

**Committee Report
Planning Committee on 22 August,
2012**

Item No.

09

Case No.

12/1293



Planning Committee Map

Site address: Kelaty House, First Way, Wembley, HA9 0JD

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This map is indicative only.

RECEIVED: 22 May, 2012

WARD: Tokyngton

PLANNING AREA: Wembley Consultative Forum

LOCATION: Kelaty House, First Way, Wembley, HA9 0JD

PROPOSAL: Full planning permission is sought for the redevelopment of the site comprising the erection of 5 buildings ranging in height from 4 to 13 storeys for a mix of uses including hotel/serviced apartments (Use Class C1), student accommodation (sui-generis use) and flexible business/retail/community/leisure uses (Use Classes B1/A1/A2/A3/A4/D1/D2), and ancillary development including basement car park and hard and soft landscaping providing both public and private amenity space.

APPLICANT: Londonewcastle, Agents for UKI (Wembley) Ltd

CONTACT: DP9

PLAN NO'S:
See condition 2

RECOMMENDATION

- (a) Grant consent, subject to the referral of the application to the Mayor of London in accordance with part 5 of the Town and Country Planning (Mayor of London) Order 2008, and subject to the completion of a satisfactory Section 106 or other legal agreement and to delegate authority to the Head of Area Planning to agree the exact terms thereof on advice from the Director of Legal and procurement.
- (b) If within a reasonable period the applicant fails to enter into an appropriate agreement in order to meet the policies of the Unitary Development Plan, Core Strategy and Section 106 Planning Obligations Supplementary Planning Document, to delegate authority to the Head of Area Planning, or other duly authorised person, to refuse planning permission.

SECTION 106 DETAILS

The application requires a Section 106 Agreement, in order to secure the following benefits:-

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The application requires a Section 106 legal agreement in order to secure the following benefits:

- (a) Payment of the Councils legal and other professional costs in (i) preparing and completing the agreement and (ii) monitoring and enforcing its performance.
- (b) A contribution of £750,000 due on material start and, index-linked from the date of committee for transportation, public realm, community infrastructure, open space and sports in the local area.
- (c) A retail unit of approximately 207 sqm within building D (to be indicated on attached plan) will be offered to Brent Council [for use by the council or a nominated partner] at nil rent for a period of 5 years and a further 5 years at £8 sqft (£10.81 sqm), 12 months prior to the practical completion of the student accommodation, for uses to deliver its 'creative district' intentions to further the regeneration of Wembley. Unit to be built to shell and core and a further £50,000 to be paid to the council towards the fit out of the unit.
- (d) Sustainability- prior to material start, submission of a detailed sustainability implementation strategy to achieve a BREEAM Excellent rating and a minimum Brent Sustainability Checklist score 50.0%.
- (e) Adhere to the ICE Demolition Protocol.

- (f) Within 3 months of any occupation submission of BREEAM Post Construction Certificate to demonstrate 'Excellent level has been achieved, with compensation should it not be delivered.
- (g) Prior to material start submission of verification that carbon reduction target (25% improvement over TER of 2010 Building Regulations) will be met on-site. Where it is clearly demonstrated that specific targets cannot be fully achieved on-site, any shortfall may be provided off-site, or an in lieu contribution to secure delivery of carbon dioxide savings elsewhere.
- (h) The removal of the rights of students, hotel guests, customers, employees and commercial unit workers to apply for parking permits on Event Days and from any future CPZ.
- (i) Prior to any Occupation, the provision of a Public Right of Access west-east across the southern boundary of the site at all times, save for emergencies/ maintenance etc.
- (j) Prior to any Occupation, the provision of a Council approved landscaping scheme for the public realm on Fifth Way along the northern boundary of the site.
- (k) Dedication of routes along the southern and eastern sides of the site as public pedestrian rights of way upon the service of a notice by Brent Council;
- (l) Join and adhere to the Considerate Constructors scheme.
- (m) Prior to Occupation, submit, gain approval of and adherence to separate Travel Plans of sufficient quality to score a PASS rating using TfL's ATTrBuTE program for the student accommodation and hotel;
- (n) To notify "Brent In2 Work" of all job vacancies, including those during construction of the development and the retail units for Brent Residents.
- (o) Prior to Material Start enter into a s278 to cover all Highways Works.
- (p) In the event that a district wide heating system is constructed and becomes operational in the area to undertake works to connect the development to the district wide heating system.
- (q) Prior to Occupation agree and adhere to a service management plan for the student accommodation and hotel elements of the site.
- (r) The accommodation can only be occupied by full time students enrolled on UK accredited and based further education courses for not less at 80% of the time.
- (s) Prior to Commencement of Development submission and approval of a Delivery & Servicing Plan.
- (t) Prior to Commencement of Development submission and approval of a Construction Logistics Plan.

And, to authorise the Head of Area Planning, or other duly authorised person, to refuse planning permission if the applicant has failed to demonstrate the ability to provide for the above terms and meet the policies of the Unitary Development Plan, Core Strategy and Section 106 Planning Obligations Supplementary Planning Document by concluding an appropriate agreement.

EXISTING

The site is located at the junction of Engineers Way, Fifth Way and First Way. It is approximately 250m to the north-east of the National Stadium and is located within the Wembley Growth Area and Wembley Masterplan area. The site is also within the boundary of the emerging Wembley Area Action Plan.

The site has an area of approximately 1.0ha and is currently occupied by a vacant two to three storey industrial warehouse. It is bound to the north by Fifth Way, to the east by a waste transfer facility, to the south by commercial / light industrial buildings and to the west by First Way. The southern boundary includes a right of way which is retained and accommodated within the scheme.

A mature oak tree covered by a TPO is located on the western boundary of the site.

DEVELOPMENT SCHEDULE

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.

PROPOSAL

Development comprising the erection of 5 buildings ranging in height from 4 to 13 storeys for a mix of uses including hotel/serviced apartments (Use Class C1), student accommodation (sui-generis use) and flexible business/retail/community/leisure uses (Use Classes B1/A1/A2/A3/A4/D1/D2), and ancillary development including basement car park and hard and soft landscaping providing both public and private amenity space.

The development is divided up as follows:

Block A - Hotel / Serviced Apartments

Block A is 13 storeys in height, from ground level, and accommodates 198 hotel guest rooms and associated facilities. The building is arranged with the main entrance, reception and restaurant/bar area at ground level, additional restaurant at Level 01 and meeting rooms and hotel leisure facilities at Level 02. The upper levels (levels 03-11) accommodate the guest rooms. Ancillary back of house areas, including delivery and storage areas are accommodated at lower ground level.

Blocks B, C, D and E – Student Housing

Blocks B, C, D and E comprise 599 student rooms and associated student facilities. The heights of these blocks are lower than Block A, with a steadily declining roof-line from block B to E. Block E is 4 storeys in height at its lowest point. All student blocks have a communal lounge at ground (courtyard) level. A student management suite is situated within the ground floor of Block E and site-wide student common areas are provided within Block B, across the ground and lower ground level, for the use of all students on site.

