

# COMMITTEE REPORT

Planning Committee on  
Item No  
Case Number

21 July, 2021  
03  
20/1310

## SITE INFORMATION

RECEIVED	1 May, 2020
WARD	Tokyngton
PLANNING AREA	
LOCATION	33A, 33-35 and St George Hotel, 43-51 Wembley Hill Road, Wembley, HA9
PROPOSAL	Demolition of former AIB building and erection of a part 5, part 6 storey building with a 2 storey basement level for use as hotel and retail unit and additional storey extension to St. George's Hotel
PLAN NO'S	Refer to condition 2
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><b><u>When viewing this on an Electronic Device</u></b></p> <p>Please click on the link below to view <b>ALL</b> document associated to case <a href="https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_&lt;systemke">https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_&lt;systemke</a></p> <p><b><u>When viewing this as an Hard Copy _</u></b></p> <p>Please use the following steps</p> <ol style="list-style-type: none"><li>1. Please go to <a href="https://pa.brent.gov.uk">pa.brent.gov.uk</a></li><li>2. Select Planning and conduct a search tying "20/1310" (i.e. Case Reference) into the search Box</li><li>3. Click on "View Documents" tab</li></ol>

## RECOMMENDATIONS

That the Committee resolve to GRANT planning permission subject to completion of a legal agreement to secure the following planning obligations:

1. Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance.
2. Notification of material start 28 days prior to commencement.
3. Carbon Off-setting: Pre-construction: submission of revised Energy Assessment to achieve zero carbon with a minimum of 35% carbon reduction on site reduction with any remaining shortfall in carbon zero to be secured through a financial contribution to Brent's carbon offsetting scheme. Post-completion: submission of revised Assessment, final financial contribution.
4. Surveys of television and radio reception in surrounding area, and any mitigation works agreed
5. Submission of a Coach Management Plan.
  - The Coach Management Plan shall include details of the management arrangements and mechanisms used to prevent coaches arriving on site
  - Any potential coaches arriving on site shall load and unload within stadium coach parking areas.
  - Details of shuttle bus service collecting guests from the coach car park
  - Details of how the hotel would inform coach bookings of the mechanisms used to prevent coaches arriving on site.
6. Submission of a Travel Plan

### Conditions

#### *Compliance*

1. 3 years consent
2. Approved Drawings
3. Hotel Use
4. Commercial Use
5. Accessibility Management Plan
6. SuDS and Drainage Statement
7. Non-Road Mobile Machinery
8. Approved Parking and Cycle Storage
9. Considerate Constructors Scheme

#### *Pre-commencement*

10. Construction Method Statement
11. Fire Safety Strategy
12. Construction Logistics Plan

#### *Post-commencement*

14. Land Contamination study
15. Materials

#### *Pre-occupation or use*

16. PV Panels
17. Delivery and Servicing Plan

18. Roof Plant Details
19. BRE Certificate
20. Car Park Management Plan

### Informatives

1. CIL
2. Construction Works
3. Party Wall Act 1996
4. London Living Wage
5. Fire Safety
6. Asbestos
7. Soil Sampling
8. Thames Water
9. Groundwater Risk Management Permit

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.

## SITE MAP

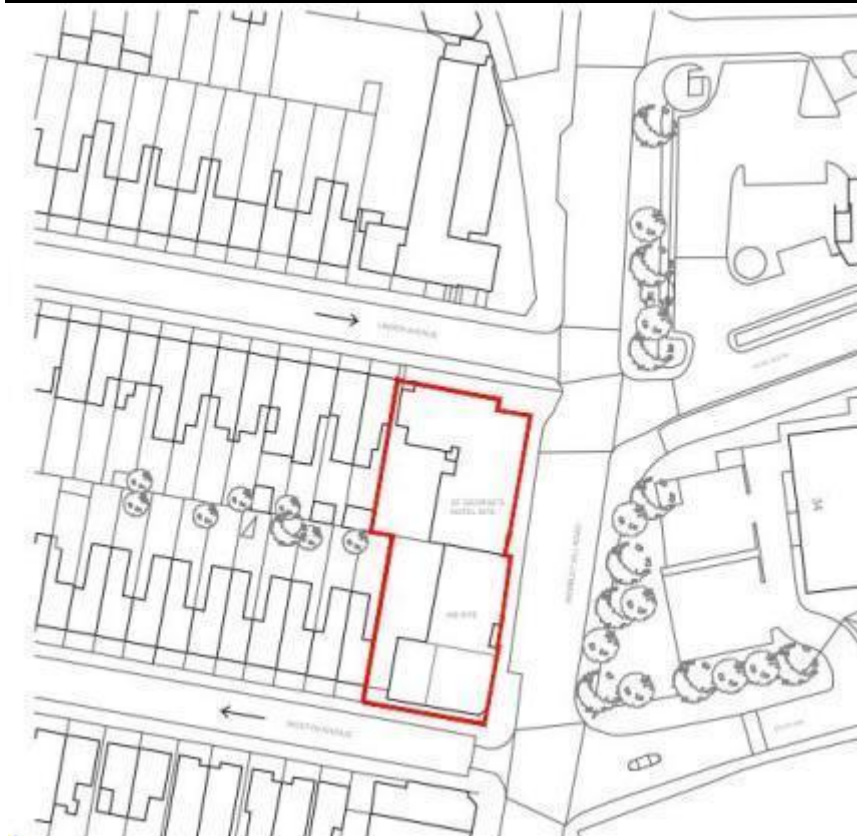


**Brent**

### Planning Committee Map

Site address: 33A, 33-35 and St George Hotel, 43-51 Wembley Hill Road, Wembley, HA9

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This map is indicative only.

