

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

13 November 2024
04
23/1426

SITE INFORMATION

RECEIVED	21 April 2023
WARD	Wembley Park
PLANNING AREA	Brent Connects Wembley
LOCATION	Glynns Skip Hire, Fifth Way, Wembley, HA9 0JD
PROPOSAL	Demolition of existing buildings and structures and erection of up to seven buildings ranging in height from 5 to 15 storeys to provide purpose built student accommodation (Sui Generis use), light industrial (Use Class E(g)(iii) and cafe (Use Class E(a)) floorspace, car and cycle parking, amenity space (internal & external), new public realm, landscaping, alterations to vehicular access, highway works and other associated works. (REVISED plans and supporting technical information received)
PLAN NO'S	See Condition 2.
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_164550</p> <p><u>When viewing this as an Hard Copy</u></p> <p>Please use the following steps</p> <ol style="list-style-type: none">1. Please go to pa.brent.gov.uk2. Select Planning and conduct a search tying "23/1426" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab

RECOMMENDATIONS

That the Committee resolve to GRANT planning permission subject to the application's referral to the Mayor of London (stage 2 referral) and the prior completion of a legal agreement to secure the following planning obligations:

1. Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance
2. Notification of material start 28 days prior to commencement.
3. Minimum 50% affordable student accommodation (379 bedrooms) on site, in line with the Mayor's Affordable Housing and Viability SPG, and the Mayor's Housing SPG.
4. *Nominations agreement for student accommodation* – Applicant to use reasonable endeavours to enter into Agreement with one or more Higher Education Providers to secure nomination rights for at least 51% of the student bedrooms (381 bedrooms). Communal facilities including refuse storage, cycle storage, internal and external communal areas to be available equally to all students without additional charges.
5. *Training and employment of Brent residents* - Prior to a material start:
 - a. to inform Brent Works in writing of the projected number of construction jobs and training opportunities and provide a copy of the Schedule of Works;
 - b. to prepare and submit for the Council's approval an Employment Training Plan for the provision of training, skills and employment initiatives for residents of the Borough relating to the construction phase and operational phase of the Development
 - c. financial contribution (estimated to be £107, 250; calculated in accordance with Brent's Planning Obligations SPD) to Brent Works for job brokerage services.
6. *Energy assessment*
 - a. Prior to a material start submission and approval of a detailed design stage energy assessment. Initial carbon offset payment (estimated to be £299,820 / £95 per tonne) to be paid prior to material start if zero-carbon target not achieved on site.
 - b. Post-construction energy assessment. Final carbon offset payment (calculated at £95 per tonne) upon completion of development if zero-carbon target not achieved on site.
 - c. 'Be seen' energy performance monitoring and reporting
7. *Travel Plan* – Submission and implementation of full Travel Plan(s) for student accommodation and commercial uses, with a target of 100% of trips to be made by foot, cycle or public transport , including monitoring and review arrangements under the i-TRACE or TRICS survey methodology,
8. Submission, approval and implementation of a Waste Management Plan including upon commencement including commitment to fund and arrange independent collections from the site. Collections must be entirely privately funded and arranged unless an alternative plan showing a revised layout is submitted and agreed with the LPA which meets Veolia's requirements in respect of carrying distances.
8. Car free restriction.
9. *Financial contribution to Transport for London*: for improvements to public transport bus services (£208, 000), to be paid in full not less than 6 months prior to the Occupation of the development.
11. Works to the highway through Section 38 / 278 Agreement to secure the following;
 - a. Construction of a zebra crossing at the eastern end of the site, together with associated lining and signing, enhanced street lighting and speed cushions on the approach to the crossing;

- b. Construction of an 11m long loading bay with entry and exit splay kerbs within the footway fronting the northern side of the site;
 - c. Alterations to any westbound bus stop at the western end of the site to provide a 25m long bus cage, a bus shelter and a bus stop flag;
 - d. Widening of the footways fronting the northern and southern sides of the site to retain a minimum footway width of 3m, and to offer the land to the Council to become adopted at no cost to the Council;
 - e. Construction of a footway crossover at the eastern end of the northern side to facilitate access to the proposed service yard;
 - f. Removal of all existing crossovers to the site and repaving of the footways fronting the site; together with
12. Healthy Streets contribution – £50, 000 to support Healthy Streets improvements in the vicinity of the site
13. Permissive path: A north-south permissive route traversing the southern site, as well as a permissive north-south route traversing the northern site as shown indicatively on the Landscape Works Drawing.
14. Permissive Path Management Plan; A plan to be submitted in respect of the proposed management arrangements for the permissive path(s).
15. TV and radio reception impact assessment, and undertaking to carry out any mitigation works identified within the assessment and agreed.
16. Commercial Servicing Plan to include the restriction that only vehicles with a maximum length of 6.7m and maximum width of 2.2m to enter the service yard to the north east of building G
17. Indexation of contributions in line with inflation from the date of committee resolution

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

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

Conditions

Compliance

1. Three year rule
2. Approved drawings and documents
3. Restrict occupation to students
4. Restricted number of student bedrooms
5. No fewer than 10% of bedrooms to be wheelchair accessible
6. Restrict the quantum of Class E (g)(iii) and Class E (b) floorspace
7. Disabled parking provision & ECVF infrastructure
8. NRMM
9. Compliance with AIA and Tree Survey
10. Compliance with EclA and BNG Assessment
11. Compliance with FRA & Drainage Strategy
12. Provision of cycle and refuse storage prior to occupation
13. Access to internal and external amenity spaces (at ground floor)
14. Water consumption efficiency
15. Ground floor glazing
16. No outward opening doors (buildings F and G)
17. Specific Class E uses; removal of permitted development rights

Pre-commencement / pre-installation

18. Construction Logistics Plan
19. Window Obscure Glazing Strategy

20. Revised cycle parking details
21. Revised cycle store details
22. Acoustic Glazing Strategy
23. Construction Method Statement
24. Secure by Design
25. District heating network connection
26. Overheating Mitigation Strategy
27. Communal TV system / satellite dish
28. Marketing Strategy
29. Lighting Strategy
30. Sound insulation measures
31. Odour control and extract ventilation
32. Fibre connectivity
33. External materials
34. Piling Method Statement

Pre-occupation / commencement of use

35. Student Management Plan
36. SuDs Whole-life Management and Maintenance Plan
37. BREEAM
38. PV Strategy
39. BRUKL Assessment
40. Whole Life-Cycle Carbon assessment reporting
41. Circular Economy Statement reporting
42. Landscaping scheme
43. Plant noise levels
44. Soil contamination; verification report
45. Delivery and Servicing Plan

Informatives as listed in the Committee Report.

That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, Informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.

That, if by the "expiry date" of this application (subject to any amendments/extensions to the expiry date agreed by both parties) the legal agreement has not been completed, the Head of Planning is delegated authority to refuse planning permission.

That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

SITE MAP



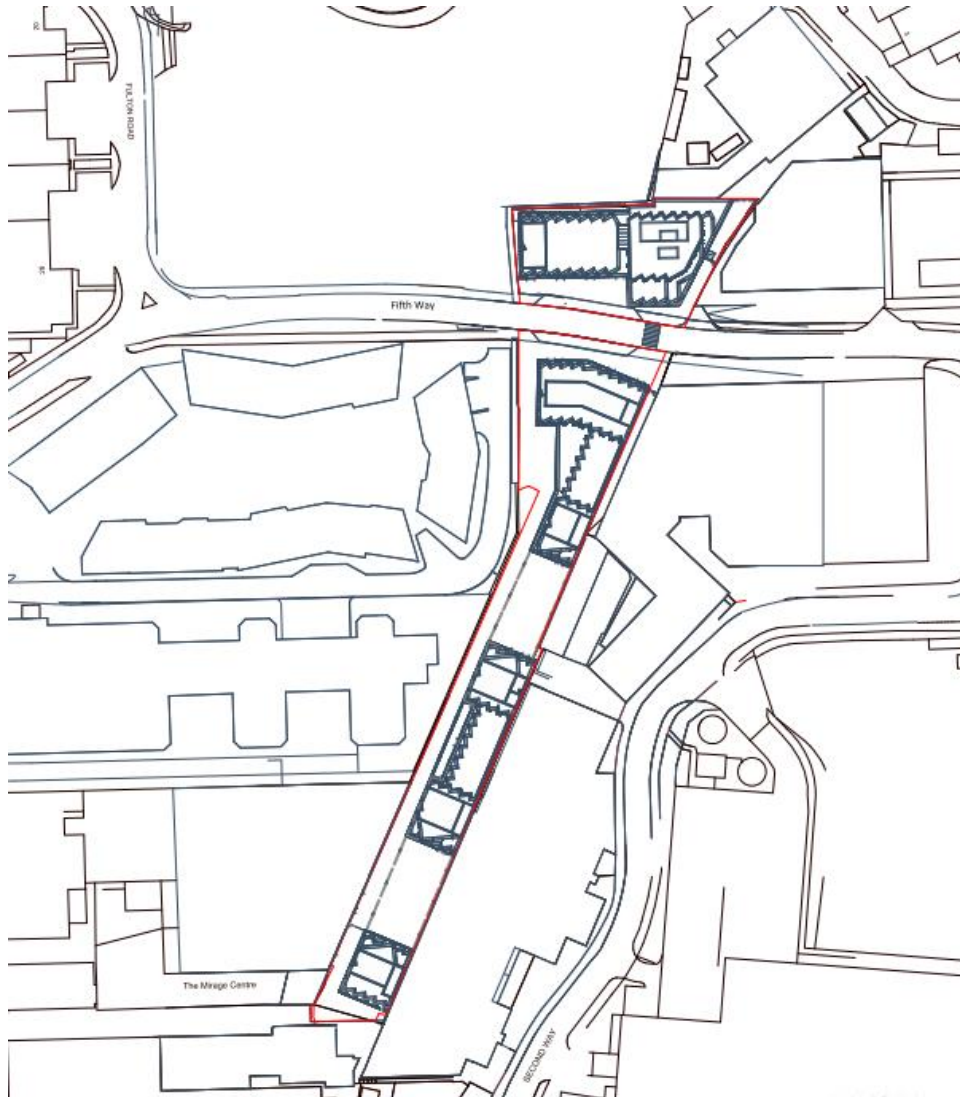
Brent

Planning Committee Map

Address: Glynn's Skips Hire, Fifth Way, Wembley, HA9 0JD

Map in copyright and database rights 2011 Ordnance Survey 100025260

This map is indicative only.



PROPOSAL IN DETAIL

The proposal is to demolish all existing buildings and develop two parcels of land situated both to the north and south of Fifth Way, Wembley, as purpose-built student accommodation (PBSA) buildings, together with light industrial floorspace and a café.

The proposed PBSA is to be accommodated in seven buildings ranging in height from 5 to 15 storeys (Sui Generis use), 1,232sqm of light industrial floorspace (Use Class E(g) (iii)) and a 100sqm café (Use Class E). In association with this it is proposed to provide ancillary communal facilities for students, internal and external amenity space, hard and soft landscaping, new public realm, alterations to existing vehicular access, highways works and other associated works.

A total of 759 student bedrooms are proposed, comprising of 192 x cluster units and 567 x studio units. A minimum of 50% of these bedrooms (379 bedrooms) will be provided as affordable student accommodation. Provision of 609 cycle parking spaces is proposed, along with on-site servicing facilities and disabled parking spaces.

EXISTING

The existing brownfield site consists of an elongated parcel of land approximately 0.6ha in size. This site is divided by Fifth Way, with the larger parcel (c. 0.45ha) to the south of Fifth Way and a smaller parcel (c. 0.15ha) to the north.

As referred above, the south parcel is currently occupied by Glynn's Skip Hire, a waste management company, and this is allocated as a West London Waste Plan protected site. It is used for the external storage and processing of waste. All existing associated low rise buildings on this site are proposed to be demolished. The north parcel currently contains shipping container type structures as well as areas for open storage and hardstanding, used in association with the waste use.

Surrounding land uses (existing and emerging) vary in this location. To the west, sites have been subject to recent redevelopment, the former Kelaty House site (now known as Pavillion Court) has been redeveloped to provide PBSA and serviced apartments, in buildings of up to 13 storeys. Also to the west Arch View House (former Cannon Trading Estate) has been redeveloped as PBSA, in buildings of up to 11 storeys. Other sites to the west, south and south-west are currently in a range of different employment generating, mostly industrial type uses in lower rise buildings. Adjacent to the north land parcel (to its western side) is the former Euro House site, this is currently under construction to deliver residential accommodation and commercial floorspace, in buildings of up to 23 storeys. Surrounding land uses to the east and north of the site are predominantly commercial and industrial, representative of the surrounding designation as Strategic Industrial Land (SIL). Wembley Stadium is located c. 250m to the south-west of the site.

The site is within Wembley Growth Area and Wembley Opportunity Area. It is included within Local Plan Site Allocation BCSA9, together with the neighbouring (former) Kelaty House and Cannon Trading Estate sites, which as referred above, are sites that have already come forward and been redeveloped. The site allocation requirements are covered in more detail in the 'Remarks' section below.

Wembley Park Station is a c.800m walk from the site, which has a Public Transport Accessibility Level (PTAL) of 3 (moderate).

The site is not in a conservation area and does not contain any listed buildings.

AMENDMENTS SINCE SUBMISSION

Amended plans and additional / updated supporting documents were received during the course of the application, summarised as follows:

Amendments relating to southern blocks A, B, C, D and E:

- Alterations made to the siting of the buildings to ensure these better align with the layout and siting of neighbouring Arch View House and Pavilion Court buildings to the west and to help improve connectivity to these western sites, including through the alignment of external courtyard spaces.
- Improved separation distances to neighbouring buildings.
- Alterations to pedestrian access, incorporation of connecting internal walkway between buildings A-E, general internal layout arrangements, and external massing refinement.
- Revised servicing and emergency access arrangements.

Amendments relating to northern blocks F and G:

- Internal layout arrangements and external massing (including removal of previous overhang along Fifth Way).
- Layout alterations to light industrial floorspace and student amenity areas, including reconfiguration of the ground floor plan to swap the uses over.
- Public realm improvements, including a new north-south pedestrian link through the buildings (F and G), alterations to servicing and delivery arrangements, including a new service yard to the west to serve the light industrial floorspace.
- Increased separation distances to neighbouring Euro House redevelopment achieved by moving buildings F and G further south by 1.5m (plus re-designing of the angled / directional windows in places to prevent direct overlooking)
- Alterations to upper roof terrace levels.
- Alterations to landscape and public realm, including changes to the frontage and inset servicing / loading bay.
- Increase in number of studios with kitchenettes and the number of apartment-type cluster units.

The amendments result in a slight increase in the number of proposed student bedrooms from 735 to 759 (+24). The provision of light industrial floorspace (Use Class E(g)(iii)) has been reduced marginally from 1,277sqm to 1,232sqm (-45sqm).

Alterations have been made to layouts to accommodate a new bus stop and cage along Fifth Way, along the site frontage of the south parcel, resulting in the removal of previously proposed inset loading bay and alterations to proposed pedestrian crossing on Fifth Way.

Due to the nature of the amendments made since the application was submitted, further consultation has been carried out (see 'Consultations' section for further details).

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. Objection has been received from ten interested parties whose reasoning for objecting is set out in the 'Consultations' section. Members will have to balance all of the planning issues and objectives when making a decision on the application, against policy and other material considerations.

Neighbour objections: As set out in the 'Consultations' summary below, objections received relate to (but are not limited to the following); the use of the private service road to the south of the site and the impacts this will have on the operation of existing businesses who rely on this road for access, the applicant has no legal right of access over the service road, the unsuitability of the service road for large/HGV vehicles, impacts in the locality during construction (including on the operation of existing businesses), and the proposals will be detrimental to future redevelopment potential of neighbouring sites.

Principle of development: Loss of a safeguarded waste site is acceptable as it has been demonstrated appropriate compensatory capacity can be made locally, which would be at or above the same level of the waste hierarchy and would at least meet the maximum achievable throughput of the site proposed to be lost, as required by London Plan policy SI 9. The supporting addendum waste capacity report identifies that the existing waste transfer site on Alperton Lane (within Brent) formerly operated by O'Donovan Waste Disposal, now operated by Sortera, as having both the significant capacity as well the operational ability to provide the necessary offset tonnage, if required to as a result of the application site's closure. Written confirmation of this has been provided by Sortera, the current waste operator of the site. The proposed PBSA would, together with the enhanced east-west connectivity, provision of permissive path(s) through the site, and new public realm respond appropriately to the wider aims of BCSA9 site allocation policy. The proposed student accommodation would positively contribute to the borough's housing targets, contribute to the strategic London demand for student accommodation and would provide active uses at ground floor to animate the public realm and spaces surrounding the buildings. The industrial floorspace proposed represents the maximum level of re-provision that can be achieved and will mitigate the loss on site, in line with the site allocation. The proposed mixed-use redevelopment would contribute to the viability and of the Wembley Growth Area and is acceptable in principle.

Affordability and mix of student accommodation: The application is proposing on site affordable student accommodation (50%) and it secures a reasonable endeavours commitment so that at least 51% of rooms would be secured under a nominations agreement with one or more higher education providers. The proposal includes 759 student bed spaces, which would be of two different typologies; cluster

units and studio units, with no fewer than 10% of the total provided as accessible units. Nominations agreement(s) would secure proportionate numbers of each type, including for affordable accommodation.

Design and appearance: The buildings would be up to 15 storeys in height, and would relate to the varied and undulating skyline that is both established and emerging in the area. The site is within a Tall Building Zone designated in Brent's Local Plan, and the building heights are considered appropriate in this location as policy seeks a transition of building heights towards the edge of the zone. These heights are commensurate with existing and consented nearby developments. No harm is identified to be caused to any heritage assets or protected stadium views, and the siting, separation, massing and articulation of the buildings would enable these to read as distinct point blocks, which breaks up the visual impact of the buildings. Active frontages have been maximised at ground floor across both sites, landscaping and new public realm would create a successful relationship with adjoining sites, which is further improved by the enhanced east-west connectivity and permissive paths through both sites. The detailed design of the buildings is considered to be well considered and responsive to the site constraints and would be of high quality.

Fire safety: The proposal has been reviewed by the Health & Safety Executive (HSE) under the Gateway One process. The HSE have confirmed they are 'content' and have no objection on layout or land use matters. Fire safety will also be considered at Building Regulations stage.

Quality of student accommodation: The student bedrooms have been designed with efficient layouts to maximise available space, and would be comparable, and in a number of cases, more generous in size to other student accommodation schemes in the Wembley area. Design solutions have been utilised to ensure all rooms would receive adequate outlook, daylight and would not be unduly at risk of overheating. Communal external amenity space is proposed across the sites in different ways, combined with on-site (internal) amenity facilities and landscaped external space / public realm, further contributing to the quality of the accommodation proposed and student experience.

Relationship with neighbouring properties and wider Site Allocation: Impacts on daylight, sunlight and overshadowing to nearby residential developments have been analysed and captured within the submitted assessment. While some habitable rooms, principally student bedrooms in existing nearby development would experience a noticeable impact, effects such as this are considered inevitable when seeking to develop at high density in a way that makes efficient use of the land, within a growth area and where there is a dense pattern of development already established and still emerging in the locality. Effects are to be expected in the locality particularly where there is an existing undeveloped site that comprises buildings lower in scale than other nearby sites, within a growth area, and which is subject to a site allocation policy that seeks to encourage further growth. Any harmful effects will be balanced against the planning benefits overall. The building design and internal layouts respond to the site constraints, helping to mitigate the proximity of buildings to site boundaries. This considered design approach means this development does not prevent future development coming forward on nearby undeveloped sites.

Sustainability and energy: The development is estimated to achieve a 32% carbon reduction compared to 2021 Building Regulations, which would be derived from energy efficiency / demand reduction measures, as well as through renewable energy technologies proposed in the form of air source heat pumps and solar PV panels. A BREEAM 'Excellent' rating is being targeted for all non-residential elements. A contribution to Brent's carbon-offsetting fund would be secured through the s106 agreement, to offset residual emissions to net zero. In addition, Whole Life Carbon Cycle and Circular Economy Statement commitments would be secured by condition.

Impacts on microclimate: The proposal would result in wind conditions within and around the site that would be suitable for the intended use or consistent with baseline conditions. A survey of predicted impacts on TV and radio reception to neighbouring properties (including any mitigation measures necessary) would be secured through the s106 agreement.

Environmental health considerations: Air quality would be improved in the locality as a result of the sites redevelopment which involves the removal of the existing waste transfer use. The development would be air quality positive. Noise and contaminated land impacts have been assessed and Brent's Environmental Health officers consider these to be acceptable subject to conditions. A detailed Construction Method Statement would be secured by pre-commencement condition further setting out how environmental impacts will be reduced and mitigated during construction phase.

Flood risk and drainage: The site is in Flood Zone 1 for fluvial flooding and a small portion of the southern site is Zone 3a for surface water flooding. It is within a Critical Drainage Area. A detailed Flood Risk Assessment and Drainage Strategy (including detailed SuDS strategy) have been submitted to assess the

risk. The proposed strategy, including SuDS features show that post development there would be a betterment in runoff rates which is an improvement from a flood risk perspective.

Trees, biodiversity and urban greening: A comprehensive tree planting strategy is proposed that demonstrates a net increase in trees across the site. There are no trees on site currently, with c.80 new trees to be provided at ground level and within raised amenity spaces. Larger specimens are proposed where space allows this. It has been demonstrated the proposal would result in a biodiversity net gain as a result of the development and once the landscaping proposals have been implemented, equivalent to a positive change of 100%. The Urban Greening Factor of 0.40 indicated is in accordance with the policy target. Overall, the development will lead to positive biodiversity and green infrastructure outcomes.

Transport considerations: The site is in a sustainable location (PTAL Rating 3) and the development would be car-free, with adequate provision made for cycle parking and sustainable transport further encouraged through the submission and monitoring of Travel Plan(s), secured under the s106 agreement. The layout accommodates a new bus stop along the site frontage, as required by TfL, which will assist further in terms of sustainable travel choice. A new pedestrian crossing on Fifth Way will lead to improved pedestrian infrastructure in the locality, and a Healthy Streets contribution (£50, 000) will support further improvements in the vicinity. The deliveries and servicing strategy (both during construction and operation) is set out in the outline Construction Logistics Plan and outline Delivery and Servicing Plan. Post development servicing would be achieved through a combination of (proposed) on-street loading bay, dedicated on-site service yard to serve the light industrial uses, and via a secondary and carefully managed on-site arrangement for specifically identified reasons (i.e. waste and emergency). Further details of how site access arrangements would be managed both during the construction and operational phases will be secured through conditions. A contribution of £208, 000 towards bus network capacity enhancements is agreed by the applicant and will be secured through the s106 agreement.

RELEVANT SITE HISTORY

Relevant Planning History (n.b. for south land parcel only)

10/2680 – Granted

Construction of an extension to front yard of existing waste transfer station to enclose existing operations, removal of existing trommel and installation of new trommel within the front enclosure, with associated soft landscaping improvements along Fifth Way frontage.

07/0330 – Granted

Demolition of existing maintenance/office buildings and erection of 4 portacabins for use as offices/WC/store.

06/0313 – Certificate granted

Certificate of lawful existing use for the acceptance, handling and transport from the site of putrescible waste every day at all times in breach of condition 6 of full planning permission 94/0329 dated 22/9/1994 for extension of waste transfer station, including new location of portal frame building and planning permission 95/0566 dated 11/07/1995 which varied condition 6.

There are other more historical applications relating to the south land parcel and its historic use for waste transfer operations.

CONSULTATIONS

Two rounds of full public consultation have been undertaken. The initial consultation letters were sent out on 5 May 2023 (to 71 addresses/representees), and following receipt of revised plans and additional supporting information, a second round of public consultation was undertaken, with letters sent out on 15 February 2024 (to 80 addresses/representees). Press adverts were published and site notices were posted (in a number of locations in the vicinity of the site) for both rounds of consultation.