Lower Ground (basement) Level

The lower ground level accommodates parking, servicing and plant space together with hotel back of house areas and elements of site wide student common facilities. Space for a site wide security suite is also included at lower ground level adjacent to the car park entrance at the north-east corner of the site. Due to level changes across the public highway adjacent to the site boundary, the lower ground level also includes a further commercial unit for flexible use which provides active use street frontage to Fifth Way.

Ground Level

The ground level includes areas of active frontage across all five blocks associated with the hotel and student housing, as outlined above, together with some public realm and significant areas of private secure landscaped space for student use. Additional uses at ground level include a flexible use space within Block D and limited areas of site wide ancillary plant space, which due to access requirements need to be situated at ground level. These ancillary plant areas are situated within block E.

The proposal includes a significant amount of landscaping, both on the perimeter of the site and within the internal courtyard area. The landscaping proposed has been designed to accommodate the existing mature oak tree on the site which benefits from a TPO.

HISTORY

No relevant planning history. The existing industrial building occupying the site was built in the 1950s.

POLICY CONSIDERATIONS

National

National Planning Policy Framework

The NPPF was published on 27 March and replaced Planning Policy Guidance and Planning Policy Statements with immediate effect. Its intention is to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. It includes a presumption in favour of sustainable development in both plan making and decision making and its publication.

Saved policies from the adopted UDP will have increasingly less weight unless they are in conformity with the NPPF and can be demonstrated to be still relevant. Core Strategy policies will also need to be in conformity with both the London Plan and the NPPF and have considerable weight.

The NPPF places great importance on ensuring that sufficient school places are available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement. LPA's should give great weight to the need to create, expand or alter schools.

LDF Core Strategy and UDP saved policies referred to in the report below have been considered in the assessment of the application and the recommendation is considered to comply with the NPPF.

Regional

London Plan 2011

Strategic planning in London is the shared responsibility of the Mayor of London, 32 London boroughs and the Corporation of the City of London. Under the legislation establishing the Greater London Authority (GLA), the Mayor has to produce a spatial development strategy (SDS) – which has become known as ‘the London Plan’ – and to keep it under review. Boroughs’ local development documents have to be ‘in general conformity with the London Plan, which is also legally part of the development plan that has to be taken into account when planning decisions are taken in any part of London unless there are planning reasons why it should not.

The plan identifies six objectives to ensure that the vision is realised:

- Objective 1: A city that meets the challenges of economic and population growth
- Objective 2: An internationally competitive and successful city
- Objective 3: A city of diverse, strong, secure and accessible neighbourhoods
- Objective 4: A city that delights the senses
- Objective 5: A city that becomes a world leader in improving the environment
- Objective 6: A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities

Key policies include:

Social Infrastructure

- 3.16 Protection and Enhancement of Social Infrastructure
- 3.18 Education Facilities
- 3.19 Sports Facilities

London’s Response to Climate Change

- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable Energy
- 5.8 Innovative energy technologies
- 5.9 Overheating and cooling
- 5.10 Urban Greening
- 5.11 Green roofs and development site environs
- 5.13 Sustainable Drainage

London’s Transport

- 6.3 Assessing effects of development on transport capacity
- 6.7 Better streets and surface transport
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking

London’s living places and spaces

- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local Character
- 7.5 Public realm
- 7.6 Architecture
- 7.14 Improving air quality
- 7.15 Reducing noise and enhancing soundscapes
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodlands

London Plan SPG

The Mayor's Transport Strategy (May 2010)
Sustainable Design and Construction – Supplementary Planning Guidance (2006)
Accessible London: achieving an inclusive environment (April 2004)
Planning for Equality and Diversity in London (October 2007)

Local

The development plan for the purposes of S54A of the Town and Country Planning Act is the Brent Unitary Development Plan 2004, the Brent Core Strategy 2010 and the London Plan 2011.

Brent Unitary Development Plan 2004

Within the 2004 UDP the following list of saved policies are considered to be the most pertinent to the application.

Strategic

- STR5 Reduces the need to travel, especially by car.
- STR6 Parking controls
- STR12 Planning decisions should protect public health and safety and in particular, support the achievements of targets within the National Air Quality Strategy.
- STR13 Environmentally sensitive forms of development will be sought
- STR14 New development should make a positive contribution to improving the quality of the urban environment

Built Environment

- BE2 Townscape: Local Context & Character
- BE3 Urban Structure: Space & Movement
- BE4 Access for Disabled People
- BE5 Urban Clarity & Safety
- BE6 Public Realm: Landscape Design
- BE7 Public Realm: Streetscape
- BE9 Architectural Quality
- BE12 Sustainable Design Principles

Transport

- TRN1 Planning applications will be assessed, as appropriate for their transport impact on all transport modes including walking and cycling.
- TRN3 Directs a refusal where an application would cause or worsen an unacceptable environmental impact from traffic, noise, pollution it generates or if it was not easily and safely accessible to cyclists and pedestrians.
- TRN4 Measures to make transport impact acceptable
- TRN10 Walkable environments
- TRN11 The London cycle network, schemes should comply with PS16
- TRN12 Road safety and traffic management
- TRN13 Traffic calming
- TRN14 New highway layouts, visibility splayed and accesses to and within development should be designed to a satisfactory standard in terms of safety, function, acceptable speeds, lighting and appearance.
- TRN22 On parking standards for non-residential developments requires that developments should provide no more parking than the levels listed for that type of development.
- TRN30 Coaches and taxis should be accommodated to ensure unloading or alighting does not obstruct the highway
- TRN35 On transport access for disabled people and people with mobility difficulties states that development should have sufficient access to parking areas and public transport for disabled people, and that designated parking spaces should be set aside for disabled people in compliance with levels listed in PS15.
- PS12 Car parking standards – Class D1
- PS15 Parking standards for disabled people
- PS16 Cycle parking standards

Brent Core Strategy 2010

The following spatial policies are considered relevant to this application:

- CP 1 Spatial development strategy
This sets out the spatial strategy, outlining where growth is to be focused.
- CP 5 Place making
Sets out requirements for place making when major development schemes are considered
- CP 6 Design & density in place shaping
Sets out the requirements for appropriate design and density levels for development
- CP 15 Infrastructure to support development
Requires that the infrastructure requirements of new development are met
- CP18 Protection and enhancement of Open Space, Sports & Biodiversity
Protects all open space from inappropriate development. Promotes enhancements to open space, sports and biodiversity, particularly in areas of deficiency and where additional pressure on open space will be created
- CP 19 Brent strategic climate mitigation and adaptation measures
Highlights the need for new development to embody or contribute to climate mitigation objectives, especially in growth areas
- CP 23 Protection of existing and provision of new community and cultural facilities
Encourages new accessible community and cultural facilities and protects existing facilities. Sets a standard for the provision of new community facilities

Brent Supplementary Planning Guidance

SPG 17 "Design Guide for New Development" Adopted October 2001

Provides comprehensive and detailed design guidance for new development within the borough. The guidance specifically sets out advice relating to siting, landscaping, parking, design, scale, density and layout.

SPG19 "Sustainable Design, Construction & Pollution Control" Adopted April 2003

This supplementary planning guidance focuses on the principles and practice of designs that save energy, sustainable materials and recycling, saving water and controlling pollutants. It emphasises environmentally sensitive, forward-looking design, and is consistent with current government policy and industry best practice, aiming to be practicable and cost-effective.

