

# COMMITTEE REPORT

Planning Committee on  
Item No  
Case Number

20 April, 2022  
06  
21/1634

## SITE INFORMATION

RECEIVED	5 May, 2021
WARD	Wembley Central
PLANNING AREA	
LOCATION	Wembley Hotel, 40 London Road, Wembley, HA9 7EX
PROPOSAL	Demolition of existing hotel and erection of a new building comprising hotel with basement level and residential apartments, ground floor cafe, provision for cycle parking spaces, bin stores and associated landscaping.
PLAN NO'S	See Condition 2
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><b><u>When viewing this on an Electronic Device</u></b></p> <p>Please click on the link below to view <b>ALL</b> document associated to case <a href="https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_154953">https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_154953</a></p> <p><b><u>When viewing this as an Hard Copy</u></b> .</p> <p><b>Please use the following steps</b></p> <ol style="list-style-type: none"><li>1. Please go to <a href="https://pa.brent.gov.uk">pa.brent.gov.uk</a></li><li>2. Select Planning and conduct a search tying "21/1634" (i.e. Case Reference) into the search Box</li><li>3. Click on "View Documents" tab</li></ol>

## RECOMMENDATIONS

That the Committee resolve to GRANT planning permission subject to:

- A. That the Committee resolve to grant planning permission subject to conditions and the completion of a satisfactory Section 106 or other legal agreement.

Section 106 Heads of Terms:

1. Payment of legal and professional costs
2. Notification of material start 28 days prior to commencement
3. Securing financial contribution towards off-site affordable housing
4. Contribution towards a local carbon off-setting scheme to achieve the London Plan targets for carbon reduction, should those targets not be met through on-site measures.
5. Car free agreement
6. Any other planning obligation(s) considered necessary by the Head of Planning

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

- B. 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. Timescales for the commencement of the development
2. Approved plans
3. Number of residential flats
4. Number of hotel rooms
5. Restriction on occupation
6. Residential flats to comply with M4(2) requirements
7. TV aerial/satellite system
8. Water consumption
9. Refuse storage
10. Sustainable Drainage Measures
11. Obscure glazing
12. NRMM
13. Construction Method Statement
14. Construction Logistics Plan
15. Site investigation
16. External materials
17. Hard and soft landscaping
18. Accessibility Management Plan
19. Management Plan
20. Delivery and Service Plan
21. Cycle details
22. Travel Plan
23. Noise verification
24. Plant noise

### Informatives

1. CIL liability
2. Party Wall
3. Asbestos
4. State of Highway
5. Fire Safety Standards
6. Living Wage
7. Noisy Works

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 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



**Brent**

### Planning Committee Map

Site address: Wembley Hotel, 40 London Road, Wembley, HA9 7EX

© Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

## PROPOSAL IN DETAIL

Demolition of existing 3 storey hotel and erection of a new 6 storey building comprising 53 room hotel (Use Class C1) with basement level and 9 residential apartments (Use Class C3), ground floor cafe, provision for cycle parking spaces, bin stores and associated landscaping

## EXISTING

The application site is a two storey detached building with accommodation in the roofspace in use as a hotel. It is located on the west side of London Road. The site is located within the Wembley Growth Area and Opportunity Area, and is within the boundaries of Wembley Town Centre. It also lies within an Air Quality Management Area and is within the boundaries of the Wembley Tall Building Zone.

## AMENDMENTS SINCE SUBMISSION

The following amendments were made to the plans during the application:

- Additional information submitted regarding sustainability, transport, air quality and fire safety
- Sectional drawings and contextual elevations submitted
- Minor amendments to layout of ground floor
- Alterations to layout to provide additional family unit
- Amended roof plan to provide green roof

## 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:

**Representations Received:** Representations were received from the owners/occupiers of two neighbouring properties in response to the consultation. These are discussed in the consultation and detailed considerations sections of the report.

**Principle of Development:** The principle of the provision of new homes to meet identified need is supported in this location. The hotel use is existing and would be intensified. This is in accordance with policy which identifies the need for hotel accommodation and encourages hotel provision in the Wembley town centre:

**Housing mix and quality:** The proposal meets the policy target of 1 in 4 new homes being family sized and would include a contribution to off-site Affordable housing in line with Local Plan policy BH5 (applicable to schemes of 5-9 new homes). The new homes would provide a good standard of internal accommodation and while there would be a shortfall in external space against Brent targets, levels would significantly exceed Mayoral standards and on balance this is considered to be acceptable.

**Highway impacts:** Transport officers have assessed the scheme and advised that the proposal is acceptable. The site has good public transport accessibility levels and is car-free in line with policy. Cycle parking is incorporated. Servicing would take place from the double yellow lines in the highway which is considered to be acceptable. It is not considered to result in a material impact upon the local highway network or public transport infrastructure.

**Residential amenity:** the proposal would not result in an unduly detrimental impact on the residential amenities of neighbouring occupiers in terms of noise and disturbance, daylight and sunlight or overlooking.

**Design and appearance:** The proposal would provide a good level of activation within the street frontage and would fit well within the context of the site, making a positive contribution to the streetscene. Details of external materials would be secured through condition.

**Flood Risk:** The proposal would result in a betterment in terms of drainage rates at the site and has effectively mitigated impacts of flooding events on the future residential units. There are no objections from the Lead Local Flood Authority.

**Sustainability:** The proposal would meet policy targets for carbon reduction, with 59 % carbon reduction (beyond Building Regulations) achieved through on-site measures and net zero achieved through a carbon offsetting contribution. The hotel would achieve BREEAM “Excellent” in line with policy. An Urban Greening Factor of 0.29 would be met, which falls marginally below the target of 0.3 but represents a significant improvement over the existing situation.

## RELEVANT SITE HISTORY

### Relevant planning history

Reference	Proposal	Decision	Date
21/4287	Change of use from existing hotel (Use Class: C1) to non self-contained residential accommodation (Use Class: Sui Generis), installation of front ramp, alterations to fenestration, provision for refuse and bicycle storage and amenity spaces including rear roof garden at first floor level	GRANTED	25/02/2022

## CONSULTATIONS

214 Neighbours Consulted were consulted by post on the 30<sup>th</sup> June 2021

The application was advertised in the local press on 8<sup>th</sup> July 2021 and a site notice was displayed on 14<sup>th</sup> July 2021.

