

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

4 July, 2018
05
18/0742

SITE INFORMATION

RECEIVED	23 February, 2018
WARD	Tokington
PLANNING AREA	Brent Connects Wembley
LOCATION	Land surrounding Wembley Stadium Station, South Way, Wembley
PROPOSAL	<p>Reserved matters application relating to condition 1 (layout, scale, appearance, access and landscaping) of outline planning permission 14/4931 dated 23/12/16 (subsequently amended by non-material amendment application 17/4755 dated 27/11/17). This application relates to Plots SW01, SW02 and SW07 and sets out the proposed details for the construction of three buildings ranging from 6 to 18 storeys in height, providing 156 residential units (affordable rent and shared ownership), with ground floor units in retail/commercial/community use (use classes A1-A4, B1, D1 and D2) and a permanent rail facility (use class B1) along with associated amenity space, car parking, cycle storage, plant and associated infrastructure.</p> <p>The application seeks to discharge the following conditions relating to Plots SW01, SW02 and SW07:</p> <p>13(h) (wind), 13(k) (internal layout of buildings), 13(l) (access), 13(m) (daylight levels), 13(n) (private external amenity space), 22 (play space) and 23 (accessible and easily adaptable units).</p>
PLAN NO'S	Please see condition 1.
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_138735</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 "18/0742" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab

RECOMMENDATIONS

1. That the Committee resolve to GRANT planning permission subject to:
 - A. Any direction by the London Mayor pursuant to the Mayor of London Order
 - B. Any direction by the Secretary of State pursuant to the Consultation Direction
2. That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

 1. Approved drawings/documents
 2. Details of privacy screens and green roof
 3. Any other conditions considered necessary by the Head of Planning

Informatives

 1. S38/S278 works
 2. Landscaping treatment of the safeguarded land along South Way
 3. Sustainability Assessment
 4. Any other informatives considered necessary by the Head of Planning
3. 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.
4. That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

SITE MAP



Planning Committee Map

Site address: Land surrounding Wembley Stadium Station, South Way, Wembley

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This map is indicative only.

PROPOSAL IN DETAIL

This reserved matters application seeks approval for the details of layout, scale, appearance, access and landscaping for plots SW01, SW02 and SW07 of the South West Lands development site in Wembley. Outline planning permission for the development of these plots was granted planning permission on 23 December 2016 under reference number 14/4931. A non-material amendment planning application was subsequently approved on 27 November 2017 under reference number 17/4755.

The current scheme comprises three buildings ranging from 6 to 18 storeys in height, providing 156 residential units (affordable rent and shared ownership), with ground floor units in retail/commercial/community use (use classes A1-A4, B1, D1 and D2) and a permanent rail facility (use class B1) to be used by Chiltern Rail to provide a new office and facilities for the use of Chiltern Rail staff. Details are also provided of private communal residential landscaped gardens, other amenity space, car parking, cycle storage, plant and associated infrastructure.

The application seeks to discharge the following conditions relating to Plots SW01, SW02 and SW07:

- 13(h) - wind
- 13(k) - internal layout of buildings
- 13(l) - access
- 13(m) - daylight levels
- 13(n) - private external amenity space
- 22 - play space, and
- 23 - accessible and easily adaptable units.

The applicant, Network Homes, is a Registered Provider of affordable housing.

EXISTING

The subject site for the hybrid planning consent (14/4931) comprises approximately 2.65 hectares of land and is situated within the Wembley Opportunity Area as designated within the London Plan and the Wembley Growth Area as identified within the Brent Core Strategy and Wembley Area Action Plan (WAAP). This wider consent comprises plots SW01 to SW07. Plots SW03 to SW05 are currently under construction on the eastern section of the wider site.

This reserved matters application relates to a 0.456 hectare element of the site, referred to as plots SW01, SW02 and SW07 within the hybrid planning consent. The planning application site is situated on both sides of the railway and Wembley Stadium Station (Chiltern Railway), although the majority of the development would be on land within the site situated to the north of the railway cutting.

The site of plots SW01 and SW02 is previously developed land which is currently largely cleared of development, but a private access road runs through the middle of the plot linking South Way to the northern platform of Wembley Stadium station at a lower level. The site slopes down from the north to the south. The plot is bordered to the north by South Way and the site to the north of this, previously 'Mahatma Gandhi House' is currently being redeveloped for a mixed use residential led scheme featuring two towers which would be 12 and 23 storeys high. To the east of the plot is the public open space known as 'Wembley Stadium Station Square' or 'White Horse Square'. The railway line runs to the south of the site, and to the west is Wembley Hill Road along which is a row of 2-3 storey properties with ground floor level shops and residential accommodation above, which face towards the development site.

Plot SW07, on the southern side of the railway is a broadly triangular plot which is largely cleared of development. There are a number of mainly small, self-seeded trees on the plot. Its north western edge runs adjacent to the southern pedestrian approach to White Horse Bridge from Wembley Hill Road. To the east are the three storey terraced houses of Juniper Close and the two storey houses of Oakington Manor

Drive. To the south of the site is the Jehovah's Witnesses Hall and the sides and rears of the predominantly three storey commercial and residential properties of Neeld Parade. A pedestrian access route currently runs through the plot providing step-free access between Wembley Hill Road and the southern platform of Wembley Stadium Station.

A 5m zone extending out from the rear of the station platforms has been defined as a 'no-build zone' by Network Rail. Parts of this lie within the site boundary, however, any landscape or foundation works in this area would be subject to agreement by Network Rail.

In addition, a strip of land within the site boundary along the southern edge of South Way has been safeguarded by Brent for potential future widening works to the road. These potential plans are acknowledged and accommodated by the current proposals.

With regard to the Wembley Area Action Plan Site Proposals, the site falls within the Comprehensive Development Area. Site Proposal W6 is applicable to the proposed development. There are no conservation areas or Listed Buildings within or adjoining the application site.

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:

Outline Planning Permission: Application reference 14/4931 granted outline consent for mixed use redevelopment to provide up to 85,000sqm of floorspace. This reserved matters application is considered to be in material compliance with the parameters and principles established under the outline consent, as amended by subsequent non-material amendment planning application 17/4755.

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

Proposed Uses: The residential and commercial proposed uses are in compliance with the parameters and principles established and approved under the outline consent.

Housing Mix and Affordable housing: 100% of the residential dwellings provided would be affordable housing, totalling 156 units. Of these, 66 would be Affordable Rent (AR) and 90 would be Shared Ownership (SO) units. The scheme comprises 36% 1-bedroom units, 46% 2-bedroom units, and 18% 3-bedroom units. These dwellings form part of the affordable housing provision agreed under the outline planning application for the wider South West Lands site (14/4931) and secured through a section 106 legal agreement.

Scale, Layout and Appearance: The scale and massing of the proposed scheme is within the heights and extents identified on the parameter plans approved under the outline planning permission, as amended by subsequent non-material amendment planning application 17/4755. The overall finished appearance of the development is considered to be high quality and is acceptable in design terms.

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

Sustainability and Energy: The submission demonstrates that the scheme will exceed London Plan targets for CO2 reduction.

Highways: The car parking, access and servicing arrangements are considered to be acceptable and there are no objections on transportation grounds to these reserved matters details.

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)
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Businesses and offices					200	200
Dwelling houses					13673	13673
General business use					1234	1234

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Affordable Rent Flat)										0
EXISTING (Flats û Intermediate)										0
PROPOSED (Affordable Rent Flat)	21	17	28							66
PROPOSED (Flats û Intermediate)	35	55								90

RELEVANT SITE HISTORY

14/4931 Granted 23/12/2016

A hybrid planning application, for the redevelopment of the site to provide seven mixed use buildings up to 19 storeys in height accommodating:

- outline planning permission for up to a total of 75,000sqm to 85,000sqm mixed floor space including
- up to 67,000sqm of C3 residential accommodation (approximately 725 units);
- 8,000sqm to 14,000sqm for additional C3 residential accommodation,
- C1 hotel and/or sui generis student accommodation (an additional approximate 125 residential units; or 200-250 bed hotel; or approximate 500 student units; or approximate 35 residential units and 200 bed hotel);
- 1,500sqm to 3,000sqm for Classes B1/A1/A2/A3/A4/D1/D2;
- together with associated open space and landscaping; car parking, cycle storage, pedestrian, cycle and vehicle access; associated highway works; improvements to rear access to Neeld Parade; and associated infrastructure
- full planning permission for a basement beneath Plots SW03 - SW05 to accommodate 158 car parking spaces and 9 motor cycle spaces; Building 3A within Plot SW03 to accommodate 188 residential units and 150 cycle spaces; and associated infrastructure, landscaping, open space, vehicular access and servicing and subject to a Deed of Agreement dated 23 December 2016 under Section 106 of the Town and Country Planning Act 1990, as amended

17/4755 Granted 27/11/17

Non-material amendments to planning permission (ref: 14/4931)

“A hybrid planning application, for the redevelopment of the site to provide seven mixed use buildings up to 19 storeys in height accommodating:

- outline planning permission for up to a total of 75,000sqm to 85,000sqm mixed floor space including up to 67,000sqm of C3 residential accommodation (approximately 725 units); 8,000sqm to 14,000sqm for additional C3 residential accommodation, C1 hotel and/or sui generis student accommodation (an additional approximate 125 residential units; or 200-250 bed hotel; or approximate 500 student units; or approximate 35 residential units and 200 bed hotel); 1,500sqm to 3,000sqm for Classes B1/A1/A2/A3/A4/D1/D2; together with associated open space and landscaping; car parking, cycle storage, pedestrian, cycle and vehicle access; associated highway works; improvements to rear access to Neeld Parade; and associated infrastructure;
- and
- full planning permission for a basement beneath Plots SW03 - SW05 to accommodate 158 car parking spaces and 9 motor cycle spaces; Building 3A within Plot SW03 to accommodate 188 residential units and 150 cycle spaces; and associated infrastructure, landscaping, open space, vehicular access and servicing”

The proposed amendments would consist of various changes to the form and layout of buildings at SW01

and SW02, and alterations to the public route between SW07 and Neeld Parade.