Site Specific Allocations Development Plan Document (adopted July 2011)

Includes the site within the "Wembley Eastern Lands" allocation which covers a 9 ha site where mixed use development including leisure, hotels, offices, amenity/open space, and residential development is sought.

Wembley Masterplan SPD (updated and adopted June 2009)

Seeks to provide a flexible development framework that is able to respond to change over time. The Masterplan envisages a high density urban settlement, where buildings of varying scales will produce stimulating, liveable spaces. It aims to promote new development and preserve and protect the areas historic context through the enhancement and protection of its setting and views to various significant features. . The Masterplan area is divided up into 5 districts. The application site is within the "First Way District".

Emerging Policy

Wembley Area Action Plan, which is currently at issues and options stage. Is proposing an option to introduce two way working to First and Fifth Way which are both currently one-way.

CONSULTATION

Site notice was erected on 11/06/12

Press notice dated 07/06/12

Consultation letters were sent out on 31/05/12. 61 properties.

Third party comments:

1 objection received from Generay who operate a waste transfer station adjacent to the site. Concerned that the development is too big and will generate too much traffic.

Internal comments

Environmental Health

No objection subject to conditions relating to site remediation, noise, air quality and extraction systems

Highways –

No objection subject to a S106 Agreement to secure:-

- (a) a financial contribution towards transportation improvements in the vicinity of the site;
- (b) a Travel Plan of sufficient quality to score a PASS rating using TfL's ATTrBuTE programme (or any replacement thereof);
- (c) a Student Management Plan
- (d) a Delivery & Servicing Management Plan;
- (e) a Construction Traffic Management Plan;
- (f) dedication of routes along the southern and eastern sides of the site as public pedestrian rights of way upon the service of a notice by Brent Council;

together with conditions to: (i) prohibit the use of the car park for commercial public parking associated with events at Wembley Stadium; (ii) provide electric charging points to at least 20% of car parking spaces

Landscape Designers –

Agreed in principle to the submitted landscape scheme however more detail is required particularly in respect of the planting schedule, materials to be used and root/planting systems to be used.

External Consultees

Greater London Authority

Clarification is requested on the wording of a condition to ensure the student accommodation isn't used for anything other than student housing. Further information is requested on the sustainability measures proposed by the applicant. Amendments are requested to the way the scheme addresses surrounding streets and to the submitted travel plan.

The applicants have responded to these comments. We will not formally know that this response has satisfied the GLA until the application has been referred back to them for the Mayor's Stage II response.

Thames Water-

Recommend informative and a condition requiring the approval of drainage strategy.

Environment Agency-

No objection subject to a condition requiring the agreed Flood Risk Assessment and mitigation measures.

REMARKS

(1) Principle

Student Housing

The Council's Core strategy does not deal specifically with student housing. It does however seek the creation of sustainable communities within its growth areas. To this end it identifies ambitious housing and job creation targets in its growth areas. For Wembley the target is 11,500 new homes and 10,000 new jobs along with the physical and social infrastructure required to support this growth. There is no reason why student accommodation can't form part of a balanced sustainable community provided that the site isn't required to meet other needs such as general needs housing. In the case of Wembley it is considered that there is sufficient supply of developable land to meet the Council's growth targets.

Another concern would be an over provision of student accommodation resulting in Wembley supporting a disproportionate number of students which would not be conducive to a creating a balanced community. Wembley currently has 1000 student bed spaces with planning permission granted for another 1540 spaces. Including the Kelaty House proposal there are currently applications for another 1400 bed student bed spaces in Wembley. While it is considered unlikely that all these would be built, even if they were it would still represent less than 20% of the anticipated population growth of Wembley.

The London Plan recognises that London's universities make a significant contribution to its economy and labour market and that it is important that their attractiveness and potential growth are not compromised by inadequate provision for new student accommodation. It also recognises that the provision of purpose-built student housing may reduce pressure on other elements of the housing stock currently occupied by students, especially the private rented sector.

The provision of student accommodation is therefore supported.

Hotel

The Council has identified the Wembley Growth Area as the preferred location for new hotel development. The London Plan seeks to support London's visitor economy, stimulate its growth and the provision of 40,000 net additional hotel bedrooms by 2031. The policy also stipulates that new visitor accommodation beyond the Central Activities Zone is focused in existing town centres and in London's designated growth and opportunity areas where there is good public transport access to Central London and international and national termini.

The provision of a new hotel facility on this site will help promote Wembley as a tourist destination. The hotel use will also support existing employment and industrial uses in the surrounding area. A key principle of Brent's Wembley Masterplan is to promote Wembley as a major visitor destination. The proposed site sits within the eastern district of the Wembley Masterplan and is earmarked as a promising location for hotel development.

The provision of a hotel is therefore supported and will help to promote Wembley as a major tourist destination.

Paragraph 3.53 sets out that addressing the demands for student accommodation should not compromise the capacity to meet the need for conventional dwellings, especially affordable family homes, or undermine policy to secure mixed and balanced communities. It recognises that this may raise particular challenges locally and especially in parts of inner London where almost three quarters of the capacity for new student accommodation is concentrated. Student accommodation should be secured as such by planning agreement or condition relating to the use of the land or to its occupation by members of specified educational institutions. If the accommodation is not robustly secured it will normally be subject to the requirements of affordable housing policy. The proposed wording for the planning agreement or condition should be submitted before the application is referred back to the Mayor.

(2) Siting & Design

Height parameters defined within the Masterplan identify the opportunity to introduce a scale of development on the site which can act as a marker within the context of the Masterplan and support the continued development of the area.

Situated at the eastern end of Engineers Way there is opportunity for development on the site to enhance the vista from Olympic Way looking east along this primary movement route. Development on the site also has the potential to act as a marker at the junction of First Way and Fifth Way which will assist in orientation and way finding within the Masterplan area.

The Wembley Masterplan indicates appropriate building heights for the site as being between 4-14 storeys, with buildings generally lower along the southern boundary. The overall heights and building widths have been developed within the parameters set out in the approved Masterplan and the highest point of the scheme, at the north-west corner, also accords with the Masterplan aspiration to position the tallest element on the site in this location.

The relative storey heights of the buildings within the proposed scheme are as follows:

Block A: 13 storeys, from ground including rooftop plant level, (+some lower ground frontage to Fifth Way) with the overall height of the building decreasing to the east

Block B: between 10 and 11 storeys (+some lower ground frontage to Fifth Way)

Block C: between 8 and 9 storeys

Block D: between 6 and 7 storeys

Block E: between 4 and 5 storeys

Buildings are arranged around the site perimeter, leaving an opening into the central landscaped courtyard space where the site addresses First Way and Engineers Way, with height increasing as the buildings sweep around the site up to 13 storeys at the junction of Engineers Way, First Way and Fifth Way. The spiralling nature of the overall heights, which increase in an anti-clockwise direction establishes a clear architectural narrative and provides definition and legibility to the sequence of spaces and routes around the site.

