permission should not be rejected on the grounds of noise.
136. The report has been sent to Brent's regulatory services team to be reviewed more closely. Comments have not yet been received with regard to this and depending on the view of Brent's regulatory services officers, a condition will be added either securing these details or requiring that further details are submitted and approved.

### *Construction Management*

137. An initial Construction Management Plan has been provided indicating measures to be used to minimise the impacts of construction processes on the surrounding environment. A final Construction Management Plan will be required to be submitted prior to commencement, through means of a condition.

### *Contaminated Land*

138. A contaminated land desktop study and follow up site investigation report have been submitted. Contaminated Land remediation is likely to be a matter of relevance given the industrial history of the land.
139. The submitted documents are thorough in their assessment and make a number of geotechnical recommendations within the site investigation report to mitigate a number of contaminants which have been identified within the soils.
140. The report has been sent to Brent's regulatory services team to be reviewed more closely. Brent's

regulatory services team consider that further information should be provided in relation to the following aspects:

141. The desk study and preliminary risk assessment report - The former site use as an Electrical research Laboratory has been identified more information/discussion regarding the potential contaminants associated with this use and the other off site uses in particular the Ministry of works stores. In particular the potential presence of radioactive materials.
142. Geo-environmental & Geotechnical Assessment (Ground Investigation) Report - Further discussion/monitoring is required regarding the vapour risk assessment. The maximum value for VOCs was observed at 86ppm at BH1 on the 17<sup>th</sup> July 2017. The climatic conditions on the fourth round of monitoring are different from the first three occasions. In addition a potential solvent source is located within the vicinity of the site (former dry cleaners).
143. Two conditions are accordingly recommended, one for a site investigation following demolition of the existing buildings and another to cover remediation and verification measures (if required).

### **Additional Considerations**

#### Trees

144. An arboriculture report has been submitted that identifies three trees on the existing site – two Limes (Cat B) and one Rowan (Cat C). The proposal requires the removal of all three trees in accordance with tree surgery works as stipulated by British Standard 3998:2010.
145. Thirty two new trees are proposed to be planted within the boundary of the site – larger feature trees along the frontage and smaller clusters around the student residence entrance on the north side of the building and within the ground floor courtyards. Another tree will be planted at the rear of the site. Sixteen of the thirty two trees will be planted on land that forms part of the public realm (three along First Way and thirteen along the access road to the north between Kelaty House and Cannon Trading Estate) although all of the trees will be planted within land that is owned by the applicant. The remaining sixteen smaller trees will be planted within the two ground floor courtyard amenity spaces.
146. This is considered to be a major improvement on the existing situation and the approach to trees is welcomed, with the loss of the three existing trees more than adequately mitigated by the proposal. The tree officer requests the methodology within the arboriculture report is secured by condition and that details of the specific trees are captured within a landscaping condition.

#### Student Management

147. The applicant has submitted a draft student accommodation management plan. There is no provider currently appointed to carry out the management responsibilities but the general draft principles of this have been captured within the submitted report. It is confirmed that a provider will be appointed subsequent to the planning process.
148. The student management plan covers matters of staffing, reception services, tenancy management system, security, out of hours, health and safety, maintenance, cleaning, post and deliveries, management of anti-social behaviour, complaints procedure, laundry, technology and fire safety.
149. A detailed chapter on student travel is also included, linking to the applications travel plan and clarifying the availability of parking, deliveries, pedestrian and cycle routes and other measures to promote sustainable transport. The aspect of student management that can often have a highly detrimental impact in planning terms, if not managed correctly, is the un/loading of students' possessions at the start and finish of the academic year.
150. The student management plan includes protocol for this which details the staggering of tenancy start dates to ensure arrivals are spread over a two weeks arrival and two week departure period. Students will also be encouraged to further spread their arrival to the accommodation by offering the facility to arrive up to three days prior to their tenancy start date. There will also be a requirement to pre-book an arrival slot for students arriving by car. These will be issued in accordance with the number of parking spaces available on any one day. A secure, temporary ground floor storage area will also be provided to allow goods to be unloaded from vehicles quickly and staff will be available to assist with unloading to ensure a

swift and regular turnover. Additional staffing is also proposed for these arrival/departure periods.