Consultation has also been carried out with all relevant statutory and non-statutory consultees, including re-consultation where required (as set out below)

Objections from / on behalf of ten ((10) individual addresses / interested parties were received. It should be noted that in some cases those submitting representations provided more than one set of comments, however, where this has been the case each set of additional comments received is not treated as an additional objection. The comments received are summarised as follows:

Objection comment	Officer response
<p>Increased vehicular and pedestrian traffic along private service road, to the south of the site, will be detrimental to the operation of neighbouring businesses in terms of access and to pedestrian safety.</p>	<p>The access strategy during construction proposes vehicle access via Fifth Way, and via the service road to the south, off First Way. Any impacts and disruption resulting from use of the service road would be temporary in nature, and minimised as far as is reasonably possible through the implementation of a detailed Construction Logistics Plan (to be secured as a pre-commencement condition).</p> <p>During the operational phase access will principally be from Fifth Way. The southern access, via the private service road will be a managed access, and only permitted to be used infrequently by refuse and emergency vehicles. This will minimise any impacts. This proposal would not introduce pedestrian use of this service road as pedestrians can currently access the service road, it would though facilitate improved pedestrian connectivity which is considered beneficial for the development and the wider aims in the locality.</p>
<p>Private service road to the south cannot accommodate large HGV vehicles accessing the application site.</p>	<p>Please see the Transport considerations section of this report.</p>
<p>Dust and air quality impacts during construction period will be detrimental to operation of nearby businesses.</p>	<p>Such impacts will be temporary only, and any effects are to be reduced / mitigated through effective implementation of a detailed Construction Method Statement (to be secured as a pre-commencement condition).</p>
<p>Application site boundaries are incorrect.</p>	<p>Submitted site location plan (and red line boundary) is consistent with Title plan provided.</p>
<p>Loss of parking and general disruption to nearby businesses.</p>	<p>Proposed development does not result in the loss of any formally designated parking. Any loss would be from informal parking that takes places currently along the private service road. Any disruption during the construction phase would be temporary in nature.</p>
<p>Proposed development will infringe on adjoining Title. This encroachment onto the private service road will affect access / egress for nearby businesses.</p>	<p>Disputed Title / encroachment is not a material planning consideration. This would be a civil / property law matter. This is discussed further in the Transport considerations section of the report below.</p>
<p>Submitted outline Construction Logistics Plan proposes to route construction traffic via the private service road to the south of the site. There are no legal rights or reservations that permit third parties to use this land.</p> <p>The outline CLP should remove all reference to use of the private service road as construction traffic route</p>	<p>Please refer to responses above and Transport considerations section of this report.</p>
<p>Integrity of the private service road to the south will be undermined if used by HGV's.</p>	<p>The service road to the south of the site is privately owned and maintained. This would be a civil matter.</p>
<p>Proposals are detrimental to future redevelopment value and redevelopment potential of neighbouring sites.</p>	<p>Impact on land / property value is not a material consideration.</p> <p>Impact on future redevelopment potential has been addressed in the 'Relationship with wider site allocation and neighbouring sites and assessment of impacts' section of the report below.</p>

<p>Proposals are being bough forward prematurely in a vacuum and without proper consideration of the potential impacts on the wider site allocation and its ability to deliver the quantum of accommodation identified in policy.</p>	<p>The current proposal was the subject of extensive pre-application engagement with the Council and other stakeholders (including public consultation) between 2020 and submission of the planning application in March 2023. It has since been subject to detailed consideration, including how this potentially impacts on the wider site allocation. This consideration is also addressed within the application supporting information.</p> <p>Please refer to the 'Principle of student accommodation' and 'Relationship with wider site allocation and neighbouring sites and assessment of impacts' sections of this report.</p>
<p>Must avoid a situation where a smaller site within the site allocation stimies the optimum development potential of the principal development land parcels.</p>	<p>It is not considered this is the case. The proposed layout and building design responds to the site constraints and buildings are offset from the western boundary.</p> <p>The site allocation policy BCSA9 also acknowledges a risk to development is that the land within the allocation is in multiple ownership which may prevent comprehensive redevelopment.</p> <p>Development proposals have already come forward and been approved for individual site's within the allocation. Each case is assessed on its own planning merits.</p>
<p>Not clear whether any testing has been done to demonstrate that the proposals do not unduly compromise the delivery across the wider site.</p>	<p>This is addressed in the 'Relationship with wider site allocation and neighbouring sites and assessment of impacts'. Future development proposals for surrounding sites should demonstrate such proposal respond accordingly to their context, including any planning consents extant at that time.</p>
<p>Concerned that permeability, legibility and public realm experience could be unduly compromised.</p>	<p>The proposal would facilitate enhanced east-west connectivity, improved south-north permeability and provide new accessible public realm and landscaped external spaces. Any future development coming forward on neighbouring sites should come forward in a way that responds to this.</p>
<p>Application should be held in abeyance until its relationship with Latif House is better understood.</p>	<p>Please refer to responses above.</p>

Statutory / Non- statutory consultees

Greater London Authority / Transport for London initial Stage 1 response summary:

Land use principles: The proposals would bring forward the redevelopment of an underutilised brownfield site as part of a Site Allocation, in an accessible location identified as a Growth Area and an Opportunity Area. The student accommodation use (including 50% affordable), maximum quantum of light industrial floorspace, and alternative capacity arrangements for the safeguarded waste site are supported, subject to affordable student accommodation and nominations agreement requirements being confirmed and appropriately secured.

Urban design: Concerns highlighted to do with site servicing, vehicle movements, and pedestrian/cyclist safety requiring resolution. There are some concerns about the number of 'communal' rooms per cooking/dining facility, which should be clarified. Tall buildings are in accordance with London Plan Policy D9 (Part B) and may be in accordance with Part C subject to conclusion at Stage 2, taking account of all outstanding matters and material considerations.

Transport: Concerns highlighted to do with site servicing, vehicle movements, and pedestrian/cyclist safety. Further information is required to demonstrate that student move-in/out would not have an adverse impact on the highway network. A revised trip generation assessment is required.

n.b. It is considered that concerns highlighted in the GLA Stage 1 response have been suitably addressed through the evolution of the proposed development. Since the Stage 1 comments were issued the applicant has responded by revising the proposed servicing strategy, with amendments also made in relation to pedestrian / cyclist movement. Internal layout changes and alterations made to the student bedroom typologies address comments relating to internal layouts. Stage 1 comments are further addressed through the updated draft Student Management Plan and Transport Assessment addendum, as discussed in more detail in the 'Detailed Considerations' section of this report.

Climate change and environment: Further information is required on energy, whole life carbon, circular economy, and water.

n.b. During the course of the application the applicant has responded to the Stage 1 comments relating to these matters, and it has been confirmed by the GLA that no further information is required. As requested by the GLA, appropriate conditions are recommended in relation to these matters, and energy obligations are to be secured in a s106 agreement, as set out above in the draft Heads of Terms.

Transport for London: As per the most recent set of comments (Sept 2024) it is considered the comments raised in TfL's Stage 1 response (relating to transport impacts, servicing, vehicle movements and pedestrians and cyclists) have been adequately addressed to TfL's overall satisfaction. Conditions and s106 obligations will be required in the event the application is approved. This is discussed further within the 'Transport' section, in the main body of the report.

Thames Water: Request that a Piling Method Statement be secured as a pre-commencement condition. With regards to foul water sewerage infrastructure capacity, no objection raised. No objection in relation to surface water network infrastructure capacity (Note, should permission be granted, Informatives to be attached to the decision notice also).

Secure by Design (Metropolitan Police): Some concerns highlighted, relating to site permeability and surveillance. Conditions have been recommended in the event of approval.

Health and Safety Executive: Confirmation received following the most recent round of consultation that the HSE is 'content' with the proposals from a fire safety design perspective.

West London Waste Authority (WLWA): Do not consider that compensatory capacity has been robustly assessed and calculated (dated July 2023), or that compliance with London Plan policy SI 9 is achieved. In response to this the applicants provided an addendum Waste Capacity Report (Feb 2024). No further comments have been provided by the WLWA despite repeated requests.

London Fire Brigade: LFB note the provision of evacuation lifts, firefighting lifts and disabled refuge areas. Applicant is advised to ensure the proposals conform to Part B of Approved Document of the Building Regulations, also advised to adhere to Guidance note 29 on Fire Brigade Access.

(Internal Consultees)

Local Lead Flood Authority: No objection, the proposal will result in a betterment in terms of runoff rates.

Environmental Health: No objection subject to recommended conditions (relating to plant noise, land contamination and construction management).

Pre-application engagement by the applicant

The National Planning Policy Framework and Brent's Statement of Community Involvement set out an expectation that developers will undertake a proportionate level of engagement with the local community prior to submitting a planning application.

The Statement of Community Involvement submitted in support of the application sets out in detail the level of engagement that was undertaken by the applicants prior to submission to inform the design evolution of the proposals. In this case, from May 2022 onwards, the applicants engaged with a wide range of local stakeholders including residents, businesses community groups and elected councillors (including Wembley

Park Ward members). A flyer was distributed to c.5, 468 addresses in the vicinity of the site. An online consultation website was set up, webinar event organised and in-person consultation events held. A freephone number was established and information circulated on social media.

The number of activities, breadth of consultation and level of engagement undertaken prior to submission are considered to be appropriate to the scale of the development proposed and consistent with the advice set out in Brent's Statement of Community Involvement.

It should be noted also that the proposed development went through Brent's Design Quality Review process and was scrutinised by panel members. Pre-application meetings were held with the GLA (including TfL). A pre-application presentation was also made to Members of the Planning Committee. The feedback received from these has informed the submitted proposals.

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, relevant to this proposal, is comprised of the:

London Plan (2021)
Brent Local Plan (2019-2041)
West London Waste Plan (2015)

Key policies include:

London Plan (2021)

GG1: Making the best use of land
GG5: growing a good economy
SD1: Opportunity Areas
D1: London's form, character and capacity for growth
D3: Optimising site capacity through the design-led approach
D4: Delivering good design
D5: Inclusive design
D8: Public realm
D9: Tall buildings
D10: Basement development
D11: Safety, security and resilience to emergency
D12: Fire safety
D13: Agent of Change
D14: Noise
H1: Increasing housing supply
H15: Purpose-built student accommodation
E7: Industrial intensification, co-location and substitution
E11: Skills and opportunities for all
HC1: Heritage, conservation and growth
HC3: Strategic and Local views
G1: Green Infrastructure
G5: Urban greening
G6: Biodiversity and access to nature
G7: Trees and Woodland
S11: Improving air quality
S12: Minimising greenhouse gas emissions
S13: Energy Infrastructure
S14: Managing heat risk
S15: Water infrastructure
S16: Digital Connectivity Infrastructure
S17: Reducing waste and supporting the circular economy
S18: Waste capacity and net waste self-sufficiency
S19: Safeguarded waste sites
S112: Flood risk management

SI13: Sustainable drainage
T1: Strategic approach to transport
T2: Healthy streets
T3: Transport capacity, connectivity and safeguarding
T4: Assessing and mitigating transport impacts
T5: Cycling
T6: Car parking
T6.5: Non-residential disabled persons parking
T7: Deliveries, servicing and construction

Brent Local Plan (2019-2041)

DMP1: Development management general policy
BP1: Central
BCGA1: Wembley Growth Area
BCSA9: First Way (site allocation)
BD1: Leading the way in good urban design
BD2: Tall buildings in Brent
BH1: Increasing housing supply in Brent
BH2: Priority areas for additional housing provision within Brent
BH7: Accommodation with shared facilities or additional support
BE1: Economic growth and employment opportunities for all
BHC1: Brent's Heritage Assets
BHC2: National Stadium Wembley
BGI1: Green and blue infrastructure in Brent
BGI2: Trees and Woodlands
BSUI1: Creating a resilient and efficient Brent
BSUI2: Air quality
BSUI3: Managing flood risk
BSUI4: On-site water management and surface water attenuation
BT1: Sustainable Travel Choice
BT2: Parking and car free development
BT3: Freight and servicing, provision and protection of freight facilities
BT4: Forming an access on to a road

West London Waste Plan (2015)

WLWP2: Safeguarding and Protection of Existing and Allocated Waste Sites
WLWP7: Presumption in Favour of Sustainable Development

The following are also relevant material considerations:

The National Planning Policy Framework (NPPF) (2023)
Planning Practice Guidance

Brent guidance documents

SPD1 Brent Design Guide (2018)
S106 Planning Obligations Supplementary Planning Document (2022)
Brent's Waste Planning Guide (2015)
Residential Amenity Space & Place Quality SPD (2023)
Sustainable Environment & Development SPD (2023)

Other relevant policy and guidance documents

Mayor of London Housing SPG
Mayor of London Affordable Housing and Viability SPG
Mayor of London Optimising Site Capacity: A Design-Led Approach LPG
Mayor of London Urban Greening Factor LPG
Mayor of London Sustainable Transport, Walking and Cycle LPG
Mayor of London Air Quality Positive LPG
Mayor of London Circular Economy Statements LPG (2022)
Mayor of London Whole-life Carbon Assessment LPG (2022)

DETAILED CONSIDERATIONS

Principle of development

Land use

1. The NPPF notes that Plans and Decisions should apply a "presumption in favour of sustainable development" (Paragraph 11), and this is reflected in Brent Local Plan Policy DMP1 and the other policies of the Local Plan. Policy DMP1 confirms the acceptability of developments subject to it satisfactorily addressing the broad issues identified, in order to secure development that improves the economic, social, and environmental conditions in Brent.
2. Chapter 11 of the NPPF promotes the effective use of land, as set out in paragraph 123 which states;
"Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land."
3. NPPF paragraph 124, part c) sets out that planning decisions should *"give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs"*.
4. The aim of making effective use of land is carried forward in a number of development plan policies, including London Plan policy GG2, which identifies the optimisation of land, including the development of brownfield sites, as a key part of the strategy for delivering additional homes in London, as well as policies D2 and D3.
5. The application is proposed on a brownfield site, in a sustainable location and proposes a form of housing to meet an identified need as well as replacement industrial floorspace which will contribute to Brent's economy.

Site allocation policy

6. The site is located within Brent's Local Plan site allocation BCSA9: First Way, which also includes other development sites to the west, south and south-west, some of which have already been redeveloped (as PBSA or have extant consents for residential-led mixed-use development (Access self storage, First Way). The allocated use(s) is for residential-led mixed-use development, including education and industrial. The proposed uses would therefore accord with the site allocation.

Safeguarded waste site

7. The proposal would involve the loss of the existing waste transfer business and the site is safeguarded in the West London Waste Plan (WLWP) as a waste site. Local Plan site allocation policy BCSA9 states that this use should be accommodated in the redevelopment, or suitable capacity for the waste function provided elsewhere. London Plan policy SI 9 states that existing waste sites should be safeguarded and retained in waste management use; waste plans should be adopted before considering the loss of waste sites, which will only be supported where appropriate compensatory capacity is made within London, that must be at or above the same level of the waste hierarchy, and at least meet (and should exceed) the maximum achievable throughput of the site to be lost.
8. Given the elongated shape of the site and its associated constraints (i.e. the southern parcel's narrow plot width) it is considered that retention and / or re-provision of the waste use on site as part of a comprehensive redevelopment would not be conducive to delivering a high quality form of residential-led mixed-use development, and that re-provision of a waste use would most likely result in poor amenity conditions for any future residents and be incompatible. Additionally, retention of a waste transfer use as part of the site's redevelopment would not assist in making most efficient use of the land as it would

likely sterilise parts of the site as well as the wider site allocation for other uses, such as housing. To address London Plan policy SI 9 suitable compensatory capacity should therefore be demonstrated on existing waste sites elsewhere in order to justify the loss on site. The maximum tonnage received at the Glynns skips site over the past five years which requires compensatory capacity to be found elsewhere amounts to c.28, 913 tonnes, as demonstrated in the submitted supporting information.

9. The application is supported by a Waste Capacity Report, and a further addendum report to this was provided during the consideration of the application. The addendum report, provided in response to consultee comments removes reference to (and reliance on) previously identified sites that do not have the operational capacity to handle the particular waste streams required. It also removes reference to any reliance on waste sites referred to as Neasden Goods Yard, Bridgemarts (Gowing and Pursey) and the Hawk site on Second Way, Wembley, for providing compensatory capacity for what is to be lost from the application site. These aforementioned sites cannot be robustly relied upon as compensatory sites due to them potentially being subject to future comprehensive redevelopment themselves (and loss of existing waste operations) or they are subject to short lease terms. Following the removal of these sites the addendum waste capacity report identifies that the existing waste transfer site on Alperton Lane (within Brent) formerly operated by O'Donovan Waste Disposal, now operated by Sortera, as having both the significant capacity as well the operational ability to provide the necessary offset tonnage, if required to as a result of the application site's closure. Written confirmation of this has been provided by Sortera, the current waste operator of the site. This compensatory site is focused solely on the processing and management of construction and demolition waste streams, in particular those waste streams accepted and managed currently by the application site.
10. Since the production of the original Waste Capacity Report, the O'Donovan sites permitted tonnage has been significantly increased, from 140, 000 tonnes to 300, 000 tonnes per annum. The maximum tonnage received by the site in the last 5 years (2018 to 2022 data is what was available at the time the report was completed) was 97, 159 tonnes, giving a capacity gap of c. 202, 000 tonnes. Furthermore, the O'Donovan's site has a newly revised permit, so it is considered that greater reliability can be placed on these figures, unlike a number of other sites within the West London Waste Authority (WLWA) area, where a number are still operating under older permits issued under different permitting regimes.
11. The O'Donovan site is not listed in the West London Waste Plan and is not allocated in the Local Plan for redevelopment. It has also been subject to recent significant multi-million pound site investment to improve its operations. As required by policy SI 9, it operates at the same tier of the waste hierarchy.
12. The O' Donovan site has recently been acquired by operators Sortera and it has been confirmed by them in writing, that if the c.28,000 tonnes of waste from Glynns Skips were to come to the market as a result of the site being redeveloped they could easily accommodate this at their former O'Donovan site. This written confirmation gives sufficient comfort that adequate compensatory capacity exists within the borough, that the site is able to accommodate this additional waste from an operational perspective, that the operator is willing to take this on, and that the site operates at the same tier of the waste hierarchy. There are no historic planning restrictions, either by condition or legal agreement that restrict the O'Donovan site from accepting an uplift in waste throughput. On this basis, loss of a safeguarded waste site is considered to be justified and acceptable in policy terms.
13. The WLWA who were consulted in their capacity as waste disposal authority, did not consider that the original Waste Capacity Report robustly assessed and calculated compensatory capacity. No further comments have been provided though in response to the addendum report, which, as the WLWA advised, removes reference to (and reliance on) Neasden Goods Yard and Bridgemarts (Gowing and Pursey) as compensatory offset sites. From a Policy perspective, Officers consider that the written confirmation from the new operators of the O'Donovan site provides adequate comfort that appropriate compensatory capacity is likely to be made locally which would be at or above the same level of the waste hierarchy and would at least meet the maximum achievable throughput of the site proposed to be lost, as required by London Plan policy SI 9 and West London Waste Plan policy WLWP2. No strategic concerns are raised by the GLA in their Stage 1 report with regards to the approach to waste capacity.

Light Industrial / commercial uses

14. Local plan site allocation policy BCSA9 as well as policy BE3 seeks the maximum re-provision of industrial floorspace, given the identified need within the Borough.
15. The site currently contains some low rise buildings used for the storage and processing of waste materials, the remainder is open yard space. In line with the policy requirement to demonstrate the

maximum level of industrial floorspace would be re-provided, the development is proposing 1, 232sqm of replacement light industrial floorspace (Use Class E(g) (iii)) located within the northern site (block G). This is to be provided as stacked floorspace, arranged over three floors (lower ground 567sqm, ground 328sqm and mezzanine 337sqm) providing flexible layouts to accommodate a range of future uses and occupiers. The nature of the floorspace is likely to lend itself well to creative sectors (i.e. fashion, makerspace, studios and others), and its flexibility means it could be designed for a single use and occupier, or if required, it can easily be sub-divided to provide three or more separate units of mixed sizes. This is supported by a report provided by a company called Beispiel, who have been responsible for discussions with the light industrial market and potential workspace operators, their feedback has informed the amended layouts to ensure these are suited to the target sectors. Active frontages are provided to the front, addressing Fifth Way and the access to the service yard.

16. In response to feedback, including officer feedback the proposed light industrial floorspace has been reconfigured during the course of the application. This has resulted in the following changes;
 - swapping over of the light industrial uses and the student uses in blocks F and G, so that the proposed light industrial floorspace better relates to neighbouring non-residential uses and designated SIL, to the east of the site;
 - provision of a dedicated service yard to the north-east of block G to serve the light industrial uses (this is in place of an area that had been intended as student amenity space);
 - incorporation of additional windows / skylights to serve the commercial floorspace at lower ground;
 - internal alterations to stair access and lift provision to better meet future occupiers needs;
 - reduction of 45sqm floorspace due to internal layout changes
17. It has been demonstrated that minimum floor to ceiling height of 3.5m will be achieved across the ground floor, this will help to maximise the useability and attractiveness of the unit to potential light industrial occupiers. Slightly lower internal heights are achieved at lower ground (3.1m) and mezzanine levels (3.3m).
18. In light of the amendments made to the light industrial floorspace, and further areas of clarification provided, officers are satisfied that what's proposed does represent the maximum level of light industrial floorspace that can be re-provided. However, in order to reduce the likelihood in the future of an application being submitted to change the use from Class E(g)(iii) to general Class E use, or similar, it is recommended that the submission and approval of a marketing strategy is secured through condition. For example, this strategy would be expected to demonstrate, to the Council's satisfaction that;
 - if the level of fit out proposed would require significant financial outlay prior to occupiers moving in, this is reflected through incentives such as rent free periods or lower rent periods to ensure the space is commercially viable to prospective occupants (and this should be confirmed by a professional agent);
 - that any marketing of the premises is explicit that the premises are designed for light industrial uses;
 - that appropriate operators have been targeted in any marketing,
 - that marketing efforts intensify an appropriate period of time prior to practical completion (e.g. 9 months);
 - a void period once constructed (e.g up to two years) is to be expected;
 - the pricing strategy proposed
19. The applicant has confirmed they are agreeable, in principle, to a marketing strategy condition being secured.
20. In summary, the proposed light industrial floorspace to be re-provided would be of high quality and flexible, which will help it appeal to and meet the needs of a range of different users, increasing likelihood of the space being successfully let. It will also benefit from satisfactory (and dedicated) servicing arrangements. This will deliver the maximum re-provision of industrial floorspace on the site, in line with the requirements of site allocation policy BCSA9 and policy BE3, and is supported by the GLA. This offer can also be expected to result in an uplift in terms of the number of jobs created across the site, compared to the existing use, in line with the aims of both Local Plan and London Plan policies for this Opportunity Area, to secure growth in jobs.

Café use:

21. In addition, 100sqm of Class E(a) floorspace is proposed as a café use on the ground floor of block

E, providing an active use fronting on to Fifth Way. This will serve the future student population as well as businesses and employees in the vicinity of the site. This is considered an appropriate small scale use and is supported.