The location of the taller hotel element to the west of the site responds well to the position of the future park, identified as part of the wider Masterplan delivery, which runs in parallel with Engineers Way and will, in due course, provide the foreground to the proposed development when approached from the west. Collectively the buildings are expressed as a cohesive group. Across all the buildings care has been taken to conceal roof top plant and lift overruns within building envelopes to maintain integrity of form and ensure that clean lines are maintained across the skyline.

The individual building elements add further articulation to the overall composition. Gaps, cranked linear footprints and folded elevations break down the overall scale of the buildings and reinforce the sense of movement as they spiral in height from Block E on the south west corner up to Block A to the north-west of the site.

At ground level the form of the buildings are set back to articulate entrances and areas of active frontage and provide definition to landscape spaces within the scheme.

The Wembley Masterplan area is divided into 5 districts. The site is located at the northern end of the First Way district. The First Way district is intended to provide a transition between the mixed use developments to the west and the more industrial Locations to the east. As such a mixture of predominantly residential and commercial types uses are proposed. The Masterplan also proposes the establishment of a more commercial character along First Way to include offices, hotels, leisure and associated uses. The opportunity for further education facilities within this district is also noted alongside the need for small scale shops to meet local needs of existing and future residents and businesses.

Within the context of the Masterplan the site is located immediately to the east of the future 'Wembley Park', proposed by the Masterplan. The park is a key element of the Masterplan's open space strategy for the whole area and is envisaged as a linear open space connecting Olympic Way and First Way. The park will provide visual amenity and space for a range of recreation opportunities and create a strong link to the Eastern Districts and beyond to the River Brent.

The proposed scheme includes five buildings on the site. The position of the blocks is based on the principles set out in the Wembley Masterplan with blocks generally organised along the northern and southern boundaries, orientated on an east west axis, with the composition completed at the eastern boundary, adjacent to the Waste Transfer Facility, by a further north south orientated block. The central portion of the western boundary contains no building providing views into the centre of the site and establishing a strong relationship with the proposed park to the west, identified within the Masterplan.

The arrangement of the buildings on the site, in effect, creates a perimeter block layout with a central courtyard space, as envisaged by the Masterplan. The buildings spiral up from the lower 4 storey block E to the highest block A. Building lines have been pulled back from the site boundaries and the layout allows for new routes within the site. This includes new access routes along the southern and eastern boundaries. The route along the eastern boundary has been developed to facilitate possible future connection to Fifth Way as the surrounding area is developed. This provides the potential for a north south route connecting Fifth Way and South Way, as identified in the Masterplan.

In the long term, and in response to the anticipated future context, areas on the outward facing edges of the site are intended for public use without restriction. These have been designed to activate the perimeter of the site, through increased movement and active frontages, when adjoining sites come forward for development. However, in the short to medium term, prior to development of the adjacent sites and delivery of the wider Masterplan vision, the routes within the site to the south and east will not be accessible to the public.

The layout of the site ensures that the development will provide a suitable level of activity, both on the perimeter of the site and within the central courtyard, as other surrounding sites within the Masterplan are delivered.

(3) Impact on adjoining sites

There are no residential or other sensitive sites adjoining or nearby to the site. As stated above the scheme has been laid out in line with the indicative site layout defined in the Wembley Masterplan. It is therefore considered to comply with the Council's development aspirations for this and adjoining sites

The eastern boundary of the site adjoins the Generay waste transfer station. Block C which is located at the

eastern end of the site has been set in form the boundary with the waste transfer station allowing for a landscaped buffer and ramped access road to be sited between the student accommodation and the waste transfer station. The waste transfer station is restricted to non putrescible waste only. Dust and noise generating activities are located within enclosed areas. The Council's Environmental Health Team are satisfied that with appropriate noise mitigation measures to the student housing the effect of waste transfer station on the proposal will be with acceptable limits.

(4) Landscaping / Trees

The site layout includes significant and distinct areas of clearly defined landscaped space. These include those on the perimeter of the site for public use, that associated with the hotel (also for semi-public use) and the internal courtyard, which is secured and for student use only. The scheme will however provide public areas of amenity which will complement the park proposed by the Masterplan to the east of the site.

The submitted details indicates a high quality landscaping scheme however more detail is required particularly in respect of the planting schedule, materials to be used and root/planting systems to be used. This will be secured by condition.

The landscaping proposed has been designed to accommodate the existing mature oak tree on the site which benefits from a TPO. Further details of tree protection measures will be secured by condition.

(5) Transportation

The scale of this proposal is such that a Transport Assessment is required to support the scheme, in accordance with Policy TRN1 of the adopted UDP 2004. This has been undertaken by Motion Transport Planning and submitted with the application.

Site Layout

In terms of car parking, maximum allowances for hotels and student accommodation are set out in standards PS11 and PS13 respectively.

Hotels are permitted up to one space per five bedrooms and one space per five staff, but with no indication of likely employment numbers having been provided, an accurate assessment of the parking allowance is not possible. That said, up to 39.6 spaces would be permitted for 198 rooms, so a staffing total of 27 (which is not considered unreasonable) would be required to take parking allowance to 45 standard width spaces to match the level proposed.

Student housing is permitted up to one space per 16 bedrooms, plus one space per five staff. Up to 37 spaces (plus staff spaces) would therefore be permitted. The commercial unit would be permitted up to two spaces (if used as office space) and the café up to one space.

The overall level of parking provision (66 spaces) therefore falls within the maximum level permitted (86 spaces), whilst the inclusion of 20 disabled spaces (30% of the total) more than satisfies the requirements of standard PS15. There is little opportunity for overspill parking on-street in the vicinity of the site, so this is not of concern, particularly if a CPZ is introduced in future as part of the wider redevelopment proposals.

Of the proposed spaces, at least 10% should be provided with electric car charging points, with a further 10% provided with passive provision if future monitoring suggests sufficient demand exists. Acceptance of this has been given within the Transport Assessment.

Please note that the parking within the site must only ever be used to serve the development and must under no circumstances be used to provide public charged parking for Wembley Stadium on event days and a condition is sought to this effect.

Standard PS11 also requires a coach parking space for every 50 bedrooms. As such, 3-4 spaces should be provided for the proposed hotel. These have been indicated along the new 10m wide service road along the southern side of the site, with sufficient width to ensure that traffic travelling to and from the basement car park can still pass safely. Coaches will be able to turn in the turning zone at the eastern end of this road, or by reversing into the setting down area in front of the hotel.

Bicycle parking requirements are set out in standard PS16 of the UDP and require one secure space per two

students. As such, 300 spaces should be provided for the student housing and this has been indicated within the basement on a double-height stacking system, which is considered acceptable.

There are no particular bicycle parking standards for hotels, but the provision of twenty secure spaces (ten for staff and ten for guests) alongside shower/locker facilities for staff is welcomed. The further provision of 30 publicly accessible spaces for visitors within the courtyard area and adjacent to the entrance to the commercial unit is also welcomed and will more than satisfy the requirements for the commercial floorspace and café.

With regard to servicing, refuse storage is proposed within the basement car park, with adequate headroom (min. 3.8m) having been indicated to allow vehicles to stand within 10m of the stores to satisfy maximum carrying distances for waste collection staff. Tracking has also been provided to demonstrate that the basement will be accessible to such vehicles. The site management company will be responsible for moving waste to this area from the hotel and commercial unit.

