

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

4 July, 2018
04
17/5097

SITE INFORMATION

RECEIVED	29 November, 2017
WARD	Tokyngham
PLANNING AREA	Brent Connects Wembley
LOCATION	Olympic Office Centre, 8 Fulton Road, Wembley, HA9 0NU
PROPOSAL	Redevelopment of the Olympic Office Site and erection of a part-21 and part-15 storey building comprising 253 residential units (12 x studios, 91 x 1-bed, 107 x 2-bed and 43 x 3-bed), 1,051m ² of flexible retail uses (A1, A2, A3, D1, D2), car parking at basement level, with associated landscaping, plant room and amenity space
PLAN NO'S	Refer to condition 2.
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_137473</p> <p><u>When viewing this as a Hard Copy</u></p> <p>Please use the following steps</p> <ol style="list-style-type: none">1. Please go to pa.brent.gov.uk2. Select Planning and conduct a search typing "17/5097" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab

RECOMMENDATIONS

1. That the Committee resolve to GRANT planning permission subject to:
 - A. Any direction by the London Mayor pursuant to the Mayor of London Order
 - B. Any direction by the Secretary of State pursuant to the Consultation Direction
 - C. The prior completion of a legal agreement to secure the following planning obligations:
 - a) Payment of legal and professional costs
 - b) Notification of commencement
 - c) Provision of affordable housing
 - 34 units for affordable rent (at London Affordable Rent levels, in accordance with the Mayor of London's Affordable Housing Programme 2016-2021 Funding Guidance (dated November 2016), and subject to an appropriate Affordable Rent nominations agreement with the Council, securing 100% nomination rights on first lets and 75% nomination rights on subsequent lets for the Council) and
 - 43 units for Shared Ownership, (as defined under section 70(6) of the Housing & Regeneration Act 2008, subject to London Plan policy affordability stipulations that total housing costs should not exceed 40% of net annual household income, and subject to an appropriate Shared Ownership nominations agreement with the Council, that secures reasonable local priority to the units).
 - d) Pre-implementation review mechanism for affordable housing provision if development commences more than three years into the period of consent
 - e) Post-implementation review mechanism for affordable housing provision
 - f) Carbon offset contribution to be paid – or an opportunity to resubmit an improved energy statement and reduce the offset payment
 - g) Contribution of £125,000 towards the expansion of controlled parking zones
 - h) Contribution of £112,500 (paid to TfL) towards local bus capacity improvements
 - i) Training and employment of Brent residents
 - j) Travel plan to be implemented and monitored including funding of subsidised membership of the Car Club for three years for all new residents
 - k) Adoption of specified parts of the footway surrounding the development following completion of works
 - l) Requirement to enter into a s38/278 agreement for the following highway works:
 - Widening of the highway along the site frontage with edging and a drainage channel
 - Resurfacing of the existing footways in modular paving
 - Provision of raised entry tables across the Rutherford Way arm of the Fulton Road junction and at the southern end of the site frontage
 - Provision of two speed cushions on the southern part of Rutherford Way
 - Provision of bollards fronting the site and confirmation of the details of the exact design of the bollards
 - Provision of appropriately designed loading bays
 - Repositioning of the southernmost crossover onto Rutherford Way and associated alterations to the adjoining bus stop
 - Planting of 12 street trees, (7 along Rutherford Way and 5 along Fulton Road), details of species, size and tree pit design to be agreed by Local Planning Authority
 - m) Any other planning obligation(s) considered necessary by the Head of Planning
2. That the Head of Planning is delegated authority to negotiate the legal agreement indicated above.
3. 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 (5 years)
2. Approved drawings/documents
3. Car free agreement to be applied to development
4. Basement car park to not be used other than for blue badge holders resident at or visiting the approved development
5. Specific non-habitable windows to be obscure glazed for privacy
6. Specific balcony elevations to be screened for privacy
7. Highway works and parking spaces, cycle and bin storage to be laid out prior to occupation
8. Flood risk and drainage plan to be secured
9. 10% Wheelchair Accessible Units to be secured
10. Electric Vehicle Charging Points to be provided
11. Water consumption to be limited in line with regulations
12. A communal satellite/aerial to be provided so as to prevent multiple satellite dishes
13. Plant noise levels to be limited
14. Considerate Constructors' Scheme membership to be joined
15. Land contamination report to be secured
16. Arboriculture report to be secured
17. Ecology report to be secured
18. Microclimate report to be secured
19. Air Quality report to be secured
20. Removal of C4 permitted development rights for the flats
21. Sound insulation and noise reduction measures to be secured
22. Material samples to be submitted
23. Piling method statement to be submitted
24. Details of connection to district heating network to be submitted
25. Construction method statement to be submitted
26. Construction logistics plan to be submitted
27. Delivery and Servicing Management plan to be submitted
28. Details of landscaping to be submitted
29. Details of odour extraction to be submitted and implemented prior to A3 use commencing
30. Second waste collection details to be submitted
31. Building management plan to be submitted
32. BREEAM pre assessment for the commercial floor space to be submitted
33. BREEAM post assessment for the commercial floor space to be submitted
34. Any other planning condition(s) considered necessary by the Head of Planning

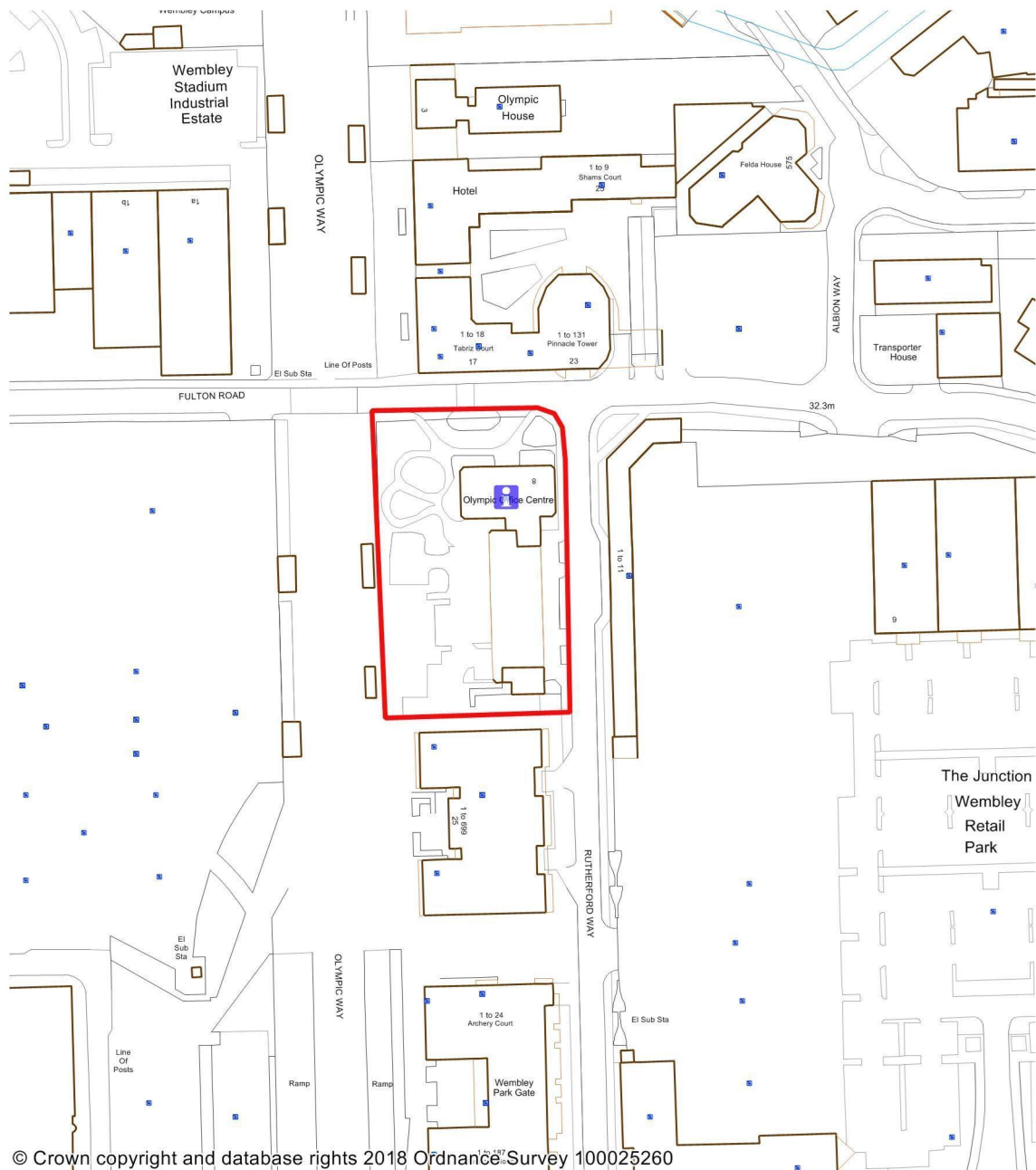
Informatives

1. CIL liability
2. Party wall information
3. Building near boundary information
4. Contact information for carrying out highway works

5. Notify highways service of intent to commence works
 6. Guidance notes from Thames Water
 7. Fire safety advisory note
 8. Any other informative(s) considered necessary by the Head of Planning
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1. That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.
 2. That, 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.
 3. 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>Planning Committee Map</p> <p>Site address: Olympic Office Centre, 8 Fulton Road, Wembley, HA9 0NU</p> <p>© Crown copyright and database rights 2011 Ordnance Survey 100025260</p>
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This map is indicative only.

EXISTING

The subject site located in Wembley and it sits within Site Proposal W17 – Olympic Office Centre Site, It is situated between Rutherford Way, Olympic Way and Fulton Road and is directly to the north of Plots B and C which have been developed, implementing planning permissions 14/0363 and 14/4981. These plots have been redeveloped for residential and student accommodation with mixed uses at ground floor. The site is within a designated Opportunity Area (London Plan) and Growth Area (Brent LDF Core Strategy). The site is within Flood Risk Zone 1 (low risk of flooding).

The site covers an area of approximately 0.44ha with a high PTAL rating of 4/5 due to its close proximity to Wembley Park Underground station. There is an existing eight storey office building on the site, occupied by the applicant, Network Homes.

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application:

1. **Provision of new homes and provide additional commercial amenities along Olympic Way:** Your officers give great weight to the viable delivery of private and affordable housing and new commercial floor space, in line with the adopted Development Plan.
2. **The impact of a building of this height and design in this location:** The proposal replaces a dated office building with a taller modern block of flats of high density. However, the development utilises good architecture with quality detailing and materials in order to maximise the site's potential whilst respecting surrounding development and the protected view of the Wembley Stadium arch.
3. **Quality of the resulting residential accommodation:** The residential accommodation proposed is of sufficiently high quality. The mix of units is in accordance with the standards within the London Plan and reasonably well aligned with the Wembley Area Action Plan mix, and the flats would generally have good outlook and light. The amenity space is below our standard, but not to a significant extent and is high for a tall building.
4. **Affordable housing:** The maximum reasonable amount has been provided on a near policy compliant tenure split. This includes 35% affordable housing provision with a tenure split of 34 affordable rented units and 43 shared ownership (45:55). The viability has been tested and it has been demonstrated that this is the maximum reasonable amount that can be provided on site. The requirements of affordable housing obligations are considered to have been met.
5. **Neighbouring amenity:** There would be a loss of light to some windows of surrounding buildings, which is a function of a development on this scale. Most windows affected would serve student accommodation and the impact is considered to be acceptable given the urban context of the site. The overall impact of the development is considered acceptable, particularly in view of the wider regenerative benefits.
6. **Highways and transportation:** The alterations to the public highway as required in the S106 would be acceptable, considering the needs of pedestrians, cyclists and motorists. The highway works will include (i) widening and resurfacing the footways fronting the site, (ii) repositioning the crossover in line with the basement access (and any required amendments to the local bus stop) and (iii) installing traffic calming measures in Rutherford Way to allow it to be incorporated into adjoining 20mph zones. To encourage sustainable travel patterns, the scheme will be 'car-free' with the exception of blue badge parking spaces. A financial contribution of £125,000 towards extending XCPZ's into the area is proposed with the removal of rights for residents within the development to apply for parking permits. A contribution of £112,500 is also to be secured for bus service enhancements in the area.
7. **Trees, landscaping and public realm:** Some low quality trees are proposed to be removed but they are not considered worthy of retention. The proposal is likely to substantially improve on the existing situation with the high quality street tree planting proposed and the wider landscaping strategy. This will be assured through conditions.
8. **Environmental impact, sustainability and energy:** The measures outlined by the applicant

achieve the required improvement on carbon savings within London Plan policy. Conditions will require further consideration of carbon savings prior to implementation.

