

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

15 August, 2018
05
18/1592

SITE INFORMATION

RECEIVED	27 April, 2018
WARD	Wembley Central
PLANNING AREA	
LOCATION	1-7, 9, 11 & 11A Elm Road, Wembley, HA9 7JA
PROPOSAL	Demolition of existing hotel buildings and erection of a part 3, part 4 and part 5 storey 226 bed aparthotel plus basement accommodation comprising guestrooms and ancillary facilities within a 5-storey basement (situated below the part-basement lower ground floor), together with soft and hard landscaping, servicing, cycle storage and refuse and recycling facilities
PLAN NO'S	Refer to condition 2.
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_139684</p> <p><u>When viewing this as a Hard Copy</u> .</p> <p>Please use the following steps</p> <ol style="list-style-type: none">1. Please go to pa.brent.gov.uk2. Select Planning and conduct a search tying "18/1592" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab

RECOMMENDATIONS

Resolve to grant planning permission subject to conditions and the completion of a satisfactory Section 106 or other legal agreement.

Section 106 Heads of Terms

1. Payment of legal and professional costs;
2. Notification of commencement;
3. Training and employment plan targeting Brent residents;
4. A financial contribution of £10,000 towards the planting of street trees along the frontage of the development
5. Submission and approval of a full operational Travel Plan based upon the submitted Framework Travel Plan within six months of the aparthotel opening and the implementation and monitoring of the travel plan;
6. Any other planning obligation(s) considered necessary by the Head of Planning

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

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

Conditions

1. Time Limit for commencement
2. Approved drawings/documents
3. Restriction on occupancy length
4. Building use restriction
5. Specific windows to be obscure glazed for privacy of neighbours
6. 10% accessible bedrooms to be provided and maintained
7. Tree protection measures
8. Accessibility Management Plan to be adhered to
9. Service bay provided and Coach Management Plan and Delivery and Servicing Management Plan to be adhered to
10. Crossover works to be completed prior to occupation
11. Considerate Constructors' Scheme membership
12. Cycle Parking to be installed prior to occupation
13. Plant Noise
14. Sustainable drainage strategy
15. Construction and Demolition Method Statement
15. Air quality neutral assessment
16. Piling Statement
17. Approval of materials
18. Landscaping details
19. External lighting details
20. Odour extract
21. BREEAM post construction stage review

Informatives

1. Construction Hours
2. Guidance notes from Thames Water (1)
3. Guidance notes from Thames Water (2)
4. Guidance notes from Thames Water (3)
5. Advertisement Consent
6. Contact highways for crossover works
7. Notify highways service of intent to commence works
8. Tree protection informative
9. CIL liability informative
10. London Living Wage informative
11. Fire safety informative
12. Asbestos informative
13. Approval in principle for retaining structures around the site perimeter

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

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

SITE MAP

	<p>Planning Committee Map</p> <p>Site address: 1-7, 9, 11 & 11A Elm Road, Wembley, HA9 7JA</p> <p>© Crown copyright and database rights 2011 Ordnance Survey 100025260</p>
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This map is indicative only.

PROPOSAL IN DETAIL

The proposal seeks to demolish the five existing terrace house buildings that comprise the current hotel. A replacement aparthotel building of a more modern character is proposed in its place. The new aparthotel will accommodate 226 bedrooms/suites, an ancillary café and associated back of house and staff areas. These facilities will be contained across five storeys above ground and across one semi-basement level and four basement levels.

An off-street taxi drop-off area as well as access to the aparthotel's internal service bay are proposed along the St John's Road frontage.

Six short stay cycle spaces are proposed along the Elm Road frontage, close to the edge of the site.

EXISTING

The subject site is situated on the north-east corner of the junction of Elm Road and St John's Road in Wembley, approximately 100m from Wembley High Road and 200m from Wembley Central railway and tube station. It comprises a set of five Edwardian terrace houses that have long been repurposed for use as a hotel containing 61 bedrooms and associated car parking space. The existing hotel is situated just outside of the designated Wembley Town Centre boundary, with the buildings just across the road (on the south side of Elm Road) being within the boundary of the town centre. The site is within the Wembley Growth Area.

The subject site is not within a Conservation Area, nor is the building listed.

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. 4 objections have been received regarding some of these matters. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application:

- **Representations received:** 329 neighbouring occupiers were consulted on the application. One objection was received raising concerns with nuisance and disturbance during construction works and an over concentration of hotels within the Wembley area.
- **Intensification of use:** The proposal will result in a significant intensification of an existing hotel use and also an intensification of a previously approved hotel redevelopment proposal. Your officers consider this to be acceptable given that it is an existing hotel adjacent to the Town Centre boundary and within the Wembley Growth Area, and the proposal continues to demonstrate that it is an appropriate addition in terms of its visual design, massing, highway impacts and amenity impacts to neighbours.
- **Design:** The design of the building is considered to be acceptable and the height and massing is in keeping with the local context.
- **Neighbouring amenity:** The relationship with most neighbouring buildings complies with relevant Brent guidance for protecting visual amenity. Situations where guidance is breached are very minor in nature. The applicant's daylight and sunlight analysis confirms that whilst some small losses of light will be experienced, all nearby properties will retain suitable daylight and sunlight to their windows in line with BRE standards.
- **Highways and transportation:** The submission demonstrates that the proposal is unlikely to have a significant impact on local street given the high level of public transport accessibility of the site.
- **Environmental considerations:** A number of conditions are recommended regarding the potential will require the environmental health impacts, in particular construction management, to be fully considered and mitigated prior to commencement of the development.
- **Trees, landscaping and public realm:** The proposal will deliver new street trees outside the development as part of a S106 contribution, which is strongly supported by your officers. Railing planting will mask the light well and make for a positive street frontage relationship.
- **Sustainability and energy:** The measures proposed by the applicant achieve the required improvements in terms of achieving a BREEAM rating of 'Excellent'. Conditions will ensure that further information to demonstrate this will be provided as the development proceeds.

MONITORING

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

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Assembly and leisure	0		0	0	
Businesses / research and development	0		0	0	
Businesses and light industry	0		0	0	
Businesses and offices	0		0	0	
Drinking establishments (2004)	0		0	0	
Financial and professional services	0		0	0	
General industrial	0		0	0	
Hot food take away (2004)	0		0	0	
Hotels	1230		1230	6092	
Non-residential institutions	0		0	0	
Residential institutions	0		0	0	
Restaurants and cafes	0		0	0	
Shops	0		0	0	
Storage and distribution	0		0	0	

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
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RELEVANT SITE HISTORY

Relevant planning history

17/3188: Full Planning Permission sought for demolition of existing hotel buildings and erection of a part 3, part 4 and part 5 storey 128 bed aparthotel plus basement accommodation comprising guestrooms and ancillary facilities within a 4-storey basement (situated below the part-basement lower ground floor), together with soft and hard landscaping, servicing, cycle storage and refuse and recycling facilities (revised description), subject to a Deed of Agreement dated 8 January 2018 under Section 106 of the Town and Country Planning Act 1990, as amended - **Granted, 12/01/2018.**

CONSULTATIONS

Letters to 329 adjoining and nearby owners and occupiers sent on 17th May 2018.

Press notice printed on 24th May 2018.

Site notice displayed from 5th July 2018.

One letter of objection was received.