Standard PS21 requires hotels and the commercial unit to be serviced by 8m rigid vehicles (10m vehicles where a major public bar is included within the site) and the café by transit sized vehicles. The Transport Assessment estimates that about 16 deliveries per day could be expected for the various uses within the building. Most hotel deliveries are actually expected to be made by transit sized vans from the basement car park though. Where occasional larger vehicles do deliver, they will be able to use the access road along the southern side of the site, turning at the eastern end of the road and appropriate tracking has been provided to show that this would work satisfactorily. Nevertheless, a Delivery & Servicing Management Plan would be of use and this is acknowledged as being necessary within the Transport Assessment. A Construction Traffic Management Plan for the construction phase would also be welcomed.

The access road is also proposed to be used at the start and finish of the college year by students moving into and out of the accommodation. This is welcomed as a means of minimising impact on the public highway and is to be accompanied by a Student Management Plan, which will help to manage the moving-in process by allocating students a specific pre-booked arrival slot.

The proposed vehicular access arrangements from First Way are fine, with adequate width, kerb radii and sightlines indicated for both accesses. It is noted that the set-down/pick-up area in front of the hotel is proposed to operate one-way clockwise to minimise congestion and this is considered appropriate. Up to ten taxis could be accommodated in this area, whilst the available headroom would also allow coaches and delivery vehicles to use this area as necessary.

The proposed width of the shared surface access road along the southern side of the site is considered sufficient to provide a safe delineated route for pedestrians and to accommodate two-way vehicular flows to and from the basement car park. In any case, the vast majority of pedestrians would enter the student blocks directly through the central courtyard or the hotel/commercial unit directly from First Way, which is fine. The provision of occasional coach parking along the northern side of the road will restrict flow to one traffic lane (pending any widening of the road as land to the south is redeveloped), but this is considered fine for the relatively low traffic volumes expected on the road.

The turning area in the southeastern corner of the site is fine, as are basement car park access arrangements, with the width and gradient of the access ramp meeting design standards for underground car parking and tracking having been provided to demonstrate that larger vehicles can use these areas without difficulty.

The provision of an access route along the southern side of the site is also welcomed in terms of improving pedestrian connectivity and permeability across the wider redevelopment area and is consistent with the aims of the Wembley Masterplan. Ideally, this would be offered for adoption, although this is not considered necessary at the present time. However, it is important that public access for pedestrians remains freely available in the future as the wider area is redeveloped and any pedestrian gates along its length may then need to be removed. In the meantime, the remote operation of the vehicular gates from the management suite is noted and is fine in principle.

Transport Assessment

To assess the impact of the proposed development on the local transport network, comparisons have been made with other similar developments in outer London. For the hotel use, trip patterns from two similarly located hotels have been considered. However, there was no comparable data available for student housing in London, so a travel survey was undertaken at the nearby recently completed student housing block at

Victoria Halls on North End Road, Wembley to ascertain trip rates and types.

This exercise produced future estimated vehicular trips in the morning and evening peak hours (8-9am and 5-6pm) totalling 4 arrivals/7 departures (am) and 13 arrivals/6 departures (pm), the majority of which are associated with the hotel as very little parking is to be provided for the student accommodation or commercial uses.

The Transport Assessment has then compared these predicted flows with the flows that might be generated by the existing industrial/warehouse building on the site and has concluded that the proposed development would result in an overall reduction in traffic flows into and out of the site compared with the existing use.

It is also noted by Brent's Transportation officers that the predicted flows are also very low compared with existing traffic volumes along First Way, representing only about 1-2% of the current peak hour flows on this road. Even if a higher vehicular trip rate is applied for the hotel (as used in transport assessments for other hotel developments in the Wembley area) this would not increase traffic volumes to a level where they would be considered significant.

With neither the junctions of First Way with Engineers Way or with Fulton Road tending to experience any congestion problems (both being restricted to left-turns only to the side road), this proposal is not therefore of concern in traffic terms in relation to the existing road layout.

Indeed, the predicted flows are also a good degree lower than those that were assumed when reviewing the transportation impact of the Wembley area masterplan, which envisaged a more residential-led development on this site with much greater levels of car parking provision. As such, the proposed development is considered to compare favourably in terms of traffic generation with both the existing building and the Masterplan proposals for the site.

The road accident history for the area was also examined for the three year period extending from January 2009 to December 2011. This identified a total of 12 personal injury accidents on or close to the gyratory road system of South Way, First Way, Fifth Way, Second Way and Fourth Way.

Of these two slight accidents occurred close to this site – an accident to a child pedestrian in Fulton Road and a shunt-type accident at the junction of First Way and Engineers Way. Neither is representative of any sort of pattern and as such, there is not considered to be a major road accident problem in the vicinity of the site.

With very low levels of car parking proposed, the proportion of trips by other modes of transport will be correspondingly high, particularly for the student housing blocks. As such, about 85-90% of journeys to and from the site are expected to be by sustainable transport modes (walking, cycling and public transport).

In terms of public transport trips, these are estimated to amount to 107 two-way trips in the morning peak hour and 119 two-way trips in the evening peak hour. However, a full breakdown between bus and rail services has not been provided and neither has any assessment of likely destinations, particularly for student trips that might be tied to a particular college or university.

Transport for London have therefore requested a more detailed assessment of modal split and an origin/destination analysis to be undertaken in order to confirm that the development would have an acceptable impact on the public transport network (particularly bus services) in the area.

With regard to walking and cycling, it is noted that the pedestrian infrastructure in the vicinity of the site is not particularly good at present, reflecting its current status as an industrial area. This has been acknowledged in the Transport Assessment, which has noted the lack of pedestrian crossing facilities (even dropped kerbs) on First Way outside the site.

The introduction of a hotel and student accommodation on the site will change the nature of the area, introducing more residential type uses and as identified in the TA, increasing pedestrian footfall in the area. It is therefore important that the road network around the site is altered accordingly to improve pedestrian safety.

TfL has requested that a PERS audit be undertaken to highlight deficiencies and it is acknowledged that this would be useful. They have also requested improvements to bus stops and wayfinding signage in the vicinity of the site and this request is also supported.

However, the Wembley Masterplan and associated Transport Strategy Review for the area have nevertheless identified the need for a range of improvements to the transport network across the whole redevelopment area. These include changes to the layout and nature of roads around the existing Wembley Industrial Estate, such as First Way and Fifth Way, to reflect a change to residential development, including the reversion of First Way and Fifth Way to two-way flow.

The total cost of transportation works associated with the Masterplan proposals amounts to about £28m, of which 70% is expected to be provided through development proposals in the area. In order to apportion costs equitably between development sites, an infrastructure funding study has been undertaken to identify a unit charge per 100m² of floorspace, varying according to the number of trips generated by different types of development.

Applying these rates to this hotel/student housing scheme produces a total sum of £433,253 which should be secured through the S106 Agreement for the site.

In terms of alterations to the road layout around this particular site to cater for two-way flow on First Way and Fifth Way, more detailed designs have recently been developed for inclusion in the forthcoming Wembley Area Action Plan, which involve alterations to both the Engineers Way and Fulton Road junctions.