Principle of student accommodation

22. London Plan Policy H1 sets out housing targets across London, with the target for Brent being 23,250 new homes over the ten-year plan period, and Policy SD1 designates Wembley as one of a number of Opportunity Areas with development potential of strategic importance for London. Local Plan Policy BH1 responds to this by proposing plan-led growth concentrated in Growth Areas and site allocations, including a target of 15,000 new homes in the Wembley Growth Area. Policy BCGA1 also supports the delivery of high quality homes and economic regeneration in the Wembley Growth Area. The London Plan notes that purpose built student accommodation counts towards meeting housing targets on the basis of 2.5 bedrooms counted as a home.
23. The site forms part of the wider BCSA9 (First Way) site allocation policy, which has an indicative capacity of 1, 312 dwellings and is allocated for residential-led mixed-use development, including education and industrial. There are a number of planning considerations identified within the site allocation and the development plan as a whole which are considered to make this site suitable for residential-led mixed-use development.
24. London Plan Policy H15 and Brent's Policy BH7 support the delivery of PBSA in well-connected locations to meet local and strategic needs, subject to specific criteria being met. The application site is well situated within the Wembley Opportunity Area and Wembley Growth Area, is in an accessible location with access to a range of public transport facilities. The site's PTAL is 3. Additionally, the site benefits from good access to local facilities, amenities and services, owing to its location proximate to Wembley Park.
25. The London Plan identifies a strategic need of 3,500 purpose built bed spaces across London (per annum), taking into account completions and the pipeline of permitted student accommodation schemes locally and across London. In support of the proposals the application is supported by a Student Housing Need Assessment, which sets out how the proposals help to address this identified strategic need – *this is discussed in the section below*.
26. At a strategic level, the GLA recognises that the proposed PBSA would contribute towards meeting the overall identified London need as set out in the London Plan, and that it would provide 50% of rooms as affordable. It is supportive of this use in strategic planning terms.
27. Potential over-concentration of student accommodation is a policy consideration, as set out in the aforementioned policies H15 and BH7, which seek to ensure student accommodation schemes contribute towards achieving mixed and balanced communities. The implemented Pavilion Court (former Kelaty House) and Arch View House (former Cannon Trading Estate) developments, which are on sites in the vicinity of the application site, provide PBSA alongside serviced apartments. Euro House redevelopment which is emerging opposite the site will provide conventional C3 housing. Other recently implemented and emerging sites in the surrounding Wembley Growth Area contribute further C3 residential-led mixed-use development in a range of different tenures and typologies. It is considered that, in this varied context, mixed and balanced communities will continue to be achieved across the wider site allocation as well as the wider growth area even with the provision of further student accommodation on this site. No concerns are raised about over concentration.
28. Whilst the site allocation policy does not refer specifically to PBSA, this type of housing is acknowledged to relieve some of the demand for conventional housing, and this provision would contribute towards Brent's housing supply (at a ratio of 2.5 bedrooms to one conventional housing unit), at the same time contributing towards London Plan housing targets. The proposed provision of 759 student bedrooms would therefore equate to 306 new homes in Brent (on the basis of 2.5: 1 ratio), which would positively contribute towards the boroughs wider housing targets, and to achieving the indicative dwellings capacity of 1, 312 dwellings within the whole of site allocation BCSA9. To date within the wider site allocation planning permission has either been implemented, or granted (but not implemented) for 600 C3 dwellings on the Access Storage site on First Way (ref; 18/4767) and 678 student bedrooms (equivalent to 271 new homes on the basis of the 2.5 : 1 ratio) at the former Cannon Trading Estate site (ref; 17/3799). Combined, each of these schemes if consented and subsequently implemented, including the proposed development would deliver the equivalent of 1, 177 new dwellings across the site allocation, contributing positively towards the

indicative site capacity for number of dwellings.

29. The proposed accommodation would be secured by condition for occupation by full time students enrolled on UK accredited and based further education courses during term time (for not less than 39 weeks of the year). The remaining time, (outside term time,) the Council is content that the units may be rented out on short-term lets, perhaps assisting tourism within the summer vacation period. This will apply to all of the student rooms. The majority of the units / bed spaces (51% of bedrooms / 381 bedrooms) would be provided through a nominations agreement with one or more higher education providers, and secured through the s106 agreement. This demonstrates that the accommodation would meet a specific London need, in line with policy H15 of London Plan and policy BH7 of Brent's Local Plan.

Land use summary

30. The proposal involves the loss of a safeguarded waste site, though it has been demonstrated that sufficient compensatory capacity exists at another waste site within the borough which will mitigate any loss from this site. The proposed replacement industrial floorspace represents the maximum re-provision, in line with the Local Plan site allocation policy requirements and this will benefit Brent's local economy. The proposed café is small in scale, is appropriate in this out of centre location, and will help to service the local area.
31. The proposed student accommodation will help to meet an identified London wide strategic need for such accommodation, and this will also positively contribute towards Brent's housing supply (at a ratio of 2.5 bedrooms to one conventional housing unit). This development will come forward in a way that makes effective and most efficient use of the land, in a sustainable location.

Student accommodation

Need

32. As noted above, the London Plan acknowledges the significant demand for student accommodation, with a potential requirement of 3,500 places annually over the Plan period. It goes on to recognise that the provision of PBSA will help reduce pressure on other elements of the housing stock currently occupied by students in the private rented sector.
33. Policy BH7 of Brent's Local Plan sets out a range of criteria that are expected to be met when considering proposals for student accommodation. One of the criteria is the need for PBSA proposals to demonstrate that there is a specific London wide need for the development. In response, the applicant has provided a Student Housing Need Assessment (2023) to demonstrate current and future demand for accommodation (and the suitability of Wembley as a location).
34. At the time the need assessment was carried out (in 2023) there were 4, 635 operational student bedspaces in Wembley. Students drawn to these developments study at central London universities as well as more local ones and it is considered the site's strong transport connections make the site an attractive location for students studying in central London. Wembley is seen as being an increasingly desirable location for students because of its connectivity, also helped by the growing number and types of amenities in the local area.
35. The assessment reports that in 2023 Brent had c.19, 510 residents who were students studying on a full-time basis, with 14, 345 students that require PBSA. This is an increase of 125% since 2014/15 and the increase can be attributed to recent PBSA completions in the Wembley area. Nearly two thirds of these students study at University of Westminster, Middlesex University and Buckingham New University. Yet there are just 4, 636 existing bed spaces across 12 PBSA developments. Due to this shortfall Brent has a student to bed ratio of 3.0, which is higher than a number of other local authorities in London. At the time of the assessment Brent was found to have an emerging pipeline of c. 1, 150 student bedspaces which will help address the demand. Since the assessment was carried out planning permission has been granted for 619 student bedspaces at 1-4 and 9 Watkin Road (ref; 22/3965), and at land rear of Fairgate House, High Road consent has been granted for 639 student bedspaces (ref; 23/2811). These developments will help, if implemented, however, they don't entirely address the shortfall in PBSA.
36. The future supply across London (at the time of the assessment) is to be boosted by a total pipeline of c.30, 000 beds. With around 374, 000 full-time students at London universities and around 100, 000

PBSA beds in the city, there is clearly pressing demand for further supply across the capital. This proposal will help to contribute towards this. Furthermore, with some 31% of students in Brent living in the private rented sector, this represents almost 5, 000 students. The proposed student accommodation would increase the PBSA supply available and take some pressure off the housing stock in the private rental market, across the borough.

37. The increasing demand for PBSA is also partly fuelled by increase numbers of international students studying in London, which is a trend that continues to rise. These students tend to favour PBSA over the private rented sector.
38. Affordability of student accommodation is increasingly becoming a problem in London, driven by the lack of available housing supply and high living costs in London. There is therefore a substantial need for affordable PBSA. Currently there are only c. 800 of these bedspaces across the London. By committing to 50% of the proposed accommodation as affordable, the development will help to meet this substantial need through delivering 379 affordable bedspaces on this site alone.
39. The application site is considered to be a strong location for PBSA and the wider area in general an increasingly desirable location for students. The demand assessment results clearly demonstrate the proposed development will help to address an unmet need for PBSA, and the site's location relative to a wide range local amenities (including access to open spaces), and good connectivity to central London mean demand for PBSA in the borough, particularly in Wembley, can be expected to continue.
40. It has been demonstrated this proposal will help to address the strategic London wide need for more PBSA. Furthermore, the accommodation would be secured by condition for occupation by full students enrolled on UK accredited and based further education courses during term time (for not less than 38 weeks of the year). The remaining time, (outside term time,) the Council is content that the units may be rented out on short-term lets, perhaps assisting tourism within the summer vacation period. This will apply to all of the student rooms. The applicant commits to reasonable endeavours to ensure the majority of the units (51% of bedrooms) would be provided through a nominations agreement with one or more higher education providers, and commits to 50% of the bed spaces being affordable student accommodation, to be secured through the s106 agreement. This demonstrates that the accommodation would meet a specific London need, in line with policy H15 of London Plan and policy BH7 of Brent's Local Plan

Student Management Plan:

41. A draft student management plan has been submitted, setting out how the student accommodation would be managed for the benefit of future occupiers, but also in such a way to limit the impacts of the use in the vicinity of the site. The building will be staffed by Scape UK management Ltd, with staff presence 24 hours a day, giving student residents on site access to staff and support. Arrival (check in) and leaving procedures (check out) are addressed, along with student discipline, cycle storage, visitor arrangements, health and safety and other matters (including an external complaints process). Management and maintenance of communal facilities, external areas, waste, refuse and recycling emergencies and security measures are also referred to within the draft plan. An updated management plan would be required for approval as a condition prior to occupation or the student use commencing.

Affordability, mix of student accommodation and inclusive access

Policy background

42. London Plan Policy H15 sets out a requirement for all PBSA to secure the maximum level as affordable student housing. This is defined as a bedroom (together with all services and utilities offered to equivalent non-affordable rooms) provided at a rental cost equal to or below 55% of the maximum income that a new full-time student studying in London and living away from home could receive from the Government's maintenance loan for living costs for the academic year. Applications providing at least 35% of rooms as affordable student accommodation under this definition, or 50% where the development is on industrial land appropriate for residential use where the scheme would result in a net loss of industrial capacity, are eligible for the fast track route, whereby viability testing is not required.
43. Policy H15 also requires the use of the accommodation to be secured for students, with the allocation of affordable accommodation to students considered most in need undertaken by the higher education providers via nominations agreements.

Proposed affordable student accommodation

44. The revised proposals seek to deliver 759 student bedrooms, of which 50% is proposed will be affordable student accommodation (379 bedrooms), in line with the Fast Track Route threshold for the site, as set out in policy H15. All of the affordable student accommodation (50%) will be secured through nominations agreement(s) with one or more higher education providers. This provision is strongly supported by the GLA, subject to further details in relation to nominations agreement(s) proposals. An early-stage viability review is not required in this case as the development is already proposing 50% of the student accommodation as affordable, which is the % cap that would apply if an early-stage review was secured.

Nominations agreement

45. The applicant has committed to using reasonable endeavours, to secure one or more ongoing nominations agreements with higher education providers, by the point of occupation of the development for at least 381 student bedrooms (comprising all of the affordable student bedrooms and one market student accommodation bedroom). This equates to more than 50% of the student beds and therefore comprises the majority of the student bedrooms, in line with policy H15. The nominations agreement commitments will be secured through the s106 agreement.

Proposed student accommodation mix

46. There is no policy requirement to provide any particular mix of types of student accommodation. The following mix is proposed;

Student Accommodation	Unit No	Studio	Cluster
Building A	54	49	5
Building B	100	76	24
Building C	55	55	0
Building D	45	45	0
Building E	187	24	163
Building F	150	150	0
Building G	168	168	0
Total	759	567	192

Inclusive access

47. Policy D5 of the London Plan seeks to ensure that new development achieves the highest standards of accessible and inclusive design (not just the minimum). Policy D7 requires that at least 10% of new build dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings' (designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users); and all other new build dwellings must meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'. London Plan Policy E10 states that 10% of new bedrooms should be wheelchair-accessible in accordance with British Standard BS8300-2:2018; or 15% should be accessible rooms in accordance with the British Standard. Building Regulations make clear that student accommodation is to be treated as a hotel/motel accommodation, for the purposes of ensuring provision of accessible student accommodation.
48. The proposed mix would offer a range of room types to meet differing needs, and offer a degree of choice to students, with the applicant committing to no fewer than 10% of the rooms being wheelchair accessible from the outset. This provision will be secured by condition.

Design, scale and appearance (including townscape and heritage considerations)

Policy background

49. London Plan Policy D3 sets out a design-led approach to new development that responds positively to local context and optimises the site's capacity for growth by seeking development of the most appropriate form and land use, while Policy D5 seeks inclusive design without disabling barriers. Policy

D9 sets out a framework for assessing proposals involving tall buildings including their visual impact, functional impact and environmental impact. The policy requires proposals to be justified with reference to existing and proposed long range, mid-range and immediate views, to demonstrate the impact of the proposal upon the surrounding streetscape.

50. Brent's Policy BD1 seeks the highest quality of architectural and urban design, whilst Policy BD2 directs tall buildings (defined as those of over 30m in height) towards designated Tall Building Zones (TBZ), and other locations shown on the proposals map such as, intensification corridors, town centres and site allocations, and expects these to be of the highest architectural quality. The application site is within a TBZ and site allocation policy BCSA9 identifies the location as being appropriate for tall buildings (noting these should be at lower heights than those buildings further west towards the stadium).
51. Section 16 of the NPPF advises Local Planning Authorities to recognise heritage assets as an "irreplaceable resource" and to "conserve them in a manner appropriate to their significance". Any harm to designated heritage assets requires clear and convincing justification. With regard to non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. Brent's Policy BHC1 requires new developments to demonstrate and justify any impacts on heritage assets, and Policy BHC2 identifies and protects a number of important views of the Wembley Stadium arch.

Site Context

52. The existing surrounding land uses are varied, including a mixture of PBSA, serviced apartments, emerging C3 residential (former Euro House site) and retained industrial uses.
53. The site would accommodate seven buildings (A-G) that range in height from 5 to 15 storeys, with single level basement. The southern parcel will contain buildings A-E and the northern parcel buildings F and G. The southern parcel is constrained due to its elongated shape and plot dimensions, particularly towards the southern end, presenting challenges for development which has influenced the design, form and layout of the proposed buildings. For context, the former Kelaty House site (now known as Pavillion Court) has been redeveloped to provide PBSA and serviced apartments, in buildings of up to 13 storeys. Also, to the west Arch View House (former Canon Trading Estate) has been redeveloped as PBSA, in buildings of up to 11 storeys. Other sites to the west, south and south-west are currently in a range of different employment generating uses in lower rise buildings. Adjacent to the north land parcel (to its western side) is the former Euro House site, this is currently under construction to deliver C3 residential accommodation and commercial floorspace, in buildings of up to 23 storeys.

Site layout

54. The southern parcel would be accessed principally from Fifth way, but also from the west for non-vehicle access. This is via a continuation of the existing east-west links routed through the former Kelaty House and Cannon Trading Estate redevelopments, where there are level site boundary conditions. Additionally, non-car access, with the exception of refuse and emergency vehicles, from the southernmost end of the site, via the existing private service road that leads to First Way. The northern parcel is accessible direct from Fifth Way.
55. A basement service corridor is provided along the entire length of the southern parcel, this is for refuse storage and plant which helps free up space above. At ground floor level is a series of active student uses/amenity spaces that front onto the external amenity areas around the buildings, and the north-south route through the site. Entrances to buildings A-E are all located so that these are legible, addressing the external spaces around the buildings. The café use is accessed from the front, on Fifth Way. For the northern parcel, a lower ground floor level accommodates refuse, plant and cycle stores (for the student accommodation) and light industrial floorspace. At ground floor student amenity and reception areas provide an active frontage onto Fifth Way, with the industrial floorspace (and its main entrance) providing further activation for building G, this activation wraps around onto the eastern façade with generous areas of glazing proposed across the ground floor. The proposed industrial floorspace is stacked over three levels (lower ground/ground/mezzanine), all contained within building G, and this amounts to 1, 232sqm. A north-south pedestrian undercroft route cuts through the centre of the buildings, which improves pedestrian permeability through the site linking Fifth Way to the former Euro House redevelopment (to the north). Mezzanine levels provide further student amenity spaces.
56. At first floor level the southern buildings B, C and D are linked by an internal (glazed) walkway providing access between buildings for students and surveillance to the publicly accessible external

spaces below at ground level. As you move through the buildings to the upper floors the studio and cluster rooms are accommodated and a roof garden for student use is accessed from buildings A-B and D-E, at fifth floor. For the northern parcel buildings F and G, the lower levels accommodate a mix of back of house student functions, student amenity spaces and light industrial floorspace. From first floor and above studio and cluster rooms are accommodated, with a roof garden accessed from floor nine (building F).

57. The revised siting of buildings A-C helps ensure the external courtyard spaces better align with the east-west movement routes, with permeable boundaries illustrated along the western site edge to facilitate this east-west movement. The revised placement of buildings in the southern parcel also relate better to existing alignment of buildings to the west of the site.

Heights and massing

58. As referred above, the proposed buildings would range in height from 5 to 15 storeys, with building G the furthest north representing the tallest at c.53m. Building A is 11 storeys, building B 14 storeys, building C 11 storeys, building D 13 storeys, building E 14 storeys, building F 11 storeys and building G 15 storeys. Five storey shoulder elements link A and B as well as D and E together. The site is within a Local Plan designated TBZ (policy BD2), and tall buildings are supported in principle in this location, which is further reflected in site allocation policy BCSA9. It should be noted that the site is towards the edge of the designated TBZ, so a transition of heights is required stepping down to the adjacent SIL boundary.
59. As detailed above, nearby building heights to the west of the site range between 11, 13 and 23 storeys, and to the north, south, south-west and east are lower rise industrial buildings. Buildings +23 storeys are situated further west, within the Wembley Growth Area, closer to Wembley Park. Being within a TBZ and given the existing heights context the proposed building heights are considered to be acceptable in principle. These would not appear out of character in the locality. It is recognised that there would be a notable drop in heights between the proposed development and buildings within SIL to the north and east of the site, however this is an inevitable consequence of redeveloping the site. The existing buildings in the neighbouring SIL are typically of a much lower scale which is not expected to change any time soon and in response to this the proposal does provide a range of storey heights that provide the transition in heights required in this location.
60. With Policy D9 of the London Plan in mind the development is considered to have a well-designed base for each of the buildings. The bases incorporate one and a half or double storey spaces, predominantly glazed and designed with an interesting archway feature. This arch feature picks up on the former railway line that was routed through the site.
61. The middle sections of the buildings (A, D, E and G) are expressed by a darker materials palette and a consistent and simple ordering of the facades through the use of angled windows and the approach to the flank elevations, which include high level and false window openings to add interest to the elevations. To add some variation across the buildings building C and F are proposed in a much lighter facing brick, which does help to break things up.
62. To define the building tops these are treated with a lighter materials palette, contrasting materials (i.e. profiled or brushed metal panels) and have varying set backs.
63. Overall, the buildings are considered to have clearly defined base, middle and top sections to them, to address policy D9 in this regard.
64. The GLA has considered the appropriateness of the site for tall buildings, noting the following within the Stage 1 report; *“being within a Tall Building Zone, heights of c.10 storeys and above are acceptable in principle”*.

Architecture and materiality

65. London Plan policy D3 requires new development to be of a high quality of architectural design which responds to local character and ensures appropriate detailing and the use of attractive, robust and durable materials. Brent Local Plan policies also seek to ensure high quality of design is achieved. The submitted Design and Access Statement and supporting information sets out in full the proposed approach to materiality, detailing and articulation of the buildings.

66. As noted above, the buildings would have clearly defined base, middle and top elements and the proposed architectural design and materiality throughout is well-considered. The materials palette indicated appears to be of a good quality, and the use of alternating materials, feature cladding and the arched features at ground floor add interests and should help to unify the approach across the site. The window strategy is a well considered response to the specific site constraints in this location.
67. Overall, the proposals represent a considered and appropriate design response that demonstrates an appreciation of the existing and emerging context, including site constraints. The detailing and use of attractive materials will help to enhance the design quality and give depth and visual interest to the elevations. The design complies with London Plan policy D3 as well as Brent policies relating to design quality. A condition is recommended to require the submission and approval in of all external materials, this will help ensure the finished quality is delivered as expected.

Townscape and visual impacts

68. A Heritage, Townscape and Visual Impact Assessment (HTVIA) was provided in support of the planning, which assesses the townscape and visual impacts (including any heritage impacts) from 16 viewpoints, two of these are local protected views (as listed in policy BHC2). The assessment includes existing, proposed and cumulative views, which take into account other impacts from other developments.
69. In the HTVIA Addendum it is evident from viewpoints 15 (protected local view 5; Welsh Harp Reservoir) and 16 (protected local view 10; Metropolitan and Jubilee Line north of Neasden station) that the proposed buildings will be appreciated in the foreground of the stadium from these protected views, however, views of the stadium arch are not interrupted by the proposed development.
70. Due to the existing lower scale building heights to the north, east and south of the application site, mostly in neighbouring SIL, it can be appreciated from the HTVIA that the proposed development will lead to noticeable townscape and visual impacts from certain locations. This is most noticeable from more immediate viewpoints, such as viewpoints 1 (junction with South Way and Second Way), 3 (Fifth Way looking east), 5 (junction between Fourth Way and Fifth Way), 8 (First Way looking east), 9 (junction with Second Way and Third Way) and 10 (Second Way looking north), however, the proposed buildings will be appreciated in the context of and against a backdrop of other tall buildings (existing, proposed and consented) in the locality.

Functional impacts

71. The buildings have logical layouts that respond well to the surrounding areas of external space within the site and the industrial floorspace relates well to the neighbouring SIL uses. The replacement industrial floorspace is considered to be suitable for future industrial occupiers and the space designed to be flexible to adapt future occupier needs. The site has good public transport accessibility (PTAL 3) which helps to support tall buildings in this location. As recognised above, the bases of the buildings provide good levels of surveillance across the site, with generous and legible entrances throughout. The approach to servicing, deliveries and refuse collection will need careful management to ensure such movements do not conflict with pedestrian and cyclists movements, and that arrangements are acceptable from a highway safety perspective. This is proposed as car-free development (save for 2 disabled parking spaces in the southern parcel) so transport impacts are expected to be related to servicing and emergency / refuse vehicle access, as discussed in further detail in the 'Transport' section below.

Environmental impacts

72. Wind and microclimate impacts, daylight, sunlight and noise have all been assessed, as discussed elsewhere in the report.

Heritage considerations

73. Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 respectively require the decision maker to have "special regard" to the desirability of preserving a listed building or its setting, and pay "special attention" to the desirability of preserving or enhancing the character or appearance of a conservation area. The NPPF (paragraph 195) recognises that heritage assets are an irreplaceable resource and seeks to conserve them in a manner appropriate to their significance.
74. The first step is for the decision-maker to consider each of the designated heritage assets, which would

be affected by the proposed development in turn and assess whether the proposed development would result in any harm to the significance of such an asset. The assessment of the nature and extent of harm to a designated heritage asset is a matter for the planning judgement of the decision-maker, looking at the facts of a particular case and taking into account the importance of the asset in question. Even minimal harm to the value of a designated heritage asset should be placed within the category of less than substantial harm.

75. Where harm is found to a designated heritage asset (even harm that is deemed to be less than substantial), the decision maker must give that harm considerable importance and weight as a result of the statutory requirements set out in Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. Policy HC1 of London Plan and policy BHC1 of the Local Plan both seek to ensure that development affecting heritage assets should conserve their significance, by being sympathetic to the character and setting of those assets.
76. The NPPF (paragraph 206) states that any harm to, or loss of, the significance of a designated heritage asset requires “clear and convincing justification”. The NPPF expands on this by providing (paragraph 207) that planning permission should be refused where substantial harm or total loss of a designated heritage asset would occur, unless this is necessary to achieve substantial public benefits that outweigh that harm or loss, or unless all the four tests set out in paragraph 207 are satisfied in a case where the nature of the asset prevents all reasonable uses of the site. Where less than substantial harm arises, paragraph 208 of the NPPF directs the decision-maker to weigh this against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
77. To assess the potential effect of the proposed development to designated and non-designated heritage assets the applicants have submitted a detailed HTVIA, which considers potential heritage impacts from a wide range of short, middle and distant views. Heritage assets that have been identified in the HTVIA for consideration of potential impacts include conservation areas at Barn Hill, Neasden Village, Wembley High Street and St Andrews. These are all over 500m from the application site. Also considered are Grade II listed buildings; three K6 telephone kiosks (Empire Way), Wembley Arena and Brent Town Hall.