The grounds of objection are listed below:

Grounds of Objection	Officer Response
Construction will disturb residents by resulting in noise, dust and carbon emissions.	Construction will only be temporary and is a reality of any development. Legislation exists to limit the impact of construction on neighbouring amenity and a construction management plan will be required to confirm means by which disturbance will be minimised prior to construction starting.

	The applicant's submissions indicates that the proposal is capable of achieving a BREEAM sustainability rating of 'Excellent' which means that the development will be taking a high number of measures to reduce its carbon emissions, which is welcomed.
There are enough hotels in the area to serve the neighbourhood and visitors.	There is no planning policy that limits the number of hotels in this area. It is up to the owner to consider if suitable demand exists for the proposed aparthotel.

Internal Consultees

Environmental Health: No objection to the proposal subject to conditions. Please see Environmental Health discussion below for further details.

Local Lead Flood Authority: No objection to the proposal subject to conditions. Please see discussion below for further details.

External Consultees

Thames Water: No objection subject to conditions. Please see discussion below for further details.

POLICY CONSIDERATIONS

NATIONAL

National Planning Policy Framework (July 2018)

Paragraph 11 of the NPPF states that planning decisions should apply a presumption in favour of sustainable development, whereby development proposals should be approved that accord with an up-to-date development plan without delay.

REGIONAL

Further alterations to the London Plan (consolidated with alterations since 2011)

Policy 4.5 - London's Visitor Infrastructure

Policy 5.3 - Sustainable Drainage

Policy 7.6 - Architecture

Policy 7.14 - Improving air quality

Policy 7.15 - Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes

Policy 8.3 - Community Infrastructure Levy

LOCAL

Brent Local Development Framework Core Strategy 2010

CP1 Spatial Development Strategy

CP5 Placemaking

CP7 Wembley Growth Area

CP19 Brent Strategic Climate Change Mitigation and Adaptation Measures

Brent Development Management Policies 2016

DMP 1 –Development Management General Policy

DMP 6 – Visitor Accommodation and Attractions

DMP 11 – Forming an Access on to a Road

DMP 12 – Parking
DMP 13 – Movement of Goods and Materials

Wembley Area Action Plan 2015

WEM1 Urban Form
WEM15 Car Parking Standards
WEM16 Walking and Cycling
WEM30 Decentralised Energy

Brent Council Supplementary Planning Guidance and Documents

SPG17 Design Guide for New Development 2001
Draft SPD1 Design Guide for New Development 2017
SPD2 Residential Extensions and Alterations 2018

DETAILED CONSIDERATIONS

Background and relevant planning permission

1. This application is very similar to an application that was previously approved by the committee (17/3188) which was the proposal of a near identical building containing an aparthotel formed of 128 bedrooms/suites, associated back of house and staff areas as well as a restaurant, gym and leisure centre for the use of guests. These facilities were approved across five storeys above ground and across one semi-basement level, two basement levels and a third double height basement level. This application was approved by the planning committee in November 2017 and formally approved subject to a S106 agreement in January 2018.
2. The key difference between the current proposal and that which was previously granted consent is the significant uplift in proposed bedrooms/suites (an increase of 98 from 128 to 226), much of which has been achieved through a loss of the ancillary parts of the hotel, with the restaurant, gym and leisure centre no longer proposed within the revised development and the double height space that these facilities occupied has been subdivided to create two normal height basement levels of aparthotel accommodation.
3. Beyond this main change there have been a number of minor alterations to the proposal (mostly internal), which will be discussed below in the 'detailed considerations' section.
4. Whilst the intensity of the hotel use proposed has increased significantly, the above ground footprint of the building, as well as the building's maximum height and minimum height below ground level remain the same as that which was previously approved by committee under application 17/3188.
5. The content of the following sections is substantially similar and for many passages, identical, to that of the committee report for 17/3188. This reflects the similarities between the two developments, however appropriate changes to the report have been made where necessary and an additional section has been added to clearly set out all of the differences between the previous application (17/3188) and the subject application.

Principle of use

6. There is no objection to the principle of redeveloping the existing hotel for a new hotel facility. No change of use will occur.
7. The use of the site would intensify as a result of the proposed development, with an increase from the 61 bedroom hotel to a 226 bedroom aparthotel. Given the excellent public transport accessibility level (PTAL of 6) and the location being immediately adjacent to a major town centre, it would not be considered that the intensification of the use would reflect an overdevelopment, subject to demonstration that the proposal is acceptable on visual design, massing, highways and amenity impact grounds.
8. The hotel will include a substantial part-basement level and four full basement levels (with a small fifth basement level for plant). There is no objection in principle to the excavation and use of basement levels,

however there are certainly considerations to be made about whether the aparthotel would become overly reliant on basement floor space for its primary functions, as this could represent an unacceptable intensification of use which would not appropriately reflect the capacity of the site. In paragraph 1.3 of the committee report for the previously approved development (PAD), officers noted that the basement accommodation was ancillary in nature because it comprised a low percentage of the primary hotel accommodation (20% in terms of room numbers and 36% in terms of room floor space). The basement accommodation now clearly provides a substantially larger amount of the accommodation proposed and could certainly not be considered ancillary or auxiliary in nature. Nonetheless, when assessing this scheme on its own merits, officers do not consider that there is any direct harm in planning terms as a result of the reliance on basement accommodation, nor any specific planning policies which this aspect would contravene. The nature of the use (hotel use for temporary periods of occupancy) would not necessitate the achievement of high quality outlook and levels of internal daylight that would be expected in a residential development; in addition, compared to the PAD, the building will not be materially different as seen from the street nor will it incur any additional impact on adjoining neighbours' amenities in accordance with the parameters set out within the Council's guidance. The hotel is also continued to be proposed to operate entirely car free, as supported by its excellent public transport accessibility level which would not raise material highways considerations in terms of increased visitor numbers. Finally, the above ground footprint, maximum height and minimum height of the building below ground level remain identical to the PAD. Taking the above into account, officers, on balance, consider that it is not reasonable to resist the proposal in planning terms.

9. The principle of acceptable hotel or aparthotel accommodation relies on assurance that the aparthotel will not be occupied by permanent residents, in accordance with the requirements of policy DMP 6. A condition will be applied to require this.

Scale, Design and Massing

10. Design is an important consideration, and buildings need to be high quality. This is promoted within the NPPF, and by policy 7.6 of the London Plan, CP6 and CP8 of the Core Strategy.
11. The site is not within or close to a conservation area and does not contain listed buildings. The proposal would result in the loss of the existing Edwardian terraced buildings, however, much of the wider character of this part of Wembley, including the buildings on the southern side of Elm Road are generally more modern in comparison and the loss is not considered contrary to planning policy providing a high quality design solution being provided in its place.
12. The proposal is for an orthogonal building to replace the five terrace houses, whose massing would range from 3 storeys on the northern and eastern sides to 4 and 5 storeys on the central and southwestern sides of the building, at the central part of the corner plot. The 3 storey parts of the building would accord with the height of the surrounding buildings, including the terraces along Elm Road (9.7m high), whilst the higher central section would increase the height by an additional 5.5m resulting in a prominent building in relation to its immediate neighbours. Given the corner plot location, it is considered that this is an acceptable arrangement which would not detract from the established character of the shortened, but otherwise unaffected, row of terrace houses to the east.
13. The buildings on the south side of Elm Road include the Job Centre, which is a flat roofed 3 storey building immediately across from the hotel and the adjoining block of flats at 10 and 12 Elm Road, which reaches a height of 5 storeys, with a set in sixth. Unlike the hotel, these buildings are within the Wembley Town Centre boundary and result in an urban context along Elm Road when compared to the surrounding residential roads. Whilst the hotel is marginally outside of the town centre boundary, the use of the building as a hotel is already established and it is considered that the denser, urban character proposed would respond to the immediate context across the road junction well, whilst being limited enough in height to minimise disturbance of the suburban residential character that prevails to the north of the site. The proposal is therefore considered to be a comfortable addition in terms of general massing, given its surrounding context on the south side of Elm Road.
14. The building has been designed to follow the established front building line of Elm Road. The building will have a clean straight façade but will have variation in heights (as detailed above) which creates different volumes on the upper floors, breaking down the massing of the building. The building is also articulated through variations in façade treatment, with red brick being used on lower flower floors and white brick being used on the upper most floors to give a lighter-weight appearance to the tallest parts of the building. Tall window openings framed in PPC aluminium are to repeat frequently along the façade and