MONITORING

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Businesses and offices	8398	0	8398	0	-8398
Dwelling houses	0	0	0	25939	25939
Shops	0	0	0	1052	1052

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Flats û Market)										
EXISTING (Flats û Intermediate)										
EXISTING (Flats û Social Rented)										
PROPOSED (Flats û Market)	73	88	15							
PROPOSED (Flats û Intermediate)	18	10	15							
PROPOSED (Flats û Social Rented)	12	9	13							

RELEVANT SITE HISTORY

The building originally included a large car parking area to the South of the existing office building. Outline planning permission (ref:13/1522) was approved in January 2014 for the redevelopment of the surface car park to provide two buildings, referred to in that application as Plots B and C. The existing building that is the subject of this proposal was known as Plot A.

Permission was granted for extensions to Plot A (the existing building) to provide car parking under and to the side of the building, and retail units fronting Olympic Way (reference 13/1512). This consent was not implemented and it expired in January 2017.

The Unite student accommodation block is situated within Plot B and the southern plot (Plot C) contains the Barratt London residential building. Both buildings are fully implemented and occupied.

CONSULTATIONS

Press Notice published on 14/12/2017

Site Notice displayed on 18/01/2018

The owner/occupier of 1369 nearby properties were notified of the application 05/12/2017.

No representations were received.

Statutory/External Consultees

Transport for London (TfL)

Transport for London raised concerns about the trip rates data, considering that a more modern local example should inform the likely trip rates. Concerns were also raised regarding the delivery and servicing movements for these units, and clarification was sought on how they will be catered for in the loading bays proposed. TfL requested a contribution of £112,500 towards bus capacity improvements in Wembley. A condition was requested seeking Electric Vehicle Charging Points in line with London Plan requirements. Finally, additional cycle parking, in line with draft London Plan requirement was requested.

The above points have been addressed in a formal response to TfL relating to the above points.

Greater London Authority (GLA)

The GLA supported the development although made the following comments:

The GLA requested a change in approach to the viability assessment and considered that different assumptions regarding costs and profit should be made to reflect the fact that the developer is a registered provider. Brent do not consider that this is a reasonable requirement (more information below with the affordable housing section).

The GLA requested a management plan detailing day-to-day servicing and delivery arrangements and long-term maintenance implications, as detailed in paragraph 3.6.8 of the draft London Plan. The agreed maintenance plan should be secured by condition as a part of any permission. Furthermore, an informative is suggested prescribing the submission of a fire statement, produced by a third party suitably qualified assessor. This is not within planning remit, but an informative will advise the applicant to maximise fire safety standards.

The GLA suggest that the Brent Council secure an open space contribution to mitigate the shortfall of policy compliant amenity space within the development.

The GLA also raised concerns about the energy and sustainability aspects of the proposal. The GLA requested further consideration of overheating, connection to the Wembley Masterplan heating network being prioritised and the feasibility of photovoltaic technology installation being made. These aspects have been picked up by the applicant in an energy report addendum.

Finally, the GLA raised concerns about transport, mirroring concerns raised by TfL (as detailed above). These aspects have been picked up by the applicant in a formal response to the GLA.

The GLA otherwise supported the scheme.

Thames Water

Thames Water has provided information relating to the requirements for connecting the development to the public sewer, minimising groundwater discharge during construction, installing fat traps and petrol / oil interceptors. This information will be communicated to the applicant by way of informative. Thames Water confirm that they have no objection to the application in terms of sewerage infrastructure capacity. Thames Water recommend a condition requiring the applicant to submit a piling method statement demonstrating that subsurface Thames Water assets will not be damaged as a result of the piling operations.

Wembley National Stadium Limited (WNSL)

WNSL did not comment on the planning application

Metropolitan Police - Borough Commander

The Metropolitan Police did not comment on the planning application

Police Crime Prevention Design Advisor

No formal comments were received as part of the application, however it is understood that the proposal has been through a number of design improvements as a result of consultation with crime prevention designers prior to submission

Wembley Stadium Residents' Advisory Committee (WSRAC)

WSRAC did not comment on the planning application

Internal Consultees

Environmental Health

Environmental health supports the application subject to a number of conditions relating to internal noise levels, construction noise and dust and air quality impact.

Local Lead Flood Authority

The Council's Local Lead Flood Authority was consulted and is satisfied with the drainage design. The surface water discharge from the proposed site will be greatly reduced from the existing discharge and this will reduce the flood risks in the area. The developer will provide storage tanks and suitable SuDS to reduce the discharge in the existing sewer network.

Community Involvement

The applicants held a public exhibition on 22nd March and 25th March 2017 to raise local awareness of the development proposal. The exhibition was held at the Yellow Pavilion community centre in Wembley. The hired out space was close to the subject site chosen for ease of access to visitors. Local people were informed of the consultation events by a flyer, distributed to 1,160 households and businesses. Eight people attended the exhibition across the two days that it was held. Some of those in attendance filled out a questionnaire to share their views of the proposal. The applicant's statement of community involvement indicates that the responses, whilst mixed, were generally positive of the scheme.

POLICY CONSIDERATIONS

The following planning policy documents and guidance are considered to be of relevance to the determination of the current application. Planning applications are required to be determined in accordance with the development plan (inclusive of all below documents) unless there are material considerations that would warrant other considerations being reasonably made.

National

National Planning Policy Framework 2012

Regional

The London Plan consolidated with alterations since 2011 (March 2016)

Local

Brent Development Management Policies 2016

DMP 1 – General Development Management Policy
DMP 9b – On Site Water Management and Surface Water Attenuation
DMP 11 – Forming an Access on to a Road
DMP 12 – Parking
DMP 13 – Movement of Goods and Materials
DMP 15 – Affordable Housing
DMP 18 – Dwelling Size and Residential Outbuildings
DMP 19 – Residential Amenity Space

Wembley Area Action Plan 2015

WEM 1 - Urban Form
WEM 2 - Gateways to Wembley
WEM 3 - Public Realm
WEM 5 - Tall Buildings
WEM 6 - Protection of Stadium Views
WEM 7 - Character of Olympic Way
WEM 15 - Car Parking Standards
WEM 18 - Housing Mix
WEM 19 - Family Housing
WEM 21 - Wheelchair Housing and Supported Housing
WEM 24 - New retail development
WEM 30 - Decentralised Energy
WEM 32 - Urban Greening
WEM 38 - Play Provision
Site Specific Allocation W 17 - Olympic Way Office Site

Brent Local Development Framework Core Strategy 2010

CP 1 - Spatial Development Strategy
CP 2 - Population and Housing Growth
CP 5 - Placemaking
CP 6 - Design and Density in Place Shaping
CP 7 - Wembley Growth Area
CP 15 - Infrastructure to Support Development
CP 19 - Brent Strategic Climate Change Mitigation and Adaptation Measures

Brent Supplementary Planning Guidance Documents

Brent Supplementary Planning Guidance

SPG17 Design Guide for New Development

Draft SPD1 Design Guide for New Development

DETAILED CONSIDERATIONS

1. The planning application is referable to the GLA by the Mayor of London Order (2008). This requires that the GLA is consulted during the application (Stage 1), and following the Council's resolution (Stage 2). Stage 1 has been undertaken, but stage 2 can only come after the committee has resolved to either approve or refuse planning permission.

Principle of redevelopment

2. The proposal would result in 1,052sqm of commercial floorspace in a flexible A1/A2/A3/D1/D2 use class. The residential would be 24,702sqm including covered car parking spaces.
3. The site is allocated within the Site Specific Allocations (SSA) of the Wembley Area Action Plan (WAAP), which was adopted in 2015. It is listed as Olympic Way Office Site and includes all of the western part of Olympic Way between Fulton Road and Engineers Way, most of which has already been redeveloped through the Unite and Barratt Homes buildings. The allocation is described in the document as:
4. This site lies within the Strategic Cultural Area where leisure, tourism and cultural uses are particularly encouraged. The redevelopment of this site should largely mirror the development pattern on the western side of Olympic Way in scale and form – these are detailed and illustrated in the Wembley Masterplan. This requires the pulling back of taller elements to secure an 80m zone with maximum projections of 25m separated by 'outdoor rooms'. Office and hotel development would be acceptable throughout the development, while residential development should be confined to upper floors as set out in the Wembley Masterplan. The council will strongly encourage active ground floor uses such as cafés, restaurants and bars on the Olympic Way side. The building at the southern end should complement the park and the plot should provide a generous open space connecting to the new public open space on Engineers Way. Development of this plot should also ensure that buses can be accommodated on Rutherford Way, turning in and out of Engineers Way and Fulton Road.
5. The indicative capacity for the site specific allocation is listed as 250 units and the neighbouring Unite and Barratt buildings have already delivered a significant number of units exceeding this – 211 residential flats within Barratt and 699 student rooms within Unite. This proposal would increase delivered residential units within the allocation although this is not considered to be of concern given the increased requirements and pressures for housing within the borough since the adoption of the policy; furthermore the development is shown to be acceptable in terms of other material planning considerations in discussions below.
6. Overall, the primary use of the proposed building as residential accommodation is in accordance with this policy. The inclusion of such a use is also in accordance with adopted planning policy which seeks the provision of residential homes (Use Class C3) on brownfield land. The Area Action Plan refers seeks cafes, restaurants and bars fronting Olympic Way and the inclusion of significant flexible retail floorspace at ground floor would deliver this as well as provide activity along Olympic Way and Fulton and Rutherford Roads, appropriate for this site within a major town centre.
7. The applicant has requested a consent that allows development to commence within 5 years of planning approval, even though the general standard for such consents is 3 years. Network Homes (the applicant) have requested this to allow sufficient time for relocation of their business to premises currently being built out as part of the Quintain Masterplan. Network Homes expects to implement the development within the first three years but the longer permission ensures that the scheme can be delivered before permission expires in the event of any unforeseen circumstances. In requesting an extended timeframe for implementation, the applicants have agreed to submit a pre-commencement viability review in the event that the development begins later than 3 years after the consent is given. This would be secured within the Section 106 agreement. Nonetheless, the LPA do not consider that the additional timeframe for implementation would be negatively impactful subject to the appropriate mechanism as discussed above.