Assessment of potential effects

78. The conservation areas are physically and functionally separate from the Wembley regeneration area, which the site is situated in and separation distances between these assets and the site are considerable. Barn Hill is elevated which affords views southwards towards the stadium and wider regeneration area, where visible the proposed development would form part of and been seen in the context of a juxtaposition of taller development located around the stadium.
79. Given the separation distances to Neasden Village, Wembley High Street and St Andrews conservation areas, the topography and the presence of intervening tall buildings and the stadium it is not considered the proposal affects the architectural or heritage significance of the assessed conservation areas.
80. The proposals do not interact with, affect or harm the significance of identified Listed heritage assets, the closest being three listed K6 telephone kiosks (on Empire Way) and Wembley Arena, at least 500m from the site. Potential impacts are limited to visual ones, and certainly in the case of the kiosks and Wembley Arena only glimpsed views. The proposed buildings, where visible, will be appreciated in the context and against the backdrop of other intervening tall buildings as well as emerging buildings in an area that is under going continued transformation. In conclusion, it is not considered there would be an impact on the Listed assets architectural or historic interest, and even where visible the proposed building would be seen as an addition to an already established (and emerging) tall building context.
81. The HTVIA considers potential impacts on two protected stadium views (identified in Local Plan policy BHC2), these are viewpoints 15 (protected local view 5: Welsh Harp Reservoir) and 16 (protected local view 10: Metropolitan and Jubilee line north of Neasden Station) in the submitted assessment. As noted above, the proposed buildings will be appreciated in the foreground of the stadium from these protected views, however, views of the stadium arch are not interrupted as a result of the proposed development.
82. The submitted HTVIA is considered to be robust and demonstrates the proposal would be seen in the context of other tall buildings in this location, and that they would add to the emerging tall buildings and undulating skyline. Potential impact on heritage assets has been considered appropriately, and it is concluded there would be no harm to the setting of designated heritage assets as a result of development.

Archaeology

83. Chapter 16 of the NPPF, London Plan policy HC1 and Brent Local Plan policy BHC1, all relate to the identified heritage assets, including those of archaeological importance.
84. The proposal is supported by an Archaeological Desk Based Assessment, prepared by RPS, which assessed below ground archaeological potential. The site is not located within a locally defined Archaeological Priority Area.
85. The assessment has identified a generally low archaeological potential at the site for all past periods of human activity and any past ground disturbance at the site is likely to have been severe as a result of historic construction and other activity since the 20th century. The construction of the (former) railway station in the 1920's is also likely to have had a significant impact on any below ground deposits.
86. It is concluded, the limited archaeological potential of the site, combined with likely historic impacts, suggests that the proposed development of the site would have no significant or widespread archaeological impacts.

Conclusion

87. In conclusion, the impact of the development on the existing streetscape and townscape has been considered in detail and has been well demonstrated. The height, massing and bulk are considered appropriate in this location, taking into account the changing skyline and emerging tall building cluster, which this development would be read as an extension of. No harm to protected views is identified. Visually, the impacts are considered to be acceptable. The design response is of high quality that responds appropriately to the site constraints, with well-defined base, middle and top sections to the buildings and a high quality materials palette. No harm to any heritage assets has been identified. Active frontages at the ground level of the buildings have been maximised and the well-designed south-north route will create an attractive and active space around the buildings as well as deliver new public realm, which is safe and secure for those using and passing through the space. Overall, the proposals would contribute positively to the character of the surrounding area, and deliver public benefits. It is also relevant to note the GLA have confirmed in their Stage 1 report that they do not have any strategic planning concerns regarding visual, townscape or heritage impacts arising from the proposed development.

Fire safety

88. London Plan Policy D5 requires an inclusive design approach to ensure that fire safety strategies for buildings provide emergency evacuation procedures for all building users. Policy D12 of the London Plan requires major development proposals to be accompanied by an independent fire statement (by a suitably qualified third party assessor) demonstrating how the development would achieve the highest standards of fire safety. The Mayor's draft Fire Safety LPG provides further guidance that should be considered.
89. A Fire Statement (issue 2.0) has been prepared by LBA Ltd, alongside a Planning Gateway One Fire Statement, the latter is required as this is considered to be a relevant high-rise residential building (i.e. is 18m or more in height, or 7 or more storeys). These statements highlight the main fire safety principles that have been employed in the design of the development, and set out a detailed strategy that has been prepared in accordance with London Plan policies D5 and D12, and revised during the course of the application to respond to previous comments from the Health and Safety Executive (HSE).
90. Fire safe building construction, fire spread prevention, evacuation strategies, means of escape, sprinkler systems, detection methods, firefighting access and facilities for the fire and rescue services and assembly points are all set out in detail within the statements. Fire fighting shafts and lifts are provided for each relevant building, and each building is served by two staircases, one of which is a firefighting staircase serving residential accommodation on the upper floors.
91. Emergency fire vehicle access will be achieved, and in the case of the southern parcel vehicles can enter via the southern end of the site near block A, travel in a south-north direction and exit the site via the Fifth Way access. This through route means that a turning area within the site is not needed for fire appliances. Blocks F and G within the northern parcel are accessible direct from Fifth Way.
92. The proposed firefighting strategy of the development is considered acceptable and in accordance with relevant planning policy and regulations. The HSE have responded to the most recent consultation and

on the basis of the revised Fire Statement (issue 2.0) and updated internal layouts, raised no objection to the proposed fire strategy, confirming they are content with the fire safety design aspects. The GLA also consider the fire strategy addresses the requirements of London Plan policies D5 and D12. Compliance with the Fire Statement shall be secured through condition.

Relationship with wider site allocation (BCSA9) and neighbouring sites and assessment of impacts

Policy background

93. One of the core planning principles in the NPPF is that decisions should “always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings”. London Plan Policy D6 states that the design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.
94. In accordance with Local Plan Policy DMP1, any development will need to maintain adequate levels of privacy and amenity for existing residential properties, in line with the guidance set out in SPD1. SPD1 states that development should ensure a good level of privacy inside buildings and within private outdoor space. Separation distances of 18m between directly facing habitable room windows is sought, except where the existing character of the area varies from this, or these are street facing windows. A distance of 9m should be kept from gardens to habitable rooms and balconies. Reduced distances between new frontages may be acceptable subject to considerations of overlooking and privacy, in addition to high quality design solutions that mitigate impacts and allow for efficient use of land, such as windows designed to direct views in certain ways and to avoid overlooking in other directions. These standards are also applied to help ensure that the development does not compromise the potential future redevelopment of adjoining sites.
95. To ensure that new development has an appropriate relationship with existing properties, it is set out in SPD1 that new buildings should sit within a 30 degree line of existing rear habitable room windows and a 45 degree line of existing rear garden boundaries (it should be noted in this case that the site does not directly adjoin any existing rear gardens).
96. SPD1 further states that development should ensure a good level of daylight, sunlight and outlook, throughout the day and year and minimise the impact on surrounding properties and spaces.
97. This guidance should be balanced against the policy objectives of London Plan policy D3 which sets out that site capacity should be optimised through the design-led approach. It goes on to set out that this requires the consideration of design options to determine the most appropriate form of development that responds to a site’s context and capacity for growth, and existing and planning supporting infrastructure capacity.
98. Due to multiple site ownership Local Plan site allocation policy BCSA9 states, developments must take care to ensure they do not compromise the ability of other sites within the allocation to make the most efficient use of land possible at a later date.
99. Within the wider site allocation two individual sites have been granted permission for redevelopment. One is the former Cannon Trading Estate, First Way (ref; 17/3797), which is a student accommodation led scheme. This has been implemented and as it is directly to the west of the application site the future relationship and impacts need assessing. The second site is further to the south, and this is Access Storage, First Way, however due the separation distance combined with the fact other potential future development sites are located in between there would not be any direct relationship with the proposed development. Also, to the west of the site, but outside of the site allocation another student accommodation development (former Kelaty House site, ref; 19/0882) will be a direct neighbour to the proposed development. In respect of the northern parcel, this is a direct neighbour to the residential led scheme (ref; 21/2989) being constructed at the former Euro House site on Fifth Way, as such the future relationship and impacts need assessing.
100. Other sites within the wider site allocation are expected to come forward in the future for mixed use development which is likely to include residential uses on the upper floors. The proposal would also need to have an appropriate relationship with those sites despite the absence of an existing permission.

Separation distancing / outlook / overlooking and privacy

101. Due to the elongated shape of the southern parcel and the resulting width of the site the layout and design response is reflective of these constraints. Buildings A-E are laid out in a linear fashion, with buildings off set from the western boundary. Building offsets proposed to the western boundary, at ground floor, range between 8.1m and 7.43m (buildings A and B), for C between 7.2m and 7m, and for D and E between 4.65m and 10.76m. On the lower upper floors (1 – 5) some stepping forward and setting back of buildings is proposed. As result of this building A and B offsets on floors 1-5 range between 4.5m and 8.57m, for C a distance of 4.1m is maintained, and for D and E between 5.4m and 16.1m. On the upper floors (6 - 12) building offsets range between 4m and 5.63m. On the top floor (13) it is just buildings B and E that extend this high, and offsets of 4.7m and 5.5m are provided respectively.
102. The southern façade of building A is offset from the southern boundary by between 8.7m and 12.48m. No building offset is proposed along the eastern site boundary, which is shared with neighbouring SIL that comprises lower scale industrial buildings. The building separation between the facades of building E and F and G (northern parcel) across Fifth Way is 22m.
103. Building offsets from site boundaries are commensurate with surrounding development.
104. In terms of separation distances that would be maintained between proposed buildings and neighbouring buildings to the west this varies in a post development scenario.
105. Buildings A and B which are offset from the boundary as set out above relate most closely to the current Latif House and Mirage Centre buildings, which are lower scale industrial buildings built up to the shared boundary. These neighbouring buildings are located within site allocation BCSA9, and it is likely the sites will come forward for redevelopment in the future. Any future residential led redevelopment proposals for these neighbouring sites would be expected to respond accordingly to the current proposals in terms of building design and layout, by including commensurate building offsets and a similarly carefully considered approach to elements such as windows (i.e. through use of directional windows to mitigate against overlooking / loss of privacy where this would be beneficial). Provided this is satisfactorily demonstrated in the future, and it is not to the detriment of any future schemes overall quality, then it is not considered the current proposals unduly compromise the ability of these, or indeed other undeveloped sites within the wider site allocation from making most effective use of land.
106. Building C would relate most closely to the former Cannon Trading Estate redevelopment (Arch View House). This is student accommodation with windows facing towards the application site, however, the western facing façade of C does not include any habitable windows (other than high-level ones), therefore the 13m separation proposed is acceptable. The directional windows in south-western corner of building C would be separated by 18m to this neighbouring development, therefore not creating unacceptable overlooking or resulting in undue loss of privacy to current or future occupiers.
107. Building D would relate most closely to the former Kelaty House redevelopment, which is also student accommodation. The respective building offsets from the shared boundary would result in the elevations being c.22m apart, increasing to 25m where the central 'shoulder' section of buildings D and E steps back. Building E would maintain separation of 20m to the eastern facade of this neighbouring development. These separation distances for D and E exceed SPD1 requirements, and are welcomed.
108. For the northern parcel, buildings F and G have been revised during the course of the application to increase the separation to the neighbouring former Euro House redevelopment, this has been achieved by moving buildings F and G 1.5m further south.
109. The extent of the red line boundary to the northern parcel relative to the proposed building footprints results in building offsets that are notably reduced (in part) compared to the southern parcel. These offsets range from approximately 1m in places (to the north and west), increasing on the upper floors, and to between 5m and 10m to the east.
110. It is important to note that the design response is sensitive to the site context and the aforementioned relationships and separations that would result between proposed buildings and the site boundaries, and between proposed buildings and existing (or under construction) neighbouring buildings. This is evident through the following design responses;
 - For buildings A-E, from first floor level upwards the facades to the tower elements that are closest to the western boundary only contain high level secondary windows. These can be conditioned to be obscure glazing also to provide added mitigation.

- For buildings A-B and D-E, where the buildings step back, the set back 'shoulder' elements contain directional habitable windows designed to direct views in certain ways and to avoid overlooking in other directions.
- For buildings A-E, where directional windows are located on the building corners, facing towards north-west or south-west then generally window to window separation of 18m+ is maintained in the interest of overlooking and privacy.
- For building F the scheme revisions ensure that separation of 15.1m is maintained to the former Euro House development to the north. To mitigate against any direct overlooking and loss of privacy, due to this separation being less than 18m, the building design responds accordingly. The window strategy proposes to utilise directional habitable windows designed to direct views in certain ways and to avoid overlooking in other directions.
- For building F a separation of 10m is provided to the neighbouring development directly to the west. This is considered acceptable on the basis the proposed window strategy is to only have high level secondary windows within the proposed western facing façade. These windows can be conditioned to be obscure glazing also to provide added mitigation against potential overlooking or loss of privacy between the respective developments.
- For building G this relates most closely to neighbouring SIL, to the north and east, comprising of much lower scale industrial buildings. Proposed building to boundary distances range between 4m and 4.8m, and building to building distances post development range between 7.7m and 12m. Similar to the other proposed buildings, the proposed window strategy utilises directional windows so there are no windows facing directly north. Along the eastern façade there will be a limited number of habitable room windows that are c.4.8m offset from the shared boundary. These windows are not proposed to be directional, however they face towards designated SIL, so potential impact on overlooking or privacy is not applicable.
- Both buildings, F and G, will provide additional surveillance over the access road through the Euro House redevelopment, which is welcomed.

111. The majority of windows serving the proposed student accommodation are inward looking and any separation distances to neighbouring sites and buildings, including residential/student accommodation have been sensitively considered, as reflected in the proposed design response, including the proposed window strategy. All window-to-window distances to neighbouring properties to the west (excluding the secondary high level windows) meet or exceed 18m. Given the emerging site context and dense pattern of development already established in the locality, combined with the highly constrained nature of the application site, its relationship to surrounding development as well as the site allocation aspirations and potential future developments on neighbouring sites, on balance it is considered that appropriate steps have been taken to mitigate the potential future impacts from outlook, overlooking and loss of privacy, as detailed in full in the Design and Access Statement.

112. In summary, the proportion of habitable windows that have been angled such that oblique and indirect views of the neighbouring, and potential future developments would only be possible and the Brise-Soleil feature that has been incorporated into the design to create a layer of visual obstruction, are supported. Other windows located in the flank facades are mostly high level and secondary only, so these are acceptable and should not unduly impact neighbouring sites. These design response measures are considered to greatly improve the sense of privacy for current and prospective residential occupiers, represent a reasonable response to the specific site constraints, whilst helping to optimise and make most efficient use of the land, and should help to not compromise the ability for other sites within this allocation to make the most efficient use land at a later date.

Daylight and Sunlight

113. A revised Daylight, Sunlight and Overshadowing Assessment (DSO) has been prepared by Hawkins Environmental and submitted in support of the proposals, to demonstrate the impact of the development on surrounding existing properties. The DSO uses the recommendations set out in the BRE 'Site layout planning for daylight and sunlight – a guide to good practice (2022)' document. For the purposes of the assessment, only habitable rooms within residential properties surrounding the site have been assessed. As part of the assessment a 3-d computer model was constructed both with and without the proposed development in place.

114. The BRE Guidelines recommend two measures for daylight. Firstly, the Vertical Sky Component (VSC) assesses the proportion of visible sky and is measured from the centre point of the main window. Secondly, the No Sky Contour or Daylight Distribution assesses the area of the room at desk height (850mm from floor level) from which the sky can be seen, though this is often seen as an additional

assessment rather than as an alternative to VSC. It relies on knowledge of the room geometry which is not always available.

115. The guidance suggests the existing daylight may be noticeably affected by the new development if:

- Windows achieve a VSC below 27% and are reduced to less than 0.8 times their former value: and/or
- Levels of NSL within rooms are reduced to less than 0.8 times their former values

116. To assess impacts on sunlight to existing south-facing windows and amenity spaces, assessment of Annual Probable Sunlight Hours (APSH) is recommended by the BRE guidance. Direct sunlight to existing windows may be affected by proposed development if at the centre of a window:

- Receives less than 25% of Annual Probable Sunlight Hours (APSH) throughout the whole year, or less than 5% APSH between 21st September and 21st March;
- Receives less than 0.8 times its former APSH during either period; and
- Has a reduction in sunlight over the whole year of greater than 4% APSH.

117. It should be noted that loss of sunlight to windows only needs to be assessed if the window faces within 90 degrees of due south. The main focus is on living rooms, with bedrooms and kitchens deemed less important.

118. The BRE Guidelines also recognise that different criteria for daylight and sunlight may be used in dense urban areas where the expectation of light and outlook would normally be lower than in suburban or rural areas, and support the use of a 'mirror image' analysis in such cases. The NPPF (2023) also supports a flexible approach to applying standards in order to make efficient use of sites, and this approach is also reflected in the Mayor's Housing SPG, which advocates that when applying the BRE guidelines to apply these rigidly, recognising the London Plan's strategic approach to optimise housing output and the need to accommodate additional housing supply in locations with good accessibility suitable for higher density development.

119. BRE overshadowing criteria for a garden or outdoor amenity space to be considered well sunlit, is that, at least 50% of the garden or amenity space must receive at least two hours of direct sunlight on the 21st March. If this cannot be achieved, providing that the area overshadowed with the proposed development in place would be greater than 0.8 times the existing level of shadowing, it is considered that no effect on overshadowing would occur.

120. The DSO identifies the following nearby building as sensitive receptors, containing a number of windows that could be affected by the proposed development;

- Arch View House (former Cannon Trading Estate);
- Former Kelaty House (now Pavillion Court);
- The Waterside, blocks D and E (formerly Euro House)

Daylight

Arch View House and former Kelaty House (Pavillion Court)

121. The results of the VSC assessment show that of the 413 windows assessed, at 318 of these windows, the proposed level of daylight would be less than 27% and the proposed level of daylight would be less than 0.8 times the existing level of daylight; therefore, in accordance with the BRE Guidance, there could be a noticeable change in daylight to 318 existing windows. These results are in part a consequence of this location being a high-rise dense urban environment which is characterised by a large number of high-rise buildings in close proximity.

122. Further investigation noted that some of the windows under consideration could be discounted for various other reasons. For example, a number of windows were discounted from the analysis because the windows served dual aspect rooms, with windows on other facades unaffected by the proposed development. At the Waterside, many of the living room/kitchen windows are dual aspect, with one of the windows unaffected or with the reduction being within acceptable limits; therefore, the rooms are likely to retain a reasonable level of daylight. At Kelaty House and Arch View House, both of these

buildings house student accommodation, with single aspect bedrooms, but dual aspect communal living areas, with impacts to most communal areas being discounted from the analysis.

123. The assessment has determined that when discounting windows with a marginal impact and those serving dual aspect rooms where the other aspect is unaffected by the proposed development, there would be residual impacts to 20 windows at Arch View House and 52 windows at Kelaty House. It is understood that all 72 windows serve bedrooms.
124. It should also be noted, and taken into consideration the fact Kelaty House and Arch View House are both used for student accommodation, so the impacts should be viewed in the context of the transient nature of the residents of these developments, that residents would not be considered as sensitive to change as a normal C3 dwelling, and the fact that all residents have access to other non-affected shared spaces within the buildings.
125. For buildings used by transient occupants (e.g. hotels, hostels, prisons and student accommodation), the DSO suggests the absolute level of daylight is a better indicator of impact. As referred to in the DSO, in relation to a hearing associated with the proposed redevelopment of a site in Dalston the GLA conducted an independent review of daylight and sunlight methodologies. The report noted that;

"the independent daylight and sunlight review states that in an inner city urban environment, VSC values in excess of 20% should be considered as reasonably good, and that VSC in the mid-teens should be acceptable. However, where the VSC value falls below 10% (so as to be in single figures), the availability of direct light from the sky will be poor".

126. It has been observed that at Kelaty House, all windows will retain a VSC of over 10%, most considered to be mid-teens; therefore, the retained level of daylight would be considered to be "acceptable". Similarly, at Arch View House, all windows with the exception of 4 of windows to the student bedrooms will retain a VSC of greater than 10%, with many in the mid-teens and above.

The Waterside (former Euro House)

127. The DSO assessment has determined that when discounting windows with a marginal impact and those serving dual aspect rooms where the other aspect is unaffected by the proposed development, there would be residual impacts to 40 windows at The Waterside.
128. It is important to recognise that these windows serve a development that is currently under construction. As a consequence, as with the transient student accommodation, the noticeability of the impact would be reduced. Furthermore, this site forms part of the Wembley Growth Area, undergoing significant regeneration, characterised by dense development and tall buildings. As a consequence, it is considered that the impacts likely to be experienced at the Waterside do not go beyond what one might expect in a regeneration area.

Sunlight

129. To assess impacts on sunlight levels, the APSH has been calculated for those windows which face within 90 degrees of due south.
130. It can be seen from the results that some windows at Arch View House, Kelaty House and the Waterside do not fully meet recommendations contained within the BRE guidance in relation to sunlight.
131. At Arch View House and Kelaty House, the residual impacts are primarily at windows serving bedrooms. As noted within the BRE Guidance, sunlight is required to main living rooms only and is less of a concern to bedrooms. This is more so that case at Arch View House and Kelaty House with the transient nature of the occupants, plus the fact that all residents will have access to communal areas served with windows unaffected by the development. As a consequence, it is not considered that the sunlight impact would be significant at Arch View House and Kelaty House.
132. At the Waterside, windows affected serve a development that is currently under construction. As a consequence, as with the transient student accommodation, the noticeability of the impact would be reduced.

133. Overshadowing

134. The Third Edition of the BRE Report, published in 2022, requires at least 50% of the garden should be capable of receiving at least two full hours of direct sunlight on the 21st of March. If this cannot be achieved, providing that the area overshadowed was greater than 0.8 times its former value, no impact would have occurred.
135. Analysis shows that without the development in place, on the 21st March, the outdoor amenity area located at podium level of the Waterside development would experience just over 2hrs of direct sunlight in the morning. With the proposed development in place, all of the amenity area would receive just over 30mins of direct sunlight. There would therefore be an impact. This impact is considered in the context that this is a shared amenity space, and future residents of this neighbouring development are not restricted to just using this space, they will have access to other shared spaces with access to direct sunlight.

Summary of results (daylight / sunlight / overshadowing)

Address	Parameter	Number of Windows/Gardens Assessed	No of Windows/Gardens Transgressing from the BRE Guidance	No of Windows/Gardens Transgressing from Revised Criteria
Arch View House	Daylight	66	62	20
	Sunlight	30	6	-
	Overshadowing	0	0	-
Kelaty House	Daylight	129	129	52
	Sunlight	68	17	-
	Overshadowing	0	0	-
The Waterside	Daylight	218	124	40
	Sunlight	138	42	-
	Overshadowing	1	1	-

(Table 1.1)

136. Under the BRE guidance the proposed development will have an adverse impact on Arch View House, Kelaty House and the Waterside. That said, the BRE guidance represents best practice guidance, it is not mandatory, and it is a well established approach that the guidelines should be interpreted flexibly, taking into account the need to make efficient use of land to meeting housing needs and site context characteristics.
137. A further important point to note is that given the open and low scale nature of the existing site, it provides higher levels of light to surrounding receptors than would be expected in this urban location and higher density redevelopment of the site, which the site allocation policy supports, would naturally result in some adverse impacts to neighbouring receptors.
138. The identified impact to the properties should therefore be balanced against the benefits of the scheme overall, and Members should therefore consider whether those benefits do outweigh the harm.
139. The applicant has taken care to design a scheme that on the whole maintains appropriate and reasonable separation distances, is of a height that is in keeping with the location whilst looking to optimise use of the site for housing, which is appropriate given it is brownfield land in a sustainable location, and meets the aspirations of the site allocation policy. Given these considerations, and the planning benefits of the scheme overall, on balance the proposal is considered acceptable in respect of daylight, sunlight and overshadowing effects, despite the identified impacts.

Quality of student accommodation

Policy background

140. London Plan Policy H15 requires PBSA schemes to provide adequate functional living space for students in terms of the design and layout of rooms. However, there are no specific policy standards in terms of minimum internal floorspace or external amenity space to be adhered to. Brent's Policy BH7 requires non self-contained accommodation, including student accommodation, to provide acceptable quality, meeting appropriate standards for the needs of its occupants, including external amenity space, and appropriate communal facilities. London Plan policy H16 requires PBSA to be of good quality and design and provide adequate functional living space and layouts.