are to be arranged in clean stacks up the building to provide a strong vertical emphasis. A larger gap between windows is to be articulated with brickwork inset panels to provide some additional interest within the frontage. By virtue of the significant headroom height within the servicing entrance, some of the windows on the northern part of the building fronting St John's Road will not align with their adjacent windows – this results in a break in design rhythm. However, the architects have sought to differentiate this particular section of the façade by using white brick entirely and providing additional sections of brickwork detailing panels to achieve an appropriate and deliberate variation in the design.

15. The building will be fronted at ground level by metal railings with landscaping planters along the base of the railings. The railings will be placed 2m in front of the edge of the building itself. The established window rhythms along the visible façade extend downward into a light well. The light well provides some of the basement's light source and also provides defensible space for the bedrooms whose windows face out onto the street at ground floor level, however the light well has the potential to result in an awkward relationship between the building and the street. The planters within the railings will help to screen this relationship from view and contributions to be made to street tree planting (see paragraphs 63 and 64 below) will provide further environmental mitigation which will work to mask the visibility of the light well from the street. The guest entrance to the hotel is located centrally, on the corner of the building. It is a prominent entrance which makes use of tall glazed panels to provide additional activation and improve the relationship with the street. The northern edge of the building, along St Johns Road, is to be equipped with a large sliding vehicular entrance door comprised of a PPC aluminium roller shutter. The entrance is 4.5m high, which will allow deliveries and collections from the largest vehicles.
16. The building is to occupy most of the plot and will not include the 10m space buffers which would normally be required to preserve outlook to neighbouring development sites. Nonetheless, two of the elevations (south and west) are highway facing whilst the other two (north and east) do not provide any forms of outlook. As such, the development is not relying on another land parcel to achieve outlook.
17. Overall, the building's design and appearance is considered acceptable. The building would be notably larger than its immediate surroundings but the focus of it on the main road junction, and the light materials as well as the similarly tall established buildings across the road are considered to fully justify the building design proposed.

Hotel Layout

18. The proposed aparthotel includes 226 rooms overall with various ancillary rooms and functions. Behind the entrance at street level, guests proceed down a short flight of stairs to the lower ground floor where the reception and café is located. A disabled lift to reach the LG floor is provided immediately within the entrance. From the main reception/café area there is access to the service bay, deliveries/storage/refuse and 'back of house' area with laundry rooms and admin offices. Finally, corridor access to eleven of the aparthotel rooms located on this floor is possible. From these corridors it is also possible to access the main guest stairwell and the three guest lifts for access to other floors.
19. The upper ground floor occupies a similar footprint to the lower ground, however the north eastern section of the building tapers in to protect the rear garden amenities of no. 13 Elm Road, resulting in a slightly smaller floor. This floor provides access to 21 of the aparthotel rooms and includes a small laundry room for the ease of servicing rooms.
20. The first floor occupies the same footprint as the upper ground floor and provides access to 25 of the aparthotel rooms. A laundry room is provided in amongst the rooms for the ease of servicing rooms.
21. The second floor tapers in further on the north eastern corner to provide further mitigation of amenity impact on no. 13 Elm Road. The footprint therefore reduces in size again. Access to 22 of the aparthotel rooms plus another laundry room is made from this floor.
22. The third floor sees substantial reductions in footprint as more of the north-eastern corner is reduced as well as the northern and eastern extremities of the façade; this retains a smaller central section forming the high level part of the building. The floor provides access to 16 of the aparthotel rooms, and one laundry room is provided centrally.
23. The fourth (and top) has the smallest footprint, occupying just the central section of the main building footprint. Access to 11 of the aparthotel rooms is on this floor along with one laundry room.
24. Each of the four basement levels has the same layout with 30 aparthotel rooms and one laundry room on

each floor. The basement floors sit within a larger space within the full footprint of the building and can therefore accommodate additional rooms compared to the upper level floors. One of the rooms in the fourth basement level has a door allowing maintenance access to the ground level of the central light well. Finally, a fifth basement level occupies a small section of floor space at the bottom of the building. The edge light wells do not extend down to this floor and no natural light is provided. The fifth basement floor provides space for additional plant only – no guest accessible space is to be provided on this floor and staff would only need to enter for maintenance purposes.

25. A key feature of the internal layout is a central light well, which is approximately 7m x 9m in size, which allows light into the rear parts of the hotel. The light well provides light to all floors of the hotel running from the roof of the building down to basement level 4. Across all floors the light well provides light and outlook to bedrooms.

Internal Accommodation

26. The Council does not have policies regarding the quality of hotel or aparthotel rooms. However, the layouts proposed appear to be typical of such uses. Despite much of the accommodation being subterranean, it is noted that most rooms will still have access to natural light through a window onto one of the light wells of the building. It is noted that 2 rooms on each of the 4 basement levels (a total of 8 rooms (3.5%)) will not have access to any natural light. The light and outlook to the basement/subterranean rooms is clearly likely to be substantially less compared to those above ground, however the Council does not have policies regarding the quality of hotel or aparthotel rooms and it is not considered that this should form a reasonable means of refusing the application.
27. Inclusive access is to be integral to the design of the hotel. London Plan policy 4.5 requires at least 10% of hotel rooms to be wheelchair accessible and the aparthotel will provide 24 such rooms (10.6%) to achieve this requirement. The floorplans confirm that the accessible bedrooms are generally those which are closest to the lift accesses and are shown to include appropriate wheelchair turning spaces within bedrooms and their en-suites. None of the accessible bedrooms are to be subterranean or duplex in design and will all be contained within the Ground and above floors. In accordance with Brent Policy DMP6, the application has been accompanied by an Accessibility Management Plan (AMP) within the D&S statement to demonstrate that the management and operation of accessible rooms is integral to the hotel's design. The AMP confirms that accessibility and inclusion will be monitored throughout the life of the development and that revisions will be made post-planning to reflect the operators operational and management policies.
28. The AMP is considered to be thorough and it will be necessary for the aparthotel to operate in strict accordance with the AMP for the development to be acceptable. This will be conditioned to any forthcoming consent.