## PROPOSAL IN DETAIL

The proposal is seeking to demolish the two storey building occupying the southern portion of the site and replace it with a new part five and part six storey development, to be built as an extension to St George's Hotel. Two lower basement levels would be introduced. The proposal would facilitate the expansion of the existing hotel and a new retail unit would be included on the ground floor, which measures approximately 100sqm. The new building would connect to existing hotel at each floor level resulting in a new stair and lift core introduced to the new block accessing all storeys and basement levels. An additional storey would be included to the existing St. George's Hotel building. The proposal would provide an additional 63 hotel rooms, providing a total of 112 rooms to the upgraded hotel.

A retail unit would be included at the ground floor of the proposed building. The majority of the ground floor would support a reception and lounge area for the hotel. A new front entrance would be included along this part of the development. Both basement levels would facilitate leisure facilities and hotel plant areas.

The rear service yard would include ten parking spaces which would comprise of four residential disabled spaces, three disabled hotel spaces and three hotel spaces. An allocated service bay would also be provided to the rear of the site.

## EXISTING

The application site is situated on Wembley Hill Road between Linden Avenue and Mostyn Avenue. St George's Hotel is positioned along the northern portion of the site and the southern part of the site contains a two storey building which adjoins to the existing hotel. The southern premises is vacant and was previously occupied by Allied Irish Bank. The rear of both buildings is utilised for parking and delivery purposes. The area is predominantly mixed use with larger scale buildings located to the east and traditional two storey dwellings located to the west.

Crown House occupies the north western portion of the site which occupies nine residential units. Crown House is integrated with main building of St. George's Hotel.

The site is located within the Wembley Growth Area and within the Wembley Town Centre boundary. The southern part of the site also sits within the secondary shopping frontage of the town centre.

## AMENDMENTS SINCE SUBMISSION

Amendments were received during the course of the application on 17/05/2021 and 24/06/2021

- The ground floor plan has been updated to include refuse facilities, cycle parking and service bay.
- The amendments included the re-arrangement of the parking to the rear of the service area.
- Rear elevation updated to reflect the rear access changes
- A revised Transport Statement, Employee Travel Plan and Delivery + Service Plan was provided during the course of the application taken into consideration comments provided by the Transport Officer.
- A revised Basement Impact Assessment was submitted 08/06/2021.

## SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. Members will have to balance all of the planning issues and objectives when making a decision on the application, against policy and other material considerations.

**Consultation:** Two objections were received from individual addresses and a petition was received on behalf of seven properties on Mostyn Avenue and the Wembley Hill Residents Association.

**Principle of Development:** The proposal would result in the intensification of the existing hotel on site. Such intensification would be acceptable given that the hotel use is within Wembley Growth Area which would benefit the area and meet the policy requirements of the London Plan regarding the promotion of tourism within the city as a whole. Emerging Policy BE9 also encourages hotels in the Wembley Major Town Centre. The introduction of a retail unit along this designated secondary shopping frontage would also be acceptable in policy terms.

**Design and Appearance:** The overall design approach of the proposed building would be acceptable, and the height and massing would be in keeping with the local context. The proposal would allow for an appropriate transition and relationship factoring into account the traditional two storey dwellings to the east of the site. The proposal would not have a negative impact on the protected views to Wembley Stadium. Each elevation would incorporate high quality finishes with a contemporary design, which would reflect the new developments further north and east of the application site. Overall, the design would be considered to be of a high standard. Given scale and siting of the proposed development, the Wembley High Street Conservation Area and Wembley Arena (a Grade II Listed Building) would not be harmed.

**Relationship with Neighbouring Properties:** The applicant's daylight and sunlight analysis confirms that whilst there would be some loss of light and overshadowing to neighbouring gardens that fall short of BRE targets, such a shortfall would be considered acceptable within the urban context of the site and its location within the Wembley Growth Area. The proposal would also fail the 45 degree line set out in Brent's Supplementary Planning Guidance 1 in relation to 1 Linden Avenue. The proposal has incorporated unique design mechanisms to the rear elevation to ensure no significant harmful overlooking would occur to the neighbouring property directly west of the application site.

**Transport Considerations:** The submission demonstrates that the proposal is unlikely to have a significant impact on local streets given the high level of public transport accessibility of the site. Any potential coaches arriving to the site would utilise the coach parking areas surrounding the Stadium. The submission of a coach management plan would be secured as part of the Section 106 obligations, to prevent coaches arriving on site or park within the vicinity of the site to drop off guests. A service bay would be provided to the rear of the site for both the hotel and retail uses. The level of parking to the rear would be considered sufficient for the hotel and retail use, given that the site is ideally situated next to good public transport links.

**Sustainability and Energy:** The measures proposed by the applicant achieve the required improvements in terms of achieving a BREEAM rating of 'Excellent'. A post completion certificate would be secured as a condition. The Energy Strategy demonstrates A 'Lean, Clean, Green' has been adopted and the development achieves a 35.6% reduction in CO<sub>2</sub> emissions beyond the Building Regulations Part L (2013) 'baseline' allowing a small design and construction tolerance over the mandated 35% reduction required. The remaining shortfall to achieve zero carbon would be secured as a carbon off-set payment. This would be secured within the Section 106 Agreement. Based on the current energy assessment this is estimated to be in the region of £228,855.

**Environmental Considerations:** A number of conditions would be secured regarding the potential of environmental health impacts, in particular construction management, to be fully considered and mitigated prior to commencement of the development.

**Flood Risk and Drainage:** The site is located within a Flood Zone 1 area and therefore would have little risk of flooding. A Drainage and SuDS Strategy Statement was submitted with the application demonstrating that the proposal would not result in high levels of surface water run off. The development would therefore reduce flood risk on site and elsewhere.

**Trees and Landscaping:** There are no protected trees or notable trees on site or within the vicinity of the application site that would be harmed by the proposed development.