The changes to the Engineers Way/First Way junction would involve realigning First Way westwards and Engineers Way northwards, in order to suit a change to the junction priority, such that traffic on First Way instead needs to give way. The revised layout will also allow signal control with pedestrian crossing facilities to be introduced in the longer term if required to provide additional capacity on the First Way arm. Land for these improvements has already been secured from the Wembley Stadium Green Car Park and from Wembley Retail Park and as such, this alteration would not directly affect this site.

However, the two proposed accesses to this development lie on either side of and in very close proximity to the junction, so the new junction layout will need to safely accommodate these new accesses. With regard to the main access, the required works differ little to what would be required for the existing access and involve turning the access southwards over the new kerb extension in front of the site to meet First Way as far from the junction as possible – a distance of about 30m should be achievable once the adjacent site to the south is redeveloped and the road is widened.

The secondary access to the hotel setting down area would be easier to accommodate, although sightlines eastwards are restricted by the curve of the road should it revert to two-way operation. However, as long as the setting down area continues to operate one-way in a clockwise direction, so that traffic is not emerging onto First Way from this access, this will not be of concern.

The proposals for the Fulton Road/Fifth Way junction envisage installation of a traffic signal controlled junction with pedestrian crossing facilities. To achieve this, the need for third party land has been identified along the northern edge of this site and on the northeastern corner of the junction, in order to allow two westbound lanes and a central pedestrian island to be provided on the Fifth Way approach.

However, the strip of land from this site, which measures up to about 4m in width, conflicts directly with proposed Block B. The applicant has indicated that they are not prepared to make the alterations to the scheme that would be required to accommodate the safeguarding of this area of land for highway widening at this late stage in the application process. As such, the proposal in its current form would hamper Brent's ability to deliver wider transport and highway benefits in the area to support the Wembley Masterplan in general and this development in particular.

However, given that the highway proposals have yet to be adopted as formal Council policy through the Wembley Area Action Plan, it is not considered reasonable to refuse this application at the current time on the basis that it fails to be safeguard this land for highway widening. To do so would run the risk of leaving the Council having to defend a fairly weak position at a public inquiry, with the risk of having costs awarded against it.

It is therefore suggested that further consideration and analysis is undertaken on the need for this land and the implications for the junction design if the land is not available. For instance, this might involve moving the junction slightly further northwards such that it instead takes a greater amount of land on the northern side of the road (although only limited width is available without affecting the existing Euro Car Parts warehouse) or scaling back the design to accommodate only one westbound traffic lane or removing the proposed pedestrian island on the Fifth Way arm. The latter options would have negative implications for junction capacity and pedestrian safety, so need careful consideration. Unfortunately, the tight timescales available do

not allow the full implications of these changes to be assessed prior to determination of this application.

Whichever final junction design is arrived at, the existing raised footway and embankment will need to be removed, thereby lowering the level of the highway at the back of the footway by as much as 4m. Consideration should therefore be given to how the landscaping and elevational treatment along the northern side of Block B might be amended to suit the new levels and thus avoid leaving a high retaining wall at the rear of the footway (e.g. reducing the ground levels of the landscaped area may offer the opportunity to install windows in the northern elevation of the lower ground floor commercial unit in Block B).

Please also note that the land on which the existing retaining wall between the northern side of the site and the footway on top of the raised embankment sits is not within the control of the applicant. For this reason, the proposed site layout does not initially include any access onto Fifth Way at the present time.

Nevertheless, the site is to be laid out to allow a future vehicular access to be provided onto Fifth Way in the northeastern corner of the site, which would make access to and from the proposed basement car park from the east easier, whilst also providing a potential link road to future redevelopment plots to the south as envisaged in the Wembley Masterplan. As such, a new access in this location would be welcomed, but relies upon access rights being obtained over the narrow strip of third party land (which may require a CPO) and on the removal of the existing highway embankment as part of the junction widening works described above, to ensure adequate visibility splays can be provided in a westerly direction.

Travel Plan

Finally, a Travel Plan has been submitted for the proposed development as a whole. This includes a series of measures aimed at minimising and reducing car use to the site, with the aims of improving the quality of life of future occupants of the building through the promotion of the advantages of travel by more environmentally-friendly modes of transport.

Measures are to be implemented by a Travel Plan Co-ordinator, who will oversee representatives from the hotel, student housing and commercial unit. Between them, they shall disseminate marketing information through notice boards, websites, newsletters, welcome packs etc. and will promote local bicycle user groups, car sharing schemes etc.

Initial travel patterns are then proposed to be surveyed upon occupation of 75% of the units within the site, with targets for reducing car journeys being set based on the results of these surveys. Surveys are then proposed to be undertaken on the third and fifth anniversaries of the initial survey to ascertain the success or otherwise of the Travel Plan, with the Travel Plan being reviewed in conjunction with Brent Council's officers.

The submitted Travel Plan has been assessed using TfL's assessment tool ATTrBuTE, but has scored a FAIL. Key failings include the absence of any baseline modal split estimates (even though these were provided in the Transport Assessment), an absence of initial targets for reducing car use, shortcomings in the monitoring process (with only staff to be comprehensively surveyed) and lack of confirmation that the Travel Plan will be adequately secured and funded. The outlined measures are also very limited and could be far more imaginative at this early stage.

As such, any planning consent for the scheme should be subject to a Section 106 Agreement obliging the applicant to submit for approval and thereafter implement a revised Travel Plan of sufficient quality to score a PASS rating using TfL's ATTrBuTE programme.

(6) Energy & Sustainability

Policy CP19 in the Core Strategy seeks to ensure that all new development contributes to achieving sustainable development, including climate change, mitigation and adaptation. The proposal is predicted to achieve a BREEAM 'Very Good' rating; new development is generally expected to meet BREEAM 'Excellent' standards. Given that the proposal is an extension to an existing school rather than comprehensive redevelopment, achieving BREEAM 'Very Good' is considered acceptable. The proposal achieves 25% over Part L of the Building Regulations 2010 in compliance with London Plan Policy 5.2. In addition, the provision of a photovoltaic system on the roof of the proposed extension will reduce carbon dioxide emissions by at least 20 percent in accordance with renewable energy targets set out in London Plan Policy 5.7. The proposed development is considered to achieve an acceptable score against the Council's Sustainability checklist requirements. Further details including BREEAM

S106 clauses are proposed requiring the following

- Prior to material start, submission of a detailed sustainability implementation strategy to achieve a BREEAM Excellent rating and a minimum Brent Sustainability Checklist score 50.0%.
- Adhere to the ICE Demolition Protocol.
- Within 3 months of any occupation submission of BREEAM Post Construction Certificate to demonstrate 'Excellent level has been achieved, with compensation should it not be delivered.
- Prior to material start submission of verification that carbon reduction target (25% improvement over TER of 2010 Building Regulations) will be met on-site. Where it is clearly demonstrated that specific targets cannot be fully achieved on-site, any shortfall may be provided off-site, or an in lieu contribution to secure delivery of carbon dioxide savings elsewhere.