Design in the context of surrounds

8. The site layout is arranged so that the new building fronts onto Olympic Way to the west, Fulton Road to the north and Rutherford Way to the east. A new pedestrian route will be created between the subject site and the Unite building to the south. The main residential accesses are to be located on Rutherford Way, but there will be means of access from Olympic Way too. New commercial units at ground level will be accessed from Olympic Way with secondary access from Fulton Road and the new pedestrian route to the south. There is a basement car park proposed with access from Rutherford Way.
9. The building will be formed of a single building articulated through two separate massings connected by a link block. The northernmost massing, on the corner of Olympic Way and Fulton Road is to be 21 storeys in height (approx. 69m above ground level to roof level and approx. 73m to the highest part of the building) whilst the southernmost massing is to be 15 storeys in height (approx. 50m to roof level and 54m to the highest part of the building). The building will be rectilinear in form and will have a building line which adheres to the Olympic Way Design Code contained in the Wembley Masterplan SPD, which requires a 20m clear no-build zone along Olympic Way from its centre line. Like its neighbours (Unite and Barratt Homes), the building will provide a strong active frontage to Olympic Way and then recess away to form external rooms, keeping an open vista along Olympic Way above ground level – this is an approach encouraged within the WAAP and thus supported.
10. The WAAP identifies key views of Wembley Stadium Arch which are protected. The key view to consider in this instance is the view towards the stadium from both the main entrance to Wembley Park station and from Bobby Moore Bridge. The eastern side of the arch has already been obscured from view to an extent by the existing Novotel development to the north and the applicant's view analysis shows that the proposed building will obscure a small segment of the arch as currently seen above the Novotel building from Wembley Park station. As seen from the Bobby Moore Bridge however, the perspective changes and the currently visible extent of the arch will not be reduced. The development went through a series of significant changes to minimise visual impingement of the arch during the pre-application process with the Council which included working to offset the distance of the main extent of the building's massing away from Olympic Way to limit impact. The offset distance has been increased by 11m since the initial pre-application discussion and has resulted in a far less harmful impact on the stadium view. Considering the benefits of the scheme, it is considered that the small reduction in the visibility of the eastern part of the arch is an acceptable consequence of this development and it is noted that the western part of the arch is already obscured to broadly the same extent, helping to bring symmetry to the view of the Stadium along the Olympic Way corridor.
11. The overall approach to the building's placement builds upon the established development rhythm along this part of Olympic Way and also reinforces the establishment of Rutherford Way as a residential street, as is to be brought about as part of the wider Wembley Masterplan.

Scale

12. The site is designated as 'appropriate for tall buildings' within the WAAP, which in policy terms means that buildings greater than 30m in height (10 storeys) are acceptable in principle. The development responds to a number of height and massing principles established within the emerging context. The single storey ground floor reflects the low rise, human scale development on the eastern side of Olympic Way, doing so by establishing 'commercial drawers' at the bottom of the building as are already present at Barratt and Unite. The smaller of the building's two main massings (15 storeys) is of an equivalent height to that of the neighbouring Unite and Barratt development line, responding well to this context and establishing a strong roof line along this part of Olympic Way. Finally, the larger of the building's two massings (21 storeys) is located at a key activity node along Olympic Way, where vehicular traffic along Fulton Road crosses Olympic Way. The importance of this location justifies additional prominence for the corner massing and it is also considered that the massing integrates well with and acts as a subordinate member of the emerging highrise cluster of buildings to the east (including the completed Apex House – 28 storeys - and the consented 'Avocado Building' – 34 storeys). Overall, the approach to scale and massing is accepted in this location and is considered to accord with all relevant constraints in the WAAP.

Architecture and Materiality

13. The development has a consistent vertical emphasis across its façades, expressed through double height banding and vertical format openings to create a strong sense of proportion. The openings are large and generally cover each level from floor to ceiling, providing a good level of articulation and leaving very few places of unanimated façade. Offset brick piers over balcony openings have been used as well

as contrasting coloured brickwork panels to provide some additional design interest. Contrasting brickwork panels are to be used on the gable elevations to provide some additional interest.

14. At ground floor, the commercial frontages will be heavily glazed to maximise street activity. Above this, the building is proposed primarily as a brick construction, with the use of a primary pale brick and a contrasting dark brick. A more striking brick (glazed yellow) will be used sparingly to provide additional interest in places (particularly in the link block) whilst bronze coloured metal will line the window frames, balcony railings, fascias and soffits, spandrel panels, shading/ventilation screens and copings/flashings. The overall effect as shown in CGI images looks to create a high quality building with a soft, residential visual appearance provided by the predominant use of a light coloured brick appropriately contrasted with darker colours to provide an appropriate level of interest. A condition will require that material samples are presented to the Council prior to their use within the construction, this is to ensure that visually pleasing, high quality materials are proposed.

Layout

15. The ground floor of the building is by far the largest floor of the building since the rest of the building is recessed back from Olympic Way. The largest land use on the ground floor is commercial, within three separate units. The largest commercial unit (544.5sqm) is contained in the south-western corner of the building fronting onto Olympic Way (with secondary access onto the south pedestrian route), the second commercial unit (372.4sqm) is located in the north-western corner of the building fronting onto Olympic Way and Fulton Road and the third commercial unit (134.5sqm) is located in the north-eastern corner of the building fronting Fulton Road and Rutherford Way.
16. Between the first and second commercial units, an open landscaped area fronts onto Olympic Way (with the means to be gated at times, such as on local event days). The landscaped area provides a secondary means of access to the building's main entrance lobby within the recessed part of the building. The residential part of the building is primarily accessed from Rutherford Way along the eastern side of the building. There are two separate entrance lobbies with the first being accessed at the bottom of the link building and the second being accessed towards the southern edge of the building. The entrances are clearly legible as glass fronted inset parts of the building along this elevation. Entrance lobby A (providing access to the building for residents in the private and shared ownership tenures) is slightly wider than entrance lobby B (which provides access to the building for residents in the affordable rent tenure), which is logical given that this entrance will serve a greater number of residents. The entrances are otherwise designed with the same visual appearance. Entrance lobby A will include a concierge office fronting the road as well as provide access to both the building's cores (two lifts for each) whilst entrance lobby B will provide access to core B only with a single lift providing access to the floors of affordable rented tenure. In accordance with the Housing SPG there is only a requirement for one lift to serve units upto fourth floor level, and for two lifts to serve residential units at eight floors and above. The ground floor will also include cycle storage centrally and refuse storage rooms on the eastern edge of the building (fronting Rutherford Way) to enable direct access to these rooms from those carrying out refuse collection. Finally plant rooms will be provided, one in the central northern part of the building and some in the south-eastern corner of the building mainly fronting onto the southern pedestrian walkway.
17. The ground floor layout is considered to be rational and it is welcomed that the active frontage has been maximised where possible in the key places (all along Olympic Way, significant stretches of Fulton Road and Rutherford Way). The GLA has recognised that as a result of pre-application discussion, the ground floor layout has maximised the proportion of active frontages on Olympic Way, Fulton Road and Rutherford Way. In particular it is welcomed that the applicant has treated Rutherford Way as a new neighbourhood residential street in context of the development opposite. The proposals have adopted the suggested relocation of the concierge office to be adjacent to the building's primary entrance to increase areas of glazing and improve street surveillance.
18. The basement level is mostly located under the 15 storey massing (Core B) and is accessed from Rutherford Way via a vehicular ramp to the south of the affordable entrance lobby at the south-eastern corner of the building. The basement provides disabled parking provision as well as a water tank room and small fan room.
19. The first floor marks the start of the recessed part of the building and provides the lowest level of the residential accommodation as well as access to large communal roof terraces above the 'commercial drawers' below. Within core A, floors 1 – 20 provide private residential accommodation whilst within core B, floors 1 – 4 provide accommodation within affordable rent, floors 5 - 8 provide accommodation within the shared ownership tenure, floor 9 provides accommodation for shared ownership and private units,

and floors 10 – 14 provide private tenure accommodation. The smaller entrance (serving the affordable rented accommodation) will be served by one lift which would allow access for affordable rent occupiers to go between the basement and the fourth floor of core B (the highest floor which includes accommodation in this tenure). The larger entrance would provide access for private and shared ownership occupiers to two lifts serving all the floors in core A (all private tenure) and two lifts serving the basement and all floors of core B. Shared ownership accommodation is contained across floors 5 - 8 of core B, a mix between private and shared ownership is provided on floor 9 of core B and floors 10 - 14 of core B are solely within the private tenure. Whilst there is only one lift routinely provided for affordable rent occupiers within the southernmost entrance, the overall core has three lifts and a door is shown on the plan linking the two separate entrance areas which could be opened to allow affordable rent occupiers to use other lifts on occasions when the primary lift is out of service.

20. The floorplate of the building splits at the 13th floor, at the point where the link building tops out. Overall, there are three reductions in the building's floorplate as the building ascends, the first being above the ground floor where all parts of the building higher than this remain recessed behind the 'commercial drawers', the second being above the 12th floor, beyond which the corridor link is no longer present and the final instance is above the 14th floor where the main massing of core B tops out, leaving the 21 storey corner massing reaching the building's maximum height on the north side.

Density

21. The proposal contains 253 units and 730 habitable rooms across a site that measures 0.44ha. Given this, the density of the development equates 1659 habitable rooms per hectare and 575 units per hectare. Whilst this exceeds the density ranges specified within the London Plan (215-405 units/hectare and 650-1100 habitable rooms/hectare), London Plan Policy 3.4 and Policy D6 of the draft London Plan seek to optimise housing density, with the draft London Plan placing greater emphasis on a design-led approach to density assessments.
22. The area has a PTAL rating of 5 and is considered to be within a central setting, given its location along a prime pedestrian thoroughfare within a major town centre. It therefore considered that it lends itself to high density mixed use development. The scheme has been subject to a design review by CABE and further review by GLA and Brent officers which have secured qualitative improvements to the design. This has resulted in a scheme that provides a good design response, good mix of affordable housing and high quality of accommodation for the residential occupiers, as further discussed within this report. In line with draft policy D6, the GLA have recommended that the applicant submits a management plan detailing day-to-day servicing and delivery arrangements and long-term maintenance implications. This is recommended to be secured as a condition.

Amenity

Privacy and Outlook

23. The impact on neighbours is a significant consideration, and policy DMP1 seeks to ensure that this is acceptable. The established buildings to the north (across Fulton Road) include a hotel and residential developments at Tabriz Court and Pinnacle Tower, whilst the established building to the south is student accommodation. To the west, outline consent has been approved for residential buildings to line the east side of Rutherford Way as part of the Quintain Masterplan, immediately across from the proposed development on the west side of Rutherford Way. All of these neighbouring buildings have/will have windows facing towards the development and consideration of the potential impact to these windows in terms of daylight and sunlight is important.
24. The development (minus the 'commercial drawers' on the ground floor) achieves appropriate separations from neighbouring buildings and plots in line with relevant SPG17 and draft SPD1 guidance, this includes a 53m separation from the emerging residential buildings on the western side of Olympic Way, a 20m separation from the hotel and Tabriz Court and Pinnacle Tower to the north and a separation of 18m to the edge of the private land plots along the east side of Rutherford Way. However, a 9m separation from the Unite student accommodation block to the south is achieved which is substantial enough to retain suitable outlook to the facing windows but about half of the standard generally expected for protecting privacy between facing windows within draft SPD1 guidance. It should be noted that the proposed building mirrors the existing building footprint and therefore the relationship with the Unite building already exists, even with the existing buildings in situ.

25. At upper levels, the proposed development will contain two windows per floor in this south elevation facing the Unite student halls. These windows will serve bedrooms. The windows will be opposite student bedroom windows at a distance of 12m and face projecting shared student flat kitchen windows at an indirect angle and at a distance of 9m. Overall, it is considered that the relationship between windows on this elevation is acceptable – the character along the pedestrian route on the southern side of the building will be far more enclosed than the other sides of the building, resulting in a quieter and more intimate setting which would warrant good levels of natural surveillance from windows. Whilst the bedroom windows on this side of the development would see a lesser standard of privacy than other windows in the development, the windows on to which they face serve student flats occupied by transient populations not warranting the same level of protection as permanent residences. Furthermore, it is conceded that the general scale of development in this highly urban part of Wembley would inevitably necessitate some tighter relationships between buildings in places and given that this is the only relationship between another building and the proposed development which falls short of standards, the relationship is considered to be acceptable. The proposed Olympic Office Centre building line is in the same place as the existing and the Unite student building has been built up to the boundary. It was therefore not considered to be at an inappropriately close distance when the Unite development was given planning permission.