**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	845.2	845.2	-845.2
General industrial	0	0	0
Hot food take away (2004)	0	0	0
Hotels	0	0	3071.2
Non-residential institutions	0	0	0
Residential institutions	0	0	0
Restaurants and cafes	0	0	0
Shops	0	0	100
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**

**12/0387** - Erection of two additional storeys on top of existing building to create 8 self contained flats and the re-cladding of the whole building and subject to a Deed of Agreement dated 26.06.2013 under Section 106 of the Town and Country Planning Act 1990, as amended – **Granted, 28/06/2013.**

**13/1218** - Change of use of the exiting office space within the building to a hotel with ground floor A3 restaurant and the erection of two additional storeys on top of existing building and the re-cladding of the whole existing building to create a 47 bed hotel (Including revised daylight/sunlight report) – **Granted, 14/10/2013.**

### **CONSULTATIONS**

#### Public Consultation

240 properties were consulted during the course of the application on the 19/05/2020.

A site notice was posted on the 12/06/2020.

The application was advertised in the press on the 28/05/2020.

Two objections were received from individual addresses and a petition was received on behalf of seven properties on Mostyn Avenue and the Wembley Hill Residents Association.

Summary of objections:

Objection	Response
The proposal would result in noise disturbance and general pollution.	The application site is located within the designated town centre, an area which is identified as being appropriate for hotels. Proposed hotel use is unlikely to result in significant high pollution levels given that the proposal is seeking to promote public transport and would be built in accordance with an energy strategy to reduce carbon emissions. The application has also been accompanied by an air quality neutral impact assessment, demonstrating that the

	<p>scheme is air quality neutral. A noise report has been submitted with the application which identifies that proposed extraction equipment on the roof would not have a detrimental impact on the neighbouring property directly west of the application site. The Environmental Health Officer reviewed the noise assessment submitted with the application and identified that the results adequately demonstrates compliance with noise criteria.</p>
<p>The introduction of a new six storey building is out of keeping with nearby residential dwellings.</p>	<p>Refer to paragraphs 13-37</p>
<p>The proposed height would appear obtrusive and overbearing.</p>	<p>Refer to paragraphs: 13-20</p>
<p>The proposed parking and delivery arrangements are not adequate</p>	<p>Refer to paragraphs: 74-80</p>
<p>The demolition of the existing building will cause serious health and safety issues for the local residents, neighbours, as being an old building the amount of dust and pollution can be detrimental effect on health.</p>	<p>A planning condition has been included requesting a Construction Method Statement prior to the commencement of works to illustrate how noise and dust emissions would be minimised to protect the impact on local air quality and the amenity of neighbouring properties.</p>
<p>Vibrations would harm nearby residents.</p>	<p>A condition would be secured in relation to a construction management plan to minimise the impact on neighbouring properties from construction works.</p>
<p>The proposal would result in overlooking and loss of privacy.</p>	<p>Refer to paragraphs: 38-44</p>
<p>The current streets surrounding the site would not have the capacity for parking.</p>	<p>Refer to paragraph 72-75 + 81</p>
<p>Traffic congestion due to road works to the local area</p>	<p>This is not related to the consideration of this planning application.</p>
<p>Construction works taking place on a number of sites within proximity to this site, with construction lorries/deliveries blocking the roads and being polluting from diesel smells</p>	<p>Conditions are recommended in relation to a construction method statement and construction logistics plan to minimise the impact of construction works upon neighbouring occupiers.</p>
<p>Construction worker vans and residents from the hotel parking on local streets, so there is no spaces for residents to park despite having a permit for the CPZs</p>	<p>If vehicles are parked within the CPZ without a permit, the matter needs to be reported to parking enforcement. The construction logistics plans will secure measures to encourage contractors to use alternative modes of transport to private</p>

	vehicles.
Noise associated with nearby construction works	Noise from construction works is controlled under environmental health legislation.
Loss of light and sunlight to neighbouring properties	Please refer to paragraphs 45-57.
Noise assessment only focuses on guests of hotels and not the nearby residential properties – existing residents forced to have their windows closed due to the noise.	The noise assessment has considered the impact of noise sources such as plant and other equipment in relation to neighbouring occupiers. Please refer to paragraph 94.
Construction works associated with nearby development resulting in cracks in neighbouring properties due to vibrations associated with digging foundations	Cracks in properties is not a planning consideration. This is considered under building control regulations and the Party Wall Act.
Concerns regarding the potential of asbestos.	An informative would be included to any consent reminding the applicant's 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.
There has been a number of complaints to the council for antisocial and noise pollution in existing building.	It is noted that noise complaints have been previously made at the site in 2017. Anti-social behaviour falls outside of planning control and must be reported the Council's Environmental Noise Team.
The proposal would result in a loss of light to the neighbouring properties.	Refer to paragraphs 45-57.
TV picture being affected.	A TV reception survey and the implementation of any mitigation measures will be secured within the Section 106 Agreement.
The Hotel has resulted in anti-social behaviour due to outdoor structures facilitating late night drinking	No previous permission has been granted for such an area. Nevertheless, recent Government legislation has allowed for temporary outdoors structures to support the hospitality industry without the need for planning permission. The current planning application does not include any structures within the rear service yard.
The proposed construction phase would result in congestion on the local road networks.	A Construction Logistics Plan has been recommended as a condition prior to the commencement of the development, to minimise the impact of construction traffic upon the local area.



The new developments will not benefit local community as they are not affordable so people are forced to move out of the area	This application does not propose new housing.
The level of consultation was not satisfactory.	246 neighbour letters were sent out. A press notice and site notice was also put up during the course of the application. As such the consultation was conducted in accordance with The Town and Country Planning (Development Management Procedure) (England) Order 2015.
Fire escape installed next to neighbouring property without permission resulting in people trespassing into garden	The fire escape stairs located along the west of the existing building has been approved via application 15/5229.