(7) Community Use

A retail unit of approximately 207 sqm within building D (to be indicated on attached plan) will be offered to Brent Council [for use by the council or a nominated partner] at nil rent for a period of 5 years and a further 5 years at £8 sqft (£10.81 sqm), for uses to deliver its 'creative district' intentions to further the regeneration of Wembley. Unit to be built to shell and core and a further £50,000 to be paid to the council towards the fit out of the unit.

(8) Mayoral CIL

Mayoral CIL will be applicable to this scheme. A contribution of either £807,870 or £1,152,970 will be payable depending on whether or not the existing building has been occupied for 6 of the last 12 months as stated by the applicant. Clarification and evidence of occupation is being sought.

(9) Conclusion

The proposed scheme complies with the relevant policies for schools development at national, regional and local level.

RECOMMENDATION: Grant Consent subject to Legal agreement

- (1) The proposed development is in general accordance with policies contained in the:-
 The London Plan, 2010 as consolidated with amendments
 Brent Core Strategy 2010
 Brent Unitary Development Plan 2004
 SPG17 Design Guide for New Development
 SPG19 Sustainable design, construction and pollution control
 SPD Section 106 Planning Obligations

CONDITIONS/REASONS:

- (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):

7257-P-MP-A-F100-P-00-001 - Site Location Plan
 7257-P-MP-A-F100-P-00-002 - Site Ownership Boundary
 7257-P-MP-A-F100-P-00-003 - Topographical survey
 7257-P-MP-A-F100-P-00-004 - Planning Application Boundary

7257-P-MP-A-F100-P-00-005 - Existing Building - Floor Plans
7257-P-MP-A-F100-P-00-006 - Existing Buildings - Aerial View
7257-P-MP-A-F100-P-00-007 - Existing Buildings - Street View
7257-P-MP-A-F100-P-00-008 - Site Plan - Proposed
7257-P-MP-A-G200-P-LG - Site Plan: Lower Ground
7257-P-MP-A-G200-P-UG - Site Plan: Ground
7257-P-MP-A-G200-P-01 - Site Plan: Level 01
7257-P-MP-A-G200-P-02 - Site Plan: Level 02

7257-P-MP-A-G200-P-02 - Site Plan: Level 03
7257-P-MP-A-G200-P-02 - Site Plan: Level 04
7257-P-MP-A-G200-P-02 - Site Plan: Level 05
7257-P-MP-A-G200-P-02 - Site Plan: Level 06
7257-P-MP-A-G200-P-02 - Site Plan: Level 07
7257-P-MP-A-G200-P-02 - Site Plan: Level 08
7257-P-MP-A-G200-P-02 - Site Plan: Level 09
7257-P-MP-A-G200-P-02 - Site Plan: Level 10
7257-P-MP-A-G200-P-02 - Site Plan: Level 11
7257-P-MP-A-G200-P-RF - Site Plan: Roof Level
7257-P-MP-A-G200-E-N - Site Elevation: North
7257-P-MP-A-G200-E-S - Site Elevation: South
7257-P-MP-A-G200-E-E - Site Elevation: East
7257-P-MP-A-G200-E-W - Site Elevation: West
7257-P-MP-A-G200-S-AA - Site Section AA
7257-P-MP-A-G200-S-BB - Site Section BB
7257-P-MP-A-G200-S-CC - Site Section CC
7257-P-MP-A-G200-S-DD - Site Section DD
7257-P-MP-A-G200-S-EE - Site Section EE
7257-P-BA-A-G200-P-LG - Hotel - Lower Ground Floor Plan
7257-P-BA-A-G200-P-UG - Hotel - Ground Floor Plan
7257-P-BA-A-G200-P-01 - Hotel - Level 01 Floor Plan
7257-P-BA-A-G200-P-02 - Hotel - Level 02 Floor Plan
7257-P-BA-A-G200-P-TY - Hotel - Typical Floor Plan
7257-P-BA-A-G200-P-12 - Hotel - Level 12 Floor Plan
7257-P-BA-A-G200-P-RF - Hotel - Roof Plan
7257-P-BA-A-G200-E-N - Building A North Elevation
7257-P-BA-A-G200-E-S - Building A South Elevation
7257-P-BA-A-G200-E-E - Building A East Elevation
7257-P-BA-A-G200-E-W - Building A West Elevation
7257-P-BA-A-G200-S-AA - Building A Section AA
7257-P-BA-A-G200-S-BB - Building A Section BB
7257-P-BB-A-G200-P-LG - Building B - Plan - Lower Ground Level
7257-P-BB-A-G200-P-UG - Building B - Plan - Ground Level
7257-P-BB-A-G200-P-01 - Building B - Plan - Levels 01-02
7257-P-BB-A-G200-P-03 - Building B - Plan - Levels 03-08
7257-P-BB-A-G200-P-09 - Building B - Plan - Level 09
7257-P-BB-A-G200-P-10 - Building B - Plan - Level 10
7257-P-BB-A-G200-P-RF - Building B - Plan - Roof Level
7257-P-BB-A-G200-E-N - Building B North Elevation
7257-P-BB-A-G200-E-S - Building B South Elevation
7257-P-BB-A-G200-E-E - Building B East Elevation
7257-P-BB-A-G200-E-W - Building B West Elevation
7257-P-BB-A-G200-S-AA - Building B Section AA
7257-P-BB-A-G200-S-BB - Building B Section BB
7257-P-BC-A-G200-P-LG - Building C - Plan - Lower Ground Level
7257-P-BC-A-G200-P-UG - Building C - Plan - Ground Level
7257-P-BC-A-G200-P-01 - Building C - Plan - Levels 01-07
7257-P-BC-A-G200-P-08 - Building C - Plan - Level 08
7257-P-BC-A-G200-P-RF - Building C - Plan - Roof Level
7257-P-BC-A-G200-E-N - Building C North Elevation
7257-P-BC-A-G200-E-S - Building C South Elevation
7257-P-BC-A-G200-E-E - Building C East Elevation
7257-P-BC-A-G200-E-W - Building C West Elevation

7257-P-BC-A-G200-S-AA - Building C Section AA
7257-P-BC-A-G200-S-BB - Building C Section BB
7257-P-BD-A-G200-P-LG - Building D - Plan - Lower Ground Level
7257-P-BD-A-G200-P-UG - Building D - Plan - Ground Level
7257-P-BD-A-G200-P-01 - Building D - Plan - Levels 01-05
7257-P-BD-A-G200-P-06 - Building D - Plan - Level 06
7257-P-BD-A-G200-P-RF - Building D - Plan - Roof Level
7257-P-BD-A-G200-E-N - Building D North Elevation
7257-P-BD-A-G200-E-S - Building D South Elevation
7257-P-BD-A-G200-E-E - Building D East Elevation
7257-P-BD-A-G200-E-W - Building D West Elevation
7257-P-BD-A-G200-S-AA - Building D Section AA
7257-P-BD-A-G200-S-BB - Building D Section BB
7257-P-BE-A-G200-P-UG - Building E - Plan - Ground Level
7257-P-BE-A-G200-P-01 - Building E - Plan - Levels 01-03
7257-P-BE-A-G200-P-04 - Building E - Plan - Level 04
7257-P-BE-A-G200-P-RF - Building E - Plan - Roof Level
7257-P-BE-A-G200-E-N - Building E North Elevation
7257-P-BE-A-G200-E-S - Building E South Elevation
7257-P-BE-A-G200-E-E - Building E East Elevation
7257-P-BE-A-G200-E-W - Building E West Elevation
7257-P-BE-A-G200-S-AA - Building E Section AA
7257-P-BE-A-G200-S-BB - Building E Section BB
LP_402 . 010 - Landscape proposal plan
LP_402 . 011 - Roof terraces
LP_402 . 20 - Section AA
LP_402 . 201 - Section BB

Design and Access Statement (Ian Simpson Architects)
Planning Statement (DP9)
Transport Statement and Travel Plan (Motion Transport Planning)
Hotel Supply and Demand Report (Jones Lang LaSalle)
Student accommodation Supply and Demand Report (Jones Lang LaSalle)
Student management Plan (Corporate Resident Management)
Statement of Community Involvement (Indigo Public Affairs)
Sustainability Statement, including Energy Assessment and BREEAM Pre-assessment (Waterman)
Environmental Statement Volumes 1,2 and 3.