Daylight and Sunlight

26. The applicant has submitted a daylight, sunlight and overshadowing analysis of the impact of the development. The analysis indicates that there will not be a significant impact on surrounding properties arising from the proposed development.
27. A total of 308 windows from existing buildings surrounding the site were highlighted as being potentially affected by the development – these windows belonging to Unite Student Halls, Pinnacle Tower, Hotel Novotel and Tabriz Court. The first test carried out assessed the Vertical Sky Component (VSC) from each affected window. The VSC analysis, in broad terms, identifies how much of the sky is visible at present and how much of the sky would be visible with the new development being present. This is expressed in percentage terms. The tests are taken from the centre of windows tested. The BRE guidance considers windows whose VSC value remains above 27% to retain good levels of daylight.
28. The analysis shows that of the 308 windows tested, 133 passed the VSC test of 27% or were unaffected by the proposal, 62 windows were likely to be affected only to a negligible extent (their VSC range remained above 21.6%) and that 113 windows were likely to be affected to a noticeable extent. Of the windows that were likely to be noticeably affected, 81 served rooms within the student halls at Unite, 16 served windows in the Pinnacle tower residential building and 16 served windows in the Tabriz Court residential building.
29. Many rooms are served by more than one window and therefore the VSC impact for the surrounding rooms has also been tested. The test has established 211 rooms that are potentially affected by the development and analysis has found that 83 of the rooms pass the VSC 27% level or are unaffected by the development, another 55 rooms are only likely to be affected to a negligible extent (their VSC range remained above 21.6%) and 73 rooms were likely to be affected to a noticeable extent. Of the rooms likely to be noticeably affected, 41 are rooms within Unite student halls, 16 are rooms within the Pinnacle Tower residences and 16 are rooms within Tabriz Court residences. The report highlights that most of the rooms affected to a noticeable degree are believed to be bedrooms, which the BRE recognise as less important than other habitable rooms in terms of protecting daylight.
30. The sunlight levels have also been tested with 163 windows which are likely to be affected by the development in this respect. 147 windows pass the relevant criteria for Annual Probable Sunlight Hours (APSH) and 16 fail the test, the failed windows include 1 window in Pinnacle Tower and 15 in Tabriz Court. Many of the windows pass the sunlight test (particularly those in the Unite Student Halls) because these windows face within 90 degrees of due north and already experience very limited sunlight as a result.
31. It should be noted that although the numerical values stated in the BRE guide provide useful guidance, they should be considered in their local context. High density urban areas, for example, may often experience greater site constraints when compared to low-rise suburban areas, and thus some detrimental impact can be unavoidable. In this instance, it is considered that the results are positive given the high density and heavily urban character of the surroundings. The majority of windows and rooms will meet BRE standards and most of those which do not, affect the north facing windows in the Unite student

halls. Student rooms are occupied by transient populations and do not generally warrant the same levels of protection of daylight as permanent residential units that BRE methodology is designed to protect.

32. An emerging development on the east side of Rutherford Way also warrants consideration. This development forms part of the outline consent for the Quintain Masterplan. Since detailed plans and elevations have not yet been finalised for this location, an overview of the western façade of this building has been taken into consideration by the applicant in their daylight/sunlight analysis. The proposed building within this plot is proposed at eighteen storeys, three less than the proposed development. Naturally, the applicant would anticipate a reduction in the daylight levels given the increase in height proposed to the Olympic Office Centre site, however given the design is stepped, the southern windows will suffer a smaller loss of daylight compared with those to the northern part of the plot.
33. Overall, the impact of the proposal on surrounding daylight and sunlight levels for existing and emerging buildings is considered acceptable. There are instances where reductions would be felt (and they would be noticeable in some cases). However, the overall number of discrepancies is considered to be relatively minor considering the scale of the development. Your officers are of the view that given the benefits associated with the development of this site (the provision of a number of new homes in the borough) and the dense urban nature of the subject site and surrounding sites, the benefit of the proposed development was considered to outweigh the harm associated with the loss of daylight and sunlight. It is not considered that the matter would warrant a reason for refusal.

Quality of Accommodation

Daylight

34. An Average Daylight Factor (ADF) test has been carried out for the new dwellings which identifies that 587 of the 687 rooms in the development will pass relevant BRE standards for good average daylight levels throughout the year and that only 64 rooms will fall short of BRE standards to a degree that would be noticeable to residents.
35. An Annual Probably Sunlight Hours (APSH) test has been carried out for the new dwellings, testing all rooms that have windows within ninety degrees of due south. The test identifies that 255 out of 387 rooms will comply with the relevant BRE criteria for good sunlight, 36 will fail to a negligible extent and 96 will not achieve good levels of sunlight. The overall proportion that achieves BRE standard is 65% and this is considered to be a high proportion given the heavily urban nature of the surroundings.
36. The BRE guidance recommends that at least half of amenity space within a development receive at least two hours of sunlight on the 21st March. The applicant's overshadowing diagrams confirm that the majority of amenity spaces will achieve this which is welcomed, particularly in the highly urban surrounds.

Overheating

37. An overheating report has been submitted which includes the results of internal heat level modelling. The Mayor's London Plan seeks to avoid overheating and excessive heat generation within Policy 5.9. The heat modelling identified solar gain as a major factor which would contribute to overheating and potentially uncomfortable living conditions for residents in this development. To reduce the impact of solar gain, the windows g-value and use of blinds has been refined to limit solar gains. Modelling the windows with blinds and a window g-value of 0.3 resulted in the relevant criteria being passed and solar gains being appropriately limited.
38. Given the height of the building, windows (except those opening onto a balcony or terrace) are limited to only 100mm of opening distance for safety reasons. As such, inward opening windows with external louvre/perforated panels have been incorporated into the façade design to enable secure and safe ventilation of the rooms, further preventing the potential for overheating.

Layout and Outlook

39. The residential units within the development are considered to be of high quality. On the lower floors, the development will contain 7 flats per floor within core A and 8 flats per floor within core B (the only exception to this is floor 1 where core A will contain 6 larger flats). From floor 3 to floor 12, core B will contain 9 flats per floor whilst core A retains 7. The two flats at the northern end of Core A will be true double aspect flats. The other flats in Core A are single aspect units although two of the flats will achieve a second aspect from their private inset balcony. The two flats at the southern end of Core B achieve true

double aspect whilst a third flat located centrally in the building has both east and west facing aspect, achieving front-to-back dual aspect outlook.

40. Above the 13th floor where the link block ends, each core separates and reduces to 6 flats per floor in core A and 8 flats per floor in core B. The loss of the link building enables additional dual aspect flats on the south side of core A and the north side of core B. Following the loss of the 15 storey massing containing core B above the 14th floor, the remaining 6 floors are served exclusively by core A at 6 flats per floor. 10 out of 14 floors within core B have 9 units per floor which is slightly higher than the recommended London Plan standard for a maximum of 8 units per core per floor in the interests of encouraging community cohesion. Nonetheless, it is noted that this standard is achieved across all of core A and in across nearly a third of core B and that the breach of this guidance is otherwise minor. In addition, in accordance with the Mayor's Housing SPG a concierge office is provided.
41. The overall scheme will deliver 100 units which will have true dual aspect outlook representing about 40% of the total. Given the constraints of the site and its deep length this is considered to be a reasonable provision and it is not clear how this total could be notably increased without losing a significant amount of accommodation. Given the orientation of the building, all of the single aspect flats have either east or west facing outlook which is considered to be ideal as there are often problems associated with the provision of units that are solely north facing (lack of direct sunlight) or solely south facing (problems with overheating).
42. The development has secure entrances in locations which are overlooked so as to maintain security, and in turn would overlook public areas in a more positive way than the existing buildings do. The units generally accord with the minimum room sizes within the London Plan, are logically laid out and would have good outlook in line with SPG17 standards. The tightest relationship between proposed windows of this development and other buildings is the south facing windows of the two southernmost flats in core B on each floor. These windows, serving one bedroom in each flat have an outlook of between 9m and 12m to the Unite Student Accommodation to the south. This is acceptable for achieving good outlook in line with Brent's SPG17/Draft SPD1 but does not satisfy requirements for mitigating privacy breaches where guidance would seek at least an 18m separation between facing windows. Overall, it is considered that the relationship between windows on this elevation is acceptable – the character along the pedestrian route on the southern side of the building will be far more enclosed than the other sides of the building, resulting in a quieter and more intimate setting which would warrant good levels of natural surveillance from windows. Whilst the bedroom windows on this side of the development would see a lesser standard of privacy than other windows in the development, the windows on to which they face serve student flats generally occupied by transient student populations not warranting the same level of protection as permanent residences. Furthermore, it is conceded that the general scale of development in this highly urban part of Wembley would inevitably necessitate some tighter relationships between buildings in places and given that this is the only relationship between another building and the proposed development which falls short of standards, the relationship is considered to be acceptable. As with the above, the existing Olympic Office Centre footprint matches that which is proposed, and this separation distance was therefore accepted when granting planning permission for the Unite building.
43. In terms of facing windows within the development, the only close relationship between windows is on floor 14 of the development, between flats A92 and B119 and between flats A93 and B118. In these instances, secondary kitchen/living space windows and secondary bedroom windows of separate units face one another at a distance of about 9m, falling short of the guidance standard for good levels of privacy (18m). Given this, a condition will require that the secondary bedroom windows are obscure glazed and non-opening at low levels. A condition will also require that the facing shared flat access corridor windows serving both cores of floor 14 are obscure glazed and non-opening at low levels to protect the opposite living/bedroom windows that they overlook.

Accessibility

44. The development has been designed so as to be step-free with level access from the external environment for residents and visitors through clearly visible and identifiable entrances from the public realm. Level access is also achieved from the basement car park through the lift to the upper floors of core B.
45. 25 of the 253 flats have been designed with the appropriate circulation space to enable use by wheelchair users. This is in line with policy 3.8 of the London Plan which seeks 10% of homes in major developments being adaptable for use by disabled residents. The adaptable units comprise 5 x 1 bed units and 20 x 2 bed units and are all located in core B which has direct and level lift access to the

basement car park. The adaptable rooms are located close to the lift lobbies to maximise accessibility.

46. A condition will secure the 10% adaptability requirements to ensure that the 25 proposed units adaptable for disabled people are built with the appropriate measures.

Amenity Space and Play Space

47. Private inset balconies are a feature of the development, and are provided for all flats, generally of about 5sqm-14sqm in size depending on the flat. Four of the flats on level 13 will, in addition to their balcony, have a private terrace atop the roof of the link building. These terraces are between 25sqm and 30sqm in size and serve large 2b4p flats. At first floor level, atop the 'commercial drawers' of the building, two large roof terraces are provided for the communal use of residents. The first floor roof terrace serving core A is 289.3sqm in size whilst the first floor roof terrace serving core B is 455.4sqm in size. Finally, a large terrace is provided on the main roof of Core A measuring 395.8sqm. Brent's SPG17/draft SPD1 guidance would generally seek 20sqm of amenity space per flat with at least London Plan compliant provision for all flats. All flats have reasonably sized balconies that achieve a depth of at least 1.5m and therefore meet London Plan amenity space requirements, with no flats losing out on a good private amenity space provision. The applicant's shadow casting studies confirms that the development will achieve good quality amenity spaces, most of which will receive at least 2 hours of direct sunlight as stipulated as good practice in BRE guidance.
48. The development overall delivers 2,542.6sqm of private balcony space and approximately 1,140sqm of communal rooftop amenity space. There will also be a large landscaped courtyard space at ground floor level, between the 'commercial drawers', fronting onto Olympic Way and providing a secondary entrance to the main residential foyer of the building. Your officers have not counted this towards the overall amenity space quantum as the space functions primarily as a means of access rather than an amenity space; nonetheless the value of the space is acknowledged as beneficial to the development. The total quantum of amenity space (rooftops + private balconies) equates to approximately 14sqm per flat which does fall short of the 20sqm sought within Brent guidance. Nonetheless, the dense, urban surrounds of the proposal are noted and it is acknowledged that the development has maximised its use of available roof space in providing good quality amenity spaces for residents. Furthermore, the large park consented on the eastern side of the Wembley masterplan area will be within 150m walk for residents, providing another large and easily accessible recreational space.
49. The proposal is to provide approximately 280sqm of child play space on site, across both the first floor courtyards and the roof terraces. The proposed development, within the agreed tenure split of the development, is predicted to accommodate 58 children (28 (under 5), 19 (5 to 11) and 11 (12+)). The London Plan seeks a benchmark for 10sqm of dedicated play space per child within the development being delivered. The 280sqm of playspace proposed achieves approximately 4.8sqm of dedicated play space per child and therefore falls short of the London Plan target. The applicants have considered this shortfall and highlight that 280sqm of play space proposed more than meets the requirements for the 28 under 5s proposed in the development. Given the high number of open spaces nearby to the development, there is to be a focus on the existing local provision of play areas and open spaces for older children. These open spaces include the covered children's play area at the London Designer Outlet, the 7-acre park forming part of the Quintain masterplan, the 2-acre garden square forming Elvin Gardens which is also part of the Quintain masterplan, Chalkhill Park within a 10-15 minute walk and Kinia Football Club and Sherrins Farm sports facilities.
50. The LPA agree that the availability of nearby open space and emerging social infrastructure will be numerous and that such provisions would justify a shortfall in total provision of play space. The lack of full onsite adherence to playspace is to be expected with the high density of the scheme proposed.