## POLICY CONSIDERATIONS

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

The development plan is comprised of the London Plan 2021, Brent Core Strategy 2010, Brent Development Management Policies 2016 and the Wembley Area Action Plan 2015.

Key policies include:

### **London Plan 2021**

SD6 Town Centres and High Streets

D3 Optimising site capacity through the design-led approach

D4 Delivering Good Design

D5 Inclusive Design

D9 Tall Buildings

D10 Basement Development

D12 Fire Safety

E10 Visitor Infrastructure

G5 Urban Greening

S11 Improving Air Quality

S12 Minimising Greenhouse Gas Emissions

S13 Energy Infrastructure

S14 Managing heat risk

S15 Water infrastructure

S17 Reducing Waste and Supporting the Circular Economy

S113 Sustainable Drainage

T1 Strategic approach to transport

T2 Healthy Streets

T3 Transport capacity, connectivity and safeguarding

T4 Assessing and Mitigating Transport Impacts

T5 Cycling

T6 Car Parking

T6.3 Retail Parking

T6.4 Hotel and Leisure Uses Parking

T6.5 Non-Residential Disabled Persons Parking

T7 Deliveries, Servicing and Construction

### **Brent Core Strategy (2010)**

CP1 Spatial Development Strategy

CP7 Wembley Growth Area

CP16 Town Centres and Sequential Approach to Development

CP19 Brent Strategic Climate Change Mitigation and Adaptation Measures

### **Brent Development Management Policies (2016)**

DMP1 Development Management General Policy

DMP 2 Supporting Strong Centres

DMP 6 Visitor Accommodation and Attractions

DMP7 Brent' Heritage Assets

DMP9b On site Water Management and Surface Water Attenuation

DMP13: Movement of Goods and Materials

### **Wembley Area Action Plan 2015**

WEM 5 Tall Buildings

WEM6 Protection of Stadium

WEM8 Securing Design Quality

WEM15 Car Parking Standards

WEM16 Walking and Cycling

WEM24 New retail Development

WEM30 Decentralised Energy

WEM32 Urban Greening

All of these documents are adopted and therefore carry significant weight in the assessment of any planning application.

## **Emerging Policy Context**

The Council is at an advanced stage in reviewing its Local Plan. The draft Brent Local Plan was subject to examination in public during September and October 2020. Planning Inspectors appointed on behalf of the Secretary of State have considered the draft Plan and have requested that the Council undertake consultation on a number of Main Modifications which is taking place between 8 July and 19 August 2021. Therefore, having regard to the tests set out in paragraph 48 of the NPPF, it is considered that greater weight can now be applied to policies contained within the draft Brent Local Plan.

The draft Local Plan carries significant weight in the assessment of planning applications given the progress through the statutory plan-making processes.

Key policies include:

### **Brent's draft Local Plan**

Key policies include:

DMP1 Development Management General Policy

BP1 Central

BCGA1 Wembley Growth Area

BD1 Leading the Way in Good Design

BD2 Tall Buildings in Brent

BD3 Basement Development

BE4 Supporting Strong Centre Diversity of Uses

BE7 Shop Front Design and Forecourt

BE9 Visitor Accommodation and Attractions

BHC1 Brent's Heritage Assets

BHC2 National Stadium Wembley

BGI2 Trees and Woodlands

BSUI1 Creating a Resilient and Efficient Brent

BSUI2 Air Quality

BSUI4 On-Site Water Management and Surface Water Attenuation

BT1 Sustainable Travel Choice

BT2 Parking and Car Free Development

BT3 Freight and Servicing, Provision and Protection of Freight Facilities

The following are also relevant material considerations: \_

The National Planning Policy Framework (revised 2019)

Brent's Design Guide – Supplementary Planning Document 1 2018

Brent's Basement Supplementary Planning Document 2017

## **DETAILED CONSIDERATIONS**

## **Principle of Development**

### Demolition of existing building

1. The existing building occupying the southern portion of the site that is to be demolished was previously occupied by Allied Irish Bank but is believed to have been vacant since 2015. The loss of the existing building is acceptable as it does not contain a listed building or is sited within a conservation area (designated heritage assets) or contain a locally listed building (non-designated heritage asset).

### Hotel Use

2. Policy E10 of the London Plan stipulates that London's visitor economy and associated employment should be strengthened by enhancing and extending its attractions, inclusive access, legibility, visitor experience and management and supporting infrastructure, particularly to parts of outer London well-connected by public transport. The Mayor wants to spread economic and regeneration to promote tourism across the whole of the city, including outside central London. The London Plan supports the enhancement and extension of London's attractions particularly to town centres and well-connected parts of outer London.
3. The site is situated within the Wembley Growth Area and CP7 stipulates that the area will drive the economic regeneration of Brent and will become a high quality, urban, connected and sustainable city quarter generating 10,000 new jobs across a range of sectors including retail, offices, the new Brent civic centre, conference facilities, hotels, sports, leisure, tourism and visitor attractions, creative and cultural industries and education facilities reflecting its designation as a Strategic Cultural Area for London.
4. DMP6 states that visitor accommodation and attractions will be encouraged in Wembley Strategic Cultural Area and in town centres in accordance with the sequential approach, and permitted when not compromising the supply of land for new homes on allocated housing sites and the Council's ability to meet its housing targets. Policy BE9 of draft Local Plan highlights that future hotel provision will be encouraged in Wembley. The policy further highlights that the proposed hotel use must not compromise the supply of land for new homes on allocated housing sites and the council's ability to meet its housing targets.
5. The site is not allocated for new homes and as such the proposed hotel expansion would not compromise the Local Planning Authority's ability to meet its housing targets. The draft Local Plan has identified numerous sites throughout the Borough for additional residential developments while taken into consideration the projected housing targets. The proposed expansion of the hotel use would serve Wembley Stadium and the SSE Wembley Arena which would benefit the function of events at both these convention areas and therefore providing wider benefits to the local economy. In addition to this the site is served well by public transport links which can provide hotel users easy access to central areas of London which would further benefit the city as a whole and support the key objectives of policy E10 of the London Plan. As a result the expansion of the existing hotel is considered acceptable in principle and would be a key enhancement to drive tourism within the area which is a key consideration and objective in the Wembley Area Action Plan.
6. The proposed ground floor of the hotel use would incorporate good active frontage facing Wembley Hill Road and this would benefit the local area. Overall there is no principle objection to the intensification of the hotel use on site and the expansion of St George's Hotel is supported.