2 objections were received from 2 individual addresses. These are summarised as follows:

Objection	Response
Concerns over impact on traffic and parking within the local area	Discussed in paragraphs 62-84
Too many high rise buildings in this area	Discussed in paragraphs 12-20
Concerns over noise and dust impacts of development	Discussed in paragraphs 94-97
No need for more hotels	Discussed in paragraphs 1-3

### Internal Consultees

## **POLICY CONSIDERATIONS**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of this application should be in accordance with the development plan unless material considerations indicate otherwise.

The development plan is comprised of the

- London Plan 2021
- Brent Local Plan 2019-2041\*

Key policies include:

### **London Plan 2021**

SD1 – Opportunity Areas

SD6 – Town centres and high streets

D3 – Optimising site capacity through the design-led approach

D4 - Delivering good design

D5 – Inclusive Design

D6 - Housing quality and standards

D7 – Accessible housing

D12 – Fire Safety

H1 – Increasing housing supply

H2 – Small sites

E10 – Visitor Infrastructure

SI 1 Improving air quality

SI2 – Minimising greenhouse gas emissions

SI3 – Energy infrastructure

SI4 – Managing heat risk

SI5 – Water infrastructure

SI 13 – Sustainable drainage

T1 – Strategic approach to transport

T2 – Healthy streets

T4 – Assessing and mitigating transport impacts

T5 – Cycling

T6 - Car parking

## **Brent Local Plan 2019-2041**

### **General Policies:**

DMP1 – Development Management General Policy

BP7 - South West

### **Design Policies:**

BD1 – Leading the way in good design

BD3 – Basement Development

### **Housing:**

BH1 – Increasing Housing Supply

BH2 – Priority Areas for Additional Housing Provision within Brent

BH4 – Small Sites and Small Housing Developments in Brent

BH5 – Affordable Housing

BH6 – Housing Size Mix

BH13 – Residential Amenity Space

### **Economy & Town Centres:**

BE9: Visitor Accommodation and Attractions

### **Heritage and Culture:**

BHC2 – National Stadium Wembley

### **Green Infrastructure and Natural Environment:**

BGI1 – Green and Blue Infrastructure in Brent

BGI2 – Trees and Woodlands

### **Sustainable Infrastructure:**

BSUI1 – Creating a Resilient and Efficient Brent

BSUI2 – Air Quality

BSUI4 – On-site Water Management and Surface Water Attenuation

### **Transport:**

BT1 – Sustainable Travel Choice

BT2 – Parking and Car Free Development

BT3: Freight and Servicing

### Other material considerations

The following are also relevant material considerations:

- National Planning Policy Framework

- National Planning Practice Guidance
- Supplementary Planning Guidance / Documents:
  - SPD1 Brent Design Guide (2018)
  - Mayor of London Housing SPG (2016)
  - Mayor of London Energy Planning Guidance

#### \* Local Plan 2019-2041

The Council adopted the new Brent Local Plan 2019-2041 at Full Council on 24 February 2022. The following documents have now been revoked:

- The Brent Core Strategy 2010
- Brent Site Allocations Development Plan Document 2011
- The Wembley Area Action Plan 2015
- The Development Management Policies Plan 2016.

These documents are no longer considered Development Plan Documents for the purposes of determining planning applications within the area that the Council remains the Local Planning Authority and also their associated policies map.

## DETAILED CONSIDERATIONS

### Principle of Development

#### *Hotel use*

1. Policy BCGA1 of Brent's Local Plan recognises Wembley Growth Area to be an area where generation of new jobs will be supported, including through hotel business.
2. Policy BE9 encourages hotel provision within Wembley Town Centre. It highlights that hotels will be appropriate within town centres in accordance with the sequential approach, and will be supported provided they:
  - a) do not significantly compromise the supply of land for new homes on allocated housing sites and the council's ability to meet its housing targets;
  - b) are inclusive and accessible, with applications for detailed planning permission accompanied by Accessibility Management Plans;
  - c) are not occupied by any resident for 90 consecutive days or more; and
  - d) create active ground floor frontages.
3. The proposal is for a six storey building of which the first four floors are proposed to be used for hotel use. This involves intensification of the existing hotel use from 30 rooms to 53 rooms in total. The site is located within Wembley Town Centre and is not within an allocated housing site. The principle of intensification of the hotel use within the site is consistent with policies BCGA1 and BE9. Consideration of points (b), (c) and (d) are discussed below.

#### *Delivery of new homes*

4. Brent's Housing targets have significantly increased as part of London Plan 2021, with the target increasing to 2,325 dwellings per annum for the period 2019/20-2028/29 in Policy H1 of the London Plan recognising the increasing demand for delivery of new homes across London. Local Plan Policy BH1 reflects this target.
5. Policy D3 of London Plan 2021 required developments to make the best use of land by following a design-led approach that optimises the capacity of the site, with development that is the most appropriate form and land use for the site, with the policy recognising that small sites (below 0.25 hectares in size) make a significant contribution towards increasing housing supply within London. This is also set out in policy H2 of London Plan 2021.

6. In response to the strategic policy position above, within Brent's Local Plan, the Council has set out priority areas for new housing under policy BH2. This policy identifies that new housing will be prioritised for growth areas, site allocations, town centres, edge of town centre sites, areas with higher levels of public transport accessibility and intensification corridors.
7. The above position is reinforced in policy BH4 of Brent's Local Plan. This policy relates to small housing sites (site of under 0.25 hectares in size or below 25 dwellings) and recognises that such sites can assist in delivering a net addition of self-contained dwellings through the more intensive and efficient use of sites. Such proposals will be considered where consistent with other policies in the development plan and within priority locations (i.e. PTAL 3-6, intensification corridors, or a town centre boundary). Outside of priority locations greater weight will be placed on the existing character of the area, access to public transport and a variety of social infrastructure easy accessible on foot when determining the intensity of development appropriate.
8. The site is located within Wembley Town Centre and is highly accessible (PTAL 6). The proposal for new homes within the site would contribute towards meeting the Council's housing targets, and would comply with the objectives of policy H2 of London Plan 2021, and policies BH1 and BH4 of Brent's Local Plan.
9. Affordable Housing
10. The application is not classified as a Major Development (i.e. it does not propose 10 or more homes) and as such there is no policy requirement for affordable units to be provided on site, as it does not meet the threshold for onsite affordable housing as set out in policy H4 of London Plan 2021 and BH5 of Brent's Local Plan. However, policy BH5 of the Local Plan seeks a contribution towards the provision of off-site affordable housing for developments of between 5 to 9 new dwellings.
11. In this case, the proposal would provide nine new units and based on the draft Planning obligations SPD would be required to provide £450,000 (£50,000 per unit) financial contribution towards off site affordable housing within the Borough. This has been agreed in the heads of terms in the s106 agreement.