Unit Mix

51. The mix of units is:

	Studio	One Bed	Two Bed	Three Bed
Affordable Rent	0	12	9	13
Shared Ownership	0	18	10	15
Private	12	61	88	15

Total	12 (4.7%)	91 (36.1%)	107 (42.5%)	43 (16.7%)
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52. Only 16.7% of the units would be family sized, with the others being studios and 1 and 2 bedrooms. Policy CP2 seeks 25% to be family sized units (with 3 bedrooms or more). However, there is a greater weight of three bedroom units being proposed for the affordable rent (38.2%) and shared ownership (34.8) tenures which exceed the target set out in policy CP2. In particular within the affordable rent tenure, there is an identified need for family sized units. The overall mix of units is considered acceptable taking into account the tenure mix that is proposed, and the context of this site within a dense urban environment.
53. Overall, the quality of the accommodation is considered to be high. The units would be well laid out with good outlook, and would not be subjected to unacceptable environmental impacts with the conditions which are suggested by Environmental Health.

Affordable Housing

54. The Council's policy requirement for affordable housing (within DMP15) is for 50% affordable housing provision within a major residential development or the most viable level as demonstrated in a Financial Viability Assessment.
55. Network Homes originally proposed 77 affordable units consisting of 52 shared ownership units and 25 affordable rented units. The total offer equated to 30.4% affordable housing by unit and 35% on a habitable room basis. The applicant submitted a Financial Viability Assessment (FVA) drawn up by DS2 to demonstrate that the proposal actually put the scheme into a financial deficit and therefore this affordable housing offer represents more than the maximum reasonable and viable amount the scheme can deliver, in line with planning policy.
56. The FVA assumed a Benchmark Land Value (BLV) of circa £18.12m. Assuming the inclusion of affordable housing grant the initial scheme generated a negative residual land value of -£1.27m which (when compared to the BLV) generated a final deficit of -£19.39m.
57. The Greater London Authority (GLA) provided a response to the FVA and contested several assumptions used in the initial appraisals. The GLA argued that as the applicant Network Homes is a Registered Provider, the FVA should not assume the developer is a private developer but reflect that Registered Provider status instead. Registered Providers typically achieve lower borrowing rates and use profit on market housing to cross subsidise affordable housing in mixed tenure schemes. The GLA commentary suggested that the appraisal therefore reduce finance rates from 7% to 5% and the profit on private housing from 20% of gross development value to 10%.
58. Officers appointed BNP Paribas to carry out an independent review of the FVA and they produced their assessment in March 2018. BNP Paribas disagreed with multiple assumptions that were used within the FVA appraisals, in particularly the BLV which BNP Paribas reduced from £18.12m to £16.79m. BNP Paribas' revised appraisals also resulted in a total scheme deficit when measured against their own BLV but the deficit (with grant) was significantly reduced from -£19.39m to -£4.39m. Following DS2's written response which opposed the BNP Paribas points of difference, BNP Paribas in their second report adopted the DS2 BLV of £18.12m. BNP Paribas' appraisals resulted in a deficit of -£7.54m with grant.
59. Officers had always shown concern with the proposed tenure split of the affordable housing provision which was weighted heavily towards intermediate/shared ownership and not in line with Brent's Policy DMP15 ratio of affordable rent to intermediate of 70:30. In light of the BNP Paribas analysis showing a significant reduction in DS2's proposed deficit Officers recommended that Network Homes consider a revised tenure split that would provide a higher proportion of affordable rented accommodation whilst seeking to maintain or increase the overall affordable housing numbers.
60. It is important to note that BNP Paribas stated in their report that they did not agree with the GLA comments or their special assumptions based on the Network Homes being a Registered Provider. The RICS guidance notes on viability state that "in undertaking scheme specific viability assessments, the nature of the applicant should normally be disregarded as should benefits or disbenefits that are unique to the applicant. The aim should be to reflect industry benchmarks having regard to the particular circumstances in both development management and plan making viability testing." Following RICS

guidance notes BNP Paribas disregarded the GLA special assumptions and based their appraisal on a conventional approach assuming a private developer was involved and not from a Registered Provider's perspective.

61. DS2 provided a written response to the BNP Paribas report on the 11th April 2018. This response opposed all points of difference put forward by BNP Paribas and DS2's position on viability remained unchanged since the initial FVA submission.
62. On the 15th May 2018 DS2 provided a further letter (prior to any formal response from BNP to their last submission). This letter put forward a revised affordable housing offer on a without prejudice basis that proposed to maintain the total 35% existing affordable housing provision but altered the tenure split to 43 shared ownership and 34 affordable rented units. The revised offer changed the ratio of affordable rent to shared ownership from 30:70 to 45:55. BNP Paribas has subsequently carried out a further appraisal of this revised offer and it still generates a deficit on both a with and without grant basis.
63. BNP Paribas also carried out a sensitivity test which considered the GLA assumptions of reduced profit and finance rates. This appraisal resulted in a surplus of £1.49m which could theoretically be put back into the scheme to convert 8 shared ownership units into further affordable rented accommodation. Officers are however inclined to follow BNP Paribas' advice that the GLA special assumptions are unreasonable and this appraisal should be disregarded.
64. The current offer of 35% affordable housing per habitable room falls below the 50% Local Plan target. However, it is a strong offer and Network Homes have improved the affordable rented provision as requested while maintaining the total original provision despite it being agreed by all parties that the scheme results in a financial deficit. Officers and BNP Paribas view this revised offer as the maximum reasonable amount of affordable housing the scheme can deliver, in line with planning policy, subject to securing an appropriate post-implementation financial review mechanism in the s106 agreement.
65. The plans have been updated since submission to reflect the additional affordable rent flats and the reduced shared ownership flats that have been proposed. This equates to the fourth floor of Core B reverting from a floor comprising 9 shared ownership flats to a floor comprising 9 affordable rented flats. The lift within the secondary access, providing dedicated access across the affordable rented units will now serve one additional floor and the lift overrun (and top of the lift shaft) will now be located on floor 5 of core B rather than floor 4.

Highways

Parking

66. The scale of this proposed development is large enough to have a potentially significant impact on the local transportation network. As such, a Transport Assessment is required and this has been prepared by RPS Ltd. and submitted with the application.
67. In terms of parking, the site lies within the Wembley Masterplan area, so the maximum parking allowances set out in the Wembley Area Action Plan apply.
68. The existing offices would therefore be permitted up to one space per 400m² under current standards, so the existing provision of 51 off-street parking spaces exceeds the maximum allowance.
69. The proposed residential units are allowed up to 0.4 spaces per 1-/2-bed flat and 0.6 spaces per 3-bed+ flat, whilst the retail units are allowed up to a maximum of one space per 100m² for non-food uses, depending upon use (at present, a food retail unit, a restaurant and a gym are anticipated). This gives a maximum allowance of 109.8 spaces for the 253 proposed flats, whilst the three proposed retail units (135m², 372m² & 545m²) would be permitted a further 10.5 spaces, giving a total allowance of 120 spaces.
70. The proposed provision of 26 spaces (25 of which are wide bays for disabled parking) would therefore accord with maximum standards, whilst meeting the lifetime homes requirements for disabled parking. Please note that Blue Badge holders that require parking space within the basement must not be denied access (as has happened with other nearby residential development) unless all 25 spaces are already let to other Blue Badge holders, whilst a condition ensuring the car park is not made available to visitors to

Wembley Stadium is also recommended.

71. At least six of the basement spaces will also need to be provided with electric vehicle charging points at the outset, with a further six requiring passive provision. This has been confirmed in the Design & Access Statement and Transport Assessment.
72. A fleet of Car Club vehicles operated by Zipcar are already stationed nearby in Brent's Civic Centre building, which would help to support the low level of parking provision. Funding of subsidised membership of the Car Club for three years is to be provided for all new residents through the Travel Plan and this is welcomed.
73. Policy DMP12 requires that any overspill parking that is generated can be safely accommodated on-street. In this case though, there is little scope for on-street parking along the site frontage, particularly on Wembley Stadium event days. It is therefore essential that the right of future residents and businesses to on-street parking permits (both for the existing Stadium Event Day CPZ and any future year-round CPZ that is introduced) be withdrawn through a legal agreement (in line with Policy DMP12) and that suitable funding is also provided to help to introduced new Controlled Parking Zones in the area to cover all weeks of the year, not just Wembley Stadium event days. A sum of £125,000 is recommended to this end.
74. For visitors to the commercial units, the very good access to public transport will make car use largely unnecessary and for those that do drive, public car parking is available within the wider redevelopment area.
75. The London Plan requires at least one secure bicycle parking space per 1-bed flat and two spaces per 2-/3-bed flat, whilst the retail units require long-term parking at a rate of one space per 175m². This gives a total long-term parking requirement for 409 spaces. Five internal storage rooms for 410 bicycles have been indicated, which satisfies this standard.
76. For short-term parking, six spaces are required for visitors to the flats and 26 spaces for customers of the retail units (based on food retail and restaurant standards) and this has been noted in the Transport Assessment. The plans indicate 15 bicycle stands (30 spaces) around the site, with four on Fulton Road, three on Rutherford Way and eight along the southern pedestrian route which is likely to satisfy visitor requirements.

Servicing, refuse and fire access

77. In terms of servicing, three internal refuse stores are shown along the Rutherford Way frontage of the building, providing space for 25 Eurobins and 15 wheeled bins. However, this provides a total storage capacity of just 31,100 litres, against a requirement for 63,778 litres. The applicant has confirmed that a second weekly collection will be arranged to ensure that the half provision of the necessary bin storage is fit for purpose. It is important that the second collection is detailed and secured within a section 106 agreement in accepting this arrangement.
78. The location of the stores at the front of the building within easy reach of Rutherford Way is welcomed, meeting recommended maximum refuse carrying distances.
79. Fire access requirements are also met, with access available around all sides of the building as recommended for a development of this height and scale. This includes the southern, pedestrian side of the building, where the length of the pedestrian passage would be sufficient for access at all points by a fire hose and a sprinkler system being provided. An informative will advise the applicant to maximise fire safety standards within the development.

Layout and access

80. The retail units generally need to be serviced by transit sized vans and in the case of the largest unit, 12m rigid lorries. No off-street loading area is proposed for this to take place from and instead, three footway loading bays are indicated – one along the Fulton Road frontage and two along the Rutherford Way frontage. These would be sufficient to satisfy retail servicing requirements, subject to the approval of a Delivery and Servicing Plan to manage and co-ordinate delivery schedules between the three units. Each of the loading bays on Rutherford Way are 12m in length whilst the bay on Fulton Road is 10m in length. The loading bays have been provided with 45° tapered kerbs at either end. Suitable short-term

loading restrictions will be required for the loading bays to deter use for parking.