Internal layout

141. Two different types of student accommodation are proposed; individual studios (with kitchenettes) and apartment cluster type accommodation, which comprise a smaller number of private en-suite bedrooms (6) which share cooking and living facilities.

142. Average room sizes would be 20.2sqm, which compares well to other PBSA schemes. It is considered the rooms would benefit from good levels of daylight. No student room windows are included in the western elevation on the southern parcel, which is also the SIL boundary, in order to avoid future conflict with nearby industrial uses. This approach is understood given the site constraints. Some windows are located on the eastern and northern elevations of the northern parcel, overlooking neighbouring industrial sites, including SIL. The design response on the northern elevation, to include directional windows helps to mitigate, and only a limited number of windows in the eastern façade rely on outlook to this side. On balance, acceptable building set backs from the boundary are maintained and should, in the future, the neighbouring SIL be de-designated and any neighbouring sites come forward for residential uses then these scheme would also be expected to respond accordingly and provide commensurate boundary set backs.

143. Shared amenity space of 2.29sqm per room would be provided in a variety of different forms across all student buildings. The proposed communal amenity spaces at ground and mezzanine floor levels provide socialising and lounge areas, study areas, and more active spaces which compares well to other PBSA schemes. The amenity spaces are mostly at ground floor helping to provide active uses and surveillance across the site. In addition, external ground/podium/roof gardens are to be provided for student use, and ground floor external courtyard spaces will be publicly accessible. Laundry rooms are provided throughout the buildings on different floors for student use.

144. By comparison the proposed development performs well against other recent PBSA schemes in the area, either approved and/or built development, as indicated below;

	Average room size (sqm)	Amenity per room (sqm)
Proposal	20.2	2.29
Kelaty House	13.1	0.7
Wembley Greenway	17.7	1.51
Fairgate House	17.7	1.51
Watkins Road	13.5	1.49

(Table 1.2)

145. Separation distances between rooms is generous, facing elevations of the proposed buildings exceed a distance of 18m, ranging between 25m and 28m. In addition, facing windows are directional avoiding any windows that are direct facing within the site. For buildings C, D and E, within the southern parcel window to window separation distances to existing neighbouring residential developments are 18m or more. For buildings F, within the northern parcel window to window separation of 15.1m will be provided to the development being implemented at the former Euro House site, which with the added benefit of directional windows proposed in the northern façade (building G) is considered acceptable, on balance. Buildings A and B contain flank wall directional windows facing east towards Latif House, and these buildings are set away from the shared boundary. Some of the windows are within 10m of the shared boundary which is unavoidable given the tight plot dimensions towards the site's southern end, and other flank windows are proposed to be high-level and secondary, which could be controlled by planning condition. On balance, it is considered the design response (including the proposed window strategy) will

not be harmful to the amenity of future occupiers within the site where generous separation distances are to be provided between the proposed buildings, nor will it be harmful to existing neighbouring residents. Neither should it preclude neighbouring undeveloped sites within the site allocation from coming forward as a development site in the future, and from making most efficient use of their land.

146. Internally, the layouts are considered to be well-planned and present different room typologies that support different ways of student living for a range of different residents. The considered design response will help to ensure privacy is not compromised for future residents, or for neighbouring sites. The proposal offers a good variety of high quality internal and external communal amenity spaces throughout, which would give future residents greater choice and flexibility of lifestyles, contributing effectively to students' overall wellbeing and quality of student life.

Conclusion

147. In summary, it is considered that the proposal would offer a good standard of accommodation for students residing here, in terms of internal private and communal space, external amenity space, daylight and sunlight, and the range of communal facilities provided. The proposal compares well with other student accommodation developments, and noticeably outperforms others in terms of average room size and amenity space per room, all of which would contribute effectively to students' overall wellbeing and quality of student life.

Energy and sustainability, whole life-cycle carbon, circular economy and overheating

Policy background

148. Chapter Nine of the London Plan sets out a comprehensive range of policies underpinning London's response to climate change and mitigation, supported by policies within the Local Plan (Chapter 6.7). The application is supported by a suite of documents to address the various adopted policies and guidance.

149. All major residential and non-residential developments are expected to achieve zero carbon standards including a minimum 35% reduction on the Building Regulations 2021 Part L Target Emission Rates (TER) achieved on-site, in accordance with the energy hierarchy set out in London Plan Policy SI2. An Energy Strategy is required, setting out how these standards are to be achieved and identifying a financial contribution to Brent's carbon-offsetting fund to compensate for residual carbon emissions, where necessary. Policy SI4 requires the energy strategy to include measures to reduce the potential for internal overheating and reliance on air conditioning systems.

150. Ongoing monitoring and reporting of energy performance is also required under the 'Be Seen' part of this policy, and a Whole Life-cycle Carbon Assessment is required for applications referable to the Mayor. London Plan Policy S7 also requires a Circular Economy Statement.

151. Any shortfall in achieving the target zero carbon emissions standards is to be compensated for by a financial contribution to the Council's Carbon Offsetting Fund, based on the notional price per tonne of carbon of £95 over 30 years, or through off-site measures to be agreed with the Council.

152. For the residential parts of the development, the policy also requires at least 10 percentage points of the minimum 35 percentage point reduction to be attributable to energy efficiency measures (known as 'be lean' measures) and for the commercial parts of the development, the policy requires at least 15 percentage points of the reduction to be attributable to 'be lean' measures. An Energy Assessment is required, clearly outlining how these standards would be achieved and identifying, where necessary, an appropriate financial contribution to Brent's carbon-offsetting fund to compensate for residual carbon emissions.

153. Brent's Sustainable Environment and Development Supplementary Planning Document (adopted June 2023) provides guidance on a range of sustainable development issues.

154. Planning applications for major development are required to be supported by a Sustainability Statement in accordance with Policy BSU11, demonstrating at the design stage how sustainable design and construction measures would mitigate and adapt to climate change over the lifetime of the development, including limiting water use to 105 litres per person per day. This has been provided along with a BREEAM pre-assessment.

Carbon Reduction / Proposed Energy Strategy

155. The submitted (revised) Energy Statement, including Overheating Assessment (February 2024), prepared by Savills Earth, outlines the approach to carbon emission savings and renewable energy and follows the energy hierarchy of the London Plan. The energy assessment follows the methodology set out in the GLA Energy Assessment Guidance (2022).
156. Baseline CO2 emissions for a building regulations Part L 2021 compliant building were established and the three-step energy hierarchy consisting of Be Lean, Be Clean and Be Green measures was applied to demonstrate compliance with the relevant policy targets. The student accommodation and commercial areas were assessed to demonstrate compliance with Part L2A of the Building Regulations 2021 for non-residential buildings.

Be Lean

157. A fabric first approach has been followed and adopted to reduce building energy demand. As stated above, new development must show a minimum 15% improvement of the TER. Key design measures proposed as part of the design include;
- Highly efficient glazing systems mounted in the insulation layer of the façade to limit thermal bridging around the frame.
 - Solar control glass to limit solar gain, whilst also enabling good light transmittance for daylighting.
 - High-levels of thermal insulation for opaque elements, reducing heat loss.
 - Thermal bridging mitigated wherever possible to limit heat loss.
 - High level of air-tightness, reducing heat loss and mitigating drafts
158. Energy efficient plant is proposed, for example high-efficiency mechanical ventilation systems with heat recovery and low energy lighting throughout.

Be Clean

159. This part of hierarchy seeks to ensure energy is supplied efficiently. For the proposed development, the feasibility of connecting to district energy networks has been considered, however, the owners of the local network at Wembley Park (Quintain) were not responsive to the Applicant's numerous attempts to engage to discuss connection details, especially once the Applicant enquired about their decarbonisation strategy. Notwithstanding this, the Applicant has committed to future proofing the proposed development to allow for the potential to connect to a DHN should one come forward in the future. This commitment is secured through condition.

Be Green

160. On-site renewable energy generation is being maximised and optimised through use of suitable and available roof area to incorporate solar PV panels into the design. Air source heat pumps will be utilised to generate low carbon heat to satisfy the buildings space and domestic hot water heating requirements.
161. The 'Be Green' measures proposed will help further reduce carbon emissions. Regulated CO2 emissions for the scheme is 105.2 tonnes CO2/annum following the application of these Be Green measures, which is a 12% improvement over the Be Clean baseline (which is 155.4 tonnes CO2 annum).
162. As set out in the energy strategy the development could be expected to achieve a 32% reduction in regulated carbon emissions over Part L 2021.
163. In line with policy developments are required to offset all remaining regulated CO2 emissions associated with the building through a financial contribution, which is currently set at £95/tonne of CO2e across a 30-year lifespan to Brent's carbon offset fund. An estimated carbon offset payment of £299, 820 has been calculated, and this is to be secured through the s106 agreement and this will be directed towards Brent's carbon offset fund.

Be Seen

164. In line with London Plan policy SI2 the energy performance of completed development is required to

be monitored, verified and reported following construction. These 'Be Seen' measures are to be secured by s106 agreement.

BREEAM

165. A BREEAM pre-assessment has been undertaken, this forms part of the submitted Sustainability Statement, and in line with London Plan and Local Plan policy requirements, the proposed development is targeting a BREEAM rating of 'Excellent' on all non-residential elements. Further evidence of the achievement of this rating would be required prior to occupation of the building, and this shall be secured by condition.

Water consumption

166. In order to minimise impact on water supply, Policy SI 5 of the London Plan confirms that water consumption should not exceed 105 litres per head per day (110 litres inclusive of external water consumption i.e. irrigation). The Sustainability Statement provides details on proposed measures to help meet the target for water consumption.

167. A condition is recommended to ensure the development achieves or exceeds the water consumption targets.

Whole life-cycle carbon

168. In accordance with London Plan Policy SI 2 and relevant GLA guidance the applicant is required to calculate and reduce whole life-cycle carbon emissions to fully capture the development's carbon footprint, which includes carbon emissions resulting from materials, construction and use over a building's entire life, including demolition and disposal. The application is supported by a Whole Life Cycle Carbon Assessment (WLC), which has been undertaken in accordance with the relevant GLA LPG (March 2022) and subsequently revised in response to Stage 1 GLA comments.

169. The WLC sets out a series of reduction principles and proposed actions that have been considered to try and reduce life-cycle carbon emissions. These have informed the proposed design, and where carbon reduction principles have not been used, reasons are given why this is the case (i.e. exploring options for retaining existing buildings, which would not be feasible here as the existing buildings are built for waste transfer operations). Measures such as, but not limited to the following have been considered;

- Reuse and retrofit of existing buildings
- Use repurposed or recycled materials
- Material selection
- Minimise operational energy use
- Disassembly and reuse
- Designing for durability and flexibility
- Building life expectancy

170. Following further review, the GLA, has welcomed the above measures which are to be reviewed further as part of the Stage 2 referral, and they have recommended post-construction assessment reporting is secured by condition.

Circular economy

171. Policy SI 7 of the London Plan (Reducing waste and supporting the circular economy) promotes the circular economy outcomes and aims to achieve net zero-waste. Policy D3 requires proposals to integrate circular economy principles into the design process.

172. Having regards to policy SI 7 and GLA guidance a Circular Economy Statement (CES) has been submitted in support of the application, with the most recent revision dated May 2024. The revised CES incorporates pre-redevelopment and pre-demolition audits an Operational Waste Management Plan, as well as the following circular economy principles;

- Focus on materials resource efficiency
- Focus on energy and water efficiency in operation

- Priority to locally sourced, high recycled content materials and products
- Designed for longevity, adaptability, flexibility and reusability; and
- Designing out waste

173. These principles are incorporated into the design, construction and management of the development.

174. The GLA is satisfied with the circular economy commitments of the development, and that the CES complies with London Plan policy, subject to a post-completion reporting being secured by planning condition.

Overheating

175. Policy SI4 (Managing heat risk) of the London Plan confirms that major development proposals should demonstrate how they would reduce the potential for internal overheating and reliance on air conditioning systems in accordance with a hierarchy that prioritises passive measures over active measures. In line with policy, the Applicant carried out detailed overheating analysis for the proposed site.

176. A CIBSE TM59 Assessment was carried out considering Building Regulations Part O requirements for the student accommodation, analysing the overheating risk. The table below shows the significant improvement measures taken by the Applicant, especially with regards to façade design and optimisation, in order to mitigate overheating risk. Detailed dynamic modelling was also carried out in line with CIBSE TM59, assuming an openable window strategy in the first instance.

177. For the baseline case, overheating was found to occur in 45% of bedrooms. Following the addition of passive design measures, including vertical fins and trickle ventilation, the analysis showed that overheating is mitigated for all bedrooms. However, noise constraints require windows to be shut to prevent disturbance. In this scenario, only 32% of bedrooms pass meaning that an MVHR system with peak lopping cooling will be required to mitigate overheating risk effectively.

Table 9: TM59 results summary – Bedrooms % pass

Case	DSYI
Baseline - openable windows	45%
i. Improved Passive Design - openable windows	100%
ii. Improved Passive Design –windows shut	32%

(Table 1.3)

Active cooling systems

178. The Mayor’s Cooling Hierarchy has been followed, with particular emphasis on minimising the amount of heat entering the building through an optimised façade design.

179. The total cooling demand for the actual and notional building have been extracted from BRUKL output reports and are shown in the table below. The additional cooling demand for the actual building is driven by the need for peak lopping cooling for bedrooms to mitigate overheating risk.

Table 10: Cooling demand site-wide

Case	Area weighted average cooling demand (MJ/m ²)	Total area weighted cooling demand (MJ/year)
Notional building	75.09	2,357,263
Actual building	86.54	2,716,616

(Table 1.4)

Summary; Revised Energy Strategy, Whole Life Carbon Assessment and Circular Economy Statement to address Stage 1 GLA comments

180. To address comments raised by the GLA as part of the Stage 1 referral the Applicant has revised their proposed approach to energy, as summarised below;

GLA Stage 1 Comments	Applicant's Response
The submitted energy statement does not yet comply with Policies SI2, SI3, and SI4. The applicant should submit further information on energy efficiency measures; investigation of connection to the Wembley Park district heat network; provision of a communal heating system; demonstrate that renewable energy has been maximised, including roof layouts showing the extent of PV provision; confirm compliance with 'Be Seen' requirements, to be secured within the section 106 agreement; and provide further details on the design of the district heating network connection, to be secured by condition or obligation. Active cooling is not supported, and the applicant should follow the cooling hierarchy.	A revised Energy Statement has been prepared and submitted to demonstrate compliance with Policies, SI2, SI3 and SI4, and address relevant comments. Connection to the local district heat network has been fully explored and a condition is recommended which requires the Applicant to continue to explore opportunities to connect to the DHN. Energy strategy has been developed based on an all-electric, heat pump based scheme. Rooftop PV has been maximised. The need for active cooling has been demonstrated in order to mitigate overheating risk in accordance with the cooling hierarchy.
The development is estimated to achieve a 32% reduction in CO2 emissions, compared to 2021 Building Regulations. This falls short of the net zero-carbon target in Policy SI2.. As such, a carbon offset payment should be secured, based on a net-zero carbon target using the GLA's recommended carbon offset price (£95/tonne) or the Borough's carbon offset price. Detailed technical comments, including conditions and section 106 requirements have been shared with the applicant and the Council.	Carbon offset payment of £299,820 calculated to achieve net zero carbon target, following onsite emissions reduction of 32% over Part L target emission rate. Carbon offset payment is based on £95 per tonne CO2 over 30 year period.
The WLC report includes pre-application-level information only. An Excel version of the GLA template must be submitted to allow a full review to be completed. Should permission be granted, post-construction monitoring will be required to be secured through planning condition or legal agreement.	An enhanced Whole Life Carbon Assessment has been provided which addresses comments and demonstrates compliance with relevant policies.
The Applicant has submitted a CE Statement; however, it is unchanged from that reviewed at pre-application stage. As per pre-application comments, the applicant should provide a revised Circular Economy Statement in line with the requirements of the adopted LPG (March 2022), including a completed GLA template, Pre-Redevelopment Audit, Pre-Demolition Audit, and Operational Waste Management Plan. The technical pre-application comments have been re-provided to the applicant and the Council. Should permission be granted, post-construction monitoring should be secured through planning condition or legal agreement.	An enhanced Circular Economy Statement and supporting documentation has been provided which addresses comments and demonstrates compliance with relevant policies.

(Table 1.5)

181. In conclusion, the proposals provide a sustainable and energy efficient scheme which seeks to maximise reduction of carbon emissions through the application of the GLA's energy hierarchy. It will incorporate the principles of whole life-cycle carbon and circular economy, and seeks to reduce risk of overheating. Post construction reporting conditions are required to accord with policies SI 2 and SI 7 of the London Plan.

Impacts on microclimate and reception of TV and radio services

Microclimate

182. Policy D8 (Public Realm) of the London Plan requires the consideration of local microclimate created by buildings, which is reinforced by policy D9 (Tall buildings) which sets out the need for careful consideration of wind conditions where tall buildings are proposed. Brent Local Plan policy DB2 also identifies that consideration of wind conditions are important where tall buildings are proposed.

183. A Wind Microclimate Assessment has been submitted in support of the application (this was updated following scheme revisions to take account of any potential change in impacts), and this assesses the wind microclimate for the proposed development. Computational modelling (CFD) has been employed to predict the strength of wind speeds that will occur if the development is built. The suitability of wind conditions is determined using the widely accepted industry standard Lawson Comfort Criteria, to determine the suitability of wind conditions on site and the impact of the proposed development on the surrounding area. A number of nearby cumulative schemes are also included in the assessment.

184. Assessment results show that wind conditions at the existing site within existing surrounds are safe for all pedestrians and are comfortable for intended users. With the introduction of the proposed development, wind conditions remain safe for all pedestrians and comfortable for intended uses, both on the ground within and around the site, as well as on the (proposed) elevated amenity spaces. With the introduction of the cumulative surrounds, wind safety and comfort conditions remain materially the same as those of the proposed development within the existing surrounds. No mitigation measures were identified as being required.

TV and radio reception impact assessment

185. London Plan Policy D9 (Tall buildings) confirms that buildings should not, amongst other things, interfere with telecommunication, while Policy SI6 (Digital connectivity infrastructure) advises that developments should take appropriate measures to avoid reducing digital connectivity. These are reflected in Local Plan Policy BD2 (Tall Buildings).

186. A pre-construction signal survey and reception impact assessment has been undertaken to determine the potential effects on the local reception to television and radio services from the proposed development. Impacts to the reception VHF (FM) radio, digital terrestrial television (DTT) and digital satellite television services have been assessed.

187. The assessment has found that the proposed development may cause some DTT reception degradation to properties immediately adjacent to the site, in a westerly and north-westerly direction. Mitigation in the form of antenna betterment or antenna relocation is suggested to address this (if required). The proposal may also cause interference to the reception of digital satellite television services (i.e. Sky) in areas to the immediate northwest (within 113m from the base of the tallest proposed building). Additionally, in similar areas, the use of tower cranes during construction could result in interference. Mitigation can be provided (if required) through re-locating the satellite dish, if this is not possible then the use of DTT receiving equipment could be considered. Reception of VHF (FM) radio is unlikely to be adversely impacted as a result of development.

188. Any necessary mitigation measures found to be necessary to address any local interference identified to the television and radio reception in the local area as direct result of the proposed development would be secured through the s106 agreement, as referred to in the above draft s106 Heads of Terms.

Environmental health considerations

Air quality

189. Like many areas in Brent, the site is in an Air Quality Management Area. London Plan Policy SI

1 requires that all major developments within London are Air Quality Neutral. As such, an Air Quality Neutral Assessment needs to be undertaken and submitted with the planning application. Brent's Policy BSUI2 requires major developments in Growth Areas to be Air Quality Positive, in line with the approach set out in the GLA's published Air Quality Positive guidance. The NPPF (paragraph 170) also states developments should make every effort to ensure local air quality conditions are improved.

190. An Air Quality Assessment (including Air Quality Neutral and Positive Assessments) has been submitted and includes an air quality neutral assessment and air quality positive statement. The assessment considers the potential air quality impacts associated with the proposed development and it concludes the site is suitable for the proposed use and development would not worsen air quality in the surrounding areas. The development can be considered to be air quality neutral in terms of both transport and building emissions, owing to its car free nature and electric energy strategy. The sites redevelopment would also result in the closure of the existing waste transfer operation, which would be a benefit to local air quality.
191. With regards to the impacts of construction on air quality, dust and other pollutant emissions from the
192. construction and demolition phases of the construction of the proposed development, it is recommended these potential impacts be addressed through a detailed Construction Method Statement, and this can be secured by condition.
193. In terms of air quality, the proposals adhere to local and national planning policy. Environmental Health officers raise no concerns.

Noise and vibration

194. London Plan Policy D14 expects new developments to reduce, manage and mitigate noise to improve health and quality of life. Policy D13 (Agent of change) of the London Plan expects that planning decisions reflect the Agent of Change principle and take account of existing noise and other nuisance-generating uses in a sensitive manner when new development is proposed nearby, with the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. NPPF (paragraph 180) states that new development should avoid giving rise to adverse noise impacts on the site and surrounding area.
195. A Noise and Vibration Impact Assessment was submitted, and this identifies sources of external noise in the vicinity of the site, which are primarily from road traffic, and industrial/commercial noise from nearby industrial units. Noise surveys were carried out to establish baseline noise levels at the site, and these results used to determine if a scheme of mitigation is required to safeguard future occupiers.
196. The proposed development has been designed in a way that is sensitive to other nuisance generating uses in the locality, therefore adopting agent of change principles from the outset and carrying this through the design evolution. For example, majority of windows are inward looking, and the proposal does not rely on neighbouring SIL to the north and east to ensure an acceptable standard of accommodation is provided. The southern parcel (buildings A-E) does not have windows facing east, towards neighbouring SIL. The implementation of recommended mitigation measures (i.e. acoustic glazing for the student accommodation) will further help ensure agent of change principles are adhered to.
197. Having considered the baseline noise levels surveyed, Environmental Health Officers advise the assessment confirms that internal noise levels within the development will be satisfactory provided mechanical cooling is installed and suitable acoustic glazing. Provided these are installed then the development can be considered suitable in terms of noise conditions at this location.
198. Environmental Health officers also recommend a condition to limit noise from plant and equipment, in the interests of future residential amenity.
199. In terms of noise from the proposed development impacting on neighbouring residents, though not specifically recommended, it is considered that implementation of a Student Management Plan would further help prevent any undue nuisance or disturbance occurring. This approach is consistent with other consented student accommodation development in the locality.

Contaminated land

200. The applicant has submitted a Soils Limited Main Investigation Report for land contamination (March 2023). Having been reviewed by Environmental Health officers, this report is accepted and there is a recommendation that further investigative works are required in terms of asbestos on site, as such conditions are recommended to address remediation and verification measures.

Construction process

201. A condition is recommended, to secure the submission of a detailed Construction Method Statement (CMS), including air quality and dust management plan, prior to commencement. The CMS is required to minimise dust, noise and other environmental impacts of the construction process. A condition is also recommended to ensure all non-road mobile machinery used during construction complies with emissions standards set out in the GLA's SPG 'Control of Dust and Emissions during Construction and Demolition'.

Flood risk and drainage

202. Paragraph 173 of the NPPF states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere and that where appropriate, applications should be supported by a site specific flood risk assessment. Part c of Paragraph 173 requires development to demonstrate that they incorporate sustainable drainage systems, unless there is clear evidence that this would be inappropriate.

203. London Plan policy SI12 requires development proposals to ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy SI13 states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. Brent policy DMP1 seeks to prevent unacceptable increased exposure to flood risk as a result of new development and policies BSUI3 and BSUI4 require flood risk management sustainable drainage measures on major development sites.

204. The site is within Flood Zone 1 and within a Critical Drainage Area, and a small area within the southern parcel is in Flood Zone 3a for surface water flooding. A Flood Risk Assessment (FRA) and Drainage Strategy have been submitted in support of the application, including revisions to this (dated February 2024) and a Technical Note (7681/01), which is provided in response to comments contained in the GLA's Stage 1 report.