Sustainability Assessment

29. The main consideration in respect of this development's sustainability requirements is the BREEAM rating of the development whereby Brent's local policy CP19 within the Core Strategy requires all non-residential major developments to achieve a sustainability rating of 'Excellent' in accordance with BREEAM criteria.
30. A BREEAM pre-assessment has been carried out and indicates that the development is capable of achieving an 'Excellent' rating (72.52%) which is welcomed. A condition is however recommended that requires the applicant to submit a Post Construction Stage Review BRE Certificate demonstrating that the Development has achieved BREEAM 'Excellent'.
31. In addition to this, the applicant's reports include small sections where it is explained how land use, impacts on neighbours from demolition and construction, surface water flooding, biodiversity, reuse of buildings, daylight and sunlight impacts and micro-climate will be managed to ensure the development maximises its sustainability. The sustainability report also confirms that the water efficiency of the development is in line with recommended BREEAM targets, through the use of water efficiency fittings resulting in a reduced water consumption. The report also refers to materials and waste, whereby 100% of timber used will be sourced from accredited Forest Stewardship Council (FSC) sources of Programme for the Endorsement of Forestry Certification (PEFC) source. Product holding responsible sourcing certifications will be specified for the main building elements (walls, floors, roof).
32. Major non-residential developments are not required to achieve carbon savings as set out within Policy

5.9 of the London Plan that would otherwise always be applied to major residential schemes. However, the applicant has included an Energy and Sustainability Statement indicating that the development can achieve a 42.4% saving on carbon emissions when compared against the benchmark for carbon savings within the 2013 Building Regulations which is 7.4% higher than the expected benchmark for residential developments (35%). The sustainable design approach beyond policy requirements is strongly welcomed.

Amenity Impact

33. The Council's SPG17 and draft SPD1 guidance includes parameters for suitable impact on the amenity of neighbouring occupiers. The western and southern edges of the development border with the public highway and will therefore not affect private amenity spaces. The building's northern edge sits along the boundary with 10-12 St John's Road. This site accommodates a church. Whilst the development will impose a large built form of three storeys directly alongside the southern boundary of the site, the aparthotel has been designed without north elevation windows and the aparthotel will not rely on the outlook of the neighbouring church site. Given the lack of residential uses on the adjoining site, it is not considered that the presence of the new hotel building will incur an unduly detrimental impact on the church site.
34. Residential properties along St John's Close adjoin the church site to the north. St John's Close tapers in to the south, to the point where the back edge of the garden at no. 4 St John's Close comes within 4m of the proposed north-eastern corner of the aparthotel. For the extent of no. 4 St John's Gardens width, the aparthotel has a reduced massing (one storey only on the far eastern edge and two storeys further west). When applying SPG17's degree rule guidance, this property passes the tests by virtue of the reduced massing directly behind the garden; this includes the 45 degree test, taken at a height of 2m from the back edge of the garden and the 30 degree test, taken at a height of 2m from the back edge of the dwellinghouse. The house adjacent to this (no. 3) which is the next closest at 9.5m from the edge of the aparthotel building, passes the 30 and 45 degree tests for the entirety of the building.
35. The most sensitive adjoining relationship is with no. 13 Elm Road to the east. The applicants have designed the building so as to reasonably reduce the impact to the view from the rear windows and rear garden of this property. The building does not extend alongside the garden immediately against the boundary, except below a height of 2m on the lower ground floor. The upper ground floor and first floor are set in from the eastern boundary to soften the impact with the neighbouring property. This includes a 1.4m set in from the boundary for the first 1.7m of the garden depth, which then steps out to a 3.25m set in, which then continually splays away from the boundary to a maximum set in of 5.3m from the boundary at the rear edge of the neighbouring garden. The second floor is set in by 6.5m from the boundary and has a wall which splays away from the garden boundary to 8.9m by the rear edge of the neighbouring garden. The third and fourth floors are set in substantially from the shared boundary with no. 13 (by more than 18m). The development complies with SPD2's 1:2 guidance for the first 2.75m of projection depth beyond the rear wall of the neighbouring property. The Design and Access statement also demonstrates the development's 45 degree relationship with the garden (as measured by drawing a 45 degree line from the shared boundary towards the development at a height of 2m, as seen from a rear elevation). The development does not fall entirely underneath the line until the rearmost part of the garden, however all breaches of the line are only marginal: generally only parapets breach the line. Whilst there will be an acknowledged loss of light and amenity to the garden of no. 13 Elm Road and the nearest houses further to the east it is not considered that these will be unduly detrimental given the small scale breaches of guidance in the context of the large scale of this development. It is also acknowledged that the applicant has made significant design concessions to soften the impact on the neighbouring properties.
36. The upper ground, first and third floors will all have east facing windows that would allow overlooking of the private garden space at the rear of the properties to the east. A condition will require that these windows are obscure glazed and non-opening at low level in respect of the upper ground and first floors, however the third floor is sufficiently set back from the boundary with no. 13 Elm Road (>18m) to alleviate concerns that privacy of residents may be compromised. Furthermore, at this height, it is unlikely that hotel guests will have a direct line of sight to the nearest garden spaces given the expanse of roof that is between the windows and the garden.
37. The relationship on the south and west elevations is less sensitive given the wide expanse of highway separating the hotel from existing properties. Nonetheless, the applicants have shown 30 degree line relationships between the lowest front facing windows and the development to demonstrate compliance with SPG17 guidelines in relation to overbearing impact. The development sits under the 30 degree line when measured from the lowest windows of the nearest properties along St John's Road and Elm Road.

This also takes account of the taller central elements of the building.

38. Where developments do not fully comply with SPG17 guidelines (as is the case with the relationship on the east boundary), it is often requested that applicants provide a professional daylight and sunlight analysis of surrounding properties to consider whether any nearby properties will be unduly affected in accordance with established BRE criteria. The applicant has provided a daylight and sunlight analysis in accordance with BRE standards. The report concluded that none of the affected properties will be affected to the point where any nearby windows fail the relevant BRE standards. Perhaps most critically, the two rear facing windows within no. 13 Elm Roads outrigger projection and two side facing windows within no. 15 Elm Road's outrigger projection will all retain a Vertical Sky Component (VSC) of at least 80% of their existing value, thus meeting BRE criteria. The overall results of the Daylight and Sunlight survey are considered to be positive, particularly given the relatively dense, town centre fringe location.