### **Design and Appearance**

12. Policy BD1 of the Draft Local Plan sets out that all new development must be of the highest architectural and urban design quality. Innovative contemporary design will be supported where it respects and complements historic character but is also fit for the future. In delivering high quality design, development proposals will be expected to show how they positively address all the relevant criteria within London Plan design policies and the Brent Design Guide SPD1.
13. London Road is characterised by taller blocky buildings towards the town centre transitioning down to traditional suburban terraced and semi-detached housing towards the south. The existing building is not listed or of a high architectural merit and as such the loss of this building is not objectionable in design terms.
14. The proposal would broadly align with the building line of the existing building and the neighbouring properties. It would have a similar width and relationship to the boundaries as the existing building.
15. In terms of height the proposal would be a 6 storey building approximately 18m to the roof level. Due to the slope of London Road, the proposal would sit at a lower overall height than the neighbouring property 36-38 London Road resulting in a transition between this property and the neighbouring site at Lily House London Road. As it is less than 30m, it would not be classed as a tall building as set out within policy BD2 of Brent's Local Plan.
16. The upper floor would be set back from the front elevation which helps break up the overall massing and appearance of the building. Similarly the ground floor would be set in to provide a clear legible entrance to the building
17. The proposed fenestration would consist of mostly glazed frontage at ground floor transitioning to off centre/varied windows at first to third floor levels denoting the hotel section. The upper floors would feature recessed floor-to-ceiling windows for the residential units.
18. In terms of materiality, the proposal would feature brickwork for the hotel use with metal cladding on the residential uses. The balconies would be finished with metal railing which is considered appropriate for residential uses in this location. The indicative materials are considered suitable for the location but will

be confirmed via planning condition.

19. The site sits within the edge of the protected view of Wembley Stadium from One Tree Hill. Based on the Council's 3D model system, the proposal would not impact upon the protected view.
20. Overall, it is considered that the design of the proposal would provide an acceptable appearance which has been designed to break up the overall massing of the building and provides clear visual distinction between the residential and hotel uses. It would accord with policy BD1.

### **Neighbouring Residential Amenity**

21. Policy DMP1 of the local plan both emphasise that new development should not result in unacceptable harm to the residential amenities of neighbouring properties. SPD1 provides further guidance on the layout of new development to avoid such impacts.

### *Outlook*

22. SPD1 states that the building envelope of new development should be set below a line of 30 degrees from the nearest rear habitable room window of adjoining existing property, measured from height of two metres above floor level. Where proposed development adjoins private amenity / garden areas then the height of new development should normally be set below a line of 45 degrees at the garden edge, measured from a height of two metres.
23. In this case, the proposal does not adjoin any private garden areas, and to the rear is Wembley Central Station and the ramped access up to Central Square. Therefore, it would not be applicable to apply either 30 or 45 degree lines as set out in SPD1.
24. SPD1 also highlights that when developments are sited alongside a residential development, the 1:2 guidance as outlined in the Residential Extensions and Alterations SPD2 applies. This requires new buildings and extensions to not extend further beyond the neighbouring building line than half the distance to the centre of the nearest habitable room. Towards public streets and spaces, it is expected that buildings continue the established building line.
25. The new building does project rearward compared to the existing building. Based on the submitted site plan, the closest window within the rear elevation of Lily House is approx.. 6m away from the flank wall of the proposed development. The development projects approx.. 2.3m deep from the rear wall of Lily House and therefore sits within the 1:2 guidance. It is noted that there are flank wall windows within Lily House that face the development site but these serve as high level windows to habitable rooms that are also served by windows to the front and rear of each flat. This is discussed within the daylight and sunlight report below in further detail.
26. The new building also projects rearward of 36 London Road by 7.75m (an increase of 3.65m compared to the existing building). The nearest habitable room window at No. 36 London Road is approx.. 9.8m away and therefore the new building would fail 1:2 guidance. However, given that a good distance is maintained between the windows and the flank wall of the building (over 9m) it is considered that overall outlook would not be significantly impacted upon. Likewise, there is a bedroom window which the sole means of outlook overlooking the application site at second to fifth floor levels. Whilst outlook would be impacted upon as they current afford views over the roof of the application site, further analysis on daylight and sunlight has been carried out, and overall it is considered that the occupiers of the flats within 34 to 36 London Road would continue to afford a good standard of living accommodation.
27. The proposal would keep to the existing building line and separation distance with regards to the opposite neighbouring properties. At the rear there would be no residential properties that would be impacted.

### *Daylight/Sunlight*

28. The application includes a Daylight/Sunlight report which sets out the impacts of the proposal on daylight and sunlight to neighbouring properties and gardens. The National Planning Policy Framework 2021 set out under paragraph 125 that local planning authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).
29. The report uses the Vertical Sky Component (VSC) test which measures the amount of visible sky

outside a property, and the No Sky Line Assessment (NSL) which relates to the area of the working plane within a room that has a view of the sky. Guidance states that a noticeable degree of impact is considered to occur where the VSC levels drop below 27% or are reduced to 0.8 times their existing value, and in the case of NSL reduced to no less than 0.8 times its former value.