151. A condition will require that a final draft of this plan is submitted for Council approval prior to occupation of the proposal. This should include details of the management provider.

#### Ecology

152. The application includes an ecology report to consider the potential ecological impacts of this development.

153. The proposal is not within close proximity of protected wildlife zones or sites in nature conservation (SINCs) and a material ecology impact would not therefore be likely. The applicants report broadly reflects this, confirming that the development can proceed without detriment to any legally protected species, provided the specific guidance within the report is adhered to.

154. The report clarifies that the buildings on site and the extensive hard standing present negligible levels of potential roosting habitat and the absence of tree lines/connectivity to any such offsite features mean that the site is isolated. It is also not considered that the site would provide, nor be part of a commuting/foraging network. Further surveys would not be considered necessary.

155. No active or inactive badger setts were found and no surveys are advised.

156. Nonetheless, the report recommends approaches to site clearance/management to ensure due diligence towards nesting birds and other species and suitable ecological enhancements. It is concluded that the development, in conjunction with the recommended ecology management approaches, would present an opportunity to enhance the very poor ecological provision of the site at present.

157. A condition will require that the ecology report recommendations are adhered to throughout development.

#### Historic Environment Assessment

158. A historic environment assessment has been submitted with the application which considers the potential for archaeological remains of value to be present within the ground beneath the site. Historical analysis has concluded that there is a moderate potential for archaeological remains to be present. It is thought that any archaeological remains found would be of low – medium historical significance and would likely comprise post-medieval remains of buried footings of the India pavilion and the main pavilion of the Wembley Park Leisure Grounds forming part of the British Empire Exhibition of 1924. It is also considered that the impact of the proposed works, including demolition, pile probing and piling will entirely remove any remains present and reduce the significance of any assets to negligible or nil.

159. Nonetheless, despite such findings, it is noted that the site is not within an archaeological priority area of the borough and that development since the time of the Empire Exhibition is already likely to have removed much of those foundations.

160. On balance, the report recommends that Brent Council request an archaeological watching brief to be carried out during ground works in order to ensure that any remains, if present, are not removed without record. This work would need to be undertaken in accordance with an approved written scheme of investigation (WSI) and could be carried out under the terms of a standard archaeological planning condition set out under the granting of planning consent. A condition will require that this is carried out during the development process.

#### Economic Benefits

161. An economic benefits report has been provided with the application, outlining the public benefits of the UCFB proposal – including job creation figures and Council income, including community infrastructure levy (CIL) charge, new homes bonus payments and business rates. The job creation will need to provide a benefit to local Brent residents and employment and training obligations will therefore be contained within the Section 106 agreement.

#### Waste Strategy

162. A waste strategy has been provided with the application which details capacities, storage and arrangements for collection of refuse. The waste strategy utilises Brent's 'Waste and Recycling Storage

and Collection Guidance for Residential Properties” to inform the appropriate waste strategy for the residential part of the building and City of Westminster Council guidance document “Waste and Recycling Storage Requirements” to inform its commercial element waste needs. Brent Council does not provide a commercial waste collection service and as such these requirements are flexible and need to be appropriately managed by the end user. Given that UCFB have not yet appointed a private commercial waste collection service, the Westminster standards for commercial waste have been used as a reflection of a feasible arrangement for a commercial waste collection service once it is appointed and in use.

163. In accordance with Brent standards, the residential elements of UCFB would require 41 1100L Eurobins to effectively manage likely waste demand. The office and coffee shop elements are likely to require 4 further 1100L Eurobins. Finally, food waste is likely to be effectively managed with 18 240L Eurobins. The storage of such bins would require 144.16sqm of bin storage space, however the development only provides 85.4sqm. Since the standards cannot be met, UCFB will need to finance a second collection of waste each week by the Council’s contractors Veolia since only one refuse collection can otherwise be provided during the week. This has been agreed in principle with the Council’s lead officer for waste management prior to the applications submission.

164. The Waste Strategy has yet to be reviewed by the Council’s lead officer for waste management within the course of this application. Subject to the receipt of these comments, a condition will be attached either securing the details of waste storage for implementation or requiring that revised details are submitted and approved to address any concerns raised.