Transport

39. This application is similar to the previous proposal for the site that was approved in January for a 128-bedroom apart-hotel, but with 98 additional bedrooms added within the basement levels through the conversion of the previously approved duplex rooms into separate rooms over two floors and the restaurant and gym into further rooms. The scale of this proposal is again such that it could have a significant impact on local transport networks. An amended Transport Statement and Travel Plan have therefore been prepared by RGP Consultants and submitted to quantify and then mitigate any impact.
40. As before, car parking standards set out in Appendix 1 of the adopted DMP apply and these allow only disabled and operational parking to be provided for hotels with good access to public transport services. The absence of any proposed parking for the apart-hotel therefore accords with standards and disabled Blue Badge holders would again be able to use nearby on- and off-street parking bays in the area. The operation of a CPZ in the area would again deter car-borne guests from parking in nearby residential streets and encourage them to use nearby public off-street car parks in the area instead, such as St. John's Road, Elm Road or Wembley Central car parks. The excellent access to public transport services will again also help to minimise car trips to the site.
41. As previously discussed, one coach parking space should also be provided for every 50 bedrooms, giving an increased requirement for four spaces for this extended hotel. The applicant has stated that surveys of the nearby Best Western hotel in Wembley High Road suggest that coaches do not visit that site. However, this is not correct and the Best Western hotel is regularly seen to have two or three coaches standing on the highway outside the premises to pick up passengers during the morning peak hour, despite a Coach Management Plan being in place that should corral all coaches into the rear car/coach park and service yard when visiting the premises. As such, there is likely to be high demand for coaches to visit a hotel of this size and a Coach Management Plan would only be likely to have a limited effect in terms of restricting numbers of coaches or dictating where they would stand. However, this proposal is again for an apart-hotel, which includes larger rooms with cooking facilities intended to attract longer-stay customers such as families or long-stay business trips. The applicant states that such visitors are therefore less likely to be arriving in large groups by coach. As before, there is little data on the TRICS national database on apart-hotels, but a review of other apart-hotels in London by Brent's Transport officers suggests that there is very little, if any, demand for coach parking for such businesses.
42. A coach management strategy has again been submitted setting out the policy towards coach bookings (i.e. they will not be accepted and any web-based booking system will limit guest numbers for group bookings). In the unlikely event that a coach does require parking for the hotel, staff will direct them to alternative locations in the area. Although this is not ideal, as the coach would still wish to stand at the site when dropping off and collecting passengers, it is noted that there would be sufficient space within the service yard to accommodate a coach (or two at a push) if required, as long as this area is managed and tracking has now been provided to demonstrate that a coach could reverse into the service yard from St. John's Road and turn around if necessary. As such, the coach parking requirements can again be relaxed, as long as a planning condition is applied to the consent to limit its use to an apart-hotel only (and not a general hotel) and as long as the future operation and regular review (which is set out within the management plan) of the submitted Coach Management Plan is secured.
43. Taxis can also be expected to set down and collect visitors and as before, a carriage driveway on the western side of the site is proposed for this purpose, accessed via two crossovers onto St. John's Road. The width of this driveway has now been reduced to 2.4m to accommodate a wider light well to the

basement, but tracking has been provided to show that it would still be accessible by taxis (although the space available for passengers to manoeuvre around the vehicle with luggage will be more restricted). As before, the new and widened crossovers will need to be provided by the Highway & Infrastructure Service at the developer's expense, including the removal of guard railing.

44. For the enlarged hotel, the London Plan now requires five short-stay bicycle parking spaces for guests and twelve long-stay spaces for staff. The proposed provision of six and eleven spaces in suitable areas respectively is sufficient to satisfy overall requirements.
45. Servicing by 8m rigid vehicles is again required for the hotel under the standards set out in Appendix 2 of the DMP and the provision of a service yard at the northern end of the building accessed from St. John's Road is again sufficient to satisfy this requirement. As before, vehicles will be required to reverse into the service yard, which suits the fact that the width and height restrictions on St. John's Road to the north of the site mean that many delivery vehicles could only approach and leave the site from the south, so will need to turn within the service yard entrance. Tracking has again been provided to demonstrate that the access arrangements can accommodate large refuse vehicles. As before, a Delivery & Servicing Management Plan has also been submitted with the application to help to manage future deliveries. Eight weekly deliveries are anticipated, with the largest being refuse collection vehicles, with three linen collections per week in box vans. These delivery vehicle movements will be pre-planned, with the aim of avoiding peak hours and ensuring that no more than one vehicle needs to use the service yard at any time. These measures are supported.
46. Pedestrian access is proposed directly from the corner of St. John's Road and Elm Road, which is fine. For the previous application, data from the TRICS database for three other hotels in outer London was used to estimate future trips. However, to provide more localised data, multi-modal surveys have been undertaken by the applicant at the nearby Best Western hotel in Wembley High Road for a Saturday and Tuesday in February 2018. The Best Western hotel also has very little on-site parking, so is suitably comparable with this proposal, albeit it is a standard hotel rather than an apart-hotel. As the Best Western hotel was at the time of the survey still relatively new, the average room occupancy rate for each night preceding and following the survey was used to calculate trip rates, which is considered to be a robust approach. Applying the results to the proposed 226-bed hotel suggests that this proposed apart-hotel would generate 15 two-way vehicle movements in the morning peak hour (8-9am) and 10 two-way movements in the evening peak hour (5-6pm). Daily vehicle movements have been estimated at 114 movements on a weekday and 97 movements on a Saturday. The results are reasonably comparable with previous estimates from the TRICS database for outer London hotels and as previously noted, the absence of parking within the site means that many of these trips would be dispersed across nearby off-street car parks and on-street parking bays. The impact of predicted additional trips on any one junction or road link in the area is therefore again not considered likely to be significant enough to require any further analysis.
47. In terms of modal share, car driver/passenger trips accounted for 13% of trips and taxi journeys for 8%. For other modes, about 65% of trips were by public transport and 11% by foot. For the public transport trips, this would equate to 31 trips by rail/Underground in the morning peak hour (8-9am) and 85 trips in the evening peak hour (5-6pm). This would amount to an average of three extra passengers per rail/Underground service through Wembley Central and Wembley Stadium stations, which is not considered significant enough to have any noticeable impact on capacity. Similarly, the estimated number of journeys by bus (4 in the morning peak hour and 11 in the evening peak hour) would be insignificant. As before though, a "Framework" Travel Plan has been submitted for the hotel, which now includes a firmer action plan.
48. The submitted plan sets out a range of measures to be implemented by a Travel Plan Co-ordinator for both staff and guests (travel information on noticeboards, website etc., marketing and promotion, loans for cycle & season ticket purchase, promotion of car sharing, Car Clubs etc.), with the aim of increasing walking, cycling and public transport use amongst staff and guests over 3-5 years, based initially on the survey results obtained above from the nearby Best Western hotel. Progress towards meeting these targets will be monitored on a biennial basis over five years, with more regular surveys of bicycle parking usage and guest comments. The proposed framework travel plan is supported and development into a full operational Travel Plan within six months of the hotel opening should be secured through a S106 Agreement.
49. Finally, the development includes a deep basement close to the highway boundary. An informative is

therefore recommended advising the applicant that they will require approval in principle (AIP) for the retaining structures around the site perimeter from the Local Highway Authority (i.e. Brent's Highways & Infrastructure Service) prior to the commencement of works. A time period of 8-12 weeks should be allowed to obtain approval and further information can be provided upon request.

50. In conclusion, the development is supported by highways subject to the abovementioned planning conditions and obligations.

Environmental Health

51. The Council's Regulatory Services team have considered the proposals and the technical supporting reports.

Noise, Vibration and Insulation

52. The development proposes the erection of a hotel within a residential/commercial area. Officers in Environmental Health have reviewed the applicant's noise assessment dated April 2018. The methodology of the assessment is acceptable however there are no specifics on noise from plant and noise mitigation measures recommended for the building. In addition there is no information on the proposed delivery hours attending the service bay. Therefore in order to ensure that the internal noise levels within the bedrooms of the hotel are in line with BS8233:2014 officers would recommend a condition requiring the British Standard for sound insulation and noise reduction to be achieved. Whilst the developer would be encouraged to achieve such standards, given that there are no policies governing the internal living standards for hotel rooms it is not considered reasonable to impose this condition on the developer – this was the same approach as taken during the previous application.