30. For the assessment of Sunlight the report uses the APSH test which calculates the percentage of statistically probable hours of sunlight received by each window in both summer and winter months represented as APSH (Average Probable Sunlight Hours) and WPSH (Winter Probable Sunlight Hours). BRE guidelines suggest that main living rooms should achieve at least 25% of annual sunlight hours with 5% in the winter period.
31. The daylight and sunlight report has considered VSC and NSL for Nos. 37 to 47 London Road (located on the opposite side of the road) and Nos. 34-36 London Road and Lily House (located either side of the development).
32. In the case of VSC and NSL all affected windows and rooms within Nos. 37 to 47 London Road meet BRE guidelines and the impact of the development upon these properties would be negligible.
33. The proposal identifies properties Lily House and 34-36 London Road as closest to the proposal and as such most likely to be impacted, assessments have also been made for houses 37-39 on the opposite side of the road.
34. The report highlights that out of 33 windows within Lily House that were tested for VSC, 17 would continue to meet BRE guidelines. In the case of windows that failed, these relate to high level flank wall windows facing the application site, that serve the living/kitchen/dining area of a front and rear flat from ground to third floor level. The impact on the affected windows is significant with a reduction in VSC to 0.18 times its former value, which would be significant. However, these rooms are also served by a window on the front/rear elevation of the flats, which would retain VSC levels in line with BRE guidelines. The NSL assessment for these rooms also concluded that NSL would continue to be complied with BRE guidelines, together with relevant windows for annual and winter sunlight. Therefore, the rooms would still receive overall good levels of daylight and sunlight where applicable.
35. The report has also considered the impact on 34 to 36 London Road. It highlights that out of 22 windows within 34-36 London Road that were tested for VSC, 14 would continue to meet BRE guidelines. The windows that fail are on the flank elevation that face the application site. These are sited at second to fourth floor level and serve either the sole window to a bedroom located in the centre of the flat, or a flank wall window to either a bedroom or living room that is also served by a window to the front/rear elevation. The VSC levels reduce at worst case to 0.24 times their former value, which is significant. However, the bedrooms or living rooms that are also served by windows to the front or rear, maintain VSC levels from the front/rear windows that are within BRE guidelines, and NSL and sunlight levels (where applicable) for each of these rooms continue to comply with BRE guidelines. Therefore, the rooms would still receive overall good levels of daylight and sunlight where applicable.
36. As highlighted above, the most affected rooms would be the centrally located bedrooms within the flats on 2nd to 4th floor, which only have a window on the flank elevation. These rooms would fail VSC, NSL and annual sunlight (other than on 4th floor where annual/winter sunlight levels continue to comply with BRE guidelines). However, these rooms are overhang by an existing balcony and this has already constrained a very large area of the sky from view. A further assessment of Average Daylight Factor (ADF) has been carried out, which is a more detailed assessment based on the physical nature of the room. The ADF results conclude that the centrally located bedroom at third and fourth floor levels would achieve an ADF of 0.8% which is below the target of 1%. The reduction is 20% and therefore not considered to be significant, and whilst there is some impact on the bedrooms, the benefits of the scheme to provide new homes and enhanced visitor accommodation, are considered to outweigh the harm to these bedroom windows. It is noted that the applicant has proposing to enlarge the two bedroom windows to increase ADF. However, they are no longer the owner of the neighbouring site, so this would be difficult to achieve in planning terms, and as highlighted above, it is not considered necessary to require these windows to be enlarged to make the scheme acceptable in planning terms.

### *Privacy*

37. SPD1 requires a minimum distance of 9m from habitable room window to neighbouring private external amenity spaces and a minimum distance of 18m between directly facing habitable room windows. The proposal does not directly face the rear windows of adjoining properties.

38. The proposal would maintain the existing separation distance between properties on the opposite side of the road and there would be no residential properties to the rear which would be impacted. The windows on the side elevations of the proposal would be obscure-glazed to avoid overlooking of neighbouring properties. These would be secondary window sin the residential section of the development. In the hotel section some of these windows would serve hotel rooms. However, there are no policy requirements to provide outlook to hotel rooms and obscure glazing would provide sufficient internal daylight. Such details would be secured by condition.

**Layout of hotel use**

39. The hotel use has been designed with its entrance lobby off London Road. The frontage will be glazed with a restaurant and reception space. This will provide a good level of amination and active frontage onto the street.

40. A secure double door from the reception allows access to the lift lobby and stair case to the upper floors. On ground floor 5 hotel rooms are proposed, and on the upper floors 16 hotel rooms per floor, located around a centrally located core. Each room does have windows to allow for daylight, natural ventilation, and outlook from the front and rear. The windows on the flank elevation will need to be obscured glazed and high opening only to prevent over neighbouring sites. As there are no standards for hotel rooms, this would be considered acceptable.

*41. Accessibility Management Plan*

42. In line with policy BE9 there is a need to provide an accessibility management plan to demonstrate that the management and operation of accessible rooms is considered from the outset of the design. There is an expectation for 10% of hotel rooms to be accessible and suitable for disabled people. An access statement has been set out within the Design and Access Statement for the hotel use. It is recommended that a condition is secured for an Accessibility Management Plan to be submitted.

**Mix of Units and Standard of Residential Accommodation**

43. Policy BH6 of Brent’s Local Plan sets a target of 25% of new homes to be family-sized (3+ bedrooms) it also requires that 1 in 4 homes to be family sized. Exceptions to this can be allowed where the location or characteristics of the development are such that it would not provide a high quality environment for families or where its inclusion would fundamentally undermine the development’s delivery of other local plan policies.

44. The proposal would provide nine new flats (6x1 bedroom, 1x2 bedroom and 2x3 bedroom) and would require 2 family units in order to comply with policy. 2 of the 9 proposed homes would have 3 bedrooms and the scheme would therefore meet the above policy requirement.

*Standard of Accommodation*

45. Policy D6 of The London Plan (2021) requires housing developments to be of high quality design and provide adequately-sized rooms with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners.

46. A table setting out the internal space size for each home is set out below:

Unit	Size	Proposed GIA	Minimum GIA*
Unit 1	1B 2P	57sqm	50sqm
Unit 2	3B 4P	75sqm	74sqm
Unit 3	1B 2P	51sqm	50sqm
Unit 4	1B 2P	57sqm	50sqm
Unit 5	2B 3P (two storey)	71sqm	70sqm
Unit 6	1B 2P	56sqm	50sqm
Unit 7	3B 4P	75sqm	74sqm
Unit 8	1B 2P	51sqm	50sqm
Unit 9	1B 2P	53sqm	50sqm

47. All of the proposed units would meet or exceed the minimum space standards as required by the London Plan and all units would be provided with purpose built internal storage. All of the habitable rooms would meet the minimum sizes and widths required and all would have external windows providing good levels of daylight and outlook. Floor to ceiling heights would meet the minimum 2.5m across 75% of the GIA of all units.
48. In addition, the submitted Daylight and Sunlight Report identifies that all of the proposed units would achieve acceptable levels of internal daylight.
49. It is noted that the ground floor would be subdivided between the hotel use and the residential use. The main residential entrance would be located on the northern side of the frontage and would be differentiated from the main hotel use. 2 lifts are provided and the submitted details indicate that one of these lifts would have access to both residential and hotel floors for maintenance purposes, though it is noted that on the plans both lifts appear to be able to access all floors.
50. Concerns are raised about the potential for non-residents to access the residential floors. The Design and Access Statement indicates that security fobs will be used to restrict access where necessary. This approach can be acceptable but the Council would recommend that one lift is designated for residents only and the other for hotels except for maintenance or security purposes. It is considered necessary to attach a condition requiring a management plan which details the methods which will be used to prevent hotel users accessing the residential floors.