205. The revised FRA adequately assesses the risk of flooding from external sources such as fluvial, sewer, groundwater and reservoir flooding, which is low.

206. In the GLA's Stage 1 report it was suggested that proposed mitigation against the risk of pluvial flooding had the potential to increase offsite flood risk, which is not acceptable. It is also questioned if there would be any changes in ground level within the site that would have the potential to impact on pluvial flood risk. It has been confirmed that ground levels will not be altered and the prevailing fall of the land will be maintained so that there will be no impacts on other sources of flood risk.

207. The drainage strategy proposes to make use of green roofs, helping to reduce runoff rates and providing storage capacity. A rainwater harvesting system is to be implemented for the reuse of rainwater runoff from roofs. The Local Lead Flood Authority have assessed the proposed strategy, noting this is designed to accommodate a 1 in 100 year storm event, plus 40% climate change. This will be achieved by attenuation storage and flow control devices, and will be maintained by a private company. The required attenuation is proposed through a combination of green roofs, bio-retention areas and below ground attenuation tanks. The drainage strategy confirms that infiltration is not feasible on site due to below ground conditions (i.e. the presence of made ground and the impermeable nature of underlying London Clay). The post development discharge rates of 0.7 l/s for the northern site and 1.9 l/s for the southern site are significantly reduced compared to the existing unattenuated discharge rates and would offer a betterment from a flood risk perspective. This is welcomed in response to the surface water flood risk that the existing southern site presents.

208. The SuDS system will be managed and maintained privately and will be the responsibility of the future site owners. The applicant proposes this will be through a private management company acting on behalf of the site owners. Details of a management and maintenance plan will need to be secured for the lifetime of the development, and this can be done through condition prior to installation.

209. The GLA has confirmed that following submission by the Applicant of Technical Note (7681/01),

comments they had previously raised concerning potential pluvial flood risk have now been satisfied. Similarly, in relation to sustainable drainage, the additional information within the Note satisfies any concerns that were raised in the Stage 1 report.

210. Thames Water raises no concerns in terms of drainage and advises they have no issues either in terms of foul water infrastructure or surface water. It is requested a Piling Method Statement be secured by condition, to prevent and minimise potential for damage to subsurface sewerage infrastructure.

Ecology, biodiversity, urban greening and green infrastructure

Ecological conditions

211. London Plan policy G6 D (Biodiversity and access to nature) seeks to ensure that proposals manage impacts on biodiversity and aim to secure net biodiversity gain. Local Plan policy BG11 (Green and blue infrastructure) promotes the enhancement and support of biodiversity and ensuring that developments do not undermine the biodiversity of green chains.
212. An Ecological Impact Assessment (EclA) has been undertaken in support of the application, and is based on information gained from a desk study and an extended Phase 1 habitat survey. All habitats within the site and within 30m of the site boundary (where access was available) were considered. This confirms the site is not located within, or close to any nationally or European designated sites. Eight non-statutory sites (which are all designated SINCS) can be found within 1km of the site, the closest of which is Wealdstone Brook (Wembley Park section), which is c.60m north of the site boundary. No signs of protected or notable species were identified on site following assessment. There was found to be low to negligible potential for any of the species identified by the desk study, such as slow worm, badger or bats.
213. An Ecological Management Plan (EMP) to support long-term maintenance and habitat creation is recommended to be secured by planning condition.

Biodiversity Net Gain (BNG)

214. The Biodiversity Metric (4.0) is a calculation tool created by Natural England to assess an area's baseline value to biodiversity, and then to compare that to the post-development value of the same site. This is then used to establish whether there will be any measurable net gain in biodiversity conditions on site.
215. BNG is an approach to development that leaves biodiversity in a better state than before. This means that where biodiversity is lost as a result of a development, the compensation provided should be of an overall greater biodiversity value than that which is lost, notwithstanding that losses should, in the first instance, be avoided. As the application was submitted prior to the mandatory 10% net gain in biodiversity coming into force from February 2024, policy BG11 requires a net gain in biodiversity be demonstrated.
216. The submitted EclA includes a BNG Assessment, and this is supplemented by Metric 4.0. Due to the presence of only hard standing and buildings within the site, there is no requirement to carry out a condition assessment of habitats, and the baseline value of the site is zero.
217. Landscaping enhancements across the site (as proposed) would positively increase the number of habitat units from 0 to 5.31 (i.e. through new tree planting, new green roofs), which results in a 100% increase in habitat units on site post development.
218. The proposed development is considered to comply with Policy G6 of the London Plan and Local Plan Policy BG11. Conditions would be imposed to ensure that details of the landscaping and biodiversity enhancements are secured, and therefore a net gain BNG is achieved post development.

Urban greening

219. London Plan Policy G5 and Brent's Policy BG11 encourage development proposals to embed urban greening as a fundamental element of site and building design, and require detailed information on the development's urban greening factor to be submitted as part of major planning applications. The urban greening factor combines measures such as new tree planting, biodiversity enhancements, landscaping and sustainable drainage features into a single measure, and Policy G5 seeks a target UGF of 0.4 for

predominantly residential developments.

220. The UGF score for the proposed development is 0.4, which accords with relevant policy. This is achieved by proposed new landscaping across the site, including new trees, green roofs and SuDS features. The measures proposed would be secured by condition to ensure that the anticipated UGF score is achieved or exceeded.

Green infrastructure (trees and landscaping)

221. London Plan Policy G1 states that development proposals should incorporate green infrastructure. Policy G4 states that development proposals should where possible create areas of publicly accessible open space. Policy G7 states that development proposals should ensure that, wherever possible, existing trees of value are retained; if trees are removed, there should be adequate replacement based on the value of the benefits of the trees removed, using appropriate valuation system; and the planting of additional trees should generally be included.
222. Trees are a key component of green infrastructure and help to create resilient and more sustainable development. Policy BG12 (Trees and Woodlands) seeks to ensure that trees are protected as much as possible and to re-provide where loss is unavoidable. Policy DMP1 supports enhanced green infrastructure as part of development proposals
223. There are no existing trees on site, this is confirmed by the revised Arboricultural Report, which also confirms the development should not affect any off-site trees. The proposed tree planting strategy is embedded into the landscape strategy, and this includes new tree cover to the courtyard amenity spaces on the southern site, a new group of trees to the west of buildings A and B, with smaller trees in raised planters for the raised amenity gardens. Opportunities for tree planting within the northern site are more limited to site edges due to the built footprint, with some also within the raised amenity garden and trees indicated on the frontage would be agreed and secured through S278 agreement. Trees proposed are a mix of UK native species supplemented with some non-native species for additional variety and year round interest. Larger trees will be used where space allows and all trees will be planted into recommended substrate depths.
224. The Council's Tree Officer has reviewed the proposals, raising no objection. There will be a significant net increase in trees on site post development and full details of the tree planting strategy will be sought by condition, including further details of any below ground utilities that may constrain new planting.

Landscaping

225. A revised Landscape Strategy (PLA 0039 SD 1002 R07) was submitted in August 2024, proposing changes in response to consultation feedback. The site lies within an area of open space deficiency, and the closest publicly accessible open space is Brent River Park to the east of the site (c.350m walking distance).
226. In response to this the proposed development will provide new publicly accessible areas of public realm and amenity spaces, namely the shared surfaces around the buildings and the ground level courtyard gardens, within the southern site. Though these will be publicly accessible spaces it is expected they will be mainly used by on-site student residents, as well as students residing in the neighbouring accommodation. Additionally, the location of these courtyards relative to existing developments will also help to improve east-west permeability in the locality, and these respond well to where level site thresholds existing along the western boundary.
227. The ground floor courtyard spaces provide new planting (including trees), spaces for external games, furniture, seating and fitness equipment as well as SuDS features. The covered walkway at first floor level sits above these spaces and provides an internal connection for students, between the buildings and the raised (private) roof gardens within the southern parcel. The hard landscaping strategy will include features that reference back to the site's past rail heritage, when it formed part of an old railway built to serve the 1924-1925 British Empire Exhibition.
228. For the northern site, the revised layout of buildings F and G creates a north-south pedestrian link, passing through the former Euro House site. This improves permeability, connectivity and will improve the public realm. Landscaping, including streetscape landscaping opportunities are more limited within this parcel due to a combination of this being a smaller parcel, building footprint and front servicing

and loading requirements. Notwithstanding this, there are limited opportunities for new greening to be introduced along Fifth Way frontages, though these front spaces do need to be flexible and functional so that they service the future site uses. Front landscaping details, including new greening will need to be developed in further detail and designed to be compatible with any S278 agreement.

229. As referred above, there will be a significant net increase in new trees across the sites, which is a benefit and a key part of the overall landscape strategy. Permeable hard surfaces (paved areas) and linear planters (to act as sunken rain gardens) form part of the sitewide SuDS strategy, which is a betterment as the majority of the existing site consists of impermeable surfaces.
230. The raised podiums and amenity gardens (southern garden / middle garden / north block podium), for student use, will also include features that reference back to the site's past rail heritage, and the spaces are laid out to incorporate new greening (including trees in planters), biodiverse areas as well as spaces for recreation, social interaction and play.
231. In addition to the landscaped raised amenity gardens green roofs are proposed to non-accessible roofs across the site. These will be a mix of wildflower and sedum roofs, providing ecological and biodiverse benefits, including new habitats. Further details of the specification of these roofs, as well as their long term maintenance and management will be secured by condition.
232. Consideration has been given to people of all ability and all hard surfaces allow easy access and legibility for wheelchair users and people with partial sight.
233. The proposed hard landscape areas, furniture, external lighting, ground level amenity areas, planting (including trees), raised amenity spaces and green roofs will be maintained by a private management company. This commitment will be secured as part of the landscape related conditions. Further details of the external lighting strategy are to be secured by condition.
234. In summary, the landscape proposals represent a well-considered approach to integrating new green infrastructure and publicly accessible open space. This will be a betterment compared to the existing site conditions and will result in a net increase in trees across the sites. Furthermore, permeability will be improved through improved connectivity and the landscape strategy will also result in a measurable net gain in biodiversity. The proposals are considered to be in accordance with London Plan policies G1 and G4, and Local Plan policies DMP1, BGI1 and BGI2, subject to further hard and soft landscaping details (including long-term maintenance) being secured by condition. The proposed north/south and east/west pedestrian links shall be secured as permissive pedestrian and cyclist routes, and by planning obligation.

Transport considerations

235. London Plan policy T1 sets a strategic aim for all development to make the most effective use of land reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Local Plan Policy BT1 seeks to promote sustainable patterns of development in the borough, minimising the need to travel and reducing the dependence on private motor vehicles.
236. The application is supported by an updated Transport Assessment (TA), which considers the effect of the proposed development on the local highway and transport network.
237. Fifth Way has extensive parking restrictions by way of double yellow lines, including Event Day restrictions, and the site PTAL rating is categorised as 3 (moderate). There are underground and bus links (routes 92, 206 and 440) as well as a range of services and local amenities either within a reasonable walking distance of the site. Universities and higher education institutes, including a number located in central London, which future residents may be affiliated to can be easily reached by underground options from Wembley Park (approximately 800m away) , or by rail from Wembley Stadium Station (approximately 1.2km away).
238. Fifth Way is predominantly industrial and car dominated, though this character is gradually changing as a result of new developments to the north and west of the site. Existing footway infrastructure provides convenient and safe pedestrian movement in the local area, and is generally capable of accommodating high concentrations of pedestrian movement, owing largely to the permeability of pedestrian infrastructure provided to serve Wembley Stadium and other recently built development within the area. A new

- 239. pedestrian crossing along Fifth Way to be provided as part of the proposed development will also facilitate safe pedestrian movement between the two parts of the site, this is discussed further below.
- 240. The site benefits from excellent access to cycling infrastructure, with a number of designated on-street cycle routes recommended for cyclists within close proximity to the site including those located on South Way and Olympic Way. London Cycle Network Route 45 (between Harrow and Battersea) can also be accessed via the A404 Harrow Road, approximately 1.5km from the site.
- 241. The nearest existing car club (operated by ZipCar) is located c.650m away, along Engineers Way, and is easily accessible for future residents.

Parking and access

- 242. London Plan policy T6 strongly supports a move towards more sustainable travel choices, and expects car free development (in which only designated Blue Badge parking is provided) to be the starting point in accessible locations such as this, and Local Plan policy BT2 also requires student housing development to be car free.
- 243. The development is proposed to be car-free, save for 2no. disabled parking spaces within the southern site that are intended to serve both student and commercial uses, which the Council’s Transport Officer consider is an acceptable level and this would comply with the relevant parking standards. Both spaces are proposed to be provided with electric vehicle charging provision, in line with London Plan policy T6, which shall be secured by condition. These spaces would be accessed via a proposed vehicular access from Fifth Way, with bollards proposed within the site to manage vehicle access to them. It should be noted that these 2no. spaces have been re-located from their previous location within inset laybys on either side of Fifth Way, so as to accommodate TfL’s requirement for a new bus stop and bus cage along the site frontage. Although students would not be eligible for on-street parking permits, as they would not be permanent residents, a condition/planning obligation is recommended to ensure that students are notified of this. The GLA consider the number of disabled parking spaces to be insufficient, though as set out in the TA, it is considered the site’s accessibility for occupants of the development with and without mobility impairments would likely mean that the vast majority of residents will be able to travel by sustainable modes of transport, reducing the likelihood of disabled parking spaces being required. Noting this level of disabled parking provision is not in line with London Plan standards, it is comparable with other recently consented PBSA development in Wembley.

- 244. Parking allowances for the light-industrial and café uses are required to comply with London Plan standards, which would allow up to one space per 600m² for the workspace and one space per 75m² for the café use in this Opportunity Area. This gives a combined allowance of three spaces. Nevertheless, with no allocated off-street parking proposed, save for 2no. disabled parking spaces maximum standards are complied with and the Council’s Transport Officer raises no objection in respect of parking provision.

Cycle parking

- 245. London Plan Policy T5 requires the provision of 0.75 cycle parking spaces per bedspace for the student accommodation, in addition to one short-term space per 40 bedrooms. The proposal is to provide 581 long-stay spaces and a minimum 28 short-stay spaces, therefore meeting the numerical requirements of London Plan policy T5. The cycle parking mix is as follows;

Cycle Parking	Long Stay			Short Stay	Total
	Stacker	Sheffield	Accessible	Visitor	
Student	528	12	30	20	590
Industrial	8	2	0	3	13
Café		1		5	6
Total	581			28	609

(Table 1.6)

- 246. Residents of the student accommodation within the northern parcel of the site will access the site via the entrance core fronting Fifth Way, and will subsequently utilise a cycle lift within the core lobby to access the long-stay basement cycle parking. Short-stay residential cycle parking will be provided within

the landscaping and public realm which fronts Fifth Way. Short-stay commercial cycle parking will be provided within the landscaping and public realm which fronts Fifth Way.

247. Residents of the student accommodation within the southern parcel of the site will access the long-stay cycle stores via the student entrance lobbies contained at Cores B/C and D/E, all of which are located at ground-level. Short-stay commercial cycle parking will be provided within the landscaping and public realm which fronts Fifth Way
248. Transport Officers confirm that proposed cycle parking provision for students meets standards, with an appropriate number of accessible spaces included. For the commercial units, a store for at least eight long-stay spaces is required for the industrial floorspace and this has been located within the basement. Whilst a store for a bicycle is required for the café and an area within the café has been indicated
249. In terms of short-stay parking, a minimum of 27 spaces are required in total (19 students, 5 café and 3 industrial floorspace). A total of 14 'Sheffield' stands have been indicated around the site, which meets the overall standard. However, just two stands (4 spaces) are shown for the northern part of the site, whereas the quantity of student flats and the workspace on this part of the site would require at least 11 short-stay spaces. It is recommended this be address via planning condition.

Access

250. Pedestrian access to the development will principally be from Fifth Way, but alternatively via continuation of the existing east-west routes through the neighbouring developments to the west of the site, or via the existing private service road off First Way (over which it has been submitted the site enjoys a right of access). Though the latter is expected to be very much a secondary access. An open permeable boundary (in places) along the sites western edge will allow for enhanced east-west connectivity and pedestrian movement through to the site.
251. It is important that this site provides good connectivity with the neighbouring developments, particularly those to the west, which is in line with the aspirations of site allocation BCSA9. To further facilitate this, a north-south permissive path through the site should be secured as part of the s106 agreement, which the applicant is agreeable to.
252. For the northern site, a central north-south pedestrian route is incorporated into the design, with a flight of steps down to the adjoining former Euro Car Parts development site. This is also welcomed in terms of improving permeability and connectivity. This should also be secured as a permissive path in any s106 agreement, to link to the permissive path through the Euro Car Parts site linking Fourth Way and Watkin Road.
253. To aid safe pedestrian accessibility between the two sites, as well as to the new bus stop on Fifth Way, a new pedestrian (zebra) crossing is proposed to the eastern side of the site. This has been amended to sit clear of the proposed new bus stop, which has meant that the standard length of eight zig-zag markings is not able to be provided on the westbound exit from the crossing. This has been considered in the Stage 1 Road Safety Audit, which flagged a concern in respect of reduced visibility from the crossing if two buses are parked in the bus cage at the same time. Given that TfL consider a 25m long bus cage to be essential, then the only alternative would be to omit the pedestrian crossing altogether, which would it is considered present far more safety issues for pedestrians crossing the road than the slightly reduced visibility splay on the exit from the crossing. Furthermore, only three bus routes service the proposed new bus stop, which given their frequency, means it is only likely to be an infrequent occurrence for two buses to stop at the same time.
254. The new pedestrian crossing is welcomed, this will improve pedestrian infrastructure in the locality, improve pedestrian safety, and shall be secured through the S278 agreement.
255. A continuous footway on both sides of Fifth Way of 3.0m width will be dedicated as public highway through means of a S38 agreement between the developer and the Council.
256. Vehicle access to the northern parcel of the site will be achieved via an existing crossover off Fifth Way. This vehicular access will be marginally reduced in width and used solely for provision of access to the dedicated commercial service yard and it will serve a shared-surface access road, which runs along the eastern perimeter of building G, leading to the service yard in the north-east corner. All servicing activity associated with the student accommodation and café will be accommodated via a proposed inset layby on the northern side of Fifth Way. The new pedestrian crossing will provide a safe

point of crossing for such servicing activity.

257. Waste and emergency access to the southern parcel is proposed via an un-adopted privately owned service road that is accessed from First Way. Secondary pedestrian and cycle access to the site would also be gained via this service road. A number of the objections received object to the development utilising this private service road for access purposes (both during construction and then when in operation). Third parties who have an interest (legal or otherwise) in this service road have contested that the applicant has no legal right to use this road for access purposes. To address this the applicant provided details that seek to demonstrate the application site enjoys historic legal rights of access over this service road. It has been submitted the right of access enjoyed by the applicant is along the route leading from the south of the site to First Way, and copies of the title plan and register have been provided to evidence this. Though this access right was established historically the benefit of this passes to successors in title, which it is stated is why it continues to benefit the site and continues to be shown on register of title. It has also been evidenced that this historic Deed is also registered on the freehold title to that part of the access right route.
258. Private access rights are not typically material planning considerations, however in this case they give rise to matters that amount to material planning considerations (i.e. access). In consideration of the evidence provided by the applicant it is not clear what other form of evidence they could reasonably be expected to provide to demonstrate they have a right of access across the private road in question.
259. It has been recommended that improvements to this private service road be secured, however this cannot be secured through this application. The land (section of road) in question is outside of the red line boundary and is not within the applicant's ownership. There would need to be an agreement with neighbouring land owners / interested parties pertaining to this service road carry out any improvement works to it. However, it is not considered necessary to make the development acceptable in planning terms, that this private access road is improved. It is not the principal means of access serving the development. There is the potential for this access to be improved in the future, should adjoining sites to the east within the same site allocation, come forward for redevelopment and include this service road within their site.

New bus stop and bus cage

260. During the period of this application, a consultation exercise has been undertaken by TfL on the re-routing of bus services in the area, following the conversion of Fourth Way and Fifth Way to two-way operation. As a result there will be changes to routes 92, 206 and 440. To accommodate these routeing changes, TfL requires a new westbound bus stop along Fifth Way. The presence of a continuous dropped kerb fronting the Metro Trading Centre to the east and the presence of a high grass embankment to the west of the site limit the possible locations for the new bus stop, meaning that the only viable option is along the western half of this site.
261. The bus re-routeing proposals are supported by the Council's Transport Officer and will help to improve public transport access to this 'car-free' development to assist travel by students. It was therefore considered vital that the development layout accommodates this bus stop.
262. The revised proposals now incorporate a bus stop with a 25m long cage for two buses, along with a bus flag and shelter, to the western side of the southern site frontage. These are generally acceptable, although the width of the adopted footway at the back of the shelter should be increased further from 0.9m to 2m through the required Section 38 agreement.
263. Provision of the bus stop has necessitated the reconfiguration of previous on-street servicing and disabled parking proposals, as mentioned above, with a loading bay shown only on the northern side of the street and disabled parking relocated off-street.
264. TfL has confirmed the revised layout to be broadly acceptable, noting that some slight tweaks to the location of the bus stop and bus flag may be required, but this can be agreed at detailed design stage.

Deliveries and Servicing

265. The servicing strategy has been amended during the consideration of the application, largely in response to TfL's requirement for a new bus stop and bus cage, as referred to above. As a result inset loading bays have been consolidated to one, located on the northern side of Fifth Way. This bay has

been widened to facilitate a 10m rigid truck manoeuvre in and out. This bay is to accommodate servicing and deliveries associated with the proposed student accommodation and café uses only, as committed to in the submitted Delivery and Servicing Management Plan (DSMP). Estimated servicing vehicle trip generation indicates the loading bay has sufficient capacity to meet the student accommodation and café servicing needs. As noted above, the new pedestrian crossing will help facilitate safe and convenient access across Fifth Way, for deliveries.

266. All vehicle servicing generated by the light industrial floorspace, and refuse trips for the student accommodation (northern parcel only) will be restricted to the dedicated servicing yard located in the north-east corner of the northern parcel, accessed directly from Fifth Way. This will efficiently separate any servicing activity associated with the light industrial floorspace and pedestrians, reducing likelihood of any conflict.
267. The proposals seek to deliver the maximum re-provision of industrial uses as part of the redevelopment and the dedicated servicing yard is essential to achieve this. The yard will be used by future tenants of the 1,232sqm industrial floorspace, with the number of commercial occupiers not known at this stage. Servicing standards as set out in Appendix 5 of the Local Plan would typically require servicing by a full-size articulated lorry for units over 1,000sqm, which the site would be unable to accommodate, and it has been demonstrated that tracking for a 10m long vehicle would significantly reduce the quantum of industrial floorspace.
268. The Council's Transport Officer has noted the service yard is very limited in size and tracking has been provided for miniature refuse vehicles (6.6m in length). To address the limitations on servicing, the applicant states in their submitted DSMP that they propose to make it a condition of the lease that only vehicles with a maximum length of 6.7m and maximum width of 2.2m would be allowed to enter the service yard. This is further referenced within the submitted Operational Waste Management Strategy (OWMS). To ensure this commitment is carried through this restriction should be captured in the s106 agreement. It is also important that deliveries are scheduled so that no more than two vehicles need to access the service yard at any one time, this booking system will need to be reflected in a final DSMP, which shall be secured by condition.
269. The number of proposed delivery trips per day for the industrial floorspace is eight two-way trips, so with effective management through a DSMP, the access width would be fine, with small vans able to pass one another along the driveway (although larger vans would need to wait for other vehicles to leave before entering the site). Vehicle entrance to the service yard has not been identified as a highway safety concern in the submitted Stage 1 Road Safety Audit.
270. Measures are committed to in the submitted DSMP to prevent unauthorised vehicles from utilising the service yard, including vehicle height and length restrictions being written into any premises lease or work contract. Occupiers of the commercial space will be expected to strictly comply with these vehicle restrictions, and in the event they do not then the Council could enforce any breach of condition and/or planning obligation. Time restrictions will also be applied to users of the service yard, to help with the efficient use of this space, and this will be enforced and managed by on-site concierge / management. A 5mph speed limit will be enforced within the yard and service road to reduce potential for pedestrian conflict.
271. Access to the servicing yard can be controlled via demountable bollards positioned at an agreed point along the yard access road a sufficient distance from Fifth Way so that a vehicle can wait clear of the highway and of the public realm area fronting Fifth Way. Raising and lowering of these bollards when required would be the responsibility of the on-site management team. This detail can be confirmed as part of the final DSMP, secured by condition.
272. Owing to the small-scale nature of the industrial units, the size of vehicles that are envisaged to regularly service these are likely to be smaller than the maximum vehicle dimensions (likely 3.5t Panel Vans or similar), which the service yard can accommodate.
273. It should be noted also, the proposed development will also result in the displacement of the site's former use as a waste transfer facility, which will lead to the subsequent removal of the associated HGV movements from the local network. This would therefore represent a betterment.
274. Following further review Brent's Transport Officer has raised no further queries in relation to the deliveries and servicing strategy, subject to the condition that a final DSMP is submitted for approval. TfL welcomes the additional detail that has been provided, and would wish to see the on-site commitment

measures (as referred to above) secured through a DSMP condition, which shall also include a commitment to avoid deliveries during peak hours, in order to comply with London Plan policy T7.