53. Plant equipment will be required for the proposed building, which has the potential to result in noise and disturbance of surrounding sensitive uses. Details of plant equipment, including projected noise levels are accordingly recommended to be secured through condition.

Demolition and Construction

54. In line with other Major development proposals, it is recommended that a demolition and construction management statement is secured through condition to promote best practice in the construction in the interest of limiting noise, dust and other disturbance associated with development.

Deliveries and Opening Hours

55. The subject site is accessed via residential streets and Environmental Health have recommended that conditions should be attached restricting the hours of servicing. However, servicing is to be undertaken within a dedicated internal servicing bay and recent TfL initiatives have promoted servicing outside of peak hours where traffic levels are less (and thus the servicing does not contribute excessively to road congestion or adverse air quality). As such, on balance it is considered appropriate to not restrict the hours of servicing.

Asbestos

56. Given the age of the building to be demolished it is possible that asbestos may be present. The applicant should be reminded of their duties under the Control of Asbestos Regulations and must ensure that a qualified asbestos contractor is employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials. An informative will remind the applicant of this.

Air Quality

57. The proposed site is within an air quality management area and therefore due to the size of the development the applicant is required to carry out an air quality impact assessment that should consider the potential emissions to the area associated with the development as well as the potential impact on receptors to the development. In addition to an air quality impact assessment officers in Environmental Health have recommended that an air quality neutral assessment is also submitted in relation to transport emissions and building emissions. This is recommended to be secured by condition.

Odour

58. The proposed use will have a small café area and this could cause issues with odour to surrounding

premises if a commercial kitchen were to operate and odour extraction is inappropriately installed. As such, a condition will require that details of external ducting must be submitted if a commercial kitchen will operate within the hotel.

Flooding and Drainage

59. The applicants have submitted a sustainable drainage strategy for the site which Brent's Local Lead Flood Authority supports, the Local Lead Flood Authority is reassured that surface water attenuation has been appropriately mitigated. In addition there are no historical records of flooding affecting this area. A condition is recommended requiring the applicant to develop the scheme in accordance with the submitted sustainable drainage strategy.
60. Thames Water have provided comments on the application. They have confirmed that with regards to both surface water infrastructure capacity and foul water sewerage infrastructure capacity, that they wish to raise no objections. As the scheme involves a basement construction, Thames Water have recommended an informative to be added requiring the applicant to provide details on what measures will be undertaken to minimise groundwater discharges into the public sewer.

Landscaping and Trees

61. Landscaping will be incorporated into two parts of the proposal, firstly along the proposed frontage where planters will be incorporated along the base of the light well railings. This will improve the appearance of the proposal whilst providing screening of the light well which will immediately abut the footway. Further details of the planting, including species and density will be required by condition to ensure the railing planters are likely to be effective in their improvement of visual amenity.
62. The second landscaping proposal is in the form of tree planting to the enclosed courtyard, at the base of the internal light well at basement level 4. The Courtyard will be not accessible to guests but one of the hotel rooms will have a door that enables access to the courtyard for maintenance purposes only. The courtyard will be the central visible feature for suites located centrally in the aparthotel. The plans provide basic detail, indicating the planting of four small trees within the courtyard and confirmation of a 'landscaped' arrangement. The tree officer has indicated that it is likely to be difficult to cultivate trees in an enclosed light well within a deep basement. Nonetheless, considering that the landscaping will not be visible to the public and that there are no policies or guidance with which hotel accommodation can be assessed, it is not considered necessary to request further information on this aspect. It will therefore be left to the hotel management to consider appropriate courtyard landscaping.
63. A tree plan has been submitted by the applicant and has been reviewed by Brent's tree officer. The plan identifies existing tree locations in and around the site. It is shown that 11 low grade C and U trees are located around the northern and eastern edges of the site. A grade B Hornbeam and a grade C Alder tree front the development on the south side and are located within Council land on the public footway. Furthermore, a grade B sycamore tree is present to the north of the site forming part of the neighbouring property's backland. The arboricultural report submitted confirms that all 11 low grade trees will be removed. Most of these trees are not visible from the public realm and offer limited visual improvement at present. The report also confirms that the two Grade B trees as well as the publicly owned Cat C tree will be retained. Their retention will be assured through a tree protection plan which proposes to erect protective fencing around these two street trees. The report confirms that the protective fencing will be type BS grade tree protection fencing. The full tree survey and protection plan has been reviewed by Brent's tree officer and it is confirmed that the methodology and protection plan proposed are acceptable and that the protection plan should be secured by condition.
64. The applicants only own a thin strip of footway at the front of the development, with the remainder of the footway in public ownership. Brent's tree officer has requested a contribution of £10,000 to enable the planting and maintenance of 7 street trees in front of the hotel, within Council land. This is considered important in improving the landscaping amenity offer at the front of the hotel and to further mitigate any detriment imposed by the visibility of the basement light well. The payment of this contribution has been agreed with the applicant and will be secured through the S106 agreement.

Differences between the previously approved development (17/3188) and the subject proposal

65. A table is provided below setting out the differences between the previous approved scheme and the current proposal.

Aspect of proposal	Approved development (17/3188)	Proposed development (18/1592)
Number and location of aparthotel rooms/suites	128 across fourth, third, second, first, upper ground, lower ground and basements 1 & 2	226 across fourth, third, second, first, upper ground, lower ground and basements 1, 2, 3 and 4
Footprint of the building	As approved.	Increased footprint of the building towards St John's Road at basement levels 1 – 4 only. Increase in depth is by 1.2m towards St John's Road. Footprint of the building is same as approved for all elements above ground level.
Light well and railings along St John's Road	The light well and its railing lined edge sit 3.5m from the boundary with the footway of St John's Road.	<p>The light well and its railing lined edge sit 2.6m from the boundary with the footway of St John's Road.</p> <p>The light well to be extended further north along the full extent of the St John's Road elevation to provide light to basement rooms in the NW corner of the building. The extended part of the light well sits below the vehicular access to the service bay and so is covered by a metal grille that can be driven over by service vehicles. There will therefore be no additional railings alongside the extended light well.</p>
Light well and railings along Elm Road	The light well and its railing lined edge sit 1.45m from the boundary with the footway of Elm Road.	The light well and its railing lined edge sit 0.35m from the boundary with the footway of Elm Road.
Lift shafts and stairwells	<p>There are two lift shafts serving all of the floors located in the centre of the building. A third lift shaft is located by the main entrance and allows immediate access to the leisure facilities.</p> <p>There are two stairwells serving the building.</p>	<p>The third lift shaft near the main entrance is removed and repositioned with the main central cluster – the central cluster has been reoriented and repositioned slightly.</p> <p>One of the stairwells has moved and been reoriented to sit immediately behind the new row of three lifts.</p> <p>The three lifts and two stairwells serve all floors between basement 4 and floor 2. Only two</p>