51.

#### *Accessible homes*

52. Policy D7 of London Plan seeks for at least 10% of new dwellings to be designed to M4(3) 'wheelchair user dwellings' and the remainder to be designed to M4(2) 'accessible and adaptable dwellings'. Therefore in this case, policy D7 seeks for all nine homes to be designed to M4(2) requirements.
53. All units would have step free access from street level to meet policy M4(2) requirements and a lift core would be provided allowing access to the residential levels. Unit 1 has been designed to meet M4(3) requirements, although as the scheme results in less than 10 homes, there is no requirement to provide a M4(3) unit.
54. Overall, the layout of the units is considered to be of good standard and would be acceptable.

#### *External Amenity Space*

55. Policy BH13 of Brent's Local Plan establishes that all new dwellings are required to have external private amenity space of a sufficient size and type to satisfy its proposed residents' needs. This will normally be expected to be 20 sqm studio, one or two-bedroom home and 50 sqm for family housing (homes with 3 or more bedrooms) at ground floor only. Any three bedroom homes above ground level would require 20sqm.
56. The policy requirement in relation to external private amenity space is for it to be of a "sufficient size and type", which may be achieved even when the "normal expectation" of 20 / 50 sqm of private space is not achieved. The supporting text to the policy clarifies that where "sufficient private amenity space cannot be achieved to meet the full requirement of the policy, the remainder should be applied in the form of communal amenity space". Proximity and accessibility to nearby public open spaces may also be considered when weighing a shortfall against the normal expectation.
57. With regard to quality of the space, the supporting text to policy BH13 specifies that private amenity should be accessible from a main living room without level changes and planned within a building to take a maximum advantage of daylight and sunlight, whilst Brent SPD1 specifies that the minimum depth and width of the space should be 1.5 m.
58. London Plan policy D6 specifies that where there is no higher local standard, a minimum of 5 sqm of private amenity space should be provided for 1-2 person dwellings and an extra 1 sqm should be provided for each additional occupant. The minimum depth and 1.5 m is reconfirmed in the emerging policy. The amenity space for each flat is set out below:

Unit	Unit Size	Proposed Amenity Space	BH13Requirements	Shortfall
Unit 1	1B 2P	20sqm	20sqm	0sqm
Unit 2	3B 4P	28sqm	20sqm	0sqm
Unit 3	1B 2P	14sqm	20sqm	6sqm
Unit 4	1B 2P	20sqm	20sqm	0sqm
Unit 5	2B 3P	14sqm	20sqm	6sqm
Unit 6	1B 2P	11.2sqm	20sqm	8.2sqm
Unit 7	3B 4P	17.3sqm	20sqm	2.7sqm
Unit 8	1B 2P	8.5sqm	20sqm	11.5sqm
Unit 9	1B 2P	11.2sqm	20sqm	8.2sqm

59. The proposed units would all have access to private gardens or balconies, all of which would meet the minimum depths and sizes required by London Plan policy D6. Flats 3, 5, 6, 7, 8 and 9 would fail to meet the 20sqm minimum required by BH13. However, it is acknowledged that in this town centre location, site constraints can make providing larger amounts of amenity space difficult and it is expected that flexibility can be given in more dense locations such as town centres.

60. The proposal would therefore comply with London Plan Policy D6 but fall below the target for external amenity space expressed within policy BH13. However, given the constraints of the site, while the proposal will not provide external space of a sufficient size or type for the flats, the benefits of the proposal, including the provision of new homes within the borough, are considered to outweigh the impacts associated with the shortfall.

### Fire Safety

61. Policy D12b of The London Plan (2021) requires all major development proposals to be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor. The statement should detail how the development proposal will function in terms of:

- 1) the building's construction: methods, products and materials used, including manufacturers' details
- 2) the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach
- 3) features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans
- 4) access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these
- 5) how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building
- 6) ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection

62. A Fire Statement has been prepared by Bespoke Fire Safety Design Ltd. It sets out the relevant professional expertise and accreditation of the assessor. It has included information to address the six topic areas set out above. It is therefore considered that policy D12b has been complied with.

### Highways and Parking, Refuse, Cycle Parking

63. Policy T4 of the London plan and Policy BT2 of the Local Plan seek to manage the negative impacts of parking on existing highways networks including overspill parking.

64. As the site has excellent access to public transport services, only operational parking is permitted for the hotel. The absence of any proposed standard width off-street parking for the hotel is therefore acceptable.
65. In line with policy T6 of London Plan, as the site is within a major town centre and within PTAL 6, it is expected to be car free. The absence of any off-street parking spaces would accord with maximum allowances. Policy BT2 does also encourage 'car-free' housing, particularly in areas with good public transport access such as this and it is therefore recommended that a 'car-free' agreement be applied to any consent to mitigate potential parking concerns.
66. Hotel staff and guests would be able to make use of the excellent public transport facilities in the area and plentiful nearby off-street public car parks.
67. The London plan requires a minimum of 16 secure bicycle parking spaces for the nine flats. A cycle store on the site frontage is indicated to accommodate 18 cycles. However, the proposed arrangement is not workable, as two-tier stands require 2m length for each stand along with a minimum of 2m aisle width (the LCDS actually requires a minimum 2.5m aisle width) and this is not achieved.
68. Notwithstanding this, the cycle store is large enough to accommodate two rows of two-tier cycle racks – one on the northern side and one on the southern side, with access directly from the street, so the minimum residential provision of 18 cycles could be accommodated with spacings of 450mm and aisle widths well in excess of 2m.
69. A total of four spaces are required for the hotel. However, no details of these have been indicated and these need to be approved as a condition of any approval.
70. The servicing requirement for hotels is for 8m rigid vehicles to deliver to the site. No off-street servicing space is shown and given the small footprint of the site, it would be difficult to accommodate off-street servicing without significantly affecting the floor area of the building.
71. However, it is recognised that this is a shortcoming of the existing hotel too, so this proposal for a larger hotel than exists on site at present does not materially worsen matters in that respect. The double yellow lines to the north of the site provide an area where delivery vehicles can safely stand for short periods when making deliveries.
72. Two bin storage areas are to be provided – one for residents located at the front of the building to provide easy collection for refuse operatives and one for the hotel located towards the rear of the building.
73. A Transport Statement was submitted with the application, which estimates 30 weekly deliveries to the building are proposed to be managed by the applicant to minimise conflict between different companies.
74. Suitable emergency access by fire appliances is available from London Road.
75. The Transport Statement includes a 24-hour survey of the existing 30-bed hotel undertaken in December 2016 to establish existing travel patterns. Ten of the bedrooms were occupied at the time of the survey and the results have been grouped up pro rata to produce estimated trip numbers for the proposed 50-bedroom hotel, if fully occupied. Estimated trips to and from the nine flats were then added to the total, based upon comparisons with three similar small blocks of flats in other well-connected areas of London.
76. Adding these figures together gave estimated trips totalling 10 arrivals/13 departures in the am peak hour (8-9am) and 52 arrivals/46 departures in the pm peak hour (5-6pm).
77. Using the survey data, these trips were then been broken down by mode of travel.
78. As no off-street parking is proposed, no car trips are predicted in the morning peak hour, whilst 5 arrivals and 5 departures by car were predicted in the evening peak hour (5-6pm), all from on-street parking spaces. This level of traffic was not considered to be significant enough to warrant further analysis of junction capacity.
79. In terms of public transport, the development was estimated to generate five bus journeys in the morning peak hour and 12 in the evening peak hour. This equated to less than one passenger per bus passing