Emergency vehicle access

275. The emergency vehicular access in the north west corner of the southern portion of the site has been reduced in width to cater for the 25.0m bus cage along the frontage. Swept path analysis provided with the TA Addendum (Technical Note 7681/04) illustrates that this access is not compromised. This access will be used solely by users of the 2no. disabled parking spaces and emergency vehicles, thus its usage will be minimal and will not impact on the operation of the bus stop. Access arrangements have been designed so that fire appliances enter the site from the south (via the existing private service road) and exit onto Fifth Way, removing the requirement for any fire appliance to turn on site. The correct use of this access will be secured through a Delivery and Servicing Plan condition. Fire appliance access to the northern parcel is easily achieved along the site frontage, where an inset loading bay is proposed off Fifth Way.

Construction Logistics

276. The applicant has submitted an updated *outline* Construction Logistics Plan (OCLP), drafted in line with TfL's guidance. The plan sets out the basis of site access and operation throughout the duration of the construction period, and this document shall be used as a reference point for a detailed CLP that will need to be developed at a later date.

277. Prior to the commencement of any works, the site will be registered with the Considerate Constructors Scheme, with a commitment to the Code of Considerate Practice. Proof of registration shall be submitted to the Council, which can be incorporated into a detailed CLP.

278. The OCLP details construction hours of operation (Mon-Fri 08:00 to 18:00 and Sat 08:00 to 13:00), commits to no works on Sundays or bank holidays (without prior consent), and that construction deliveries will only be permitted between the hours of 09:30 & 15:30 Mon to Fri. Please note that deliveries must also not be scheduled on Wembley Stadium event days within four hours of an event. The expected duration of the construction period is predicted to be c.38 months, though this is subject to change.

279. Expected vehicle routing details of construction vehicles travelling from the wider area are provided. For construction vehicles travelling from the south and north of the site, Fifth Way can be used. For construction vehicles requiring access to the southern parcel of the site these will be expected to travel via First Way, then utilise the private service road off First Way to enter the site at its southern most end. It is noted that some existing nearby businesses operating from the private service road, as well as nearby owners have submitted representations raising objection to the use of this private service road both from construction vehicles but also in the operational phase. These objections are on the basis the applicant has no legal right to access this private road, and that the use of this road during construction will be detrimental to the operation of existing businesses who rely on it for access. Additionally, that heavy construction vehicles passing over this will undermine the integrity of the road. As referred to previously, it is considered the applicant has provided details that reasonably demonstrate the application site enjoys access rights over this service road, notwithstanding that this is disputed by interested third parties. With any development of this scale there will be disruption in the locality during construction, however, this would disruption be temporary in nature and the impacts will be minimised and mitigated through implementation of a detailed CLP, which will be a live document subject to review. Engagement with surrounding business will be a feature written in to the CLP that the contractor will need to adhere to with a view to minimising disruption during construction. During the operation phase of the development the private service road would be used infrequently for refuse collection, or in the case of an emergency, accordingly any impacts would be significantly reduced.

280. The developer and appointed contractor will be expected to engage with the owners of the private service road and the businesses along it as part of the preparation of the detailed CLP, and final details of construction vehicle access arrangements which will be secured through this condition.

281. The OCLP indicates that construction vehicles are able to access and egress the site in a forward gear with a carriage drive type arrangement for the northern site and the southern site being accessed via the private service road off First Way and egressing from Fifth Way. This arrangement would negate the need for the closure of any footpaths or significant traffic management disruptions, which again is welcomed by the Council's Transport Officer. Some finer details have yet to be finalised, but this should

form the basis of a detailed CLP, to be secured by condition.

282. There are also commitments made in the OCLP to the following; the use of hoardings to secure the site, gating of accesses, accommodating deliveries and unloading off the carriageway, use of traffic marshalls / banksmen, wheel washing, booking slot for deliveries, collaboration with other development sites in the area (where feasible), implementation of a staff travel plan, measures to reduce noise and vibration, dust suppression, waste management and consideration has been given to potential impacts on nearby bus stops which will need to be addressed with TfL (if required).
283. Owing to the fact that full details regarding the demolition and construction methodology are not available at this stage, it is not possible to provide a detailed breakdown of vehicle movements by type and phase. Representative estimates of construction-related vehicle movements have been derived from a comparable student accommodation development (in London Borough of Tower Hamlets), and these estimates have been proportionally adjusted to take account of the size of the proposed development. It is estimated that site set up and demolition phase would generate 10 vehicle movements per day; foundation, basement, excavation and piling 16 per day; substructure 47 movements per day; superstructure 10 movements per day; cladding 10 movements per day and fit-out, testing and commissioning 59 per day.
284. There are no objections on Transport grounds to the OCLP, and a detailed CLP would be secured through a pre-commencement condition once a contractor has been appointed. The construction details are in line with London Plan policy T7. The detailed CLP should detail the full measures that would be implemented to minimise the impact on the surrounding transport network.

Refuse

285. The submitted OWMS estimates the level of waste expected to be generated, in addition to proposing a waste management strategy for the operational phase of the proposed development. Refuse trips will be conducted by private waste collection firms, with bi-weekly collection trips expected to serve the student accommodation.
286. The waste management strategy for the southern parcel proposes to accommodate storage within the basement, with refuse chutes included in the design to enable student residents to dispose of waste directly from the upper floors to these storage zones. A basement service corridor provides a route for servicing, including refuse movement.
287. The basement storage zones have been designed to accommodate the waste in a segregated and organised manner, this will make it easier for on-site management teams to collect the waste and store it in ground floor holding zones ready for collection vehicles. The proposal includes a managed system for corralling refuse containers into a centralised location, which will make it more convenient for refuse collection vehicles to access the waste. Another benefit of this arrangement is that by storing the refuse at basement level, pedestrian areas at ground are kept clear of service vehicles and refuse bins, improving the overall safety of the site as well as the amenity of it, plus ground floor space is freed up for more useful purposes.
288. Refuse pick up points are located at the northern roadside of Fifth Way and the southern most hard standing point of the site (close to building A), and there will be a managed system for moving of the refuse storage containers to the designated pickup locations.
289. Refuse collections for the southern parcel will be undertaken via a dedicated entrance accessed from an existing private servicing off First Way, which will be solely used for refuse and emergency vehicles. There is sufficient space for refuse vehicles to manoeuvre, turn and leave in forward gear, as confirmed by swept path analysis of 10m long refuse vehicles. Retractable bollards across the shared surface road within the site, adjacent to Core A, will prevent authorised access to the rest of the site.
290. Refuse collections for both the residential and industrial elements in the northern portion of the site will be undertaken by utilising the existing crossover off Fifth Way, with the refuse vehicle reversing to and stopping within an appropriate distance of the refuse lift that provides convenient access to the refuse store(s) located on the lower ground floor of buildings F and G.
291. With regard to refuse storage capacity, Brent's standards are a combined 120l per bedroom for refuse and recycling, giving a combined requirement for 91,080l (equivalent to 83 Eurobins). The southern holding area shows 48 Eurobins, whilst the northern holding area shows 35 Eurobins, thus providing

suitable site capacity.

292. The applicant has committed to the approval and implementation of a Waste Management Plan as part of the s106 agreement, including commitment to fund and arrange independent collections from the site. Collections for the private units must be entirely privately funded and arranged. Details of this will need to be set out in the final DSP to ensure there is consistency.

Active Travel Zone, and Healthy Streets Assessment

293. An Active Travel Zone assessment (ATZ), including a night-time ATZ assessment, which is part of TfL's Healthy Streets Assessment, has been submitted as part of the TA, in order to assess the quality of pedestrian and cycle links from the development site to points of interests, such as schools, shops and health centres, and assess how future users of the site will be able to make key journeys from the site to support car-free lifestyles.
294. For the purposes of assessment ATZ destinations have been consolidated into seven key routes and the assessment identifies potential improvements to pedestrian and cyclist accessibility, which includes routes through the west of the site along First Way.
295. The study also does provide some suggestions for improvements within the immediate vicinity, although many of these are proposed to be addressed with the implementation of already committed developments.
296. One further route that has now been addressed is Brent River Park and recommendations have been made to improve this link. A financial contribution of £50,000 from the scheme, for Healthy Streets improvements, which should be related to the scale of the development, is sought, and would need to be secured via the S106 Agreement. The applicant is agreeable to this contribution.

Travel Plan

297. To help to manage travel to and from the site by modes other than the car, the applicant has submitted workplace and residential Travel Plans (TP). The car free nature of the proposed development means vehicular trips would be naturally constrained in any event. The TP includes targets to increase cycling and walking trips over the course of five years (mostly at the expense of public transport trips). Progress towards these targets and the overall effectiveness of the TP will be monitored by a TP co-ordinator over the course of five years.
298. Transport officers consider the TP's to be acceptable, and their implementation can be secured by planning condition or obligation.

Trip Generation and impact of proposed development

299. The TA uses a combination of the TRICS database and 2011 Census Data to predict the potential multi-modal trip generation of the proposed development. As the development is proposed to be car-free, the majority of these trips would be walking, cycling or via public transport. It is predicted the greatest impact on travel modes as a result of the student accommodation is expected to be on the bus network (route 92 specifically), and for the commercial element this is expected to be on the London Underground (Metropolitan line eastbound from Wembley Park specifically). Despite this, the predicted increase on the Underground is considered likely to be well within the typical daily variation in peak hour passenger numbers and therefore would represent an imperceptible increase.
300. TfL has cited a potential underestimation of the impact that the proposed development is having on the surrounding transport network, namely the modal split applied and how it has been adjusted. It is understood to be the case that the approach to trip generation for the student accommodation was agreed by the Applicant with TfL as part of the pre-application process. TfL has confirmed that a contribution of £208,000 towards bus services should be secured within the S106 agreement to account for the increase in bus trips generated by the proposed development. This has been accepted by the Applicant and is reflected in the draft s106 head of terms.
301. TfL have noted the site's location within an area of high growth, where there is significant cumulative growth and seek contributions from all development in such areas to deliver improvements to the bus network to alleviate capacity issues, in line with London Plan policy T4. The contributions sought are proportionate to the development and based on the impact the development will be having on the

transport network. The TA Addendum submitted by the applicant indicates that the proposed development will have a significant impact on buses, generating a total of 31 and 32 bus trips during the AM and PM peak respectively. Based on the trip generation provided, a site specific contribution of £208,000 has been requested (calculated in line with the approach that has been used in other areas of Brent) to mitigate the development impacts, and this figure has been agreed between the applicant and TfL. This contribution would be secured through the s106 agreement.

302. Noting the car free nature of the proposed development it is not anticipated that this development will have an adverse impact on the surrounding strategic highway network in terms of trip generation.

Student move-in / move-out arrangements

303. It is reasonable to assume that there will be vehicular trips to and from the student accommodation at the start and end of term, when students either move into or out of their accommodation.

304. Prior to move in, welcome packs will be distributed electronically to all students. To manage the demand on administration and reception facilities, a time slot system for students will be included within the welcome packs. In the event that students and parents choose to ignore their particular time slot, site management will reserve the right to refuse access until the site can accept them. A managed system is proposed whereby students are allocated a time-slot (typically 30 minutes) to load / unload their associated vehicles from spaces allocated in the loading bay along Fifth Way. It is envisaged that a system of this nature will be regulated and managed by the site management company. Similar arrangements are employed at the neighbouring student accommodation (former Kelaty House, First Way).

305. The draft Student Management Plan (dated October 2024) submitted in support of the application sets out further details of how it is intended arrangements for this, and the vehicle movements associated would be managed so as to minimise potential highways disruption. Arrangements for student move-in/move-out periods, which is typically 2 weeks at the beginning of September for intake, will need to be confirmed as part of a final Student Management Plan. This shall be approved prior to occupation. Additionally, a detailed Delivery and Servicing Plan will be secured by condition, which should also address this point as part of the overall site wide Plan. Lastly, it is important to note that with move-in/move-out arrangements, these activities occur infrequently, so any impacts will be short and temporary in nature.

Fifth Way highway works

306. As referred above, the proposed westbound bus stop has been incorporated along the southern site frontage following extensive discussion with Brent Transport Officers and TfL. The amended design incorporates a loading bay (northern side of Fifth Way), new bus stop and pedestrian crossing and this arrangement has been subject to a Stage 1 Road Safety Audit.

307. A Section 38/278 agreement would need to be entered into under the Highways Act 1980 to secure highway works along the Fifth Way frontage of the site to include;

- Construction of a zebra crossing at the eastern end of the site;
- Construction of an 11m long loading bay with entry and exit splayed kerbs within the footway fronting the northern side of the site;
- Alterations to any westbound bus stop at the western end of the site to provide a 25m long bus cage, a bus shelter and a bus stop flag;
- Widening of the footways fronting the northern and southern sides of the site to retain a minimum footway width of 3m;
- Construction of a footway crossover at the eastern end of the northern side to facilitate access to the proposed service yard;
- Removal of all existing crossovers to the site (that are to be redundant) and repaving of the footways fronting the site, together with
- All associated adjustments to lining, sighting, lighting and drainage and any resultant changes to Traffic Regulation Orders and any ancillary or accommodation works or works to statutory undertakers' equipment arising through the above works, all in general accordance with drawing 7681/210C

Conclusion

308. A car-free development is acceptable in this location and adequate cycle parking provision would be made, together with appropriate arrangements for deliveries and servicing to be undertaken without affecting the flow of traffic on the local highway network, and other managed arrangements for within the site itself in order to minimise movement within the site at the expense of the new public realm and amenity areas. The site layout also facilitates new bus infrastructure, as required by TfL, and improved east-west and south-north connectivity and movement for pedestrians and cyclists. Subject to the conditions and planning obligations recommended, including those sought by TfL, as discussed above, and any financial contributions requested being secured through the s106 agreement, the proposal is considered to be acceptable in transport terms.

Employment, Skills & Training

309. London Plan policy E11 states that development proposals should support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases, including through Section 106 obligations where appropriate. Brent Local Plan policy BE1 also supports such opportunities being provided through new developments. Brent's Planning Obligations SPD also seeks to maximise employment and skills opportunities for the boroughs residents.

310. As required by policy, the development will secure an Employment and Training Plan for the provision of training, skills and employment initiatives for residents of the Borough relating to the construction phase and operational phase of the Development. This plan, along with associated support fees will be secured as one of the s106 obligations, and will be a benefit of the proposals.

Equalities

311. 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).

Environmental Impact Assessment

312. At pre-application stage the applicants submitted a formal request to the Council for an Environmental Impact Assessment Scoping Opinion. On 30 June 2022, the local planning authority published its Scoping Opinion, which confirmed the proposed development is not considered to be EIA development.

Conclusion

313. 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 and completion of Section 106 Agreement.

314. The proposed development would make efficient use of the land, a brownfield site, in a sustainable location, this is in line with national, regional and local policy and is an appropriate form of mixed-use development within Wembley Growth Area, consistent with the overarching aims of site allocation policy BCSA9. Loss of the existing safeguarded waste use has been justified and the maximum re-provision of industrial floorspace is included.

315. The provision of student accommodation positively contributes to meeting the identified strategic London wide need for this type of accommodation. It will also contribute towards housing targets within the borough. No less than 50% of the student accommodation will be secured as affordable accommodation, by s106 agreement.

316. The site is identified as an appropriate location in the borough where tall buildings can be located, and the proposed scale and massing of the buildings would relate well to the site's edge of tall building zone location, as well as appropriately responding to the established and emerging context, where tall buildings already feature in a number of locations. No harm has been identified to designated heritage assets. As the report acknowledges, owing to the shape of the site, its particular constraints and the dense urban pattern of development in the locality, both established and emerging, there is expected

to be some adverse effects on daylight and sunlight conditions to some existing residential properties (mostly nearby student accommodation), as well as to other site's coming potentially coming forward in the future in the immediate vicinity. As the report acknowledges these adverse effects would be noticeable in some cases, but commensurate with development of this form which seeks to make efficient use of the land within this high density urban environment, and such effects which are to be expected. These effects as well as other planning harm identified must be balanced against the overall planning benefits of the proposal.

317. Post development, a measurable net gain in biodiversity and urban greening factor will be achieved and the development will facilitate improved east-west connectivity, new permissive routes and new public realm, which will all be beneficial. Economic benefits will result directly through the industrial floorspace being delivered and also through indirect benefits that would be felt locally from the development (both during construction and operation). Employment, skills and training commitments secured in the s106 agreement would be a benefit locally.
318. As a car free development this will help ensure the development is sustainable, and it promotes non-car modes of travel. New bus and pedestrian infrastructure in the locality will be a benefit.
319. The energy strategy demonstrates a 32% reduction in regulated carbon emissions will be achieved, though this does represent a shortfall against the 35% reduction target, this, combined with the carbon offset contribution would help the policy target to achieve net zero. This combined with the wider sustainability strategy, including the SUDS strategy and improved run off rates will be a benefit.
320. Overall, and on balance, the impacts associated with the proposed development would it is considered be clearly outweighed by the overall planning benefits that would follow, including those identified above.



DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 23/1426

To: Miss Higgitt
Savills
33 Margaret Street
London
W1G 0JD

I refer to your application dated **17/04/2023** proposing the following:

Demolition of existing buildings and structures and erection of up to seven buildings ranging in height from 5 to 15 storeys to provide purpose built student accommodation (Use Class Sui Generis), light industrial (Use Class E(g)(iii) and cafe (Use Class E(a)) floorspace, car and cycle parking, amenity space (internal & external), new public realm, landscaping, alterations to vehicular access, highway works and other associated works. **(REVISED plans and supporting technical information received)**

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

at **Glynns Skip Hire, Fifth Way, Wembley, HA9 0JD**

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

Date: 05/11/2024

Signature:

David Glover
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:-

National Planning Policy Framework (2023)
London Plan (2021)
Brent Local Plan (2019-2041)
West London Waste Plan (2015)

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

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

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

Existing:

1557-BUJ-ZZ-ZZ-DR-A-0001 - Existing Site Plan
1557-BUJ-ZZ-ZZ-DR-A-0004 - Site Demolition Plan
1557-BUJ-ZZ-ZZ-DR-A-0000 - Site Location Plan – Rev A

Proposed:

1557-BUJ-ZZ-ZZ-DR-A-0002 - Proposed Site Plan – Rev G
1557-BUJ-ZZ-ZZ-DR-A-0003 - Site Block Plan – Rev D
1557-BUJ-ZZ-ZZ-DR-A-0005 - Proposed Area Plan – Rev C
1557-BUJ-ZZ-ZZ-DR-A-0050 - Illustrative Site Plan and Section – Rev A
1557-BUJ-ZZ-00-DR-A-0100 - South Block Ground-Basement Floor Plans – Rev H
1557-BUJ-ZZ-01-DR-A-0101 - South Block First-Third Floor Plans – Rev D
1557-BUJ-ZZ-04-DR-A-0102 - South Block Fourth-Sixth Floor Plans – Rev D
1557-BUJ-ZZ-07-DR-A-0103 - South Block Seventh-Ninth Floor Plans – Rev C
1557-BUJ-ZZ-10-DR-A-0104 - South Block Tenth-Twelfth Floor Plans – Rev C
1557-BUJ-ZZ-13-DR-A-0105 - South Block Thirteenth Floor and Roof Plans – Rev C
1557-BUJ-ZZ-00-DR-A-0120 - North Block Lower Ground, Ground and Mezzanine Floor Plans – Rev I
1557-BUJ-ZZ-01-DR-A-0121 - North Block First-Eight Floor Plans – Rev E
1557-BUJ-ZZ-10-DR-A-0122 - North Block Ninth-Eleventh Floor Plans – Rev C
1557-BUJ-ZZ-13-DR-A-0123 - North Block Twelfth-Fifteenth Floor Plans – Rev C
1557-BUJ-ZZ-ZZ-DR-A-0200 - Proposed South Block East/West Elevations - Rev A
1557-BUJ-ZZ-ZZ-DR-A-0201 - Proposed South Block North/South Elevations – Rev A

1557-BUJ-ZZ-ZZ-DR-A-0202 - Proposed North Block East/South Elevations – Rev A

1557-BUJ-ZZ-ZZ-DR-A-0203 - Proposed North Block North/West Elevations – Rev A

1557-BUJ-ZZ-ZZ-DR-A-0230 - 3D View 1 – Rev A

1557-BUJ-ZZ-ZZ-DR-A-0231 - 3D View 2 – Rev A

1557-BUJ-ZZ-ZZ-DR-A-0300 - Site Sections A-D – Rev A

1557-BUJ-ZZ-ZZ-DR-A-0301 - Site Sections F-G – Rev A

1557-BUJ-ZZ-ZZ-DR-A-0302 - Sections North Block – Rev B

Supporting documents:

Landscape Strategy - PLA 0039 SD 1002 R07

Illustrative Landscape Plan - PLA 0039 SD 102 R02

Design & Access Statement (April 2023) and Addendum (February 2024)

Technical Note - 7681/01 (Flood Risk & Sustainable Drainage)

Flood Risk Assessment and Drainage Strategy issue 5 (January 2024), prepared by Cole Easdon,

Arboricultural Report, including AIA and Tree Survey, prepared by GRS Arboricultural Consultant Ltd (dated February 2024)

Noise and Vibration Impact Assessment (April 2023)

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

- 3 The student accommodation hereby approved shall not be occupied other than by Students for a period of not less than 38 weeks in any year unless otherwise agreed in writing by the Local Planning Authority. For the purpose of this condition, Students are defined as any person enrolled on a full time UK accredited and based further education course at a recognised higher education institution for not less than 80 % of the course time unless otherwise agreed in writing by the Local Planning Authority.

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

- 4 The development hereby approved shall contain 759 student bedspaces, as detailed in the drawings hereby approved, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of proper planning.

- 5 The development hereby approved shall be built so that no fewer than 10% of the student bed rooms / bed spaces are provided as accessible rooms. These rooms shall be maintained as accessible for wheelchair users for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development achieves an inclusive design.

- 6 The development hereby approved shall be built so that no less than 1,232 sqm of industrial floorspace Class E(g) (iii), and no greater than 100 sqm of Class E(b) floorspace is provided, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure maximum re-provision of industrial floorspace is provided and to limit the quantum of Class E(b) floorspace outside of a town centre.

- 7 The two disabled parking spaces located adjacent to buildings D and E shall be provided prior to occupation and provided with electric vehicle charging infrastructure from the outset. This

charging infrastructure shall be permanently maintained thereafter for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To comply with London Plan policy T6.1.

- 8 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 in accordance with Brent Policy BSUI2 and London Plan policy SI 1.

- 9 The development hereby approved shall be carried out fully in accordance with the approved Arboricultural Report, including AIA and Tree Survey, prepared by GRS Arboricultural Consultant Ltd (dated February 2024), unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure adequate consideration for trees, in accordance with Brent Policy BGI2.