CONSULTATIONS

Press Notice: 09/03/2018

Site Notice: 14/03/2018

The owners/occupiers of 225 nearby and neighbouring properties were notified of the development on 14/03/2018. No representations were received from neighbouring residents at the time of writing this report.

External consultees:

Network Rail

Network Rail are currently liaising with the developer. Any construction issues will be dealt with under the BAPA (Basic Asset Protection Agreement) agreed between the relevant parties.

Chiltern Railways

Agreed in principle with the step free access to the platform reverting to Wembley Hill Road. Raised issues regarding passenger information, a locking gate, signage and power and cabling for a potential oyster card reader. These matters are currently being considered by the applicants.

Thames Water

With regard to both surface water network infrastructure capacity and foul water sewage network infrastructure capacity, no objections raised, based on the information provided.

TfL

No strategic transport comments to make on proposals.

Environment Agency

No comments to make.

Internal Consultees:

Environmental Health

Generally satisfied with information submitted to date. See Noise section of report for further details.

Lead Local Flood Officer

Generally satisfied with the Flood Risk management, but some points of clarification requested.

POLICY CONSIDERATIONS

The Development Plan in force comprises:

Brent LDF Core Strategy 2010

Brent Development Management Policies Document 2016

Wembley Area Action Plan 2015

London Plan (Consolidated with Alterations since 2011) March 2016

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

National Planning Policy Framework 2012 (NPPF)

Technical Guidance to the National Planning Policy Framework

National Planning Practice Guidance (NPPG)

London Mayor's Housing Supplementary Planning Guidance (SPG) (2016)

In addition, the first draft of the Brent Design Guide SPD1 (July 2017) has been subject to public consultation. The second draft (May 2018) is open for public consultation until 5 July 2018. Once adopted, this will supersede SPG17. The May 2018 draft of the Guide is afforded weight in the determination of planning applications as it is based on and supersedes the July 2017 draft version which has been improved following the consultation process.

DETAILED CONSIDERATIONS

1. Context

Hybrid planning application 14/4931

2. On 23 December 2016, planning permission was granted, (ref: 14/4931), for the redevelopment of the South West Lands in Wembley. The scheme approved was in outline for the whole South West Lands site, with the exception of Building SW03A within Plot SW03 and the basement beneath Plots SW03 – SW05, along with associated infrastructure, landscaping and open space, for which full reserved matters details were submitted. Work is currently underway on the development of plots SW03, SW04 and SW05.

Non-material amendment planning application 17/4755

3. Subsequent to outline planning permission being granted, a section 96a non-material amendment planning application was submitted under application reference 17/4755. This was approved on 27 November 2017. The amendments approved consisted of various changes to the form and layout of buildings at SW01 and SW02, and alterations to the public route between SW07 and Neeld Parade. In summary, these changes were designed to improve the massing and appearance of blocks SW01 and SW02 and their relationship with their setting and surrounding developments. Furthermore the changes created a more generous public route between SW07 and the gable end of the Neeld Parade buildings.

The current reserved matters application

4. In conformity with the approved outline planning approval, this current reserved matters application seeks to deliver ground floor commercial units and residential housing on the floors above in three blocks – SW01, SW02 and SW07. In summary, the current scheme would provide:
 - 156 new homes as a mixture of 1, 2 and 3 bedroom units;
 - 100% affordable housing, in both Affordable Rent (AR) and Shared Ownership (SO) tenures;
 - 28 (18%) of the units as family-sized dwellings;
 - 17 (11%) of the units as wheelchair adaptable units;
 - 12 secure car parking spaces for Blue Badge holders;
 - 266 cycle parking spaces (256 secure private spaces and 10 visitor spaces);
 - 1,234 sqm of commercial retail floorspace providing active frontages on the ground floor of each block;
 - A 200 sqm Permanent Rail Facility (PRF) for use by Chiltern Railways on the ground floor of SW07; and
 - Landscaping and pedestrian public realm improvements at ground floor level.
5. The scheme is designed to be compatible and integrate well with the wider Wembley Masterplan.
6. **Proposed use**
7. As set out above, the SW Lands planning permission (ref: 14/4931) granted approval for a number of residential and non-residential uses across the SW Lands site.

8. The table below provides a summary of the floorspace of the different uses proposed under the current scheme:

Use	Use class	Floorspace GIA (m2)
Residential	C3	13,673m ²
Retail/Commercial/Community Use	B1, A1-A4, D1 and D2	1,234m ²
Permanent Rail Facility	B1	200m ²

9. The ground floors of the units would be permitted for uses falling within use classes B1, A1-A4, D1 and D2 (Retail/Commercial/Community Use). This is in accordance with the Wembley Area Action Plan guidance on this site – site W6 – which notes that the location of the site means that it “is ideally suited for major mixed use development, with a limited scale of development on the south side of White Horse Bridge. A retail component will be important in providing a link between the High Road and Wembley Park Boulevard”. Floorspace in these uses will provide active frontages on the ground floor of all blocks, which will add visual interest and enhance the vitality of the area.

Residential

10. 156 homes are proposed as a mix of 1, 2 and 3 bedroom homes distributed across plots SW01, SW02 and SW07. The proposal is 100% affordable and all homes would be either Affordable Rent (AR) or Shared Ownership (SO). The table below indicates the range of different unit sizes which would be provided by the scheme:

	Affordable Rent (SW01)	Affordable Rent (SW07)	Total (Affordable Rent only)	Intermediate (SW02)	Total (Affordable Rent and Intermediate)
1 bed / 2 person	14	2	16	35	51 (33%)
1 bed / 2 person (wheelchair)	4	1	5	0	5 (3%)
2 bed / 3 person	1	2	3	35	38 (24%)
2 bed / 3 person (wheelchair)	0	1	1	0	1 (1%)
2 bed / 4 person	6	7	13	10	23 (15%)
2 bed / 4 person (wheelchair)	0	0	0	10	10 (6%)
3 bed / 5 person	12	15	27	0	27 (17%)
3 bed / 5 person	0	1	1	0	1 (1%)

(wheelchair)					
TOTAL	37	29	66	90	156 (100%)

Retail/Commercial/Community Use

11. In accordance with the outline planning approval, a total of 1,234m² of Retail/Commercial/Community floorspace is provided in units on the ground and lower ground floors of the three blocks. As the end users of these spaces are not yet known and to provide maximum flexibility, a flexible range of uses is applied for. This will maximise the letting potential of these spaces to minimise possible voids thereby maintaining a vibrant and active frontage around this development. The table below shows how this floorspace would be distributed between the three blocks:

Block	Range of uses	Floorspace GIA (m2)
SW01	B1, A1-A4, D1 and D2	294m2
SW02	B1, A1-A4, D1 and D2	701m2
SW07	B1, A1-A4, D1 and D2	239m2

Permanent Rail Facility

12. The outline planning approval required the provision of a 200m² Permanent Rail Facility for the use of Chiltern Rail, to provide a new purpose built office and facilities for the use of Chiltern Rail staff. This is proposed on part of the lower ground floor and ground floor of Block SW07. Further details of this space will need to be submitted and approved in writing by the Local Planning Authority in consultation with the Railway Undertaker in due course.

Car parking

13. In view of the site's excellent public transport links, car parking provision has been limited to the provision of disabled spaces only, which would encourage sustainable travel patterns.

14. Layout, scale and appearance

Layout

15. The parameter plans approved under the outline planning permission established key principles for the scheme including the general height and massing of the buildings, the location of the permanent access route (PAR) through the SW01/02 site and the location of the communal external amenity spaces including a podium garden between buildings SW01 and 02 above the PAR.
16. All the buildings would have active street frontages allowing natural surveillance and creating a more attractive, vibrant and safer public realm.

SW01 and SW02

17. SW01 and SW02 have a unified form, comprising one block at lower levels creating active frontages along the street edge with a first floor podium deck spanning between them. Above this level, the blocks would be separated. The north-south orientation of the buildings would allow units to face east or west, giving good levels of daylight. Furthermore, the buildings enclosing the podium garden have been shaped to maximise the amount of southern light reaching this amenity space.
18. The height of the block at the northern end of the podium retains a sense of enclosure within the garden, but the tall ends of SW01 and 02 are given expression and respond directly to the form of the

proposed two-tower block on the Mahatma Gandhi site opposite. Retaining a gap between the two blocks at upper levels creates a greater sense of openness, with better views from flats and increased daylight at street level.