81. Unobstructed footways offered for adoption are appropriately retained to the rear (at least 3m along Rutherford Way and 3.5m in front of all retail units), which will allow free pedestrian movement when the loading bay is in use. Edgings and a drainage channel are appropriately indicated along the adopted boundary line. Highway works will also need to include resurfacing of the existing footways in modular paving and a joint S38/S278 Agreement will therefore need to be secured.
82. In terms of on-site parking and access, the layout of the basement car park provides ample turning space and suitable headroom (2.8m) is proposed for high-top conversion vehicles for wheelchairs. The ramp to the basement car park is wide enough to allow two-way flow along its length, with suitable margins incorporated on either side. The gradient of 14% is a little steeper than usually recommended for a ramp of this length, but 3m long transition lengths have been included at either end to prevent grounding and for a small private car park, this is fine. Entry gates with key-fob control are shown at the top of the ramp, and this is set 5m from the existing highway boundary to allow a vehicle to wait clear of the highway whilst it opens and closes.
83. The southernmost crossover onto Rutherford Way will need to be repositioned to suit the new access and it is noted that this would then require the shortening or repositioning of the adjoining bus stop. With Rutherford Way being straight, visibility splays from the access will meet standards. All crossover works will need to be undertaken at the applicant's expense, along with the resurfacing of all footways along the site frontages in modular paving and removal of existing redundant crossovers.
84. The S278 highway works required above should also be extended to require a raised entry treatment (speed table) across the Rutherford Way arm of the Fulton Road junction (with associated amendments to the existing tactile paving at the junction) and a speed table on Rutherford Way at the southern end of the site frontage, plus a pair of speed cushions further south. This would then allow Rutherford Way to be incorporated into the existing 20mph zones along Fulton Road and Engineers Way, benefitting the safety of residents and visitors to this building.
85. There are also future proposals to install vehicle barriers in Fulton Road fronting the site. A line of bollards is proposed within the landscaping fronting the site to ensure the barrier cannot be circumvented and these are welcomed, subject to further approval of their exact design through the S38/S278 process.

Transport assessment

86. With regard to trip generation, the Transport Assessment has used data held on the national TRICS database for 15 similar housing developments in London (11 private housing development and four affordable) to derive likely numbers of journeys to and from the proposed development and likely modes of transport.
87. As no parking is proposed for the commercial units, they are assumed to attract only local, linked or pass-by trips by people already present in the wider area, which is accepted.
88. The results of this exercise indicate likely movements totalling 33 arrivals/161 departures in the morning peak hour (8.30-9.30am) and 93 arrivals/56 departures in the evening peak hour (5-6pm) by all modes of transport.
89. As just 25 car parking spaces are proposed, just 3% of trips are assumed to be by car driver, so only 5 vehicular movements in the morning peak hour and 3 movements in the evening peak hour into and out of the car park are expected.
90. The above estimated flows have been compared to the results of a survey of trips into and out of the existing office building undertaken in July 2017, which showed 171 arrivals/9 departures in the morning peak hour and 5 arrivals/177 departures in the evening peak hour by all modes, of which 80 and 74 trips in the morning and evening peak hours respectively were by car.
91. As such, as long as parking controls are in place in the surrounding area, the proposal will result in a very significant fall in vehicle trips on the surrounding road network. There is therefore no requirement to undertake any assessment of junction performance in the immediate area.
92. In terms of non-car trips, 60% of journeys are expected to be by rail or Underground, leading to 116 movements in the morning peak hour and 89 movements in the evening peak hour to and from the

residential flats. About 40% of trips to the offices are currently made by rail, so there is predicted to be an increase in patronage through local stations as a result of this proposal. However, the additional numbers amount to less than one additional passenger per rail/tube service in each peak hour, so TfL have confirmed that the impact on their services is not significant enough to warrant further study.

93. For bus journeys, mode share is estimated at 21%, giving rise to 41 movements in the morning peak hour and 31 movements in the evening peak hour to and from the flats. Again, this is an increase above existing totals (5-10% of trips to the offices are currently made by bus). In this case, Transport for London have confirmed that services in the vicinity are at or near capacity and have therefore indicated that a contribution to bus service enhancements would be likely to be required. Further refinement of the trip generation has been provided and reviewed by TfL. They have requested a contribution of £112,500 towards improved bus services. This will be secured within the Section 106 Agreement.
94. Total walking and cycling trips to and from the site are estimated to remain at similar levels to the existing offices and with the site fronting the pedestrianized Olympic Way, such trips would be very well catered for.
95. The road accident history in the area has been examined for the two year period from January 2013 to December 2015. This did not show any accidents along the site frontage during the period considered.
96. However, the data is now dated and a more recent analysis that includes 2016 and 2017 shows a serious accident involving a motorcycle at the junction of Fulton Road and Rutherford Way. However, no accident trend is suggested that would be likely to be worsened by this proposal and there is no record of pedestrian or cyclist accidents close to the site.

Travel plan

97. To help to mitigate transport impact, a Residential Travel Plan has been submitted with the application. This aims to reduce car use amongst residents from 3% of journeys to 1% of journeys over a five year period from opening.
98. A wide range of measures are set out to achieve this, from travel information welcome packs, to participation in national walking and cycling promotional campaigns, to personalised journey planning, to promotion of car sharing and Car Clubs (including the offer of three years' membership of a local Car Club).
99. The management of the Travel Plan will be undertaken by a Travel Plan Co-ordinator and success will be monitored biennially for five years, with remedial measures being identified should targets fail to be met. The Travel Plan is considered to be of a very good quality and would comfortably pass an assessment using TfL's former ATTrBuTE programme. It is therefore recommended that its implementation is secured through the S106 Agreement.

Construction logistics

100. Finally, the Transport Assessment confirms that a Construction Logistics Plan will be provided for the development, addressing issues such as delivery of materials, lorry routeing, staff parking etc., whilst also minimising lorry movements by recycling on site and backloading spoil and aggregates. Any such plan must comply with TfL's guidance on Construction Logistics Plans and in specific relation to this site, will need to carefully consider co-ordination with other development projects in the area (particularly the Quintain development) and avoiding activity on Wembley Stadium event days. A condition is recommended to secure the approval of the CLP before demolition or construction works start.

Summary

101. The development is acceptable on highways grounds subject to planning obligations/conditions to secure: (i) a parking permit restriction; (ii) a financial contribution of £125,000 towards extending CPZ's into the area; (iii) a £112,500 financial contribution towards bus service enhancements in the area (as agreed with TfL); (iv) highway works under S38/S278 of the Highways Act 1980 to widen and resurface the footways fronting the site, to reposition the crossover in line with the basement access (and any required amendments to the local bus stop) and to install traffic calming measures in Rutherford Way to allow it to be incorporated into adjoining 20mph zones; (v) implementation of the submitted Travel Plan; (vi) submission and approval of a Construction Logistics Plan; (vii) submission and approval of a Delivery & Servicing Management Plan; (ix) prohibition of the use of the basement car park other than for Blue

Badge holding residents of the development.

Environmental Health Considerations

Air Quality

102. An air quality assessment considering the impacts of the proposed redevelopment of the site on air quality has been submitted.
103. The report has considered the impacts that would be incurred during the construction phase, impacts that would be incurred by traffic generated by the development and impacts incurred by emissions from the operation of the CHP, boiler plant and emergency generator. The report has also considered the potential impacts from approved energy schemes in neighbouring Wembley developments, to provide a robust assessment of the local baseline. The report confirms that impacts are to be 'negligible' with regards to local air quality during both the construction and operational phases.
104. 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.
105. The report also identifies a range of best practice mitigation measures for managing dust emissions during construction in reducing harm to the surroundings.
106. In reviewing the application, Brent's regulatory services team recommend a condition to secure the mitigation measures outlined in the report and to submit a revised version of the report that incorporates an Air Quality and Dust Management Plan (AQDMP) in line with London Plan best practice guidance.

Noise

107. A noise impact assessment considering the noise impact on the residential units has been submitted as part of the proposal.
108. The report shows that the tested surrounding environment results in a low to medium noise risk for occupants. There is also an acknowledgement of short term uplifts in noise disturbance during Wembley event days. The findings of the testing necessitates the provision of acoustic design mitigation measures to prevent potential adverse impacts. The acoustic design measures proposed are as follows:
- External walls, roof structure and associated ceilings to be fitted with high performance thermal insulation
 - High performance, sound insulating glazing within all windows.
 - Mechanical ventilation systems with high outside to inside sound insulation performance.
109. The report ultimately concludes that planning permission should not be rejected on the grounds of noise and that the measures proposed would improve sound impact to within acceptable levels.
110. Brent's regulatory services team, who have reviewed the application, recommend a condition requiring the development to achieve the relevant British Standard for sound insulation and noise reduction. A condition is also recommended requiring all plant installed on the development to not exceed 10dB(A) below the background noise level when measured at the nearest noise sensitive premises.
111. These conditions are considered reasonable and the LPA will also impose a condition requiring that the scheme of noise insulation measures within the acoustic/noise report are adhered to throughout the development in achieving the relevant British Standard for sound insulation and noise reduction.

Construction Management

112. A construction management plan has not been provided with the application. Brent's regulatory services request that a condition requires such a report to be submitted and approved prior to commencement of the development (including demolition).

Contaminated Land

113. A contaminated land ground investigation report has been submitted. The report draws a number of geotechnical engineering conclusions and makes recommendations relating to processes of site excavation, foundation solutions, gas protection and subsurface concrete to mitigate the potential for soil

contamination.

114. In reviewing the application, Brent's regulatory services do not object to the methodology or recommendations within the report. A condition will therefore require that the recommendations within the ground investigation are adhered to throughout construction.

Sustainability

115. The applicant has included an Energy and Sustainability Statement.

116. The proposed regulated development with 'Be Lean', 'Be Clean' and 'Be Green' measures incorporated is confirmed to emit 251.2 tonnes of Carbon Dioxide per annum, which is down from a baseline emissions of 389.2 tonnes per annum. This equates to a 35.46% reduction on the minimum building regulations (2013) as required within the London Plan, although does not achieve the zero carbon goal and as such requires an offset payment. The offset payment shall cover a 30 year period of emissions, with the payment being equivalent to £60 per tonne per annum. This payment will be secured through the Section 106 agreement.

117. The details of the energy efficiency improvements are as follows:

Be Lean (total savings from 'be lean': 19.6 tonnes / 5.0%)

Using building fabric which significantly improves on the thermal performance of a building regulation compliant building.

- The use of mechanical ventilation with a continuous mechanical extract.
 - The use of lighting controls measures are proposed to save energy relating to lighting.
 - The use of heating control measures.

Be Clean (total savings from 'be clean': 112.7 tonnes / 29.0%)

- The development will include a means of connecting to a future district heating network.
- Confirmation that there is sufficient capacity for this development to connect to the district heating network proposed as part of the Quintain masterplan once it is implemented.
- Provision of gas boilers for heat supply, to be used until a connection is made to the Wembley Masterplan heat network (this is likely to be 3-5 years after occupation). This therefore does not include the use of an on-site Combined Heat and Power (CHP) source, in line with GLA guidance.

Be Green (total savings from 'be green': 5.6 tonnes / 1.46%)

- Review of wind turbines, photovoltaics, solar thermal energy, heat pumps and biomass heating technologies.
- Considered that these technologies are not appropriate in the context of this development, although an air source heat pump is considered for implementation to naturally ventilate the commercial units.
- Photovoltaics were not considered viable as the rooftop space was needed to provide a good standard of amenity space for residents.

118. The GLA has reviewed the energy and sustainability aspects of the proposal. They consider that further consideration of overheating, connection to the Wembley Masterplan heating network being prioritised and the feasibility of photovoltaic technology installation should be made. These aspects have been picked up by the applicant in an energy report addendum.

Flooding and Drainage

119. The site falls within flood zone 1 of the Environment Agency's flood designations (the lowest flood risk). Nonetheless, given the scale of the proposal the applicant has submitted a report addressing flood risks of the development. The report also outlines a drainage strategy for the site which would significantly reduce surface water discharge rates of the site from their existing levels, in line with the requirements of London Plan policy 5.13. The developer will achieve this by providing rainwater storage tanks and suitable sustainable urban drainage (SuDS) measures which will result in a reduction in the existing rate of discharge to the sewage network.

120. The document has been reviewed by Brent's Local Lead Flood Authority and it is confirmed that the approach to flood risk and sustainable drainage for this development is acceptable and in line with Brent and London Plan standards. A condition will require that the measures as outlined in the flood risk and drainage assessment are adhered to throughout the development.