close to the site, so was not considered to be significant enough to affect bus capacity.

80. Rail and Underground trips were forecast at five journeys and 17 journeys in the morning and evening peak hours respectively. Again, this equated to less than one additional passenger per train passing close to the site, so was not significant.
81. Pedestrian and cyclist movements are also predicted to be very low (other than for onward public transport trips).
82. The road accident history of the area was also examined for the five year period July 2011-June 2016. Five accidents were recorded on London Road during that period, including three at the junction with Rupert Avenue opposite the site, which all involved motorbikes. However, there was no significant accident pattern in the area that would be likely to be worsened by the proposals.
83. Under current standards, hotels are also required to provide a coach parking space for every 75 bedrooms. No provision for coach parking has been made within the site and again, this would be very difficult to achieve. There is therefore no requirement for coach parking for this development. If a coach were to visit to pick-up/drop-off passengers, it could stop on the double yellow lines fronting the site, but would not be able to park at the premises.
84. Pedestrian access to the hotel and flats is proposed directly from London Road, with the entrance to the flats on the northern side of the frontage. These arrangements are fine and remove the previous need for pedestrians to walk along the private roads to the site of the building.
85. The information submitted in support of the latest application does not include a Travel Plan Statement and this should be secured by condition. Additionally, a Delivery & Service Management Plan should be provided via condition.

## **Sustainability**

86. Policy SI2 sets out that major development proposals should include a detailed energy strategy to demonstrate how zero-carbon target will be met within the framework of the energy hierarchy (be lean, be clean, be green). It highlights that a minimum on-site reduction of at least 35 per cent beyond Building Regulations is required. Residential development should achieve 10% and non-residential development should achieve 15% through energy efficient measures. Where it has been demonstrated that zero-carbon cannot be fully achieved on site. Any shortfall should be provided through a case in lieu contribution to the borough's carbon off set fund.
87. The applicant has submitted an energy strategy which sets out the energy strategy for both the residential and non-residential uses within the site. These are summarised below:

### *Residential Use*

88. This element of the scheme proposes an overall reduction in carbon savings by 45% which exceeds the minimum 35% to be provided on site. This is proposed to be achieved through 14% through be lean measures (exceeding the requirements of the London Plan) and 31% through green technology through the use of air source heat pumps.

### *Non-Residential Use*

89. This element of the scheme proposes an overall reduction in carbon savings by 60% which exceeds the minimum 35% to be provided on site. This is proposed to be achieved through 13% through be lean measures (exceeding the requirements of the London Plan) and 47% through clean technology through the use of air source heat pumps.
90. The report indicated an overall reduction of CO2 emissions of 59% which would exceed the 35% requirement but would fail to achieve net-zero. However, Policy SI 2 of The London Plan states that where net-zero cannot be achieved on-site, any shortfall can be provided via a cash in lieu contribution to the borough's offset fund. This has been included in the heads of terms to be secured via the s106 legal agreement.

### *Cooling hierarchy and overheating*

91. The energy report has considered the cooling hierarchy and overheating. Through a range of measures

including the specifications of the glazing, passive ventilation and mechanical ventilation, the development would have appropriate solar gain limit that is not exceeded within any of the hotel rooms, and overheating compliance through SAP is achieved for each flat. The scheme would accord with policy S14 of London Plan 2021.

### **BREEAM**

92. Policy BSU1 of the local plan requires major non-residential development to achieve a BREEAM standard of 'excellent'. The applicant has submitted a BREEAM report which indicates that the proposal would meet this requirement. Such details would be secured as a condition to any forthcoming consent.

### **Sustainable Drainage Measures**

93. Policy BSUI4 seeks to ensure that major developments are accompanied by a drainage strategy and use Sustainable Drainage System (SuDS). The site lies within land that is liable to surface water flooding. Therefore the proposal should not make flooding worse. The applicant has provided a Surface Water Drainage Strategy. It highlights that the existing site is already developed and it is completely comprised of impermeable surfaces. In order to improve the situation within the site, it is proposed that run off is managed to provide a betterment over the existing situation with outflows limited to 5l/s, resulting in less than 50% runoff rate compared to existing. Storage for attenuated flows on site are proposed to be provided by paving and the use of rainwater harvesting systems. Such details are recommended to be secured as a condition to any forthcoming consent.

### **Landscaping**

94. Policy G5 of the London Plan requires major developments to contribute to the greening of London and sets a target Urban Greening Factor (UGF) of 0.4 for primarily residential developments and 0.3 for commercial developments.
95. The applicants have provided a plan indicating that the site would achieve a UGF of 0.29
96. It is acknowledged that this would not meet the 0.3 requirement however, the site currently has no soft landscaping or trees on the site and this would represent an improvement over existing circumstances. The scheme proposes to provide enhancements through a new area of soft landscaping and trees within the frontage and new garden areas to the ground floor hotel rooms at the rear. It is recommended that a condition is secured for further details of the landscape enhancements within the site with planting that secured a net gain in biodiversity in line with policy BGI1 and BGI2 of Brent's Local Plan.