19. Block SW02 is situated on the east facing side of Wembley Stadium Station Square and would, along with SW03 to the east, enclose and overlook the square. The ground floor commercial space of SW02 would front on to the square, providing animation and activity at the western side.
20. SW01 and SW02 would have a basement level accommodating plant, refuse and recycling and car parking. The ground floor level would feature commercial spaces fronting onto the main access routes of Wembley Hill Road, South Way and White Stadium Station Square along with communal residential entrance areas and cycle stores. Stairs from the communal residential entrances would lead up to landings from which the podium garden can be accessed. Residential units are located to three sides of the podium garden providing both a pleasant outlook for the units and natural surveillance for the amenity space. Extra commercial space is also located on this level. At upper levels, in a typical residential floor, larger family units are located at the ends of the blocks to take advantage of a dual aspect whilst smaller units are located to the centre of the plan. Cores would be naturally lit and would have a visual connection to the podium garden.

SW07

21. The siting of the building allows the building form to provide an attractive street edge to the approach to White Horse Bridge.
22. On the western edge of the block, the building is set back to provide a public route between the new building and the gable end of the Neeld Parade buildings, encouraging a feeling of openness rather than enclosure. This also forms a more usable area of public realm on this key corner of the site - which is proposed for use as a terrace in connection with the ground level commercial unit. The block steps down in height at either end in response to the heights of the adjacent three-storey properties.
23. The primary communal residential entrance for SW07 is situated at lower ground floor level, where access is gained through the communal garden. Wheelchair accessible units are located at this level so as to be easily accessible from the garden entrance and close to designated parking spaces. Ancillary residential spaces including plant and refuse stores are located to the northern edge of the plan which is below ground at this level owing to the sloped nature of the site. The lower level of the Permanent Rail Facility (PRF) is also accessed from a private yard at this level.
24. At ground floor level, commercial spaces would front onto the approach to White Horse Bridge activating this façade. This façade would also accommodate a secondary communal residential entrance and the primary entrance to the PRF. At upper levels, in a typical residential floor, larger family units are located to the ends of block where possible to take advantage of a dual or triple aspect. There would be recessed balconies to units that face White Horse Bridge approach and projecting balconies to the ends of the block and on the southern façade. Cores would be naturally lit and would have a visual connection to the White Horse Bridge approach.

Scale

25. The Planning Statement submitted with the application confirms that the scale and massing of the proposal is within the heights and extents identified on the parameter plans approved under planning permission (ref: 14/4931) and subsequent s96a Non Material Amendment application (ref: 17/4755). 'Parameter Plan 09: Proposed Heights, Rev P3' approved under ref. 17/4755 sets out the AODs approved at key positions across the development.
26. SW01 and SW02 are two linked blocks on the northern side of White Horse Square. SW02 would rise up to 18 storeys in height (+105m AOD) at its tallest point on the south-eastern end of the building, then step down to 12 storeys (+86.7m AOD) to the north and west. SW01 would be 8 storeys high (up to +73.2m AOD at its highest point), providing a step down adjacent to the lower existing buildings.
27. Between blocks SW01 and SW02, there would be a townhouse block to the north of the podium. This building, would be two storeys in height above the podium (three storeys above the street) and would have a height relationship with the podium of the new Mahatma Gandhi development opposite and

whilst retaining activity along this street edge.

28. SW07 would extend up to 5 storeys in height above street level (6 storeys above garden level) which equates to +61m AOD at its highest point for the solid part of the elevation. It would step down one storey (to +57.9m AOD) adjacent to the Neeld Parade buildings and it would step down 2 storeys at the eastern end (to +54.7m AOD), adjacent to the houses on Juniper Close. These parameter heights would allow for handrails to extend a maximum of 0.5m above these stated levels.
29. To provide context, with regard to the buildings on the adjacent plot on the other side of Wembley Stadium Station Square, the maximum approved parameter height for the western section of SW03 is +112m AOD. Meanwhile, the stadium presents four critical datum heights, namely; its concourse at +52m AOD; its shoulder at +80m AOD; the top of its roof at +103m AOD; and the peak of its arch at +183m AOD.
30. As part of the outline planning permission approval, key height-related planning considerations were assessed including the impact of the scheme on views to Wembley Stadium and the impact of the proposed scheme on daylight/sunlight levels at neighbouring properties. The proposal was found to be in accordance with Policy DMP1 the Local Plan Development Management Policies 2016 and Policies WEM5 'Tall Buildings' and WEM6 'Protection of Stadium Views' of the Wembley Area Action Plan 2015. This reserved matters proposal is in accordance with the previously approved height parameters. With regard to the impact of the proposed scheme on daylight/sunlight levels at neighbouring properties, this is discussed from paragraph 107 below.

Density

31. The scheme has a site area of 0.456ha and the proposal comprises 156 units and 436 habitable rooms. This equates to a scheme density of 342 dwellings per hectare and 956 habitable rooms per hectare. This is within the London Plan density guide suggestions for 'Central' locations. The site is within close proximity to a range of public transport connections and this density is considered appropriate for this well-connected site with a good Public Transport Accessibility Level (PTAL) of 3 and 4, which is within the 'Wembley Opportunity Area' as identified by the London Plan as having significant capacity for housing and commercial development.

Appearance

32. The design of the façades draws on references from the 'metroland' area within Wembley and other notable deco buildings from the 1930s period. All three blocks utilise the same façade treatment to harmonise them as a collective family. The blocks are typically grounded by a darker brick to the base. This further delineates commercial areas and communal entrances and varies in height between the different buildings in response to the adjacent context. The commercial façade to SW01 is single storey in height as this responds to the commercial frontages to the other side of Wembley Hill Road. The commercial façade to SW02 is expressed as two storeys which responds to the commercial spaces designed for SW03 on the opposite side of Wembley Stadium Station Square. The commercial façade to SW07 is a tall single storey, mediating between existing commercial spaces to the south and the two storey commercial spaces surrounding White Horse Square. SW07 uses the same façade language as SW01 and 02 to enhance the sense of a gateway of buildings on either side of White Horse Bridge.
33. The residential floors are expressed by using a lighter brick. Regular horizontal bands which wrap continuously around each block unify all façades with the same treatment. This approach is considered important as the block of SW01 & 02 does not have a distinctive front or rear and can be considered to sit upon an 'island site.' The primary bands which sit above and below windows use flush brickwork contained by a precast stringcourse to the top and bottom. These wrap around balconies to form low parapets upon which metal railings are placed to form a sufficient guarding. The intermediate bands are formed from stepped brickwork and the windows which differentiate themselves from the primary bands. Further studies will be undertaken to establish the final brick and mortar choices. Vertically aligned windows of a regular size then offset the strong horizontal banding to form a balanced composition.
34. Balconies would have a metal soffit to their underside, toned to complement the brickwork, with the precast stringcourse framing the edges. Metalwork and window frames would be darker in tone so that

these elements are read as subservient yet complementary.

35. The buildings would have faceted façades rather than long straight frontages. This would improve circulation and sight lines around the buildings and also reduce the perceived width of the east elevation of SW02 (onto Wembley Stadium Station Square), owing to its more slender form.
36. On SW07, balconies would provide animation and interest at the corners of the building, whilst the long north-western elevation of the building is broken up using balconies at intervals along the length of the façade.
37. It is considered that the overall finished appearance of the development would be high quality and is acceptable in design terms, and thus accords with policy DMP1 of the Brent Local Plan Development Management Policies 2016 and policy WEM5 and WEM8 of the Wembley Area Action Plan 2015.

38. Residential Accommodation

Affordable Housing within context of wider South West Lands site

39. The outline planning application for the wider South West Lands site (ref no. 14/4931 granted planning permission 23.12.16) proposed 30% of units as Affordable Housing, comprising 15% affordable rented and 15% discount market sale or shared ownership. This 50:50 split between affordable rent and intermediate homes did not accord with London Plan or Brent policy as set out within the Brent Core Strategy and Wembley Area Action Plan. However, it was considered that within the context of a constrained financial position, this mix would help to increase the overall proportion of Affordable Housing and was therefore supported by officers. The Council's viability consultants undertook an independent assessment and confirmed that the proposed provision of 30% Affordable Housing by unit constituted the maximum reasonable proportion achievable. This level of provision was secured through a section 106 legal agreement.
40. Subsequently, the affordable housing tenure and size mix proposed to be delivered in the South West Lands has evolved through discussions between LBB and Quintain and it has now been agreed that across the South West Lands site as a whole, 30.1% of dwellings will be affordable housing, comprising 14.8% affordable rented and 15.3% intermediate shared ownership.
41. In reaching these levels, it has been agreed that more 3 bed affordable rent units will be provided - 28.6% by unit compared to the 24% required under the S106 Agreement, owing to Brent's identified need for family affordable rent units. The number of 3 bed shared ownership units has been reduced from 5% to 0% owing to the low local demand for larger shared ownership units, but this has led to an increase in 1 and 2 bed shared ownership units.
42. Whilst there would be 4 fewer dwellings in affordable rent compared to in intermediate shared ownership, in terms of floorspace, the total amount of affordable rented floorspace (96,237 square feet) would exceed the total amount of shared ownership floorspace (88,597 square feet) across the South West Lands site. In these circumstances, officers consider it acceptable that, based solely on unit numbers, the S106 requirement of 15% by unit for affordable rent and 15% for shared ownership is not quite met.
43. In summary, over the entire South West Lands site, out of a total of 897 units to be provided, 270 units would be affordable – 133 in affordable rent and 137 in intermediate shared ownership. These would be provided by the South West Lands Phase 2 stage of the development within plot SW05 (as consented under reserved matters application 17/0718) and by the current application. This provision is set out in the tables below:

Affordable rent units

Plot	Number of units
SW01	37

SW02	-
SW05	67
SW07	29
TOTAL	133

Intermediate shared ownership units

Plot	Number of units
SW01	-
SW02	90
SW05	47
SW07	-
TOTAL	137

44. The current application

45. The 156 unit scheme comprises 36% 1-bedroom units, 46% 2-bedroom units, and 18% 3-bedroom units, as set out in the table below:

46. 17 of the units (11%) would be wheelchair accessible, comprising five 1-bed/2 person units, eleven 2-bed/3 or 4 person units, and one 3-bed/5 person unit. The 12 car parking spaces proposed are all dedicated spaces for the use of the wheelchair accessible dwellings only.