- 10 The development hereby approved shall be carried out fully in accordance with the Ecological Impact Assessment, including Biodiversity Net Gain Assessment, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the ecological and biodiversity value of the site, having regard to Local Plan policies DMP1, BGI1, BGI2 and London Plan policy G6.

- 11 The development hereby approved shall be carried out fully in accordance with the approved Flood Risk Assessment and Drainage Strategy, issue 5 (January 2024), prepared by Cole Easdon, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure adequate arrangements for drainage of the site, in accordance with London Plan Policy SI13 and Brent Local Plan Policies BSUI3 and BSUI4.

- 12 The cycle storage, refuse storage and all internal and external areas for communal use by students shall be installed in accordance with the approved plans (or as otherwise agreed in writing by the Local Planning Authority) prior to occupation of each block hereby approved and thereafter retained and maintained for the life of the development and not used other than for purposes ancillary to the occupation of the building hereby approved.

Reason: To encourage sustainable forms of transportation in the interest of highway flow and safety and to ensure an acceptable form of development.

- 13 All internal and external communal amenity spaces located on the ground floor of the development hereby approved shall be made available to all students, regardless of the type of their accommodation, or the building they reside in.

Reason: In the interests of proper planning and to ensure an equitable distribution of amenity space for future residents.

- 14 The development hereby approved 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 in compliance with London Plan Policy SI 5 and Brent Policy BSUI4.

- 15 No less than 50% of the area of the glazing on the ground floor of the building facades shall be kept free from anything that would obscure views through the glazing, including but not limited to applied lettering and screens, posters, and screens set behind the glazing, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory standard of development that maintains natural surveillance across the site.

- 16 The doors of buildings F and G at ground floor level shall be designed so that they do not open outwards.

Reason: In the interests of the free and safe flow of pedestrians and highway safety.

- 17 The development hereby approved shall contain 1, 332 sqm of commercial floorspace which shall not be used other than for purposes within Class E(G)(iii), no less than 1, 232 sqm, and Class E(b), no greater than 100 sqm, unless otherwise agreed in writing by the Local Planning Authority, (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) and the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification).

Reason: In the interests of proper planning and to ensure the adequate provision of employment floorspace and industrial capacity within the borough, and to ensure that the Class E (b) quantum is at a level that is considered to be acceptable for the site and its locality in accordance with London Plan and Brent Local Plan policies.

- 18 Prior to commencement of the development (including demolition, site clearance and enabling works) hereby approved, a detailed Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction Logistics Plan shall include (but is not limited to) details of;

- how construction would be carefully co-ordinated with the construction operations of other development projects in the area, and key stakeholders, including the stadium, and shall ensure that no construction deliveries take place between four hours prior to the start of an event, to four hours after the end of an event ;
- a pre-commencement photographic condition survey of the roads, footways and verges immediately adjacent to the site (including private service road to the south);
- proposed engagement strategy with nearby businesses and measures to be implemented to minimise disruption on these during the construction phase;
- how the majority of construction vehicles would be routed to the site and how impacts on the private service road, off First Way, will be minimised;
- how construction vehicles would be managed so as to prevent any undue obstruction to Fifth Way and associated bus routes:
- how vulnerable road users will be protected during the construction phase;
- how site access for vehicles will be managed during the construction phase;
- the construction programme, forecast construction trip generation (daily) and mitigation proposed;
- the site set up and access arrangements and vehicle booking systems (to avoid peak hours and stadium events)
- construction phasing and details of times when the use of a crane(s) would be required;

- parking of vehicles of site operatives and visitors;
- storage of plant and materials used during the construction period;
- wheel washing facilities and a scheme of road cleaning along construction routes;
- a Construction Management Plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition';
- any temporary lighting;
- protection of the carriageway and any footway users at all times during construction;
- erection of hoardings, security fencing and scaffolding;
- size and siting of any temporary buildings;
- banksmen / traffic marshal arrangements;
- contact details of personnel responsible for the construction works

The development shall thereafter be constructed fully in accordance with the approved Construction Logistics Plan, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development is constructed in an acceptable manner and to accord with London Plan Policy T7.

Pre-commencement Reason: The condition relates to details of construction, which need to be known before commencement of that construction.

- 19 Prior to the commencement of development (other than demolition, site clearance and enabling works) further details of a Window Obscure Glazing Strategy shall be submitted to and approved in writing by the Local Planning Authority to identify and confirm which windows within the development shall be obscurely glazed and/or high-level opening only.

Thereafter the development shall be implemented fully in accordance with the approved Strategy and maintained as such, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To minimise potential effects on nearby sites and in the interests of future residential amenity.

- 20 Prior to the commencement of above ground works (other than demolition, site clearance and laying and enabling works), detailed plans showing and confirming the arrangement of cycle parking / storage within the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority.

The submitted details shall set out the following minimum cycle parking/storage provision to be achieved:

- (i) 609 cycle parking spaces to be provided overall, including number of short-stay cycle parking spaces surrounding the perimeter of the building(s);
- (ii) A suitably sized lift(s) to allow cycle access to the basement cycle stores;
- (iii) Minimum of 5% accessible cycle spaces;
- (iv) Details of end of journey facilities (showers, lockers and changing facilities) for staff travelling by bike;

The cycle parking details shall be compliant with London Plan standards (Including London Cycling Design Standards).

All of the cycle parking within the development shall be made available for use prior to the first occupation of the relevant building hereby approved and thereafter retained and maintained for the life of the development and not used other than for purposes ancillary to the occupation of the building, unless alternative details are agreed in writing by the Local Planning Authority.

Reason: To ensure that the development is fit for purpose and adequately provides for and encourages uptake of cycling among building users, in accordance with London Plan Policy T5.

- 21 Prior to the commencement of above ground works (other than demolition, site clearance and

enabling works), revised plans shall be submitted to and approved in writing by the Local Planning Authority to demonstrate that the external doors to the cycle stores are to be widened to at least 1.2m and automated to enable access by adaptable cycles, and that the lift cages to access the bike stores in Blocks C, F & G are to measure at least 1.2m x 2.3m. Thereafter the development shall be carried out in accordance with the approved details and retained as approved, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development is fit for purpose and adequately provides for and encourages uptake of cycling among building users, in accordance with London Plan Policy T5.

- 22 Prior to the commencement of development (other than demolition, site clearance and enabling works) a final Acoustic Glazing Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall confirm the recommended mitigation measures, as set out in the submitted Noise and Vibration Impact Assessment (April 2023), and any others considered necessary, will be implemented to minimise noise impacts.

The development shall be carried out in accordance with the approved Strategy, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the comfort of future residential occupiers.

- 23 (a) Prior to the commencement of the development hereby approved (including demolition, site clearance and enabling works) a detailed Construction Method Statement shall be submitted to and agreed in writing by the Local Planning Authority outlining measures that will be taken to control dust, noise, vibration, air quality and other environmental impacts of the development, whilst it is being constructed.

This shall include details of the appointment of a Construction Liaison Officer to take primary responsibility for day-to-day contact on construction / environmental related matters for the borough, other external bodies as well as the general public.

(b) In addition, measures to control emissions during the demolition, site clearance, enabling works and construction phase(s) should be written into an Air Quality and Dust Management Plan (AQDMP), or form part of a Construction Environmental Management Plan (CEMP), in line with the requirements of the 'Control of Dust and Emissions during Construction and Demolition SPG'. The AQDMP (or CEMP) should also be submitted to and approved in writing by the Local Planning Authority.

The development shall thereafter be constructed in accordance with the approved Construction Method Statement, and AQDMP (or CEMP), together with the measures and monitoring protocols implemented throughout the demolition, site clearance, site enabling works and construction phase(s), unless otherwise agreed in writing by the Local Planning Authority.

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

Reason for pre-commencement condition: Nuisance from demolition and construction activities can occur at any time, and adequate controls need to be in place before any work starts on site.

- 24 Prior to the commencement of the development hereby approved (including demolition, site clearance and enabling works) details of the security measures to be incorporated into the development shall be submitted to and approved in writing by the Local Planning Authority, to demonstrate that reasonable endeavours have been used to achieved Secured by Design accreditation, to silver, in order to minimise the risk of crime and to meet the specific security needs of the development in accordance with the principles and objectives of Secured by Design.

The development shall be implemented in accordance with the approved security details prior to first occupation and maintained for the life of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development maintains and enhances community safety in accordance with Policy DMP1 of the Local Plan.

- 25 Prior to the commencement of development hereby approved (other than demolition, site clearance and enabling works), details of how the development is designed to allow future connection to a district heating network should one become available, shall be submitted to and approved in writing by the Local Planning Authority.

The development shall thereafter be completed in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development is in accordance with the principles of London Plan Policy SI3 and Brent Local Plan Policy BSUI1.

- 26 Prior to the commencement of development (other than demolition, site clearance and enabling works) a final Overheating Mitigation Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall confirm the recommended mitigation measures, as set out in the submitted Overheating Assessment (part of the Energy Strategy, April 2024) and any others considered necessary, will be implemented to minimise overheating risk.

The development shall be carried out fully in accordance with the approved Strategy, unless otherwise agreed in writing by the local planning authority.

Reason: To minimise the potential for overheating to occur and ensure the comfort of future residential occupiers.

- 27 Prior to commencement of development above ground, details for the provision of a communal television system / satellite dish shall be submitted to the Local Planning Authority for approval in writing. The development shall only be undertaken in accordance with the approved details thereafter, which shall be retained for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To mitigate the possibility of numerous satellite dishes being installed on the development hereby approved in the interests of the visual appearance of the development, in particular, and the locality in general.

- 28 Within three months of the commencement of above ground works full details of the proposed Marketing Strategy for the Class E(g) (iii) element, which shall be applicable for lettings to be secured within the first three years post completion (or for first lets should they occur later than this time), shall be submitted to and approved in writing by the Local Planning Authority. Details provided should cover, but not be limited to:

- a. the minimum level of fit out proposed. If the level of fit out proposed would require significant financial outlay prior to occupiers moving in, this should be reflected in incentives such as rent free periods and / or lower rent levels to ensure that the space is commercially viable to prospective occupants (and this should be confirmed by a professional agent),
- b. how the premises will be marketed exclusively for E(g)(iii) Class use,
- c. the pricing strategy proposed,
- d. identification of potential operators or occupiers and how and when they will be targeted,
- e. an indicative timetable for different stages of the marketing process,
- f. the length of the anticipated void period once completed and a strategy for how this will be managed, and
- g. any incentives to be offered to attract initial occupiers, such as a rent free or reduced rent period and/or flexible lease terms, such as shorter lease durations and/or favourable options to renew or extend.

The marketing of the Class E(G) (iii) element shall be carried out in full accordance with the

approved Strategy thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of securing adequate re-provision of industrial floorspace, in accordance with Brent Local Plan policy BE2.

- 29 Prior to the installation of any external lighting, details of such lighting shall be submitted to and approved in writing by the Local Planning Authority. This shall include, but is not limited to, details of the lighting fixtures, luminance levels within and adjoining the site, as well as any ecological sensitivity measures that form a part of the lighting strategy, and a lux plan indicating any light spill. Details of future maintenance arrangements shall also be provided. The lighting shall not be installed other than in accordance with the approved strategy, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of safety and the amenities of the area, including residential amenity.

- 30 Prior to the commencement of development (other than demolition, site clearance and enabling works) a scheme of sound insulation measures shall be submitted to the Local Planning Authority for approval. The insulation of the separating floor(s) between the industrial / commercial use(s) and the student accommodation above shall be designed to meet the standards of Building Regulations Approved Document E '*Resistance to the passage of sound*'. The approved measures shall thereafter be implemented in full.

Reason: To obtain required sound insulation and prevent noise nuisance in the interest of the amenity of future occupants.

- 31 In the event that one or more of the industrial / commercial uses hereby approved are occupied by a business / operator that makes use of odour control and / or extract ventilation systems, details of such equipment, including all details of any external or internal ducting and measures to minimise noise and vibration impacts when in use shall be submitted to the Local Planning Authority for approval in writing.

The approved equipment shall thereafter be operated at all times and maintained in accordance with the manufacturer's instructions.

Reason: in the interest of neighbour amenity and to ensure an acceptable appearance of the development is maintained in the interest of visual amenity.

- 32 Prior to commencement of development hereby approved (excluding demolition, site clearance and the laying of foundations), detailed plans shall be submitted to and approved in writing by the Local Planning Authority demonstrating the provision of sufficient ducting space for full fibre connectivity infrastructure within the development (each of the buildings). The development shall be carried out in accordance with these plans and maintained as such in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To provide high quality digital connectivity infrastructure to contribute to London's global competitiveness.

- 33 Prior to commencement of development above ground for each building hereby approved, details of materials for all external work to the respective building(s), including samples / sample boards to be made available on site for inspection, shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include but not be limited to:

- a. Building envelope materials (including bricks and cladding)
- b. Windows, doors, glazing systems including colour samples; and
- c. Balconies, balustrades and screens

The work shall be carried out in accordance with the approved details thereafter, unless otherwise agreed in writing by the Local Planning Authority.

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

- 34 No piling shall take place until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken fully in accordance with the terms of the approved Statement, unless otherwise agreed in writing by the Local Planning Authority.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure.

- 35 Prior to first occupation of the student accommodation hereby approved, an updated (final) Student Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The updated plan shall include but is not limited to;

- details of the student accommodation management provider appointed to manage the student accommodation;
- details of a dedicated community liaison contact for the development, and procedures for reporting of noise/nuisance complaints associated with the approved use;
- details of how students would be encouraged and facilitated to recycle waste where practical to do so;
- details of how access to communal student spaces including external areas, refuse and cycle storage areas will be managed and how these areas will be maintained;
- details of access control measures to ensure safety of students and other users of the building;
- details of management arrangements for student move in / out procedures so as to minimise impact on the highway network, any unauthorised use of the service yard to the north-east of building G and to and prevent congestion during these periods;
- details of on-site staff presence 24/7;
- details of how deliveries will be managed;
- emergency contact details and procedures to be employed during an emergency event;
- CCTV provision;

As well as any other information considered relevant to the management of the student accommodation.

The approved Student Management Plan shall be implemented for the lifetime of the development from first occupation of the student accommodation, unless otherwise agreed in writing by the Local Planning Authority.

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

- 36 Prior to installation of any of the drainage / SuDs systems hereby approved, a Whole-life Management and Maintenance Plan for the drainage / SuDS system shall be submitted to and approved in writing by the Local Planning Authority.

This Plan shall set out how and when to maintain the full drainage system (e.g. a maintenance schedule for each drainage / SUDS component), with details of who is responsible for carrying out the maintenance. The approved Plan shall subsequently be implemented in accordance with the approved details for the lifetime of the development, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure adequate management and maintenance arrangements for drainage of the site, in accordance with London Plan Policy SI13 and Brent Local Plan Policies BSUI3 and BSUI4.

- 37 Within six months from practical completion of the non-domestic floorspace hereby approved, a revised BREEAM Assessment and Post Construction Certificate, demonstrating compliance with the BREEAM Certification Process for non-domestic buildings and the achievement of a BREEAM 'Excellent' rating as a minimum, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the non-domestic floorspace is constructed in accordance with sustainable design and construction principles, in accordance with Brent Local Plan Policy BSUI1.

- 38 Prior to occupation further details of the PV strategy to demonstrate that the PV array has been maximised, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the PV array shall be installed and maintained in accordance with the approved Strategy for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of sustainable development and to maximise on site carbon dioxide savings.

- 39 Prior to occupation an updated BRUKL assessment shall be submitted to and approved in writing by the Local Planning Authority which shall demonstrate how the developments cooling demand has been further reduced, with the intention to be lower than the notional building.

Reason: In the interests of sustainable development.

- 40 Prior to the occupation of the development, the post-construction tab of the GLA's Whole Life-Cycle Carbon Assessment template should be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance. Together with any supporting information, it should be submitted to, and approved by the Local Planning Authority in writing.

Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings Whole Life-Cycle Carbon assessment informative Once the GLA's Whole Life-Cycle Carbon Assessment is approved by the LPA, the Applicant should provide this Assessment together with any supporting information to the GLA at: ZeroCarbonPlanning@london.gov.uk.

- 41 Prior to the occupation of the development, a post-construction monitoring report should be completed in line with the GLA's Circular Economy Statement Guidance. The report should be submitted to and approved by the Local Planning Authority in writing.

Reason: In order to maximise the re-use of materials and in the interests of sustainable waste management.' [order of reason reversed to emphasise CE over waste] Post-construction monitoring report informative Once the Post-Construction Monitoring report is approved by the LPA, the Applicant should provide the approved post-construction monitoring report and any supporting information to the GLA at circulareconomystatements@london.gov.uk

- 42 Prior to commencement of relevant landscape works for the development hereby approved a detailed landscaping scheme and implementation programme shall be submitted to and approved in writing by the Local Planning Authority. The approved landscaping scheme and implementation programme shall be completed in full, either:-

(a) prior to use or occupation of the relevant buildings, in respect of all hard landscaping elements and boundary treatments;

(b) during the first available planting season following completion of the relevant buildings hereby approved, in respect of all soft landscaping elements, unless alternative timings are agreed.

It shall thereafter be maintained fully in accordance with the approved Landscape Management and Maintenance Plan, unless otherwise agreed in writing by the Local Planning Authority.

The landscaping scheme submitted shall incorporate the hard and soft landscaping details indicated on the approved plans, as well as further details of but not limited to the following;

- i. Proposed materials for all hard surfaces and the permeable qualities (including colour finishes);
- ii. Species, sizes, locations and densities for all trees (and tree pits where relevant), shrubs, planting and a detailed implementation programme;
- iii. Materials and size of all raised planters and trellises;
- iv. All external furniture, benches, tiered seating and informal seating (including location and type of cycle parking stands in landscaped / public realm areas);
- v. All biodiversity enhancement measures;
- vi. Existing and proposed functional services above and below ground in relation to proposed landscaping (e.g. drainage, power, communications, shared ducting provision);
- vii. Details to demonstrate compliance with the proposed Urban Greening Factor score of 0.40, as shown indicatively on drg number PLA 0039 SD 102 RO2;
- viii. A detailed Landscape Management and Maintenance Plan setting out details of the proposed arrangements for maintenance of the landscaping, including management responsibilities in perpetuity;
- ix. Any external CCTV installations
- x. All raised edges, including locations, in order to protect planted / landscaped areas from vehicle damage;
- xi. Proposed retractable bollards;
- xii. All boundary treatments, including fencing, gates, retaining structures and other means of enclosure (including the above ground external amenity levels), indicating materials, position and heights, and details to confirm the extent of the western site boundary (for the southern site) that is to remain open and permeable. The open and permeable sections of the western site boundary (for the southern site) shall be maintained in accordance with the approved details for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority;
- xiii. Soil depth and composition of green biodiverse roof areas, and details of their future maintenance.

If within 5 years of the installation of a green roof, any planting forming part of the green roof shall die, be removed, or become seriously damaged or diseased, then this planting shall be replaced in the next planting season with planting of a similar size and species, unless otherwise agreed in writing with the Local Planning Authority.

Any trees and shrubs planted in accordance with the landscaping scheme which, within 5 years of planting are removed, dying, seriously damaged or become diseased shall be replaced in similar positions by trees and shrubs of similar species and size to those originally planted, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the locality in the interests of the amenities of the occupants of the development, provides ecological, environmental and biodiversity benefits, and to provide tree planting in pursuance of section 197 of the Town and Country Planning Act 1990.

- 43 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 the Local Planning Authority in writing for approval.

The plant shall thereafter be installed and maintained in accordance with the approved details.

Reason: To protect acceptable local noise levels, in accordance with Brent Policy DMP1.

- 44 Any soil contamination remediation measures required by the Local Planning Authority shall be carried out in full. A verification report shall be provided to 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.

- 45 Prior to first occupation or use of the development hereby approved, a detailed Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This Plan shall set out measures to ensure that all delivery and servicing activities associated with students moving into and out of the development can be safely accommodated without adversely affecting conditions on the highway network, or pedestrian safety in the area, and commit to a concierge for all student accommodation deliveries..

Details of how access for delivery vehicles to the service yard to the north-east of building G are to be safely accommodated and managed on site shall also be provided. This shall include details of an advanced delivery booking system and measures to prevent unauthorised vehicle access to this yard, including vehicles with a maximum length of 6.7m and maximum width of 2.2m to be allowed to enter the service yard and a maximum of two vehicles at any one time to enter the yard.

Furthermore, the Plan shall also set out measures to demonstrate how vehicle access to the southern most end of the (southern) site will be controlled / restricted, to ensure vehicle access is only permitted for certain delivery and servicing activities. As well as further details of the retractable bollards to be used on site and how these will be effectively managed.

All delivery and servicing activity associated with the development hereby approved shall thereafter be carried out, and the development operated in accordance with the approved Plan, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that all delivery and servicing activities can be safely accommodated without adversely affecting conditions on the highway network or pedestrian safety, in accordance with London Plan Policy T7 and Brent Local Plan Policy BT3.

INFORMATIVES

1 - The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.

2 - The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk

3 - The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented as this may involve the use of adjoining land and should also ensure that all development, including foundations and roof/guttering treatment is carried out entirely within the application property.

4 - If the development is carried out it will be necessary for a crossing to be formed over the public highway by the Council as Highway Authority. This will be done at the applicant's expense in accordance with Section 184 of the Highways Act 1980. Application for such works should be made to the Council's Highways Team.

The grant of planning permission, whether by the Local Planning Authority or on appeal, does not indicate that consent will be given under the Highways Act.

5 - Prior consent may be required under the Town and Country Planning (Control of Advertisements) Regulations 1990 for the erection of any

- (a) illuminated fascia signs
- (b) projecting box signs
- (c) advertising signs
- (d) hoardings

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(s) are strongly encouraged to pay the London Living Wage to all employees associated with the construction and end use of development.

7 - The following highways licences may be required: crane licence, hoarding licence, on-street parking suspensions. The applicant must check and follow the processes and apply to the Highway Authority.

8 - The Council recommends that the maximum standards for fire safety are achieved within the development.

9 - Secure by Design advice is that standard BS 5489-1:2020 is to be achieved for external lighting.

10 - There are public sewers crossing or close to your development. If you're planning significant work near Thames Water sewers, it's important that you minimize the risk of damage. You will need to check that your development doesn't limit repair or maintenance activities, or inhibit the services Thames Water provide in any other way. The applicant is advised to read the following guide working near or diverting Thames Water pipes.

[https://urldefense.com/v3/__https://www.thameswater.co.uk/developers/larger-scaleddevelopments/planning-your-development/working-near-our-pipes__;!!CVb4j_0G!T6NC5eyXTZ5yLsj4ltd7w-AcYfFUMfICqbzki4-huYcdolZHm3cLPtZwbOILcKdliWrJhapQ9p0uYvC8oxJ3aQOnI84IbLU\\$](https://urldefense.com/v3/__https://www.thameswater.co.uk/developers/larger-scaleddevelopments/planning-your-development/working-near-our-pipes__;!!CVb4j_0G!T6NC5eyXTZ5yLsj4ltd7w-AcYfFUMfICqbzki4-huYcdolZHm3cLPtZwbOILcKdliWrJhapQ9p0uYvC8oxJ3aQOnI84IbLU$)

11 - As required by Building regulations part H paragraph 2.36, Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions.

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via

[https://urldefense.com/v3/__http://www.thameswater.co.uk__;!!CVb4j_0G!T6NC5eyXTZ5yLsj4ltd7w-AcYfFUMfICqbzki4-huYcdolZHm3cLPtZwbOILcKdliWrJhapQ9p0uYvC8oxJ3aQOny-bzpwC\\$](https://urldefense.com/v3/__http://www.thameswater.co.uk__;!!CVb4j_0G!T6NC5eyXTZ5yLsj4ltd7w-AcYfFUMfICqbzki4-huYcdolZHm3cLPtZwbOILcKdliWrJhapQ9p0uYvC8oxJ3aQOny-bzpwC$) . Please refer to the Wholesale; Business customers; Groundwater discharges section.