### **Summary**

165. The site is allocated for a cultural uses, including residential and educational uses, and is an important part of the Wembley Growth Area given its prominent location. The proposal would result in the loss of an existing low quality industrial premises which is consistent with the de-designation of this land as Strategic Industrial Land (SIL) and the replacement with a university campus which includes educational facilities, 678 student residences and office space. The site allocation envisages a ‘cultural quarter’ which specifically identifies educational use as appropriate; alongside the delivery of 1,500 homes. The alterations to the student cap identified within the concurrent Parkwood House application fully justifies the provision of student homes within this development. The resulting mixed use development, incorporating a substantial amount of residential floorspace alongside a university campus is welcomed.

166. The building relate well to its immediate neighbours and emerging context in terms of height and massing. It is therefore not considered that the townscape and visual impacts would be detrimental. The development conforms to the SSA requirement for massing to decrease in height close to the industrial land to the east. It is considered that the development is typical of the changing context within Wembley and that this would form part of the wider regeneration and environment of modern buildings so far established. The specific materials will be crucial to its success, but a condition can require details of this.

167. The proposed campus layout would be of high quality and would not rely on the outlook of its neighbours to the north or south, thus ensuring that future development is not prejudiced. The building has been shown to incur a minimal impact on its neighbours in terms of daylight and sunlight.

168. Following on from this, there would be an impact on the highway and transportation. The creation of a CPZ and the removal of residents’ ability to obtain parking permits is crucial to ensuring the impact of a development of this size being acceptable. There are some highways improvements and contributions towards local bus service improvements which would also make a positive impact.

169. The applicant has demonstrated that, with the imposition of conditions and section 106 obligations, the proposal accords with policies on environmental sustainability, and would have an acceptable impact on existing trees, ecology, and flood risk. Contaminated land will need to be considered, also subject to conditions.

170. Overall, it is concluded that the development is acceptable, and that if there is a resolution to grant planning permission that it be sent to the GLA for their stage 2 consideration and response.

## **SUSTAINABILITY ASSESSMENT**

The applicant has supplied an energy statement as part of the submission which indicates measures that will achieve a 35.2% reduction in CO2 emissions beyond the requirements of Part L of the 2013 Building

Regulations. This accords with the target of 35% set out within the London Plan. This level of reduction comprises a 15.4% saving through energy efficiency measures, 16.7% saving through the incorporation of Combined Heat and Power (CHP) and 8% through renewable energy technologies (PV cells and Air Source Heat Pumps). A condition will require that the CHP is designed so as to allow a connection to a future district heating network.

Brent Core Strategy policy CP19 requires the non-residential components of major developments to achieve a BREEAM rating of at least 70.0% 'Excellent'. A BREEAM pre-assessment has been submitted confirming an anticipated overall score for the development of 72.8%, exceeding the minimum requirements. A condition will require a final stage BREEAM assessment to be submitted that demonstrates achievement of this 'Excellent' score.

## CIL DETAILS

This application is liable to pay **£5,098,648.75\*** 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): 3429 sq. m.

Total amount of floorspace on completion (G): 21518 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
Businesses and offices	1514		1272.73659 262013	£40.00	£35.15	£64,091.38	£56,320.30
Sui generis	20004		16816.2634 073799	£200.00	£35.15	£4,234,094.89	£744,142.18

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	
<b>Total chargeable amount</b>	<b>£4,298,186.27</b>	<b>£800,462.48</b>

\*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.**



**DECISION NOTICE – APPROVAL**

Application No: 17/3797

To: Mr Nedin  
Lichfields  
14 Regents Wharf  
All Saints Street  
London  
N1 9RL

I refer to your application dated **01/09/2017** proposing the following:

Demolition of the existing buildings and erection of a part 7/9/10/11 storey building, comprising educational use (Use Class D1), office use (Use Class B1(a)) and student accommodation (Use Class Sui Generis), with ancillary external landscaping

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

at **Units 1-5 Inc, Cannon Trading Estate, First Way, Wembley, HA9 0JD**

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:

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

**Alice Lester**  
Head of Planning, Transport and Licensing

**Notes**

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

DnStdG

## SUMMARY OF REASONS FOR APPROVAL

- 1 The proposed development is in general accordance with policies contained in the:-
  - National Planning Policy Framework 2012 (NPPF)
  - National Planning Practice Guidance (NPPG)
  - London Plan 2015
  - Mayors Housing SPG 2012
  - London Borough of Brent Core Strategy 2010
  - London Borough of Brent Development Management Policies 2016
  - Brent Supplementary Planning Guidance 17:- Design Guide For New Development 2001
  - Brent Draft Supplementary Planning Document 1 – Design Guide For New Development 2017
  - Brent's 106 Supplementary Planning Document
  - Brent's Site Specific Allocations Development Plan
  - Wembley Area Action Plan 2015
  
- 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):
  - 2107-00-DR-0011 rev P01
  - 2107-00-DR-0012 rev P01
  - 2107-00-DR-0013 rev P01
  
  - 2107-00-DR-0100 rev P07
  - 2107-00-DR-0101 rev P05
  - 2107-00-DR-0102 rev P05
  - 2107-00-DR-0103 rev P05
  - 2107-00-DR-0104 rev P05
  - 2107-00-DR-0105 rev P05
  - 2107-00-DR-0106 rev P05
  - 2107-00-DR-0107 rev P06
  - 2107-00-DR-0108 rev P06
  - 2107-00-DR-0109 rev P06
  - 2107-00-DR-0110 rev P06
  - 2107-00-DR-0111 rev P04
  
  - 2107-00-DR-0400 rev P03
  - 2107-00-DR-0401 rev P03
  - 2107-00-DR-0402 rev P03

2107-00-DR-0403 rev P03

2107-00-DR-0450 rev P01

2107-00-DR-0451 rev P02

2107-00-DR-0600 rev P03

2107-00-DR-0601 rev P03

2107-00-DR-2300 rev P01

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

- 3 The student accommodation hereby approved shall not be occupied other than 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 The parking spaces, cycle storage, refuse storage and all outdoor amenity spaces shall be installed prior to occupation of the development hereby approved and thereafter retained and maintained for the life of the development and not used other than for purposes ancillary to the occupation of the building hereby approved.

Reason: To encourage sustainable forms of transportation in the interest of highway flow and safety.

- 5 At least 10% of the student flats hereby approved shall be constructed so as to be Wheelchair Accessible and shall be maintained with this level of accessibility throughout the lifetime of the development, unless an alternative arrangement is first agreed in writing by the Local Planning Authority.

Reason: To ensure a sufficiently accessible development that complies with the London Plan 2011 and Brent Policy DMP6.

- 6 All aspects of inclusive design contained within section 11.6 of the submitted Design and Access Statement shall be implemented from first occupation of the development hereby approved and shall thereafter be maintained throughout the lifetime of the development, unless an alternative arrangement is first submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a sufficiently accessible development that complies with the London Plan 2011 and Brent Policy DMP6.

- 7 The building shall be designed so that mains water consumption does not exceed a target of 105 litres or less per person per day, using a fittings-based approach to determine the water consumption of the development in accordance with requirement G2 of Schedule 1 to the Building Regulations 2010.

Reason: In order to ensure a sustainable development by minimising water consumption.

- 8 Occupiers of the residential, office and university development, hereby approved, shall not be entitled to a 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 licence transfer lease or tenancy agreement in respect of the residential development. For the lifetime of the development a notice, no smaller than 30cm in height and 21cm in width, clearly informing occupants of this restriction shall be displayed within the ground floor communal entrance lobby, in a location and at a height clearly visible to all occupants. On, or after, practical completion but prior to any occupation of the residential development, hereby approved, written notification shall be submitted to the Local Highways Authority confirming the completion of the development and that the above restriction will be imposed on all future occupiers of the residential development.

Reason: In order to ensure that the development does not result in an increased demand for parking that cannot be safely met within the locality of the site.

- 9 No development shall be carried out until the person carrying out the works is a member of the Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details are clearly displayed on the site so that they can be easily read by members of the public.

Reason: To limit the impact of construction upon the levels of amenity that neighbouring occupiers should reasonably expect to enjoy.

- 10 A communal television aerial and satellite dish system shall be provided, linking to all residential units unless otherwise agreed in writing by the local planning authority. No further television aerial or satellite dishes shall be erected on the premises.

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

- 11 The car parking spaces hereby approved shall not be occupied by office staff at any time.

Reason: In the interests of ensuring car parking spaces are provided only for those with the greatest need.