### Proposed Retail Use

7. The site is designated as a secondary shopping frontage. DMP2 of the Development Management Policies outlines that non-A1 or A2 uses will be permitted within town centres where:
  - a. it would not reduce the proportion of frontage in A1 and A2 use to less than 65% of the primary frontage; or
  - b. if vacancy rates exceed 10% of primary frontage it would not reduce the proportion of frontage in A1 and A2 use to less than 50%; and
  - c. the proposal provides, or maintains, an active frontage.

This is further emphasised within Policy BE4 of the Draft Local Plan. Policy WEM24 of the Wembley Area

Action Plan (WAAP) outlines that new retail development should be directed towards town centre areas.

8. The site is not within a primary frontage and therefore parts (a) and (b) of DMP2 are not relevant. The proposal would include a retail unit that would occupy the southern portion of the site providing additional retail space to the area and would be considered an appropriate location along this secondary shopping frontage of Wembley Town Centre. The proposed retail use would provide additional active frontage to the elevations facing Wembley Hill Road and Mostyn Avenue.
9. Overall, the proposed ground floor retail use is supported in principle and would be considered to be appropriately compliant with the key strategic policies both adopted and emerging.

### **Design, Character and Impact on the Street Scene**

10. The NPPF emphasises that good design involves responding to local character and history and reflecting the identity of local surroundings and materials, while not discouraging appropriate innovation, and Policy DMP1 of the Development Management Policies 2016 requires the scale, type and design of development to complement the locality.
11. Policy BD1 of the Local Plan states that all new development must be of the highest architectural and urban design quality. In delivering high quality design, development proposals will be expected to show how they positively address all the relevant criteria within London Plan design policies and the Brent Design Guide SPD1.
12. The areas to west of the site is characterised by traditional suburban two storey terrace properties. While the areas further east of the site comprises of higher and denser built form which consists of a varied range of uses. Nonetheless the application site differs given the predominately residential and suburban character of the properties to the west of the site, acting as a transition between the lower scale suburban housing and the taller developments within the comprehensive character zone identified within the Wembley Area Action Plan.

### Height

13. The site is situated on the fringe of Wembley Growth Area and under Policy WEM 5 of the WAAP the site is inappropriate for tall buildings. Policy WEM5 states a tall building is classified as a building 30m in height. Therefore the proposed development would not be classified as a tall building while taken into consideration policy WEM5.
14. Policy BD2 of draft Local Plan identifies a tall building that is more than 6 metres above the general prevailing heights of the surrounding area or more than 30 metres in height. However, the 6 m designation is likely to be removed following changes to the London Plan prior to its adoption. Tall buildings are directed to the locations shown on the policies map in Tall Building Zones, intensification corridors, town centres and site allocations.
15. The proposed new build south of the site would be six storeys in height directly adjacent to the existing hotel and would drop to five storeys further to the south. This addition would contain a maximum height of approximately 20m measured from the front elevation. An additional storey would be added to the existing hotel building that would be 3.6m in height. The proposed replacement building to the south would be approximately 7.5m greater in height when compared to the height of the existing building located along this portion of the site.
16. The introduction of new part five storey and six storey development at the site is considered acceptable. The proposed building would resemble the height of the main hotel building and as such the new build to the south would not appear out of context. In addition to this the site directly north (Cottrel House site) has been recently re-developed and now facilities a part ten storey building. A stepped approach would be introduced to the rear elevation and this is demonstrated on the proposed south elevation drawing. The stepped approach to the rear elevation would start at three stories, rise to four, five and eventually six stories towards a westerly direction. The gradual change in height would allow for an appropriate transition between lower scale built form to the west and the dense developments further east of the site.
17. The proposed three storey element to the rear would be sited approximately 8m from the side elevation of No. 1 Mostyn Avenue. This relationship would allow for a significant separation distance with this traditional two storey residential property. As such the development would appear as an acceptable transitional change in height given the stepped design approach allowing for an appropriate relationship

with the two storey properties to the west.

18. It is noted that additional plant features would be incorporated to the new hotel extension, with a total of 4 plants and lift over-run. These minor additions would contain a maximum height of approximately 1.7m and would be located in the central locations of the roof plan. The extension to the existing hotel would also contain AC/condenser units and a new stair case overrun. These additional add-ons to the roof would vary between 2.2m and 1.7m in height, resulting in no visual impacts from the street scene and surrounding areas. The proposed PV panels would also project slightly off the roof to ensure these are angled to the south however this not considered to result in significant harm when viewed from the surrounding area.
19. The additional storey to the exiting hotel building occupying the site would be set back from the front elevation and northern side elevation of the main hotel building. The height of the existing building with the additional storey remains under 30m high, and therefore would not be classed as a tall building as defined within the WAAP. The proposed development would not appear out of context given the scale of the developments to east and north of the site. This feature would appear as a subservient and minor addition to the existing hotel building, that would not be prominent from street scene.
20. Overall, the proposed height of the new building would complement the surrounding area and act as an appropriate relationship with the established built form to the west of the application site and the high rise developments further east. It would comply with policy DMP1 and emerging policy BD1.