### **Environmental Health**

#### *Air Quality*

97. Policy SI 1 states that developments should not deteriorate existing poor air quality and should be at least air quality neutral. It goes on to set out that in order to reduce the impact on air quality during construction and demolition phase, development proposals must demonstrate how they plan to comply with the Non-Road Mobile Machinery Low Emission Zone and reduce emissions from the demolition and construction of buildings following best practice guidance.
98. The applicant has submitted an Air Quality Assessment. This sets out mitigation methods in construction and in the development itself and indicates that it would be at least air quality neutral in terms of transport and building emissions. It highlights that the site is suitable for hotel and residential use as it is not exposed to high levels of concentrations, and therefore no mitigation measures are required. This has been assessed by the Environmental Health team who concur with the conclusions of the report.
99. A condition is recommended to secure a Construction Management Plan to ensure that the impacts of the development in terms of noise and dust are effectively controlled throughout development to protect neighbouring amenity, and that a condition is secured in relation to the Non-Road Mobile Machinery Low Emission Zone.

#### *Noise*

100. A noise assessment has been submitted. It highlights that the development is exposed to noise sources from the railway to the rear of the site and the road at the front. The noise report has made

recommendations in terms of glazing to ensure that the users of the development are not exposed noise levels exceeding World Health Organisation guidance. A condition is recommended to secure the mitigation measures as set out within the noise assessment, together with a condition relating to plant noise.

#### *Contamination land*

**101.** A contaminated land assessment has been submitted and reviewed by Environmental Health. They have advised that conditions relating to investigation, remediation and verification are secured by condition.

#### **Community Infrastructure Levy**

**102.** CIL would be payable on the new floorspace created. Notes will be added to this effect.

#### **Equalities**

**103.** In line with the Public Sector Equality Duty, the Council must have due regard to the need to eliminate discrimination and advance equality of opportunity, as set out in section 149 of the Equality Act 2010. In making this recommendation, regard has been given to the Public Sector Equality Duty and the relevant protected characteristics (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, and sexual orientation).

#### **Conclusion**

104. Following the above discussion, officers consider that taking the development plan as a whole, the proposal is considered to accord with the development plan, and having regard to all material planning considerations, should be approved subject to conditions.

105. The proposal will bring forward the provision of nine new homes including two family sized homes and would contribute to off-site affordable housing provision, and would provide additional visitor accommodation within Wembley Town Centre.

106. A good overall standard of accommodation would be provided, and while the amount of external amenity space would be below Brent Policy levels, having due regard to the context and location of the site, it is considered that this would be acceptable on balance.

107. The application is therefore recommended for approval subject to the conditions and legal agreement set out in this report.

## DRAFT DECISION NOTICE



# Brent

## DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

## DECISION NOTICE – APPROVAL

Application No: 21/1634

To: Mr Akroyd  
Yeme Architects  
The Former Diplomat Hotel  
144 Sunbridge Road  
Bradford  
BD1 2HA

I refer to your application dated **04/05/2021** proposing the following:

Demolition of existing hotel and erection of a new building comprising hotel with basement level and residential apartments, ground floor cafe, provision for cycle parking spaces, bin stores and associated landscaping.

and accompanied by plans or documents listed here:  
See Condition 2

at **Wembley Hotel, 40 London Road, Wembley, HA9 7EX**

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: 08/04/2022

Signature:

**Gerry Ansell**  
Head of Planning and Development Services

### 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:-

London Plan 2021  
Brent's Local Plan 2019-2041

Other material considerations:

National Planning Policy Framework 2021  
Brent's Design Guide SPD1

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

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

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

501092PL-01 - Location Plan  
501092PL-02 REV A - Proposed Roof Plan  
501092PL-06 - Building Alignment Plan  
501092PL-11 - Site Location Plan  
501092PL-12 - Existing Floor Plans  
501092PL-14 - Existing Elevations  
501092PL-04 Rev E - Proposed Elevations  
501092PL-05 Rev F - Proposed Basement, First, Second and Third Floor plans  
501092PL-07 Rev E - Proposed Fourth and Fifth Floor Plans  
501092PL-03 Rev F - Proposed Ground Floor Plan  
501092PL-08 - Proposed Sections AA and BB  
501092PL-09 - Contextual Elevations  
501092PL-30 - Urban Greening Factor

Supporting Documents:

Daylight and Sunlight Assessment by Herrington Consulting Ltd (Dated March 2021)  
Acoustic Assessment of Noise (Dated December 2016)  
Surface Water Drainage Strategy by Ambiental (Dated February 2017)

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

- 3 The scheme hereby approved shall contain 9 residential homes as detailed in the drawings hereby approved, unless other agreed in writing by the Local Planning Authority.

Reason: In the interests of proper planning.

- 4 The scheme hereby approved shall contain 53 hotel rooms as detailed in the drawings hereby approved, which shall be used only for the purpose of Hotel and for no other purpose (including any other purpose in Use Class C1 specified in the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) without

the prior written permission of the Local Planning Authority.

Reason: To ensure that no other use commences without the prior permission of the Local Planning Authority and to enable other uses to be considered on their merits.

- 5 No guest or customer of the hotel hereby permitted may occupy any part of the accommodation for a period exceeding ninety days in any continuous period of six months. The operator of the hotel shall at all times maintain an accurate register of the full names and permanent addresses of all guests and of the dates of their occupancy of the accommodation. These registers shall be kept for not less than two years from the date of the last entry and shall be made available to be inspected by the Local Planning Authority upon reasonable demand.

Reason: To ensure the development provides an adequate standard of accommodation for guests.

- 6 The residential units hereby approved shall be designed to comply with easily accessible/adaptable standards (Building Regulations M4(2)).

Reason: To ensure suitable facilities for disabled users and to future proof homes.

- 7 A communal television aerial and satellite dish system shall be provided, linking to all residential units unless otherwise agreed in writing by the local planning authority.

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

- 8 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.

- 9 The refuse areas shown on the drawings hereby approved shall be provided and made available prior to the occupation of the residential units. They shall be maintained as such thereafter.

Reason: To ensure that the residential units are high quality and that the development does not prejudice the enjoyment by neighbouring occupiers of their properties.

- 10 The development shall be carried out in full accordance with the recommendations set out within the Surface Water Drainage Strategy by Ambiental unless an alternative strategy is submitted to and approved in writing by the Local Planning Authority and thereafter implemented prior to first occupation of the development.

Reason: In the interests of reducing surface water run off within the site.

- 11 The windows in the side elevations of the approved building shall be constructed of obscure-glazed windows and non-opening below 1.7m above the internal finished floor level

Reason: To protect the privacy and amenity of neighbouring occupiers to prevent prejudicing potential neighbouring development

- 12 All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reason: To protect local amenity and air quality

- 13 Prior to the commencement of development, a Construction Management Statement which incorporates details of dust management, noise and other environmental impacts of the development in relation to the surroundings shall be submitted to and approved in writing by the Local Planning Authority. 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.