47. The scheme has been designed to be tenure blind, with the same design approach, façade treatments, external finishes and materials to be used across all three blocks. Communal amenity spaces are provided for each block. In addition, individual balconies or private terraces are provided for each unit, all of which meet or exceed the minimum private amenity space standards.

Quality of accommodation

48. A variety of unit types have been provided ranging from 1 bed / 2 person apartments up to 3 bed / 5 person apartments. All units would meet or exceed the DCLG Technical Housing Standards (March 2015) and provide external private amenity as well as internal storage space.

49. With regard to the orientation of homes, there would be no single aspect north facing homes and many homes would benefit from dual aspect layouts. The cores would enjoy natural light and each one would provide access to a maximum of seven units, in line with the Mayor's Housing SPG.

50. Key Lifetime Homes and Building for Life principles have been incorporated into the scheme to promote the delivery of high quality units.

Accessible and Adaptable dwellings

51. Policy 3.8 of the London Plan (Housing Choice) states that a range of housing choice should be provided in respect to housing type and size. The proposed development comprises a mix of 1-, 2- and 3-bedroom units. All units would meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings'. There would also be 17 units (11%) which would meet Building Regulation requirement M4 (3) 'wheelchair user dwellings', ensuring they are designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. The scheme is therefore in accordance with policy 3.8 of the London Plan and meets the requirements of condition 23 of outline planning permission 14/4931.

Wheelchair accessible homes

52. A total of 17 homes (11% of the total dwellings) have been designed as wheelchair accessible dwellings. The seven affordable rent units are 'adapted' and the 10 shared ownership units are 'adaptable'. The following mix of wheelchair adaptable unit types is proposed:

5 x 1-bedroom / 2 person

1 x 2-bedroom / 3 person

10 x 2-bedroom / 4 person

1 x 3-bedroom / 5 person

53. The wheelchair accessible homes are located within all three blocks in both Affordable Rent and Shared Ownership tenure. The distance between lift lobbies and these homes has been kept to a minimum for convenience and ease of access.
54. All wheelchair accessible homes are designed to meet part M4(3) of building regulations and all other homes will comply with part M4(2). Internal floor areas of all units meet, or exceed, the DCLG Technical Housing Standards (March 2015).

Impact on residential amenity of neighbouring residents

Juniper Close

55. The edge of the balconies on the eastern end of the SW07 building would extend within around 3.6 metres of the side elevation of the residential properties of Juniper Close. This eastern end would feature balconies at ground, first and second floor levels, a residential terrace at third floor level and a balcony at fourth floor level. Views from the ground, first and fourth floor balconies would not unduly impact on the privacy of neighbouring residents. However, views from the second floor balconies and the edge of the third floor terrace would be possible towards the rooftop gardens of the Juniper Close properties. Officers consider that without some form of screening or other measures, the privacy of the Juniper Close residents would be unacceptably compromised. In view of this, a section of green roof, inaccessible to the occupiers of the adjacent apartment is proposed between the third floor terrace and the balcony edge, so that views from the terrace would not extend to the rooftop gardens of the Juniper Close properties. Also, privacy screens are proposed for the second floor balconies. It is considered that provided this green roof section is retained in the future and also suitable second floor privacy screens are installed and retained in the future, this would provide sufficient protection of the neighbouring residents' privacy. Indicative drawings have been submitted showing the location of this green roof and the location and possible design of these screens, but a condition is recommended requiring full details of this section of green roof and the privacy screens to be submitted and approved prior to the first occupation of the residential units.

Neeld Parade

56. Similar issues arise in relation to the relationship between the western end of the SW07 building and the rear of the Neeld Parade properties. Although the angle is not direct, as the separation distance between the edge of the nearest balcony and the closest window of a habitable room on the rear elevation of the nearest Neeld Parade property would only be approximately 10 metres, officers again consider that some form of privacy screening is necessary. Accordingly, a condition is recommended regarding privacy screens as outlined above.

Wembley Hill Road

57. There would be a separation distance of approximately 25 metres between the fronts of these properties and the western elevation of the SW01 building. Whilst the proximity of the new building would have some impact on the outlook from these properties, this is considered acceptable within this urban context and this relationship has already been deemed acceptable through the approval of the parameters plans under the outline planning permission 14/4931.

58. Landscape and amenity

59. The landscape plans submitted have been based on the following principles:

- Creation of areas of accessible public realm to the curtilage of the proposed buildings with street furniture, street trees and design treatments taking into account the potentially high levels of crowding on event days.
- Improved pedestrian access around the development to Wembley Stadium Station.
- Shared amenity space for residents in the form of communal gardens with natural play opportunities and space to socialise.
- Private roof gardens for residents with sheltered spaces for sitting and planting.
- Green and brown roof treatments to roofs within the development.

60. An amenity space strategy has been developed in relation to all three blocks to ensure that every home has access to both private and communal amenity space.

61. Private amenity space

62. Each home would have access to either a private terrace or private balcony. All private amenity spaces would either meet or exceed the space standard requirements for private amenity space. Balcony studies have been carried out for all the different types of balcony proposed across the scheme. These demonstrate that all the balconies are capable of accommodating a table and chairs to seat the intended number of occupants, with adequate circulation room to make them useable.

63. Communal amenity space

64. Communal amenity spaces are proposed as summarised below:

•Communal podium level garden	459m ² (SW01 and SW02)
•8th floor roof garden	400m ² (SW01)
•12th floor roof garden	208m ² (SW02)
•Residents' communal garden	385m ² (SW07)

65. A communal residential landscaped open space is proposed at first floor (podium) level between buildings SW01 and SW02. The space is south facing and is accessed from Blocks SW01 and SW02 and contains the front doors to the townhouses positioned between the SW01 and SW02 blocks. This communal garden area is to be used flexibly, for sitting or for play and includes benches, play equipment, a sand pit and a range of planting including lawns, trees, hedges and shrubs. Raised beds and mounds to allow for the required soil depths to accommodate the tree planting on the podium would add further form and interest to this garden area. The spaces could be enjoyed by residents of all ages and are fully wheelchair accessible with the exception of some of the play areas where play sand and play bark are proposed.

66. A communal garden is also proposed to the south of the SW07 building incorporating natural play opportunities including boulders and stepping stones, raised beds for growing, a BBQ area, seating, grassed areas, tree planting and other soft landscaping. Although perimeter railings would be installed around the garden for security reasons and to encourage the use of the space by residents, this would still allow views into the space and green planting around the internal perimeter of the garden would ensure that the space still contributed to the greenness and visual amenity of the area. In addition, a number of trees would be planted within publicly accessible areas adjacent to the footpath which links Wembley Hill Road to Wembley Stadium Station which would improve the visual amenity of the surrounding area. Furthermore, adjacent to the gable end of Juniper Close, a lawn with groundcover and shrubs would be established, which would further enhance the appearance of the area. The

installation of photovoltaic panels on the roof of Block SW07 would prevent this area being used for the provision of any additional amenity space.