#### Impact on Wembley Stadium Arch

21. Policy WEM6 outlines the importance of protecting views of Wembley Stadium given that it is a significant building within Wembley. Policy BHC2 of the Draft Local Plan further emphasises the importance of development not having detrimental impact on specific views as identified with the Policies Map. Policy WEM6 further identifies protected short, middle and long distances views of the National Stadium.
22. Based on the location of the site views 2. Elmwood Park, Sudbury and 3. Horsenden Hill, Perivale are relevant. The Design and Access Statement submitted with the application contains a view impact assessment. The evaluation highlights that the development would not have a negative impact on stadium views in this location while considering the overall mass and height of the scheme. The appraisal reveals that the proposed works would not have any adverse impact on the existing protected views of the stadium from the near or far vantage points given the siting of the development in relation to the view corridors and the stadium itself, while considering the nature of the local topography to the west. The key views have been taken into consideration and demonstrating no significant harm. The assessment has also illustrated no impact from local viewpoints from Linden Avenue and Mostyn Avenue.
23. Overall it has been demonstrated that the proposed development would not have detrimental impact on the important viewpoints to Wembley Stadium and would comply with the existing and emerging policies regarding the protected viewpoints.

#### Relationship with nearby Heritage Assets

24. Wembley High Street Conservation Area is located further north west of the site which is sited approximately 260m from the application site. In addition to this, Wembley Arena (a Grade II Listed Building) is sited further north east of the site and is situated approximately 341m from this building.
25. Policies DMP1 and DMP7 of the Development Management Policies 2016 identify the importance of considering the significance of heritage assets and their settings. Policy BP1 of the Draft Local Plan highlights the importance of conserving the Wembley Arena. Policy BHC1 of the Draft Local Plan also outlines the significance of sustaining and enhancing heritage assets in the Borough.
26. The proposed development would not harm the setting of Wembley Arena given the significant separation distance between application site and this listed building. Wembley Area is also currently not visible from the site given the established built form south and south west of this heritage asset. As such the development would not have a negative impact on the Grade II Listed Building.
27. As identified above, Wembley High Street Conservation is situated a significant distance from the application site. The applicant has provided a viewpoint from the Conservation Area and it demonstrates that the proposal would not appear harmful to the Conservation Area. Overall given the relationship

achieved with the heritage assets associated with wider area, the development would not have detrimental impact on them.

### Layout

28. The proposed front building would mirror that of the existing hotel. The southern elevation would extend beyond the front elevation of No.1 Mostyn Avenue by approximately 2.6m, however this minor projection would not be considered to negatively impede on the established building line of the properties along Mostyn Avenue. Furthermore the existing building occupying this portion of the site allows for a similar relationship.
29. The proposal would result in a new front entrance at the ground floor element of the new build and the existing rear entrance would be maintained. Three blue badge spaces would be provided to the rear service area for use of guests of the hotel. The expanded element would support a new reception and lounge area while the existing bar and dining area would be retained.
30. The main entrance to the retail unit would face Wembley Hill Road. Refuse and cycle storage would be provided to the rear which is considered the most appropriate area for cyclists.
31. The proposed lower ground floor levels would include leisure facilities and separate hotel plant areas, gym facility with additional treatment rooms. These areas are intended to be used for hotel use only. A reception area and waiting area would added to the -1 level. A new stair and lift core will be introduced accessing all storeys and basement levels. Each upper floor would contain access to the existing hotel building. The proposed first and second floors would each include 15 new rooms each. The third floor would have 13 rooms and 7 rooms would be added on the fourth floor. The extension to the existing hotel would facilitate 10 new rooms with two stair cores and lift as per the existing floors below. Each floor would have a central corridor with new rooms facing the rear and front elevations.
32. The overall layout of the proposed development is acceptable and would sufficiently support the proposed uses.

### Architecture and Materially

33. SPD1 states that the use of durable and attractive materials is essential in order to create development that is appealing, robust and sustainable and fits in with local character.
34. The Design and Access Statement submitted with the application provides details of the proposed materials that would be incorporated. The proposal would use brick-clad grid structure with sub-divided in-fill panels. A vertical stretcher bond brickwork would be used across the grid to help accentuate the verticality of the scheme. Officers have agreed with the agent that Herringbone bond brickwork would best suit the development when factoring into consideration the existing hotel building. This brick would be grey in appearance. The extension to the existing hotel would also include the same materials.
35. A metal mesh privacy screen would be added to the rear elevation which would appear as discrete elements that blend with the proposed materials of the development as a whole. The brick pattern would consist of diagonal and vertical components along with proposed window designs adding variety to each elevation. This style and design methodology would result in a good quality contemporary development that would enhance the street scene.
36. The ground floor would include high toughened laminated glazing and windows would include projecting aluminium frames. The proposed ground floor would include large panel glazing providing good active frontage along Wembley Hill Road which would further benefit the area. This approach would also wrap around to the elevation facing Mostyn Avenue providing additional merit to this street.
37. Overall the principle of the proposed materials is considered acceptable however a condition has been recommended requesting precise details of the materials.

### **Impact on Neighbouring Properties**

#### Separation Distance and Privacy

38. Any development will need to maintain adequate levels of privacy and amenity for existing residential properties, in line with the guidance set out in SPD1. Separation distances of 18m between

directly facing windows and 9m to boundaries should be maintained.