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

- (3) The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) dated May 2012, in Volume 3 Appendix 11.1 of the Environmental Statement, by Environmental Planning & Assessment Limited (EPAL) and the following mitigation measures detailed within the FRA:

1. Limiting the surface water run-off to Greenfield run-off rates for all storm events up to and including the 1 in 100 year storm event including an allowance for climate change.
2. Surface water attenuation to be achieved through the use of Sustainable Drainage Systems including green roofs and permeable paving.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.

- (4) Car ventilation outlets should be placed where natural dispersion will not be inhibited, and not in enclosed areas where re-circulating air may lead to a build up of pollutants. Car-park ventilation outlets shall not be located close to any openable windows or fresh-air intakes of residential buildings.

Reason: To ensure that and occupiers of neighbouring premises do not suffer a loss of amenity by reason of pollution.

- (5) 20% of all designated car parking spaces shall be provided with electric charging points.

Reason: To help meet the Council's sustainability objectives.

- (6) Notwithstanding the submitted drawings, details of materials and colours for all external work with samples, (including choice of cladding, windows, doors, walls, roof, mortar and bonding detailing, brise soleil and fins) shall be submitted to and approved in writing by the Local Planning Authority prior to any work commencing unless agreed otherwise in writing by the Local Planning Authority, and those details, once approved, shall be fully implemented.

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

- (7) All areas shown on the plans shall be suitably landscaped and a scheme is to be submitted to and approved in writing by the Local Planning Authority prior to commencement of any construction work on the site. Such landscape works shall be completed prior to occupation of building(s) and commencement of the use, unless otherwise agreed in writing by the Local Planning Authority

Such details shall include but not be limited to:

- (a) Existing contours and levels and any alteration of the ground levels, such as grading, cut and fill, earth mounding and ground modelling.
- (b) Full details of hard-surfacing materials for all areas of hard surface within the site including paths, ramps, steps, parking areas.
- (c) The location of, details of materials, sizes and finishes of, all proposed street furniture, and external storage facilities,
- (d) All boundary treatment,
- (e) All planting including location, species, size, density and number with a soft landscaping planting schedule and layout plan. This shall include details of proposed break-out systems for all tree pit roots,
- (f) Any sustainable construction methods which are to be used.
- (g) A detailed (min 5 year) landscape management plan showing requirements for the ongoing maintenance of hard and soft landscape.
- (j) Details of the planting of all elevated roof gardens and green roofs on site, their substrate depths and their associated maintenance schedule

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

- (8) No works shall commence on the development hereby approved (excluding demolition) unless details of any external lighting and signage including the lux level, lighting contour map, dimensions and sections where relevant shall be submitted to and approved in writing by the Local Planning Authority, and the approved details shall be implemented in full unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of safety and to safeguard the visual amenities of the area

- (9) No works shall commence on the development hereby approved (excluding demolition) unless

the applicant submits a Student Accommodation Plan, that shall consider accessibility accompanied by a plan that identifies which 2% of the student rooms that will be constructed as accessible accommodation, and which 5% of the overall rooms that will be adaptable to wheelchair users. The development shall thereafter be implemented in accordance with the details so approved and thereafter maintained in accordance with these details

Reason: To ensure an accessible development

- (10) The parking spaces on site shall not be used for Wembley Stadium event parking or any other parking for those who do not occupy or patronise the development.

Reason: In order to ensure a satisfactory development that makes appropriate parking provision.

- (11) Prior to the commencement of development, details of fume extraction and odour control equipment, including any external ducting and flues, shall be submitted to and approved in writing by the Local Planning Authority. Such equipment shall be installed in its entirety before the use hereby permitted is commenced. The equipment shall thereafter be maintained in accordance with the manufacturers instructions and operated at all times when cooking is being carried out unless otherwise agreed in writing with the Local Planning Authority.

Reason: To protect the amenity of neighbouring residences

- (12) No works shall commence on the development hereby permitted (excluding demolition) until the applicant submits details of the sustainable urban drainage systems and water conservation measures proposed in accordance with London Plan policies 4A.14 and 4A.16. This shall be submitted to and approved in writing by the Local Planning Authority and thereafter the measures shall be implemented in accordance with the details so approved

Reason: To secure water conservation measures and SUDs in accordance with planning policy

- (13) A remediation strategy shall be submitted to the local planning authority for approval, which specifies measures to contain, treat or remove any contamination found. The report shall include measures for the removal of the underground fuel tanks and associated fuel infrastructure.

Reason: To ensure the safe development and secure occupancy of the site proposed for domestic use in accordance with policy EP6 of Brent's Unitary Development Plan 2004.

- (14) Any 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 for approval, stating that remediation has been carried out in accordance with the approved remediation strategy and the site is permitted for end use, before any part of the development is occupied.

Reason: To ensure the safe development and secure occupancy of the site proposed for domestic use in accordance with policy EP6 of Brent's Unitary Development Plan 2004.

All bedrooms and communal living areas premises shall be designed in accordance with BS8233:1999 'Sound insulation and noise reduction for buildings-Code of Practice' and the Environmental Statement submitted with the application to attain the following internal noise levels:

Criterion	Typical situations	Design range LAeq, T
Good resting conditions	Living rooms	30 dB (day: T =16 hours 07:00 – 23:00)

Good sleeping conditions Bedrooms 30 dB (night: T = 8 hours 23:00 – 07:00)

LAm_{ax} 45 dB (night 23:00 – 07:00)

A test shall be carried out prior to the occupation of the development to show the required internal noise levels have been met and the results submitted to the Local Planning Authority for approval.

Reason: To obtain required sound insulation and prevent noise nuisance.
(15)

- (16) Details of noise-insulation measures for the premises, to prevent the transmission of noise and vibration between the approved student residential units and the other uses shall be submitted to and approved in writing by the Local Planning Authority before development commences on site. Provision in accordance with the details thus approved shall be made prior to the commencement of the use and shall thereafter be permanently retained to the satisfaction of the Local Planning Authority.

Reason: To protect residential amenity.

INFORMATIVES:

None Specified

Any person wishing to inspect the above papers should contact Neil McClellan, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5243