67. Roof gardens would be created on the 8th floor of block SW01 and the 12th floor of block SW02. These spaces would be accessible to residents only and provide a sheltered space to sit and socialise. These gardens would include seating areas, trees and other planting. Green roofs are also proposed which would provide habitats for plants, insects, and animals.
68. A total of 1,452m² of communal residential amenity space would be provided. A further 1,283m² of private residential amenity space is provided in the form of balconies and terraces. In total, 2,735m² of amenity space is proposed which is made up of a mix of both private and communal amenity spaces. This equates to around 17.5m² per dwelling. Whilst this is below the Brent policy target of 20m², it is comparable with other schemes in this area which is characterised by high density schemes. The communal amenity spaces have been designed to maximise the use of every space and provide as much high quality, useable amenity space as possible, whilst conforming with the outline planning approval. In addition to dedicated private and communal amenity space areas, the proposal provides significant improvement to the public realm at ground floor level. Furthermore, the scheme is adjacent to Wembley Stadium Station Square, a large multi-purpose urban open space.
185. In terms of public realm improvements, a new space for gathering would be located to the north-east corner of Block SW02. This would be laid out with strips of concrete paving and porous gravel, with a grid of birch trees and timber and concrete benches. In addition, large street trees would follow the façade of blocks SW01 and SW02 along South Way with street furniture placed along the same line of these trees to avoid conflict with large pedestrian flows on events days. This stretch of land along South Way has been designated as 'safeguarded' for future highway modifications, but until such modifications are carried out it would serve as an enhanced area of public realm.
69. A pedestrian walkway would enable DDA compliant, step free access from Wembley Hill Road to the northern platform of Wembley Stadium Station. Groundcover planting to the north of this path would provide visual interest, whilst new planting to the south on the railway embankment would contribute to the stabilisation of the slope and continue the wildlife corridor which extends along the railway line. The walkway would have a steel railing along its side adjacent to the railway embankment and handrails on both sides along its entire length.
70. Areas of land to the south of plot SW01 and SW02 and to the north of plot SW07, adjacent to the railway have been designated as Network Rail 'no-build' zones. Whilst these would not be accessible to the public or residents, they would provide a green buffer zone which would enhance the visual amenity of the area.
71. The scheme also benefits from close proximity to the new public park which will be located around a five minute walk away to the east of the proposal site. In addition, King Edward VII Park is approximately 600 metres from the proposed development.
72. In these circumstances and given the high quality of the proposed landscaping plans and the additional open space provision in close proximity to the site, the level of both communal and private residential external amenity space provided within the boundaries of the scheme itself is considered to be acceptable.
- 73. Play space**
74. The London Plan child yield calculator is used to estimate the number of children a development will house based on the number and size of housing units. This indicates that across the three sites there would be a likely child yield of 37 0-5 years age group children and 29 6-11 years age group children totalling 66 0-11 years children.

75. The scheme would therefore generate an estimated requirement of 660sqm of play space across the three sites. Of this, 370sqm should be 'doorstep' play suitable for use by the 0-5 years age group.
76. Based on the current proposed accommodation mix in each Block, the quantum of play space required (at 10 sqm per child as a minimum) and proposed are shown in the table below:

Housing Block	SW01	SW02	SW07
Under 5	16	4	17
Age 6-11	12	1	16
Area of playspace required by London Plan	280 sqm	50 sqm	330 sqm
Area of accessible playable space provided on-site	400 sqm in podium garden		354 sqm in communal garden
Age 12+	7	1	10
Off-site contributions	70 sqm	10 sqm	100 sqm
Total off-site contributions	180 sqm (equivalent)		

77. The plans submitted show that the 330 square metres of formal play space and playable landscape space required for the age 0-11 residents of SW01 and SW02 would be provided within the podium garden between those blocks and the 330 square metres of formal play space and playable landscape space required for the age 0-11 residents of SW07 would be provided within the communal garden next to building SW07. These areas are overlooked by residents and provide opportunities for play under close or casual observation by parents. In addition to these communal gardens, the roof gardens on blocks SW01 and SW02 provide additional spaces for casual play, sitting and socialising.
78. The proposal therefore meets the London Plan requirement through dedicated play spaces within the podium garden of plot SW01 and SW02 and within the communal garden of plot SW07 and this provision is complemented by additional multi-use roof gardens within plots SW01 and SW02.
79. It is considered that the proposed amenity, landscaping and play space provision is acceptable given the nature, density and location of the proposed scheme. The proposals materially accord with the Brent Local Plan Development Management Policies Policy DMP19, London Plan policy 3.6 and the Mayor's SPG Shaping Neighbourhoods: Play and Informal Recreation.

80. Ecology

81. The habitat survey carried out for the South West Lands site report assessed the site as being of low significance ecologically. The current proposals include a range of features designed to protect and enhance existing habitats. These include enhancing the Railway corridor along the boundary to the railway, the provision of landscaped gardens and roof terraces, the provision of a number of green and brown roofs across the development and the planting of new street trees.
82. The development of the site would require the removal of 8 trees from the SW07 site. These are self-sown Sycamore and Elder. They would be replaced by 12 new trees, including native species such

as Common Pear, planted in spacing which would allow them to develop to maturity.

83. The inclusion within the scheme of native plant species in landscaped areas including the railwayside, roof gardens and brown roofs would create a range of habitats for native flora and fauna. The proposals would increase biodiversity on site, in line with planning policy, namely London Plan policy 7.19 'Biodiversity and Access to Nature' and Brent Core Strategy 'Open Space & the Environment' Objective 9 and CP 18 'Protection and Enhancement of Open Space, Sports and Biodiversity'. In particular, the scheme as a whole would strengthen the role of the railway as a wildlife corridor, in line with planning policy. Appropriate and ongoing management of these new habitats would enhance the biodiversity of an otherwise low ecological value area, and strengthen the contribution it would make to connectivity within the green infrastructure in the wider area.

84. Access and circulation

85. The proposals would offer some improvements to walking connections within the local walking network primarily in connecting Wembley Stadium Station with Wembley Hill Road and South Way. A new pedestrian walkway would provide step free access from street level at Wembley Hill Road to the north side platform of Wembley Stadium Station. The creation of the communal garden to Block SW07 and tree planting would also improve the experience for users of the footpath between Wembley Hill Road and the south side platform.
86. Occasional vehicular access to the platform of Wembley Stadium Station would be provided by an access road from South Way which would be positioned at ground floor level between blocks SW01 and SW02 (beneath the podium garden). As it is not overlooked, this route is not considered to be the safest or most desirable pedestrian route and left un-gated, the undercroft space could attract antisocial behaviour. Therefore gates would be installed to the road at either end of the podium to create a secure undercroft area. The gates would be operable via access fobs or codes to enable the PAR to be accessed by vehicles when required. However, on event days these gates could still be opened to allow marshalled crowds to use the road if required.
87. Owing to its close proximity to Wembley Stadium Station, this area needs to cater for a large influx of people on stadium event days, but the design of the scheme must also allow residents to go about their daily lives with minimum disruption. With this in mind, the residential entrances for blocks SW01 and 02 have been located on South Way to the north of the site. Being located here, entrances would provide animation to this street frontage but also ensure that on event days residents do not have to move through the main crowd marshalling area of Wembley Stadium Station Square, in order to access their homes. SW07 has entrances both on White Horse Bridge approach, located between smaller commercial units, and from the quieter pedestrian route at the south of the site. This provides alternative access options during event days.

88. Energy and Sustainability Considerations

89. In accordance with the South West Lands S106 Agreement obligations, site-wide CO2 emissions will be reduced as a minimum by 35% compared to 2013 Part L Building Regulations. The achievement of this target will be ensured by the implementation of energy efficiency measures, the connection of blocks SW01 and SW02 to the CHP-based district heating network and the use of renewable energy by the installation of photovoltaic panels on the commercial units of Block SW07.
90. As per the consolidated energy centre design, a single CHP-led energy centre will be located in plot E03. Details of the site wide heat network provision and expected energy centre operation were approved in the E03 reserved matters planning application 17/0016.
91. The energy centre was designed so as to meet the demands of the Masterplan as well as the South West Lands development. However, whilst the energy centre has the capability to serve Blocks SW01 and SW02, the applicants do not consider it practical for the energy centre to serve SW07 as this block is on the opposite side of the White Horse Bridge and running district heating pipe work across the railway lines is not a feasible option.
92. With regard to renewable technologies, photovoltaic panels are proposed for use to achieve the

required energy reduction in the commercial units of Block SW07. Photovoltaic panels for the residential are not deemed necessary as enough of a reduction can be achieved through the CHP units in blocks SW01 and SW02 to enable the domestic units to pass the required London Plan reduction.

93. For plots SW01, SW02 and SW07 as a whole, predicted carbon emissions have been estimated to be 35.1% below 2013 Building Regulations for the residential units and 35.6% for the non-residential units, resulting in a total, site-wide reduction of 35.2%, which exceeds the 35% reduction target.
94. With regard to BREEAM, an informative is recommended advising the applicant that, in accordance with the s106 agreement attached to outline planning permission 14/4931, prior to the making of a Material Start in relation to plots SW01, SW02 and SW07, a Sustainability Assessment must be submitted showing a route to achieving BREEAM Excellent for the non-residential floorspace. In relation to the permanent rail facility on plot SW07 which is to be fitted out, the Assessment should demonstrate that for this part of the development BREEAM 'excellent' would be achieved if points were awarded for connection to a district heat network. This Assessment should be prepared by a BRE registered BREEAM assessor or suitably qualified BREEAM Accredited Professional.

95. Water consumption

96. The proposed residential units are designed to meet a water consumption rate target of 105 litres or less per person per day. This is in line with the target set out in Policy 5.15 of the London Plan and the outline planning permission section 106 agreement. Potential strategies to help meet the target requirements include the use of supply restrictor valves, low water use toilets and taps and (where installed) low water use white goods.