39. No. 1 Mostyn Avenue adjoins the rear boundary of the application site. The rear elevation of the first and second floor elements to the west/rear elevation would be approximately 8m from the flank elevation of this neighbouring property. The main side elevation of this neighbouring property does not contain any side windows. It is noted the two storey projection to the rear of this property contains two upper floor windows however this portion of the property is set in from the boundary by approximately 1.9m and therefore would allow for a separation distance of approximately 10.9m from the three storey element of the proposed development. The additional upper floor levels would be set further away from this neighbouring property due to the stepped design approach.
40. SPD1 outlines that distances of 9m to the boundary with a private residential garden can be acceptable in relation to the consideration of overlooking and privacy. It also highlights that high quality design and solutions can sometimes mitigate impacts and allow for efficient use of land. The rear elevation would include privacy screens to ensure outlook is focused away from the neighbouring rear garden of No. 1 Mostyn Avenue and directed to a less sensitive part of the application site. These screens will be carefully fabricated utilising metal mesh screens with varying perforations restricting views to the south while allowing light to still enter the rooms. Therefore on this occasion the 8m distance for the first and second floors is considered acceptable given the design solutions that would be used to ensure harmful overlooking is mitigated appropriately. The distance is in excess of 9 m for the floors above. Overall the distance with the boundary would be acceptable given the proposed relationship that would be achieved between both buildings.
41. The property to the south of the site (No. 31 Wembley Hill Road) comprises of a commercial unit on the ground floor and the property has no upper floor residential units along the northern elevation. In addition to this the proposed works to the south of the site would be positioned a significant distance approximately 20m from No's 2 and 4 Mostyn Avenue. Furthermore the development would be situated approximately 20m from the Mahatma Gandhi House re-development which is considered a substantial distance achieving an appropriate relationship.
42. The proposed additional extension that would be located along the north western portion of the main hotel building would be set in from the northern side elevation by approximately 3.7m. The existing relationship between the side elevation of the hotel and No. 1 Linden would not alter. The extension would wrap around the southern part of the hotel roof. This element would be flush with the rear elevation and would be positioned approximately 10m from the rear boundary directly west which would comply with the 9m requirement. The northern elevation of this extension would be situated approximately 7.8m from the Cottrell House development which is satisfactory given the existing relationship between both buildings.
43. The rear elevation would contain fenestration facing the neighbouring properties. The applicant has considered the importance of respecting this relationship. The previous application on site Ref: 13/1218 included angled windows to the rear façade whereby overlooking is less sensitive given the overall orientation of the site. As identified previously the rear elevation of the new building would consist of privacy screens acting as a second layer to the rear elevation which would provide angled and restricted views towards the south of the site. This concept would therefore prevent overlooking to the neighbouring residential properties.
44. The distance between the roof extension and No. 1 Linden Avenue would not alter when compared to the existing relationship on site and as a result the level of overlooking would not alter between the existing hotel and the rear garden of this neighbouring property. This element of the development would also incorporate the privacy screening further reducing any potential overlooking. Overall the scheme would not result in any harmful overlooking to the residential properties within the vicinity of the application site.

#### Overbearing Appearance

45. SPD1 sets out that new developments should normally sit within a line drawn at 30 degrees from the nearest rear habitable room window of adjoining development (measured at 2m high from internal floor level) and site within a line drawn at 45 degrees from the neighbouring private rear garden area (measured at 2m above garden level).
46. Drawing Number: 1347/04/001B reveals that the works to the south would not infringe with the 45 degree angle taken from the boundary treatment of No. 1 Mostyn Avenue. As identified previously this



neighbouring property contains no flank windows.

47. The existing hotel building would project above the 45 degree angle taken from the boundary with No. 1 Linden Avenue. The previous extensions that were approved under application 12/0387 and 13/1218 also projected above the 45 degree line.. The proposed additional storey would result in an additional height of 3.6 m above the existing building. The additional storey above Crown House would increase the degree of impact on the amenities of the occupants of No. 1 Linden Avenue beyond that envisaged within SPD 1 when viewed from their rear garden in terms of overbearing appearance and sense of enclosure. However, the impact must be balanced against the benefits of the scheme. The proposal would contribute towards providing visitor facilities within the Growth Area meeting the objectives of both local and regional policy. Furthermore, consideration of daylight and sunlight for No. 1 Linden Avenue has been carried out and discussed within the remarks section below. In summary, the daylight and sunlight report concluded that VSC levels for windows would remain within BRE guidelines, there would be a minor reduction in winter sunlight to one affected window, and the proposal would not result in any increased overshadowing to the garden. Daylight and sunlight is discussed below in more detail. Overall, the benefits of the scheme are therefore considered to outweigh the harm identified from breaching the 45 degree line.

#### Daylight and Sunlight

48. In terms of impacts on daylight and sunlight to neighbouring properties, BRE Guidelines recommend two measures for daylight. Firstly, the Vertical Sky Component (VSC) assesses the proportion of visible sky and is measured from the centre of the main window. If this exceeds 27% or is at least 0.8 times its former value, residents are unlikely to notice a difference in the level of daylight. The No Sky Contour or Daylight Distribution assesses the area of the room at desk height from which the sky can be seen. The BRE guidance sets a target of 0.8 times its former value.
49. In terms of VSC, the daylight and sunlight report identifies the following windows will fall short of BRE guidelines:
50. Two non habitable room windows to Nos. 2 and 4 Mostyn Avenue,
51. One non habitable room window to No. 6 Mostyn Avenue
- Five habitable room windows and two non habitable room window to No. 1 Mostyn Avenue
  - Two habitable room windows in Cottrell House
  - Nine habitable room windows in Mahatma Gandhi House
52. This represents twenty one windows out of 385 windows that fall short of BRE guidelines. In the majority of cases, the shortfall is minor (between 0.6 to 0.79 times the existing value), and where the breach is more significant, the window in question already experience low levels of VSC so even a small reduction results in a significant percentage change i.e. windows 307 and 308 in Mahatma Gandhi House reducing from 1.6% to 0.45 (0.25 times the former value).
53. The analysis submitted has undertaken the Daylight Distribution test where room layouts are known. All rooms assessed for daylight distribution pass the Daylight Distribution test, with the exception of two rooms at Cottrell House and three rooms at Mahatma Gandhi House. Windows 237 and 238 of Cottrell House would serve bedroom windows and the slight shortfall is satisfactory given that these rooms do not serve living rooms and dining rooms. Window 240 would just fall short however this change is not considered to be harmful given the level of light already entering this window. Furthermore, the rooms served by windows 305, 307 & 308 at Mahatma Gandhi House would surpass the BRE criteria when tested in line with BRE guidance without the overhangs in place.
54. All windows that face within 90 degrees of due south have been tested for direct sunlight. All windows pass both the total annual sunlight hours test, and the winter sunlight hours test with the exception of a two non-habitable room windows at 1 Mostyn Avenue, one habitable room window in relation to winter sunlight at No. 1 Linden Avenue, six windows at Cottrell House and 12 windows in Mahatma Gandhi House. However, windows 240 and 318 to 320 at Cottrell House and Mahatma Gandhi House would surpass the BRE criteria without the overhangs in place. The results further reveal that the development would not harm any main living rooms of 1 Mostyn Avenue. It is noted that windows 53 to