121. Thames Water has also reviewed the application and has provided information relating to the requirements for connecting the development to the public sewer, minimising groundwater discharge during construction, installing fat traps and petrol / oil interceptors. This information will be communicated to the applicant by way of informative. Thames Water confirm that they have no objection to the application in terms of sewerage infrastructure capacity. Thames Water also recommend a condition requiring the applicant to submit a piling method statement demonstrating that subsurface Thames Water assets will not be damaged as a result of the piling operations.

Trees and Landscaping

122. An arboriculture report has been submitted that identifies the existing trees of which there are 39 individual trees and 3 shrub groups on-site or immediately adjacent to the site boundary. The trees are mostly within category B and C, four trees are within the U category and none are in the highest category of A. The trees are located around the northern, western and eastern boundaries of the site, contributing to the streetscenes of Fulton Road, Olympic Way and Rutherford Way respectively.
123. In terms of facilitating the development, fourteen category B and nineteen category C trees are proposed to be removed, which amounts to all trees within the site itself. The project arboriculturalist confirms that every effort has been made to reduce the number of trees removed from the site but the development footprint in the context of the existing trees' root protection areas (RPAs) does not make this possible. Four of the trees (all Cat B) to be retained just outside the site boundary have RPAs that will be encroached upon by the development site and thus could potentially be damaged by surface processes associated with the development (e.g. storage of heavy materials). These trees are located south of the site, between the proposal site and the UNITE student development. As a result, protective fencing around each of these trees is proposed to protect the root system areas from being encroached upon by building processes.
124. Whilst a majority of the existing trees on site are required to be removed, these are generally of low landscape significance and are adequately mitigated by the proposed landscaping of the site which includes an extensive tree replacement planting scheme. The replacement planting scheme includes five new mature trees along the footway fronting Fulton Road and seven new mature trees along the footway fronting Rutherford Way, resulting in a significant visual improvement along the street in these locations. Within the Quintain masterplan outline site, new street tree planting is consented along both sides of Olympic Way, which includes six large trees which will front the Olympic Office Centre development. In terms of the south side (pedestrian path alongside UNITE building), the UNITE scheme has six trees consented along the north side of their site immediately adjoining the boundary with the Olympic Office Centre development and which would form a key visual feature of the pedestrian route. Overall, when taking the current proposal, Quintain's approved outline masterplan and the approved UNITE development into account, the Olympic Office Centre development will be surrounded by significant new, high quality street trees along all its elevations. The planting of 12 street trees is to be secured through the Section 106 agreement and delivered through the Section 278 highway works.
125. This is considered to be a major improvement on the existing situation and the approach to trees is welcomed, with the loss of the 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. The tree officer notes that fastigate oak has been used very commonly in local tree planting and would therefore recommend that the condition specifies proposed species not to include fastigate oak.
126. The Design and Access statement details an in depth landscaping strategy for the proposal. The landscaping strategy includes the abovementioned tree planting and detailed planting and layout plans for the four large communal terraces within the development.
127. The strategies have been reviewed by Brent officers and are considered to be of a high quality. Further details will be secured by condition.

Ecology

128. The application includes an ecology report to consider the potential ecological impacts of this development.
129. 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 applicant's 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.

130. The report clarifies that the buildings on site show potential to support nesting birds within the trees and shrub but that there is no other habitat on or immediately adjacent to the site that shows potential to support any other protected flora or fauna. In order to comply with relevant legislation, the report recommends that removal of the trees and shrub should ideally be undertaken outside of the breeding season (generally thought to be March-August) or a nest search should be undertaken by an ecologist immediately prior to works commencing.

131. The report identifies opportunities to enhance and improve the ecology of the site post development. This enhancement could be achieved through:

132. Implementation of a landscape scheme that incorporates both native and wildlife friendly plant species.

133. The inclusion of bird and bat boxes within the future development, which could be integral boxes within the walls of the altered structures.

134. The use of a specific green and/or biodiverse roof on the upper levels of the building. The applicant confirms that the planting scheme will contain native flora and fauna and the final details of the landscaping will be secured by condition.

- The inclusion of multiple artificial refugia within the landscape features for invertebrates and small mammals at ground level and on the green roofs.

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

Microclimate Assessment

136. A microclimate assessment has been provided which considers the impact of the development in the context of its existing and consented surrounding buildings on wind conditions.

137. At pedestrian level, eighty eight sensitive points have been assessed in and around the site for wind conditions. The testing identifies a few of these points as achieving higher than comfortable wind velocities during the windiest periods. A few of these points are on Olympic Way and the remainder are to the east of the site on Rutherford Way. However, testing also shows that similar results are achieved without the proposed building in place, indicating that the presence of the development will not have a negative impact on the current situation. Historically, Wembley has been windier than London as a whole and this results in additional acceptability of some of the higher velocities.

138. Wind conditions on the first floor podium level of the development have been tested through seven receptors with all showing microclimate conditions suitable for the expected activity, both with and without the surrounding consented schemes being implemented.

139. Wind conditions on the balconies of the development have been tested at 24 key receptor points. It is only the ten receptors on the highest floor tested (20th) that indicated windy conditions that could potentially be uncomfortable for residents. The balconies for this part of the building are therefore proposed as enclosed winter gardens rather than exposed balconies, which would negate the impacts of the wind in these locations.

140. Wind conditions on the rooftop terraces were tested at 45 key receptor points. The rooftop terraces at the top of the building were shown to experience windy conditions at times that could be to the discomfort of residents. Mitigation measures have been adopted to mitigate the and buffer this wind. This includes trees and shrubs as shown in the drawings and a pergola. Planting and other landscape enhancements have been designed and placed so as to reduce the wind speed and consequently absorb part of it. This is especially true during the late spring and summer seasons, when the trees are in full leaf and the spaces would experience calmer conditions.

141. The report confirms that all receptors tested at both pedestrian level and within the building are classified as 'safe' in terms of microclimate conditions. A condition will require that all wind mitigation measures outlines in the conclusion (section 7.4) of the report and implemented within the development in full

accordance with the report.

Social Infrastructure

142. In addition, the LPA acknowledges the large amount of social infrastructure that is currently being delivered in the local area as part of the Quintain Masterplan, this includes a new primary school, community facility (D1) floorspace as well as millions of pounds of community infrastructure funding from consented developments. The Olympic Office Centre development alone will contribute approx. £4m towards the CIL for spending on infrastructure.

Conclusion

143. Officers consider that the scheme meets planning policy objectives and is in general conformity with local, regional and national policy. The proposal would make a positive contribution to the area, whilst having an acceptable impact on and relationship with the existing surrounding development. Officers recommend the application for approval subject to the conditions and obligations set out in this report.

CIL DETAILS

This application is liable to pay **£5,947,272.71*** 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): 8398 sq. m.

Total amount of floorspace on completion (G): 26991 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Dwelling houses	25939		17868.3200 696528	£200.00	£35.15	£4,993,557.31	£877,617.70
Shops	1052		724.679930 347153	£40.00	£35.15	£40,504.43	£35,593.27

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)	313	
Total chargeable amount	£5,034,061.74	£913,210.97

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

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

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

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 17/5097

I refer to your application dated **29/11/2017** proposing the following:

Redevelopment of the Olympic Office Site and erection of a part-21 and part-15 storey building comprising 253 residential units (12 x studios, 91 x 1-bed, 107 x 2-bed and 43 x 3-bed), 1,051m² of flexible retail uses (A1, A2, A3, D1, D2), car parking at basement level, with associated landscaping, plant room and amenity space

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

at **Olympic Office Centre, 8 Fulton Road, Wembley, HA9 0NU**

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: 22/06/2018

Signature:

Alice Lester

Head of Planning, Transport and Licensing

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

1 The proposed development is in general accordance with policies contained in the:-

- National Planning Policy Framework 2012 (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 five 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):

OLY-HTA-A-0001 1:1250 A3 Existing Site Location Plan

OLY-HTA-A-0010 1:200 A1 Existing Site Plan

L7786-1 1:200 A1 Existing Floor Plans Rev 0

L7786-2 1:200 A1 Existing Elevations Rev 0

OLY-HTA-A-0050 1:200 A1 Proposed Site Plan Rev E

OLY-HTA-A-0099 1:100 A1 Proposed Basement Plan Rev J

OLY-HTA-A-0100 1:100 A1 Proposed Ground Floor Plan Rev K

OLY-HTA-A-0101 1:100 A1 Proposed 1st Floor Plan Rev L

OLY-HTA-A-0102 1:100 A1 Proposed 2nd Floor Plan Rev K

OLY-HTA-A-0103 1:100 A1 Proposed 3rd Floor Plan Rev K

OLY-HTA-A-0104 1:100 A1 Proposed 4th Floor Plan Rev L

OLY-HTA-A-0105 1:100 A1 Proposed 5th Floor Plan Rev L

OLY-HTA-A-0106 1:100 A1 Proposed 6th Floor Plan Rev K

OLY-HTA-A-0107 1:100 A1 Proposed 7th Floor Plan Rev K

OLY-HTA-A-0108 1:100 A1 Proposed 8th Floor Plan Rev K

OLY-HTA-A-0109 1:100 A1 Proposed 9th Floor Plan Rev K

OLY-HTA-A-0110 1:100 A1 Proposed 10th Floor Plan Rev K

OLY-HTA-A-0111 1:100 A1 Proposed 11th Floor Plan Rev K
OLY-HTA-A-0112 1:100 A1 Proposed 12th Floor Plan Rev K
OLY-HTA-A-0113 1:100 A1 Proposed 13th Floor Plan Rev K
OLY-HTA-A-0114 1:100 A1 Proposed 14th Floor Plan Rev K
OLY-HTA-A-0115 1:100 A1 Proposed 15th Floor Plan Rev K
OLY-HTA-A-0116 1:100 A1 Proposed 16th Floor Plan Rev J
OLY-HTA-A-0117 1:100 A1 Proposed 17th Floor Plan Rev J
OLY-HTA-A-0118 1:100 A1 Proposed 18th Floor Plan Rev J
OLY-HTA-A-0119 1:100 A1 Proposed 19th Floor Plan Rev J
OLY-HTA-A-0120 1:100 A1 Proposed 20th Floor Plan Rev J
OLY-HTA-A-0121 1:100 A1 Proposed 21st Floor Plan Rev F
OLY-HTA-A-0122 1:100 A1 Proposed Roof Plan Rev A

OLY-HTA-A-0200 1:200 A1 Proposed Elevations A-C Rev D
OLY-HTA-A-0201 1:200 A1 Proposed Elevations D and E Rev D
OLY-HTA-A-0202 1:200 A1 Proposed Elevations F and G Rev D
OLY-HTA-A-0203 1:50 A1 Proposed Detail Elevation Block A Rev B
OLY-HTA-A-0204 1:50 A1 Proposed Detail Elevation Link Rev B

OLY-HTA-A-0250 1:500 A1 Proposed Site Sections 1-3 Rev H
OLY-HTA-A-0251 1:200 A1 Proposed Section 4 Rev H
OLY-HTA-A-0252 1:200 A1 Proposed Sections 5-6 Rev H

OLY-HTA-A-0300 1:50 A3 Unit Plan - 1b2p-A1 Rev I
OLY-HTA-A-0301 1:50 A3 Unit Plan - 1b2p-A2 Rev I
OLY-HTA-A-0302 1:50 A3 Unit Plan - 1b2p-A3 (WCH) Rev I
OLY-HTA-A-0303 1:50 A3 Unit Plan - 1b2p-B Rev H
OLY-HTA-A-0313 1:50 A3 Unit Plan - 2b4p-D (WCH) Rev G
OLY-HTA-A-0314 1:50 A3 Unit Plan - 2b4p-E Rev H
OLY-HTA-A-0315 1:50 A3 Unit Plan - 2b4p-F1 Rev H
OLY-HTA-A-0316 1:50 A3 Unit Plan - 2b4p-F2 Rev H
OLY-HTA-A-0317 1:50 A3 Unit Plan - 3b5p-A1 Rev I
OLY-HTA-A-0318 1:50 A3 Unit Plan - 3b5p-A2 Rev I
OLY-HTA-A-0319 1:50 A3 Unit Plan - 3b5p-B Rev H
OLY-HTA-A-0321 1:50 A3 Unit Plan - 3b6p-A Rev H
OLY-HTA-A-0322 1:50 A3 Unit Plan - 3b5p-D Rev H
OLY-HTA-A-0324 1:50 A3 Unit Plan - 1b1p-A Rev D
OLY-HTA-A-0325 1:50 A3 Unit Plan - 3b5p-F1 Rev E
OLY-HTA-A-0326 1:50 A3 Unit Plan - 3b5p-F2 Rev E
OLY-HTA-A-0327 1:50 A3 Unit Plan - 2b4p-B1 (WCH) Rev E
OLY-HTA-A-0328 1:50 A3 Unit Plan - 2b4p-B2 (WCH) Rev E
OLY-HTA-A-0329 1:50 A3 Unit Plan - 2b4p-B3 Rev B