97. Daylight and sunlight levels for proposed scheme

98. The proposed mitigation targets within the South West Lands Environmental Statement (ES) December 2014 and Addendum of February 2016 were that a minimum of 95% of all rooms in the proposed residential units achieve an Average Daylight Factor (ADF) of 1.5% in respect of living spaces and 1.0% for bedrooms. In terms of sunlight the commitment was that at least 50% of the new amenity space would receive at least 2 hours of sunshine on 21 March.
99. In terms of Average Daylight Factor (ADF), a total of 440 proposed habitable rooms were assessed. 84.3% of proposed habitable rooms would meet the desired standard - 78.09% of proposed habitable rooms within Building SW01, 86.80% in respect of Building SW02 and 85.00% in respect of Building SW07. A further 8.4% would fall below to a level which could be considered negligible (less than 20% below) and therefore not be noticeable to the occupants, giving a total of 92.7% of proposed habitable rooms achieving ADF levels close to the desired target of 95%.
100. These 440 proposed habitable rooms were also tested against the BRE recommended level for daylight distribution, which assesses the areas of the working plane in a room (0.85m from floor level) which can receive direct skylight. The Daylight Distribution pass rate would be 95.45% for this development.
101. In terms of the rooms that fall below the Average Daylight Factor (ADF) and the Daylight Distribution target level, these mainly occur as follows:
102. Building SW01 – the rooms that do not achieve the ADF target level are generally in a location with a balcony overhead however several of these rooms are only marginally below the target level. The daylight distribution results are good and the majority of units will receive high levels of daylight. There are a small percentage of habitable rooms that are marginally below the daylight distribution target level.
103. Building SW02 – the majority of the rooms that do not achieve the ADF target level are only marginally below the target level, and this is because they are generally in a location with a balcony overhead. The daylight distribution results are good and the majority of units will receive high levels of

daylight, with less than 2% of the habitable rooms being below the target.

104. Building SW07 – the rooms that do not achieve the ADF target level are generally in a location with a balcony overhead however several of these rooms are only marginally below the target level. The daylight distribution results are very good with only 1% of the habitable rooms being marginally below the target level, therefore overall the units will have high levels of daylight distribution.
105. Considering the results flexibly as mentioned within the BRE guide, and given the urban setting and the high density of these developments within relatively constrained sites, the results are considered acceptable in this context.
106. The amenity spaces proposed within the current scheme have been analysed and the results confirm that at least 2 hours of sunlight can be achieved by more than 50% of the areas throughout the day on 21st March, in line with the targets within the South West Lands Environmental Statement (ES) and BRE guidance.
107. **Daylight and sunlight levels for existing neighbouring properties**
108. The daylight and sunlight report submitted with this application also assessed the impact of the proposed development on existing habitable rooms in neighbouring properties.
109. In assessing daylight levels against Visible Sky Component (VSC) measures (assessing the amount of skylight falling on a vertical window), all of the surrounding windows tested would either continue to meet the guidance, be unaffected or be negligibly affected by the proposal.
110. All surrounding rooms were also assessed with regard to their potential daylight distribution. The assessment found that they would all continue to have acceptable daylight distribution if the proposed development was completed.
111. The potential impact of the proposed development on sunlight levels for the existing surrounding buildings was also assessed. The results showed that all of the surrounding windows would be unaffected by the proposal with the exception of three windows (on Wembley Hill Road properties) that would be affected, but only to a negligible degree.
112. In view of these results, it is considered that the proposed development would have an acceptable impact on the daylight and sunlight levels enjoyed by neighbouring properties.

113. Wind environment

114. A wind tunnel study was carried out to assess the wind microclimate for the proposed Plots SW01, SW02 and SW07. In terms of pedestrian comfort, the study found that wind conditions in and around the proposed development in the context of both existing and approved future surrounds are generally rated as suitable for their intended use throughout the year. However, exceptions to this occur at the outdoor seating area on the podium between Plots SW01 and SW02 and at the entrance to Plot SW02 from the podium, in both the existing and approved future surrounds.
115. The study shows, however, that with the introduction of landscaping wind mitigation measures, the aforementioned exceedances of the pedestrian comfort criteria are alleviated and wind conditions across the entirety of the site are rated as suitable, in terms of both pedestrian safety and comfort, for their intended use. These wind mitigation measures include the planting of trees and hedging and the installation of a planter at specific locations across the podium garden between plots SW01 and SW02. These measures are indicated on a plan within the study document and further specific details can be approved under the landscaping condition which would need to be discharged prior to the commencement of works on the superstructure of the development.

116. Noise

117. An acoustic assessment has been carried out in relation to the noise levels likely to be incident on the proposed building façades and to provide acoustic performance specifications such that acceptable internal noise criteria can be achieved. The submitted report sets out the acoustic performance requirements of the external building fabric elements and provides advice on internal separating elements, plant noise emissions limits and other suggested mitigation measures. This report has been reviewed by the Council's Environmental Health team, but further information will need to be provided to discharge specific noise related conditions of the outline planning permission in relation to these plots.

118. Highways and Transportation

Car Parking

119. Nine car parking spaces are proposed for SW01 and SW02 underneath the podium garden. The car park is accessed from the existing private access road from South Way. This access road will be retained and provides access to Wembley Stadium Station beneath White Horse Bridge. Three car parking spaces are proposed for SW07 accessed from Juniper Close. All car parking spaces are proposed to be disabled parking bays. The proposed layout of the car parking spaces beneath Plots SW01 and SW02 meets standards in terms of dimensions and turning space, with the spaces having a suitable crossfall of 2.5% to accommodate entry and exit from vehicles by disabled drivers. Similarly, the layout of the three disabled spaces to the rear of Plot SW07 meets standard dimensions and provides adequate turning space.
120. Officers in Transportation have advised that the proposed provision of just 12 disabled car parking spaces for these three blocks therefore accords with maximum standards, whilst also providing disabled parking in line with the requirements of Brent's Development Management Policies.
121. Consideration also needs to be given to the likely impact of overspill parking from the site on traffic flow and road safety though. In order to gauge this, data from the 2011 Census in respect of the blocks at Forum House and Quadrant Court within the Stage 1 Wembley Redevelopment Area has been examined. This showed average car ownership of 0.38 cars per household, giving a predicted total unfettered car ownership of 60 vehicles for this part of the development, which could lead to overspill parking as this exceeds the number of spaces being provided on site.
122. However, the hybrid planning approval for the development secured funds towards the extension of CPZ's/parking controls in the area, development of Travel Plans (including the promotion of a Car Club) and a restriction preventing future residents obtaining on-street parking permits in the area. The latter would prevent parking in the nearby residential streets (Mostyn Avenue etc.) throughout the week and in the wider area on Wembley Stadium event days. These measures should therefore be sufficient to minimise any overspill parking from the site, so as not to have a negative impact on traffic flow or road safety.
123. With regard to electric vehicle charging points (EVCPs), four (33%) of the twelve parking spaces would be active charging points and a further four (33%) would have passive provision to accommodate future need. This exceeds the requirement of 20% of spaces to have active and 20% of spaces to have passive electric vehicle charging points, required under condition 13.f) (i) of the 14/4931 outline consent.

Cycle Parking

124. The London Plan requires one secure bicycle parking space per 1-bed flat and two spaces per 2-/ 3-bed flat, giving a total requirement for 256 long-stay residential spaces. Secure internal storerooms are proposed at ground floor level within each of the blocks, with sufficient capacity on two-tier racks to meet the long-stay requirement.

125. Short-stay parking for 4 bicycles is also required for the flats, along with 16-32 spaces for the commercial units, depending on their precise use. Ten 'Sheffield' stands (16 spaces) are proposed along the South Way frontage of the site for short-term visitor parking. Officers in Transportation have advised that this provision is acceptable.

Servicing, refuse and fire access

126. With regard to servicing, the estate-wide ENVAC suction system is not proposed to be used for this part of the site. Instead, refuse stores are proposed at lower ground floor level for each block.

127. To access the stores for Plots SW01 and SW02, a turning stub is proposed at the rear of Plot SW01, so that refuse vehicles can use the existing access road and turn at the rear of the site, thus meeting Brent's maximum refuse carrying distances.

128. Deliveries to the commercial units in Plots SW01 and SW02 will also be made from the access road through the site and trolleyed to the units from there. The width of the access road (6m), gradient (3%) and headroom through the building (4.2m) are all sufficient to accommodate the servicing requirements of the proposed units (generally transit vans and 8m rigid vehicles).

129. New gates to the access road are shown set 10m from the highway boundary, to allow service vehicles to stand clear of South Way whilst they are opened and closed. If South Way is widened as proposed, this distance will fall to about 8m, which will still provide sufficient space for most vehicles to temporarily stand clear of the highway.

130. Refuse collection and deliveries to the commercial units in Plot SW07 will be made from a proposed loading bay (2.5m x 12.5m) alongside the privately maintained Juniper Close. This is sufficient to accommodate a refuse vehicle or two transit sized vans, so is fine.

131. A collection day bin store is proposed alongside the loading bay to minimise carrying distances, which is acceptable. With regards to how deliveries will be trolleyed to the commercial units from this loading bay, the applicant has indicated within the Design and Access Statement a proposed route, which unfortunately results in quite a long route round the western end of the building to access the commercial units at ground floor level round the front (max 1:21 gradient as the ground slopes up towards north of site). However, officers note that there is no obvious alternative to this. Officers in Transportation have recognised the constraints of the site and have advised the Delivery and Service Plan (to be submitted as part of condition 17 of the outline consent) will help to manage the arrangements. This will ensure that delivery vehicles utilise these identified loading areas and that delivery schedules are properly managed and co-ordinated to avoid excessive numbers of vehicles trying to deliver to the units at the same time.