- 12 Prior to first occupation of the development hereby approved, an electric vehicle charging point shall be provided and made available for use within at least one of the approved car parking spaces within the site. The provision of electric vehicle charging points shall be in accordance with London Plan standards.

Reason: To encourage the uptake of electric vehicles as part of the aims of London Plan policy 6.13.

- 13 Details of materials for all external work, including samples which shall be made available for viewing on site, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced (excluding demolition, site clearance and the laying of foundations). The work shall be carried out in 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 the piling of foundations on the site and the approved details shall be implemented in full. 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 and trees, 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) 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 occupation of the development, details of screening for the southern sides of the three rooftop amenity spaces shall be submitted to and approved in writing by the Local Planning Authority. The approved screening details shall be implemented in full prior to first occupation of the development and thereafter retained for the lifetime of the development.

Reason: To protect the privacy of the adjoining site to the south, which may come forward for residential redevelopment

- 16 Prior to the commencement of construction works (excluding demolition and site clearance), details of how the development is designed to allow future connection to a district heating network should one become available, shall be submitted to and approved in writing by the local planning authority and the development shall be completed in accordance with the approved details.

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

- 17 Further details of external lighting, including lighting fixtures together with luminance levels for the areas within and adjoining the site (including details of the resultant levels taking into account the proposed lighting of this site and that of the Kelaty House development), shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development hereby approved and the lighting shall be installed in accordance with the approved details prior to first occupation and thereafter maintained.

Reason: In the interest of the amenity of adjoining occupiers and the safety of pedestrians and vehicles using the parking and communal areas within the development and on the local highway network.

- 18 The delivery and servicing of the development shall be carried out in full accordance with the details stipulated in the Outline Delivery and Servicing Plan dated August 2017, unless alternative details have been submitted to and approved in writing by the Local Planning Authority and the delivery and servicing shall thereafter be carried out in accordance with the subsequently approved details.

Reason: To ensure that the development appropriately manages deliveries and servicing to minimise detrimental impacts on surrounding highways

- 19 The parking spaces hereby approved shall be implemented and managed in full accordance with the details stipulated in the Car Park Management Plan dated August 2017, as compiled by AECOM, unless alternative details have been submitted to and approved in writing by the Local Planning Authority and the parking spaces shall thereafter be implemented and managed in accordance with those approved details.

Reason: To ensure that the development appropriately manages car parking to minimise detrimental impacts on surrounding highways

- 20 The development hereby approved shall be carried out in full accordance with the details stipulated in the Site Specific Construction Management Plan dated August 2017, as compiled by Henry Riley Construction Consultants Ltd. If such planned details are to change, then the new details shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development.

Reason: To ensure that the development appropriately manages construction to minimise detrimental impacts on surrounding highways and environmental health

- 21 Prior to first occupation of the student accommodation, an updated Student Accommodation Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The updated plan shall include details of the student accommodation management provider appointed to manage the student accommodation, and shall be implemented for the life of the development from first occupation of the student accommodation.

Reason: To ensure that the development is appropriately managed to minimise detrimental impacts on surrounding properties

- 22 The development hereby approved shall be carried out in full accordance with the details stipulated in the Air Quality Assessment dated August 2017, as compiled by WYG, unless alternative details are submitted to and approved in writing by the Local Planning Authority and the approved details are thereafter carried out in full.

OR

Prior to commencement of the development, further details of air quality impact arising from construction and operation of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The details shall also include mitigation measures to limit air quality impact in line with Air Quality Neutral guidance within London Plan Policy. The development shall be carried in full accordance with the approved details.

Reason: To ensure that the development minimises detrimental impact on air quality.

- 23 The development hereby approved shall be carried out in full accordance with the details stipulated in the Noise Impact Assessment dated August 2017, as compiled by Cole Jarman Ltd unless alternative details have been submitted to and approved in writing by the Local Planning Authority and the development is carried out in full accordance with those approved details.

OR

Prior to occupation of the development, further details of noise impact from external sources on this development and associated proposed mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried in full accordance with the approved details.

Reason: To ensure that the development minimises detrimental impact on residents' quality of

life as a result of noise disturbance.