OLY-HTA-A-0700 NTS A3 Design & Access Statement
OLY-HTA-A-0701 NTS A3 Design & Access Statement - Addendum June 2018

OLY-HTA-L-0900 1:200 A1 Ground Floor Landscape GA Plan Rev B
OLY-HTA-L-0901 1:200 A1 Ground Floor Illustrative Plan Rev A
OLY-HTA-L-0902 1:200 A1 Land Dedication Plan

OLY-HTA-L-0910 1:200 A1 First Floor Landscape GA Plan
OLY-HTA-L-0911 1:200 A1 First Floor Illustrative Plan A

OLY-HTA-L-0920 1:200 A1 Roof Level Landscape GA Plan
OLY-HTA-L-0921 1:200 A1 Roof Level Illustrative Plan Rev A
OLY-HTA-L-0922 1:200 A1 Illustrative Aerial View

OLY-HTA-L-0960 1:100 A1 Illustrative Landscape Sections Sheet 1
OLY-HTA-L-0961 1:100 A1 Illustrative Landscape Sections Sheet 2
OLY-HTA-L-0962 1:100 A1 Illustrative Landscape Sections Sheet 3

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

- 3 Occupiers of the residential and commercial 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.

- 4 With the exception of one parking space marked as 'contractor use' on drawing OLY-HTA-A-0099 Rev J, which may be used by staff or contractors for the specific purpose of carrying out works or maintenance at the development, the basement car parking spaces hereby approved shall only be occupied by disabled persons resident at or visiting the development hereby approved.

Reason: In the interests of ensuring car parking spaces are provided only for those with the greatest need and to ensure the development operates successfully car free.

- 5 The three north facing windows serving the fourteenth floor of Core B, two of which serve bedrooms in flats B118 and B119 and one of which serves the communal access corridor within the core, shall be constructed with obscure glazing and shall not have openings below a height of 1.8m measured from the floor level of the rooms which the windows serve. The three windows shall be maintained in accordance with the above requirements for the lifetime of the development, unless alternative details are first agreed in writing by the Local Planning Authority.

Reason: To protect privacy between facing windows of different flats in the development.

- 6 Prior to works above ground level details of screens to the south side of the balconies for the residential units on the south eastern and south western corners of the development shall be submitted to and approved in writing by the Local Planning Authority, and thereafter implemented in accordance with the approved plans.

Reasons: In the interests of the amenities of the adjoining occupiers.

- 7 The parking spaces, cycle storage facilities and visitor cycle stands, and refuse storage 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.

- 8 The development hereby approved shall be carried out in full accordance with the details stipulated in the approved Flood Risk and Drainage Assessment (Tully De'Ath Flood Risk and Drainage Assessment – Issue 2 – dated November 2017).

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

- 9 The development hereby approved should be built so that 90.12% of the residential units achieve Building Regulations requirement M4(2) – ‘accessible and adaptable dwellings’ and that the remaining 9.88% of the residential units (25 units) achieve Building Regulations requirement M4(3) – ‘wheelchair user dwellings’.

Reason: To ensure that the development achieves an inclusive design in accordance with London Plan Policy 3.8

- 10 Prior to first occupation of the development hereby approved, electric vehicle charging points shall be provided and made available for use within at least 20% of the approved car parking spaces within the site. The provision of electric vehicle charging points shall be in accordance with London Plan standards, providing both active and passive charging points.

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

- 11 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.

- 12 A communal television aerial and satellite dish system shall be provided, linking to all residential units within the development 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.

- 13 Any plant shall be installed, together with any associated ducting, so as to prevent the transmission of noise and vibration into any neighbouring premises. The noise level from any plant shall be 10 dB(A) or greater below the measured background noise level at the nearest noise sensitive premises. The method of assessment should be carried out in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' An assessment of the expected noise levels and any mitigation measures necessary to achieve the required noise levels shall be submitted to and approved in writing by the Local Planning Authority prior to installation of such plant. All plant shall thereafter be installed and maintained in accordance with the approved details.

Reason: To safeguard the amenity of the neighbours

- 14 Prior to any works commencing on site, the developer or constructor shall join the Considerate Constructors Scheme and the developer or constructor shall thereafter adhere to the requirements of the Scheme for the period of construction.

Reason: In the interest of the amenities of the adjoining and nearby owners and occupiers.

- 15 (a) Following the demolition of the buildings and 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. A report shall be submitted to and approved in writing by the Local

Planning Authority prior to the commencement of building works, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors.

(b) Any soil remediation required by the Local Planning Authority shall be carried out in full. The development shall not be occupied until 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).

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

- 16 All tree protection measures as recommended within the submitted Arboricultural Impact Assessment (Landscape Planning Limited – Arboricultural Impact Assessment – dated October 2017 – Ref: 64513) shall be adhered to throughout the construction of the development.

Reason: To protect trees surrounding the site from damage associated with construction processes.

- 17 All recommendations contained within the submitted Ecology study (Landscape Planning Limited - Updated Preliminary Ecological Appraisal – dated October 2017 – Ref: 64513) shall be adhered to throughout the construction of development.

Reason: To protect and enhance local ecosystems that would otherwise be unduly harmed by the development.

- 18 All wind mitigation measures outlined in the conclusion (section 7.4) of the submitted microclimate assessment (HTA Design – Microclimate Assessment Issue 02 – dated November 2017) shall be implemented in full accordance with the submitted report prior to first occupation of the development hereby approved.

Reason: To ensure that the development appropriately mitigates harm associated with internal or external microclimate conditions brought about by the development.

- 19 The development hereby approved shall be carried out in full accordance with the mitigation measures stipulated in the approved Air Quality Assessment (Air Quality Consultants – Air Quality Assessment – dated November 2017).

Reason: To appropriately mitigate air quality impact.

- 20 The residential units hereby approved shall at no time be converted from C3 residential to a C4 small HMO, notwithstanding the provisions of Schedule 2 Part 3 Class L of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order) without express planning permission having first been granted by the Local Planning Authority.

Reason: To ensure that an adequate standard of accommodation is maintained in all of the residential units and in view of the restricted space within the site to accommodate additional bin or cycle storage.

- 21 The development hereby approved shall be constructed to provide sound insulation against internally generated noise. This sound insulation scheme shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the residential part of the development.

The proposal must comply with BS8233:2014 'Guidance on sound insulation and noise

reduction for buildings' to attain the following internal noise levels: For daytime (0700 - 2300) noise levels for living rooms and bedrooms the maximum noise levels are 35 dB LAeq (16hr). Outside of this time (2300 - 0700) the standard for bedrooms is 30 dB LAeq (8hr), 45 dB Lmax.

Reason: To ensure that the development hereby permitted is not detrimental to the amenity of the residents by reason of undue noise emission and/or unacceptable disturbance, in accordance with Brent's Noise Policy

- 22 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 prior to any works commencing above ground level. 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.

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

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

- 24 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

- 25 Prior to the commencement of the development, a Construction Method Statement which incorporates a dust management plan shall be submitted to and approved in writing by the Local Planning Authority outlining measures that will be taken to control dust, noise, construction traffic and other environmental impacts of the development. The approved statement shall be implemented throughout the duration of construction.

Reason: To safeguard the amenity of the neighbours by minimising impacts of the development that would otherwise give rise to nuisance.

- 26 Prior to the commencement of the development, a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority outlining measures that will be taken to address issues such as delivery of materials, lorry routeing, staff parking etc., whilst also minimising lorry movements by recycling on site and back loading spoil and aggregates. The plan will need to comply with TfL's guidance on Construction Logistics Plans and in specific relation to this site, will need to carefully consider co-ordination with other development projects in the area (particularly the Quintain development) and avoiding activity on Wembley Stadium event days. The approved statement shall be implemented throughout the duration of demolition and construction.

Reason: To safeguard the amenity of the neighbours by minimising impacts of the development that would otherwise give rise to nuisance.

- 27 Prior to the first occupation of the commercial part of the development hereby approved, a Delivery and Servicing Management Plan shall be submitted to and approved in writing by the Local Planning Authority outlining details of servicing for the commercial units and the effective management and coordination of delivery schedules between the three commercial units that form part of the development (including arrangements on Wembley Stadium Event Days to take in account event day traffic management plans). The development shall thereafter operate in accordance with the approved delivery and servicing management plan unless an alternative arrangement is first agreed in writing by the Local Planning Authority.

Reason: To minimise negative impacts associated with servicing demand of the commercial units.

- 28 Within six months of commencement of works above ground level, a scheme shall be submitted to and approved in writing by the Local Planning Authority that provides details of all landscaped areas of the development. Such approved landscaping works 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) details of playspace provision
- e) a landscaping maintenance strategy, including details of management responsibilities;

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

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

- 29 Prior to the commencement of an A3 use within any of the commercial units at ground floor level, details of an appropriate means of extracting odour/effluvia associated with cooking processes shall be submitted to and approved in writing by the Local Planning Authority. This shall apply to all instances of A3 uses being established within any of the commercial units. The approved odour extract shall be implemented in accordance with the approved details and continue to be operational for the full duration of the A3 use.

Reason: To ensure that an A3 use does not result in environmental health issues relating to odour nuisance given the close proximity of residential premises.

- 30 The collection of refuse and recycling for the private and shared ownership residential units hereby approved shall be undertaken by a private refuse collection operator at the expense of the owners/occupiers of those units. The units shall not be occupied unless details confirming that a private operator has been commissioned to collect the waste for those units together with arrangements for twice weekly collections have been submitted to and approved in writing by the Local Planning Authority.

Reason: The waste storage facilities for the private residential units within the development do not comply with the Council's Waste Guidance in relation to the capacity of the refuse storage areas or the carry distances from those areas to the collection point. As such, the Council cannot collect the waste for the private units.

- 31 Prior to first occupation of the development hereby approved, a management plan shall be submitted to and approved in writing detailing day-to-day servicing and delivery arrangements and long-term maintenance implications, as detailed in paragraph 3.6.8 of the draft London Plan.

The development shall operate at all times in accordance with the details of the approved management plan.

Reason: To ensure sustainable management of the building that would minimise detrimental impacts on the surroundings, in line with London Plan draft policy D6.

- 32 Prior to commencement of the development (except for demolition and site clearance) hereby approved, a BREEAM pre-assessment relating to all of the commercial floor space within the development, which targets a rating of 'excellent', or an alternative rating to be agreed in writing by the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority.

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

- 33 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 commercial floor space within 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 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.
- 2 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk
- 3 The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented as this may involve the use of adjoining land and should also ensure that all development, including foundations and roof/guttering treatment is carried out entirely within the application property.
- 4 The applicant is advised by the applicant to contact the Head of Highways & Infrastructure to arrange for the highway works to be undertaken. Such works are undertaken by the Council at the applicant's expense.
- 5 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.

- 6 Thames Water wishes to advise the applicant of the following:
- With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.
 - Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.
 - There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit www.thameswater.co.uk/buildover.
 - A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.
 - Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.
 - Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
- 7 Brent Council supports the payment of the London Living Wage to all employees within the Borough. The developer, constructor and end occupiers of the building are strongly encouraged to pay the London Living Wage to all employees associated with the construction and end use of development.
- 8 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