132. The fire strategy for the blocks confirms that fire tender access will be provided around the most of the perimeter of each block using South Way, Wembley Hill Road, Juniper Close, the private access road and Station Square/White Horse Bridge & approach. It is confirmed that the bridge was constructed to accommodate occasional loading by fire appliances and droppable bollards are in place on either approach to the bridge to allow emergency access.

Highway works

133. The private access road through Plot SW01 is already in situ and generally provides a suitable means of access from South Way for the disabled parking spaces and servicing. However, only a simple crossover is in place on South Way at present and officers in Transportation have advised that this needs to be amended to provide 6m radius kerbs to accommodate regular access by service and delivery vehicles, together with a raised surface. A redundant crossover further west also needs to be reinstated to footway with full height kerbs. These works fall within the requirements of the S106 Agreement attached to the outline consent.

134. Pedestrian access to the buildings is proposed directly from South Way, Station Square and/or White Horse Bridge approach.
135. The proposed new pedestrian route from Wembley Hill Road is shown with a minimum width of 1.2m and maximum gradient of 1:15, with level resting points every five metres. This meets the requirements for wheelchair access and is acceptable.
136. The siting of the buildings on Plots SW01 and SW02 respects the safeguarding line secured through the outline planning consent, allowing South Way to be widened in future to provide two approach lanes to the signalised junction with Wembley Hill Road, which is accepted.
137. No proposed timescale for the widening of the junction has been identified at the present time. In the meantime, it is therefore proposed to surface this area of land in granite paving slabs, consistent with the area of the frontage that is to remain private, thus providing a uniform appearance to the frontage. This is fine at the present time, but if a firm timescale for the road widening proposals is identified during the construction period for these blocks, then the landscaping treatment will need to be amended to suit, with a clear demarcation line identified in edging along the future highway boundary. Officers in Transportation have confirmed that the initial and future demarcation treatment can be agreed as part of the S38/S278 works.
138. Otherwise, it is noted that the proposed new tree planting and benches (alongside bicycle stands) are kept within the area of the frontage that will remain private, so is acceptable.
139. Officers in Transportation have also advised that there are future proposals to install vehicle barriers in South Way fronting the site to securely close South Way on Wembley Stadium event days. This is likely to be to the east of the existing private access road, so should not impede vehicular access to the site. However, a line of bollards will be required across the area fronting South Way spanning both the safeguarded land and the future landscaped forecourt, to ensure the barrier cannot be circumvented. Such details will form part of the landscape works conditioned to the outline consent.
140. Discussions are underway with the Council's Transportation team regarding the layout of the private access road and providing a raised table at the junction with South Way, but full details of highway, footpath and cycle way layout, within the development including connections and traffic management measures, would still need to be submitted to satisfy condition 13 of the outline planning consent. An informative is recommended to clarify this position in relation to condition 13.
141. **Secured by Design**
142. The applicants have liaised with the Metropolitan Police and the Secured by Design (SBD) officer during the development of the scheme proposals. Secured by Design principles and security measures have been considered and incorporated into the proposal. Further details of safety and security measures would need to be submitted for approval at condition discharge stage.
143. **Drainage**
144. The site is located within a Flood Zone 1 area and is therefore considered to be at a low risk of flooding. A drainage plan has been submitted as part of this planning application showing the provision of various Sustainable Drainage Systems (SuDS), such as permeable paving, green roofs and storage tanks. The surface water discharge would be restricted to 5 l/s which would reduce flood risk in this area. With regard to both surface water network infrastructure capacity and foul water sewage network infrastructure capacity, Thames Water confirmed that they had no objections, based on the information provided. The Council's Lead Local Flood Officer confirmed that he was generally satisfied with the Flood Risk management but sought clarification on a number of matters. Conditions relating to both surface water and foul water drainage would need to be discharged at a later stage in the development

process and therefore final details can be agreed at that stage.

145. Other planning considerations

146. Other matters including land contamination, construction management and logistics, plant details and local employment and training opportunities would all be assessed through the discharge of planning conditions attached to the original outline planning consent (14/4931) and by assessment in relation to S106 obligations.

147. Material compliance

148. The parameter plans listed under condition 4 of planning permission ref: 14/4931 set out massing envelopes for each plot of the South West Lands scheme, define the spatial distribution of land across the plots, describe the access and circulation around the development, establish the function of the land between the development plots and apply critical dimensions between the massing elements as appropriate. The proposals for plots SW01, SW02 and SW07 are materially in accordance with the parameter plans approved under planning permission (ref: 14/4931) and the subsequent s96a non material amendment application (ref: 17/4755).

149. Conclusion

The proposed development for Plots SW01, SW02 and SW07 would create a high quality development that responds well to its context and setting and follows the aspirations and key principles of the South West Lands outline consent. Overall the proposals are in material compliance with the principles established under outline planning permission (reference 14/4931) by way of layout, scale, appearance, landscaping and access. The scheme accords with the relevant planning policies and guidance and it is recommended that the proposal is approved.

CIL DETAILS

This application is liable to pay **£4,020,201.59*** 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): 0 sq. m.

Total amount of floorspace on completion (G): 15107 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	13673	0	13673	£200.00	£35.15	£3,308,377.68	£581,447.38
Businesses and offices	200	0	200	£40.00	£35.15	£9,678.57	£8,505.04
General business use	1234	0	1234	£40.00	£35.15	£59,716.79	£52,476.13

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	271	
Total chargeable amount	£3,377,773.04	£642,428.55

*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: 18/0742

I refer to your application dated **23/02/2018** proposing the following:

Reserved matters application relating to condition 1 (layout, scale, appearance, access and landscaping) of outline planning permission 14/4931 dated 23/12/16 (subsequently amended by non-material amendment application 17/4755 dated 27/11/17). This application relates to Plots SW01, SW02 and SW07 and sets out the proposed details for the construction of three buildings ranging from 6 to 18 storeys in height, providing 156 residential units (affordable rent and shared ownership), with ground floor units in retail/commercial/community use (use classes A1-A4, B1, D1 and D2) and a permanent rail facility (use class B1) along with associated amenity space, car parking, cycle storage, plant and associated infrastructure.

The application seeks to discharge the following conditions relating to Plots SW01, SW02 and SW07:

13(h) (wind), 13(k) (internal layout of buildings), 13(l) (access), 13(m) (daylight levels), 13(n) (private external amenity space), 22 (play space) and 23 (accessible and easily adaptable units).

and accompanied by plans or documents listed here:
Please see condition 1.

at **Land surrounding Wembley Stadium Station, South Way, Wembley**

The Council of the London Borough of Brent, the Local Planning Authority, hereby **GRANT** permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date: 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 the:

National Planning Policy Framework 2012

London Plan consolidated with alterations since 2011
(March 2016)