- 24 Following the demolition of the existing buildings but prior to the commencement of building works, 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 + A1:2013 and 'Model Procedures of for the Management of Land Contamination – Contaminated Lane Report 11' (CLR 11). A report shall be submitted to the Local Planning Authority, 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. The written report shall be approved in writing by the Local Planning Authority prior to the commencement of works (with the exception of demolition and site clearance).

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

- 25 Any soil contamination remediation measures required by the Local Planning Authority shall be carried out in full. A verification report shall be submitted to and approved in writing by the Local Planning Authority, 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). The report shall be approved in writing by the Local Planning Authority prior to the commencement of the development (with the exception of demolition and site clearance).

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

- 26 The development hereby approved shall be carried out in full accordance with the Waste Strategy as compiled by AECOM, dated August 2017. If such details are to change, then the new details shall be submitted to and approved in writing by the Local Planning Authority prior to the carrying out of such works.

OR

Prior to occupation of the development, further details of waste management shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried in full accordance with the approved details.

Reason: To ensure that the development efficiently manages its waste for the benefit of users of the development and the surrounding environment.

- 27 The development hereby approved shall be carried out in full accordance with the details contained within the Arboricultural Impact Assessment, compiled by Underhill Tree Consultancy, dated August 2017. If such details are to change, then the new details shall be submitted to and approved in writing by the Local Planning Authority prior to the carrying out of such works.

Reason: To ensure that the development appropriately manages the treatment of trees.

- 28 The development hereby approved shall be carried out in full accordance with the recommendations contained within the Extended Phase 1 Habitat Survey compiled by t4 ecology Ltd, dated July 2017. If such details are to change, then the new details shall be submitted to and approved in writing by the Local Planning Authority prior to the carrying out of such works.

Reason: To ensure that the development takes all reasonable measures to protect ecology

within and around the development site.

- 29 An Archaeological Watching Brief shall be carried out to ensure that any archaeological remains of historical significance identified during ground works are recorded. This process shall be undertaken in accordance with an approved Written Scheme of Investigation (WSI). Subsequent to the undertaking of ground works but prior to occupation of the development hereby approved, the results of the Archaeological Watching Brief shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that site archaeology is appropriately accounted for in view of the historic use of the land to which this application relates.

- 30 Prior to occupation of the development hereby approved, details of the relocation of the four proposed parking spaces shall be submitted to and approved in writing by the Local Planning Authority. Alternatively, details of measures that would appropriately improve the visual delineation between the vehicular and pedestrian environment within this location along the shared surface shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the development. The development shall be carried out in full accordance with the approved details prior to its occupation.

Reason: To ensure that the vehicular and pedestrian environments are clearly legible to road users, in the interests of highway safety.

- 31 Prior to commencement of the development (with the exception of demolition and site clearance), further details of on-site surface water attenuation which would limit the surface water discharge rate within acceptable levels shall be submitted to and approved in writing by the Local Planning Authority, in communication with Thames Water. The development shall thereafter be carried out in full accordance with the approved details.

Reason: To ensure that the development is designed and constructed so as to minimise the risk of surface water flooding.

- 32 Within 6 months of the first occupation of the development, a Post Construction Stage Review BRE Certificate shall be submitted to and approved in writing by the Local Planning Authority. The certificate shall demonstrate that the Development has achieved BREEAM "Excellent" unless otherwise agreed in writing by the Local Planning Authority. The Development shall be maintained so that it continues to comply for the lifetime of the Development.

Reason: to ensure the Development is designed and constructed to improve environmental performance and adapt to the effects of climate change over time.

## INFORMATIVES

- 1 The applicant is advised that any signage or advertising to be erected requires separate advertisement consent.
- 2 The applicant is advised by the applicant to contact the Head of Highways & Infrastructure to arrange for the crossover works to be undertaken. Such works are undertaken by the Council at the applicant's expense.
- 3 The applicant is advised to notify the Council's Highways Service of the intention to commence works prior to commencement. Such notification shall include photographs

showing the condition of highway along the site boundaries.

- 4 The applicant is advised that the quality of imported soil must be verified by means of in-situ soil sampling and analysis. We do not accept soil quality certificates from the soil supplier as proof of soil quality.
- 5 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at [www.brent.gov.uk/CIL](http://www.brent.gov.uk/CIL).
- 6 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.
- 7 The Council recommends that the maximum standards for fire safety are achieved within the development.

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