		of the lifts and one of the stairwells serves floors 3 and 4.
Access arrangement for vehicle drop-off area	As approved.	A tighter turn into the drop off area but with a wider entrance. The drop off area for vehicles has been reduced in width from 3.75m to 2.4m as a result of the repositioned light well and railings along St John's Road.
Lower Ground floor layout	As approved with 4 visitor cycle stands at eastern edge of building fronting Elm Road. Main reception area includes a guest lounge.	A number of internal reconfigurations: The 'back of house' area has been moved from the centre to the north east corner and suites/rooms have now been provided that overlook the central light well. There has been a plant room added in amongst the deliveries/storage area along the north side. Addition of two visitor's cycle stands for a total of six on eastern edge of building along Elm Road. A secondary pedestrian access/exit for emergencies has been created at the eastern end of the building onto Elm Road between the Elm Road light well and the cycle storage space. Main reception area's guest lounge removed and a café proposed instead.
Upper Ground, first and second floor layout	As approved.	Two of the rooms on each floor have been increased in size as a result of the relocation of the western stairwell
Third floor layout	As approved.	The same two rooms across floors increased in size as above. Externally, the eastern edge of the third and fourth floor (as seen from Elm Road) has been extended slightly further east by an additional 1.05m since this part of the building now accommodates a suite/room rather than a stairwell. The projection out from the main massing of the building has increased from 1.35m to 2.4m. However the projection is only present from a depth of 7.55m back from the main front wall of

		the building.
Fourth floor layout	As approved.	The same as above. The loss of a small projecting element on the north side of the fourth floor following removal of stairwell from this location. This projection was never visible from street level so will not affect the external appearance of the building as seen from the street.
Roof layout	Included an extractor for kitchen effluvia.	Has removed the extractor for kitchen effluvia since a restaurant is no longer proposed.
Basement levels 1 and 2 layout	These levels form duplex aparthotel rooms – i.e. one aparthotel room across two levels, which provides each aparthotel room with two windows and more space than the normal rooms.	These levels form two levels of single level aparthotel rooms.
Basement levels 3 and 4 layout	Forms a double height space containing a restaurant, gym and leisure centre.	Forms two normal height floors containing single level aparthotel rooms.
Basement level 5 layout	Forms a 165sqm plant room only.	Forms a 170sqm plant room only.
Elm Road elevation	As approved, the railings along St John's Road are set 0.1m away from the building as seen from Elm Road.	The increased width of the railings and associated landscaping along St John's Road is visible from the Elm Road elevation – the railings are now set 1m away from the building. The top part of the emergency exit door in the Elm Road elevation is visible as it protrudes above street level The additional 1.05m of width of the built form at levels 3 and 4 is visible – however this is set back from the front elevation by 7.55m and will likely only be noticeable from the south side of Elm Road. The additional width of this part of the building decreases the set in to no. 13 Elm Road from 5.75m to 4.7m as seen from the street.
St John's Road elevation	As approved, the railing along	The railing along the St John's

	<p>the St John's Road frontage sits 1.85m from the shutter forming the service bay access.</p>	<p>Road frontage extends 0.2m further north, now sitting 1.65m from the shutter forming the service bay access.</p> <p>The railing along the Elm Road frontage sits closer to Elm Road and this is visible from the side profile as seen along St John's Road.</p>
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Conclusions

66. To conclude, the physical building as proposed (except for very minor external changes) has already been approved by the planning committee in recent months and the policy position governing the acceptability of the development remains the same. Members are therefore advised to consider this application on the basis of the changes made between the previously approved application (17/3188) and the current application, with those changes being listed in full above.
67. Your officers consider that the proposed development is acceptable for the reasons discussed above and your officers recommend that planning permission is granted.

CIL DETAILS

This application is liable to pay **£1,105,516.14*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): 1230 sq. m.

Total amount of floorspace on completion (G): 7084 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Hotels	7084		5854	£100.00	£35.15	£817,991.96	£287,524.18

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	313	
Total chargeable amount	£817,991.96	£287,524.18

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

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

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



DECISION NOTICE – APPROVAL

Application No: 18/1592

I refer to your application dated **27/04/2018** proposing the following:

Demolition of existing hotel buildings and erection of a part 3, part 4 and part 5 storey 226 bed aparthotel plus basement accommodation comprising guestrooms and ancillary facilities within a 5-storey basement (situated below the part-basement lower ground floor), together with soft and hard landscaping, servicing, cycle storage and refuse and recycling facilities

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

at **1-7, 9, 11 & 11A Elm Road, Wembley, HA9 7JA**

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: 03/08/2018

Signature:

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

Alice Lester
Head of Planning, Transport and Licensing

Notes

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

SUMMARY OF REASONS FOR APPROVAL

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

National Planning Policy Framework 2018
London Plan 2015
Brent Core Strategy 2010
Brent Development Management Policies 2016
Council's SPD 2 "Residential Extensions and Alterations" 2018
Council's SPG17 "Design Guide for New Development" 2001
Council's Draft Supplementary Planning Document 1 (SPD1) 2017

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

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

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

A-000-001 Rev P0

A-025-001 Rev P1
A-025-002 Rev P1
A-025-003 Rev P1
A-025-110 Rev P0
A-025-111 Rev P0

A-100-001 Rev P2
A-100-002 Rev P2
A-100-003 Rev P2
A-100-004 Rev P2
A-100-005 Rev P2
A-100-006 Rev P2
A-100-007 Rev P2
A-100-010 Rev P2
A-100-012 Rev P2

A-110-001 Rev P1
A-110-002 Rev P1

A-120-001 Rev P1

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

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

Reason: To ensure the development provides an adequate standard of accommodation for guests and fulfils the role of temporary (hotel) accommodation, as required by policy DMP6.

- 4 The premises shall not be used other than for the purpose of apart-hotel and for no other purpose (including any other purpose in Use Class C1 specified in the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) without the prior written permission of the Local Planning Authority with the exception of the ancillary use of the areas as shown in the drawings hereby approved as a restaurant and gym/swimming pool/changing facilities which may be used for those purposes.

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

- 5 The windows on the upper ground and first floors of the eastern face of the building shall be constructed with obscure glazing and non-opening or with openings at high level only (not less than 1.8m above floor level) and shall be permanently returned and maintained in that condition thereafter unless the prior written consent of the Local Planning Authority is obtained.

Reason: To minimise interference with the privacy of the adjoining occupier(s).

- 6 The 24 aparthotel rooms which are Wheelchair Accessible shall be maintained with this level of accessibility throughout the lifetime of the development, unless an alternative arrangement is first agreed in writing by the Local Planning Authority.

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

- 7 All provisions and details contained within the Accessibility Management Plan contained within the submitted Design and Access Statement shall be implemented from first occupation of the development hereby approved and shall thereafter be implemented and adhered to throughout the lifetime of the development, unless an alternative arrangement is first submitted to and approved in writing by the Local Planning Authority.

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

- 8 The development shall not be occupied unless the servicing area has been provided and is available for use and the details contained within the Coach Management Plan (prepared by RGP, dated April 2018) and the Servicing and Delivery Plan (prepared by RGP, dated April 2018) hereby approved shall be fully implemented from first occupation of the development and adhered to in full throughout the lifetime of the development unless alternative details are first agreed in writing by the Local Planning Authority.

Reason: To ensure that the development will not prejudice the safe and free flow of vehicles along the highways

- 9 The development hereby approved shall not be occupied unless the two proposed crossovers along St John's Road have been constructed in accordance with the plans hereby approved.

Reason: To ensure that the development is fit for purpose and will not prejudice the safe and free flow of vehicles along the highways

- 10 The developer or constructor shall join the Considerate Constructors Scheme prior to commencement of works and the developer or constructor shall thereafter adhere to the requirements of the Scheme for the period of construction.