Pre-commencement reason: The condition seeks to exercise control over the construction phase of the development and therefore needs to be discharged prior to construction.

- 14 The development hereby approved shall not commence until a Construction Logistics Plan has been submitted to and approved in writing by the Local Planning Authority, outlining how construction vehicle activity will be managed throughout the construction process.

The works shall thereafter be carried out in full accordance with the approved details.

Reason: In order to minimise any adverse impacts of the construction process upon the highway network in the area.

Reason for pre-commencement condition: Impacts arising from the construction process occur as soon as development commences and adequate controls need to be in place from this time.

- 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, 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 contamination remediation measures required by the Local Planning Authority shall be carried out in full. A verification report shall be submitted to and approved in writing by the Local Planning Authority, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is suitable for end use (unless the Planning Authority has previously confirmed that no remediation measures are required).

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

- 16 Prior to commencement of development (excluding site clearance, preparation works and laying of foundations) details of all exterior materials including samples (which shall be made available for viewing on site or in another location as agreed) and/or manufacturer's literature shall be

submitted to and approved in writing by the Local Planning Authority. Such details shall include but not be limited to:

- (i) building envelope materials e.g. bricks, cladding;
- (ii) windows, doors and glazing systems including colour samples; and
- (iii) balconies and screens to balconies

The works shall be carried out in accordance with the approved details.

Reason: To ensure the appearance of the development is high quality, and in the interest of the privacy of future occupants.

- 17 Prior to commencement of development (excluding site clearance, preparation works and laying of foundations), details of hard and soft landscaping within the site shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include:

- (i) A planting plan for of the front and rear garden area, including the provision of shrubs and/or trees [which shall include the provision of a minimum of 5 trees and a net gain in biodiversity];
- (ii) details of boundary treatment to be provided or retained;
- (iii) surfacing materials to be used
- (iv) details of any external lighting including spillage diagrams in relation to neighbouring properties
- (v) details of the provision of a green roof, including the area of that green roof and full specification.

The hard and soft landscape works shall be carried out in full accordance with the approved details prior to the use of the building/extension hereby approved, unless alternative timescales have been submitted to and approved to be agreed in writing by the Local Planning Authority and the works shall thereafter be carried out in accordance with the approved timescales .

Reason: To ensure a satisfactory appearance and in the interests of local amenity.

- 18 Prior to commencement of development (excluding site clearance, preparation works and laying of foundations), an Accessibility Management Plan for the hotel to include provision of 6 of the hotel rooms to be accessible and suitable for disabled people, together with measures for how the scheme has been designed to comply with the requirements for accessibility management plans as set out within shall be submitted to and approved in writing by the Local Planning Authority. The measures shall thereafter be provided in full accordance with the approved details prior to first occupation of the hotel, and thereafter maintained throughout the lifetime of the hotel use.

Reason: To ensure an accessible environment for users of the hotel

- 19 Prior to first occupation of the approved development, a Management Plan to control access between the different uses within the building shall be submitted and approved in writing by the Council. This shall include details of methods used to ensure that hotel guests are unable to access the residential floors.

The approved details shall be implemented throughout the lifetime of the development unless otherwise agreed in writing by the Council

Reason: To ensure a secure separation between the hotel and residential uses.

- 20 Prior to the occupation of the residential units hereby approved a Deliveries and Servicing Management Plan setting out delivery arrangements shall be submitted to and approved by the Local Planning Authority. The approved details shall be fully implemented upon first occupation of the non-residential units within the development, and maintained thereafter.

Reason: In the interests of providing sufficient servicing facilities on site, and ensuring that the relationship with the highways network and neighbouring properties is acceptable.

- 21 Prior to first occupation of the approved development, full details of the cycle spaces shall be submitted to and approved in writing by the Local Planning Authority. Notwithstanding the approved drawings, these details shall show a minimum of 18 secure spaces which comply with LCDS standards. The spaces shall be provided in accordance with these details prior to the occupation of any part of the development and retained and made available for occupants of the development for the lifetime of the Development.

Reason: To encourage sustainable forms of transportation.

- 22 Prior to the occupation of the site, a Travel Plan Statement for the hotel and residential uses shall be submitted to and approved in writing to the Local Planning Authority. This shall include methods to incorporate targets for minimising car use, monitoring of those targets and associated measures to meet those targets. The approved Travel Plan shall be fully implemented for the lifetime of the Development, or as amended by the agreement of the Local Planning Authority in writing.

Reason: In order to promote sustainable transport measures

- 23 Prior to the occupation of the development, a report shall be submitted to and approved by the Local Planning Authority, that provides evidence that the mitigation measures described in the approved Noise Impact Assessment (Ned Johnson Acoustic Consultant noise assessment) have been implemented.

Reason: To protect acceptable local noise levels.

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

Reason: To protect acceptable local noise levels

- 25 No later than four months following Practical Completion of the development, a Post Construction Certificate prepared by a BRE approved independent assessor shall be submitted, confirming that an Excellent or higher rating has been achieved under the BREEAM certification process for non-domestic buildings.

Reason: To ensure the development incorporates high standards of sustainable design and construction, in accordance with policy BSUI1.

## 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](http://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](http://www.communities.gov.uk)
- 3 Given the age of the buildings to be demolished it is possible that asbestos may be present. The applicant is reminded of their duties under the Control of Asbestos Regulations and must ensure that a qualified asbestos contractor is employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials.
- 4 The applicant is advised to notify the Council's Highways and Infrastructure Service of the intention to commence works prior to commencement and include photographs showing the condition of highway along the site boundaries. The Highways and Infrastructure Service will require that any damage to the adopted highway associated with the works is made good at the expense of the developer.
- 5 The Council recommends that the maximum standards for fire safety are achieved within the development.
- 6 Brent Council supports the payment of the London Living Wage to all employees within the Borough. The developer, constructor and end occupiers of the building are strongly encouraged to pay the London Living Wage to all employees associated with the construction and end use of development.
- 7 Construction/refurbishment and demolition works and ancillary operations which are audible at the site boundary shall be carried only between the hours of:  

Monday to Fridays	08:00 to 18:00
Saturday	08:00 to 13:00
At no time on Sundays or Bank Holidays	
- 8 The quality of imported soil must be verified by means of in-situ soil sampling and analysis. We do not accept soil quality certificates from the soil supplier as proof of soil quality.

Any person wishing to inspect the above papers should contact Liam McFadden, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 3299