Brent Local Plan Development Management Policies 2016

Brent Local Development Framework Core Strategy 2010

Wembley Area Action Plan 2015

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

SITE / LOCATION PLANS

LOCATION PLAN WBL-HTL-ZZ-DP-(00)001 Rev A

SITE PLAN - EXISTING WBL-HTL-ZZ-DP-(00)002 Rev A

SITE PLAN - PROPOSED WBL-HTL-ZZ- DP-(00)003 Rev F

SITE CONTEXT PLAN – PROPOSED WBL-HTL-ZZ- DP-(00)004 Rev B

FLOOR PLANS

WBL-HTL-SW01&02-DP-(00)099 GA PLAN - SW01&02 - LEVEL G-1 Rev M

WBL-HTL-SW01&02-DP-(00)100 GA PLAN - SW01&02 - LEVEL G+0 Rev M

WBL-HTL-SW01&02-DP-(00)101 GA PLAN - SW01&02 - LEVEL G+1 Rev M

WBL-HTL-SW01&02-DP-(00)102 GA PLAN - SW01&02 - LEVEL G+2 Rev M

WBL-HTL-SW01&02-DP-(00)103 GA PLAN - SW01&02 - LEVEL G+3 Rev H

WBL-HTL-SW01&02-DP-(00)104 GA PLAN - SW01&02 - LEVEL G+4 Rev H

WBL-HTL-SW01&02-DP-(00)105 GA PLAN - SW01&02 - LEVEL G+5 Rev M

WBL-HTL-SW01&02-DP-(00)106 GA PLAN - SW01&02 - LEVEL G+6 Rev H

WBL-HTL-SW01&02-DP-(00)107 GA PLAN - SW01&02 - LEVEL G+7 Rev H

WBL-HTL-SW01&02-DP-(00)108 GA PLAN - SW01&02 - LEVEL G+8 Rev H

WBL-HTL-SW01&02-DP-(00)109 GA PLAN - SW01&02 - LEVEL G+9 Rev H

WBL-HTL-SW01&02-DP-(00)110 GA PLAN - SW01&02 - LEVEL G+10 Rev H

WBL-HTL-SW01&02-DP-(00)111 GA PLAN - SW01&02 - LEVEL G+11 Rev K

WBL-HTL-SW01&02-DP-(00)112 GA PLAN - SW01&02 - LEVEL G+12 Rev M

WBL-HTL-SW01&02-DP-(00)113 GA PLAN - SW01&02 - LEVEL G+13 Rev M

WBL-HTL-SW01&02-DP-(00)114 GA PLAN - SW01&02 - LEVEL G+14 Rev G

WBL-HTL-SW01&02-DP-(00)115 GA PLAN - SW01&02 - LEVEL G+15 Rev G

WBL-HTL-SW01&02-DP-(00)116 GA PLAN - SW01&02 - LEVEL G+16 Rev G

WBL-HTL-SW01&02-DP-(00)117 GA PLAN - SW01&02 - LEVEL G+17 Rev G

WBL-HTL-SW01&02-DP-(00)118 GA PLAN - SW01&02 - ROOF LEVEL Rev F

WBL-HTL-SW07-DP-(00)099 GA PLAN - SW07 - LEVEL G-1 Rev K

WBL-HTL-SW07-DP-(00)100 GA PLAN - SW07 - LEVEL G+0 Rev K

WBL-HTL-SW07-DP-(00)101 GA PLAN - SW07 - LEVEL G+1 Rev J

WBL-HTL-SW07-DP-(00)102 GA PLAN - SW07 - LEVEL G+2 Rev I

WBL-HTL-SW07-DP-(00)103 GA PLAN - SW07 - LEVEL G+3 Rev J

WBL-HTL-SW07-DP-(00)104 GA PLAN - SW07 - LEVEL G+4 Rev J

WBL-HTL-SW07-DP-(00)105 GA PLAN - SW07 - ROOF LEVEL Rev E

ELEVATIONS

WBL-HTL-SW01-DE-(00)201 GA ELEVATION - SW01 EAST & WEST Rev F
WBL-HTL-SW01&02-DE-(00)202 GA ELEVATION - SW01&02 NORTH Rev F
WBL-HTL-SW01&02-DE-(00)203 GA ELEVATION - SW01&02 SOUTH Rev F
WBL-HTL-SW02-DE-(00)204 GA ELEVATION - SW02 EAST & WEST Rev F
WBL-HTL-SW07-DE-(00)205 GA ELEVATION - SW07 EAST & SOUTH EAST Rev F
WBL-HTL-SW07-DE-(00)206 GA ELEVATION - SW07 WEST & NORTH WEST Rev F

SECTIONS

WBL-HTL-SW01&02-DS-(00)301 GA SECTIONS - SW01 & SW02 Rev F
WBL-HTL-SW01&02-DS-(00)302 GA SECTION - SW01 & SW02 Rev F
WBL-HTL-SW07-DS-(00)303 GA SECTION - SW07 Rev F

FLAT LAYOUTS

WBL-HTL-SW01-DF-(00)401 FLAT LAYOUT PLANS - SW01 - UNITS 1A, 2, 3A, 4A & 5 Rev C
WBL-HTL-SW01-DF-(00)402 FLAT LAYOUT PLANS - SW01 - UNITS 1B, 3B, 4B & 8 Rev C
WBL-HTL-SW01-DF-(00)403 FLAT LAYOUT PLANS - SW01 - UNITS 9 & 10 Rev C
WBL-HTL-SW01-DF-(00)404 FLAT LAYOUT PLANS - SW01 - UNITS 6 & 7 Rev A
WBL-HTL-SW02-DF-(00)405 FLAT LAYOUT PLANS - SW02 - UNITS 11, 12A, 15B, 16 & 17 Rev D
WBL-HTL-SW02-DF-(00)406 FLAT LAYOUT PLANS - SW02 - UNITS 12B, 13, 14 & 15A Rev C
WBL-HTL-SW02-DF-(00)407 FLAT LAYOUT PLANS - SW02 - UNITS 18, 19, 20, 21 & 22 Rev C
WBL-HTL-SW02-DF-(00)408 FLAT LAYOUT PLANS - SW02 - UNITS 23, 24 & 25 Rev C
WBL-HTL-SW07-DF-(00)409 FLAT LAYOUT PLANS - SW07 - UNITS 26, 27 & 28 Rev D
WBL-HTL-SW07-DF-(00)410 FLAT LAYOUT PLANS - SW07 - UNITS 29A & 29B Rev C
WBL-HTL-SW07-DF-(00)411 FLAT LAYOUT PLANS - SW07 - UNITS 30, 31 & 32 Rev C
WBL-HTL-SW07-DF-(00)412 FLAT LAYOUT PLANS - SW07 - UNITS 33 & 34 Rev C
WBL-HTL-SW07-DF-(00)413 FLAT LAYOUT PLANS - SW07 - UNITS 35 Rev A
WBL-HTL-SW07-DF-(00)414 FLAT LAYOUT PLANS - SW07 - UNITS 36, 37 & 38 Rev A

LANDSCAPE PLANS

SW01+SW02 Lower Ground Hard Landscaping WBL-LPL-SW01&SW02-DP-001 Rev P3, prepared by Landscape Projects
SW01+SW02 Ground Floor Hard Landscaping WBL-LPL-SW01&SW02-DP-002 Rev P3, prepared by Landscape Projects
SW01+SW02 First Floor Hard Landscaping WBL-LPL-SW01&SW02-DP-003 Rev P2, prepared by Landscape Projects
SW01+SW02 Level 08 WBL-LPL-SW01-DP-004 Rev P3, prepared by Landscape Projects
SW01+SW02 Level 12 WBL-LPL-SW01-DP-005 Rev P3, prepared by Landscape Projects
SW07 Ground Floor Hard Landscaping WBL-LPL-SW07-DP-006 Rev P3, prepared by Landscape Projects
SW07 Tree Removals WBL-LPL-SW07-DP-007 Rev P2, prepared by Landscape Projects
SW01 & SW02 Roof Plan WBL-LPL-SW01&SW02-DP-008 Rev P2, prepared by Landscape Projects
SW01+SW02 Station Access Ramp WBL-LPL-SW01&SW02-DD-110 Rev P3, prepared

by Landscape Projects

SUPPORTING DOCUMENTATION

Planning Statement, dated February 2018, prepared by JLL

Affordable Housing Statement, dated February 2018, prepared by JLL

Wembley South West Lands - Plots SW01, 02 & 07 Design and Access Statement, dated February 2018, prepared by Haworth Tompkins

Planning Stage Acoustic Report Rev 2, dated 22 February 2018, prepared by RBA Acoustics

Daylight and Sunlight Report, K160552/CS/G3, dated February 2018, prepared by Calfordseaden

Energy Strategy, dated December 2017, prepared by Calfordseaden

Sustainability Design & Construction Statement, dated November 2017, prepared by Calfordseaden

Drainage Layout SW01 and SW02, WBL-CS-DH-ZZ-DP-001, dated 02.02.18, prepared by Calfordseaden

Drainage Layout SW07, WBL-CS-DH-ZZ-DP-002, dated 02.02.18, prepared by Calfordseaden

Wembley SW Lands Stage 3 Landscape Statement dated February 2018 prepared by Landscape Projects

Wembley SWL Ecology Report dated Feb 2018 prepared by Landscape Projects

Wembley Plots SW01, SW02 & SW07 Wind Microclimate Study dated 21 February 2018, prepared by BMT

Wembley South West Lands Transport Technical Note, dated February 2018, prepared by Arcadis

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

- 2 Prior to first occupation of the residential units hereby approved, full details of the green roof to be provided on the third floor terrace and the privacy screens to be installed on the second floor balconies of the eastern façade of the SW07 building adjacent to Juniper Close (as shown indicatively on drawing no. WBL-HTL-ZZ-XX-SK-064) and the privacy screens to be installed on the balconies of the western façade of the SW07 building adjacent to Neeld Parade (as shown indicatively on drawing no. WBL-HTL-ZZ-XX-SK-065), shall be submitted to and approved in writing by the Local Planning Authority. This green roof and these privacy screens shall be installed in accordance with the approved details and retained thereafter in their approved form, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To protect the privacy of the neighbouring residents in Juniper Close and Neeld Parade.

INFORMATIVES

- 1 The applicant is advised of the need to agree all highway works construction and adoption details with Brent Council's Highway & Infrastructure service through the S38/S278 Agreement for the development.
- 2 The applicant is advised that the landscaping treatment of the safeguarded land adjacent to South Way may need to be amended if firm proposals for the widening of South Way come forward prior to the completion of the landscaping works for Plots SW01 and SW02.
- 3 Notwithstanding the details contained within the Energy Statement submitted as supporting documentation for the application hereby approved, the applicant is advised that, in accordance with the s106 agreement attached to outline planning permission 14/4931, prior to the making of a Material Start in relation to plots SW01, SW02 and SW07, a Sustainability Assessment must be submitted showing a route to achieving BREEAM Excellent for the non-residential floorspace. In relation to the permanent rail facility on plot SW07 which is to be fitted out, the Assessment should demonstrate that for this part of the development

BREEAM 'excellent' would be achieved if points were awarded for connection to a district heat network. This Assessment should be prepared by a BRE registered BREEAM assessor or suitably qualified BREEAM Accredited Professional.

Any person wishing to inspect the above papers should contact Hilary Seaton, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1427