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

- 11 The approved cycle storage facilities shall be installed prior to first occupation of the development hereby approved and thereafter retained and maintained for the life of the development and not used other than for purposes ancillary to the occupation of the apart-hotel hereby approved.

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

- 12 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.

Reason: To protect acceptable local noise levels.

- 13 The tree protection proposals as contained within the Arboricultural Report prepared by ACS Consulting (dated October 2017), shall be adhered to in full throughout for the full period of construction of the development hereby approved. Two separate meetings shall be arranged between the site manager and Brent's tree protection officer to enable the tree protection officer to observe (1) the erection of the protective fencing and (2) the dismantlement of the protective fencing at the relevant points during construction.

Reason: For assurance that trees are to be protected to minimise negative external impacts of the development.

- 14 The development shall be carried out in full accordance with the details of the submitted sustainable drainage strategy (prepared by RPS, dated June 2018, ref: RCEF64714-002R) The approved strategy shall be implemented in full prior to first occupation of the development hereby approved.

Reason: The development may lead to sewage flooding ; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

- 15 Prior to the commencement of the development (including demolition of the existing building) a Construction and Demolition Method Statement shall be submitted to and approved in writing by the Local Planning Authority outlining measures that will be taken to control dust, noise, construction traffic and other environmental impacts of the development. The approved statement shall be implemented throughout the duration of construction.

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

- 16 Prior to the commencement of works (including the demolition of the existing building), an Air Quality Neutral Assessment shall be submitted to and approved in writing by the Local Planning Authority. The report must be undertaken in accordance with guidance published by the Greater London Authority (GLA). The assessment shall include mitigation proposals should it be found that the development is not air quality neutral. The measures within the approved assessment shall thereafter be implemented in full throughout the construction and prior to first occupation of the development (where relevant).

Reason: To ensure that the development would not result in a detrimental impact on local air quality.

- 17 Prior to the commencement of piling, 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, measures to prevent and minimise the potential to disturb the amenities of nearby

occupiers, and the programme for the works shall be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

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

- 18 Details of materials for all external work, including samples which shall be made available for viewing on site or within another location as agreed, shall be submitted to and approved in writing by the Local Planning Authority before any above ground level works are commenced (excluding demolition). The work shall be carried out in accordance with the approved details.

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

- 19 The proposed railing planters shall be suitably landscaped in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority prior to their installation. The approved landscaping work shall be completed prior to first occupation of the development hereby approved and thereafter maintained.

The submitted scheme shall include details of:

- a) the planting scheme, which shall include species, size and density of plants
- b) a landscaping maintenance strategy, including details of management responsibilities;

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 to the satisfaction of the Local Planning Authority, by trees and shrubs of similar species and size to those originally planted within the next available planting season.

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

- 20 Details of any external lighting shall be submitted to and approved in writing by the Local Planning Authority prior the installation of the lighting. This shall include details of the lighting fixtures, luminance levels within and adjoining the site. The lighting shall not be installed other than in accordance with the approved details.

Reason: In the interests of safety and the amenities of the area.

- 21 Prior to the operation of a commercial kitchen within the development, details of the kitchen extract system shall be submitted to and approved in writing by the Local Planning Authority. These details shall include the following:
- Plans showing the route the extract duct will take through the building and associated layout of rooms and showing that the flue will terminate at least 1m above the roof height of the building
 - Details of the odour abatement equipment to be installed;
 - Calculation showing that acceptable noise levels (i.e. Good resting conditions) will be achieved in the most affected hotel rooms and specifications of any noise abatement equipment needed to achieve these conditions.

The kitchen extract shall be installed and operated in accordance with the approved details prior to first operation of a commercial kitchen and thereafter maintained in accordance with the manufacturer's specifications.

Reason: To protect the amenity of neighbouring residents if cooking processes are to be carried out within the proposed ancillary cafe.

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

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

INFORMATIVES

- 1 The applicant is advised to review the Council's Code of Construction Practice. Noisy works are permitted:
- Mon-Fri 0800-1800
- Sat 0800-1300
- Audible works should not be carried out at any time on Sundays and Bank Holidays.
- 2 The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read Thames Water guide 'working near our assets' to ensure works are in line with the necessary processes required to be followed if working above or near Thames Water pipes or other structures
- [https://urldefense.proofpoint.com/v2/url?u=https-3A__developers.thameswater.co.uk_Developing-2Da-2Dlarge-2Dsite_Planning-2Dyour-2Ddevelopment_Working-2Dnear-2Dor-2Ddiverting-2Dour-2Dpipes&d=DwIFAw&c=OMjwGp47Ad5otWI0__lpOg&r=G_hzVySAkixNxE_J_EjNJR_FDWFjexJLES8DRQ06qKk&m=jtx127Pni3LvproHc4qhZJC3hVRmsiWhPbq-ouUTguo&s=-7m-Kfa-tNF2PxzaORnER5FY6ltFTutt9PPvqeYes&e=.](https://urldefense.proofpoint.com/v2/url?u=https-3A__developers.thameswater.co.uk_Developing-2Da-2Dlarge-2Dsite_Planning-2Dyour-2Ddevelopment_Working-2Dnear-2Dor-2Ddiverting-2Dour-2Dpipes&d=DwIFAw&c=OMjwGp47Ad5otWI0__lpOg&r=G_hzVySAkixNxE_J_EjNJR_FDWFjexJLES8DRQ06qKk&m=jtx127Pni3LvproHc4qhZJC3hVRmsiWhPbq-ouUTguo&s=-7m-Kfa-tNF2PxzaORnER5FY6ltFTutt9PPvqeYes&e=)
- Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB
- 3 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. Thames Water would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via <http://www.thameswater.co.uk/wastewaterquality>
- 4 Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing a positive pumped device (or equivalent reflecting technological advances) to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions. Fitting only a non-return valve could result in flooding to the property should there be prolonged surcharge in the public sewer.
- 5 The applicant is advised that any hotel signage to be erected requires separate advertisement consent.

- 6 The applicant is advised by the applicant to contact the Head of Highways & Infrastructure to arrange for the crossover works to be undertaken. Such works are undertaken by the Council at the applicant's expense.
- 7 The applicant is advised to notify the Council's Highways and Infrastructure Service of the intention to commence works prior to commencement and include photographs showing the condition of highway along the site boundaries. The Highways and Infrastructure Service will require that any damage to the adopted highway associated with the works is made good at the expense of the developer.
- 8 The applicant is advised to contact the Council's tree protection officer, Lawrence Usherwood, on 020 8937 5247 in respect of meeting the requirements for the condition relating to tree protections.
- 9 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.
- 10 Brent Council supports the payment of the London Living Wage to all employees within the Borough. The developer, constructor and end occupiers of the building are strongly encouraged to pay the London Living Wage to all employees associated with the construction and end use of development.
- 11 The Council recommends that the maximum standards for fire safety are achieved within the development.
- 12 Given the age of the building to be refurbished it is possible that asbestos may be present. The applicant should be reminded of their duties under the Control of Asbestos Regulations and must ensure that a qualified asbestos contractor is employed to carry out an asbestos survey and where necessary remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials.
- 13 The applicant is advised that they will require approval in principle (AIP) for the retaining structures around the site perimeter from the Local Highway Authority (i.e. Brent's Highways & Infrastructure Service) prior to the commencement of works. A time period of 8-12 weeks should be allowed to obtain approval and further information can be provided upon request.

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