56 at 1 Mostyn Avenue achieve before/after ratios of 0.74, and the affected window at No. 1 Linden Avenue is reduced to 0.78 times its former value, and this would be a minor shortfall of the target of 0.8 stipulated in the BRE guide.

55. Windows 226 at Cottrell House would see a change of approximately 0.67 loss in sunlight however this window would achieve APSH results of 36% and 8% in the winter which would surpass the BRE targets of 25% and 5% in the winter. Furthermore windows 236, 307,308, 324 & 331 would pass BRE requirements as the annual reduction would not be greater than 4%.
56. The report submitted with the application also contains an overshadowing test. BRE guide recommends that at least 50% of the area of each amenity space listed above should receive at least two hours of sunlight on 21 March. If as a result of new development an existing garden or amenity area does not meet the above, and the area which can receive two hours of sunlight on 21 March is less than 0.8 times its former value. Nos. 1 and 3 Mostyn Avenue would see a change of 0.78 and 0.76 respectively however this is not significantly short of the 0.8 stated within the BRE guide.
57. Overall given urban context of the area and dense nature of development in the area the proposed development would allow for an appropriate relationship with the neighbouring properties within the vicinity of the application site. The NPPF outlines that local authorities should take a positive approach to applications for alternative uses which is currently developed but not allocated for a specific purpose and applications for alternative uses on the land should be supported, where the proposed use would contribute to meeting an unmet need for development in the area. There is some expectation for the development not to fully comply with the daylight and sunlight guidance given that the site is located within the Wembley Growth Area whereby additional height is expected when considering the surrounding context of traditional two storey dwellings to the west of the site .

## **Basement**

58. London Plan Policy D9 Basements requires the council to establish a policy to address the negative impacts of large-scale basement development below existing buildings.
59. Policy BD3 of the draft Local Plan highlights basement development should incorporate sustainable design targets which are integral part of the proposal including its construction and operation. The policy further stipulates that a basement development should be no wider than the original building, extend further than the existing front elevation and extend by 3m from the rear.
60. Brent's Basement SPD highlights that basement development should be sub-ordinate in scale to the above ground portion of building, not unduly intensify the use of a site, or cause significant environmental harm. Structures forming part of a basement are to respond positively to the building and landscape character and not create visual clutter. A larger basement may be acceptable subject to consideration of all other factors for major commercial developments.
61. The proposed basement would comprise of two lower levels and would not extend beyond the front building line of the existing property on site. The basement would extend approximately 1.5m from the rear of existing building on site. This portion of the basement would be sited approximately 9.5m from No. 1 Mostyn Avenue. It is noted that the basement would extend further south by approximately 1.6m which would exceed the width of the existing building on site however this is considered acceptable given the separation distance that would be achieved with the neighbouring properties further south of the application site.
62. Given the proposed use of the lower basement levels it not considered a necessity to include a source of light to these areas of the development. As such on this occasion there is not requirement for the proposed basement development to include lightwells.
63. The application has been accompanied by Geotechnical Survey. The report highlights that the geological map of the area indicates that the site is underlain by London Clay. It is further revealed that London Clay mainly comprises of rock layers or drift deposits with low permeability that have negligible significance for water supply or river base flow.
64. A Structural Engineering Design Statement was provided with the application. The proposed basement is to be constructed of contiguous or secant (if waterproofing required) piled walls of approximately 600 mm diameter. A retaining wall may be required around the perimeter of the basement

structure due to the slope of the site to be confirmed following topographical report. The basement works would incorporate high level beams around the perimeter.

65. The construction of the basement will be monitored from piling to ground floor level construction by means tri-axial monitoring which consists of setting monitor movement targets on the adjoining properties / structures. Monitoring points on the proposed capping beams will be required. The number of properties and location of targets will be agreed before commencing with the basement works. A proposed sequence drawing has been produced showing the basement construction in relation to the existing properties along Mostyn Avenue. Due to the basement set back from the existing properties, the 45 degree stress line from the existing property footings are not majorly compromised from the proposed basement. Monitoring points on the proposed capping beams will be required as set out in the Structural Engineering Design Statement.
66. It is not the purpose of the planning system to assess the structural stability of works, this is assessed through other controls including Building Regulations and the Party Wall Act.

### **Accessible Management Plan**

67. DMP 6 of Development Management Policies 2016 outlines that proposals for hotel development must be inclusive and accessible and should be accompanied by an Accessibility Management Plan. Furthermore policy BE9 of the Draft Local Plan further outlines the need for an Accessibility Management Plans. An Accessibility Management Plan was submitted during the course of the application.
68. The document identifies the building would be served by lifts and also contain a disabled platform to the car park. The proposed ground floor plan illustrates the new main entrance would be flush with the existing front pavement providing a safe environment for wheelchair users to access. The internal layout of the hotel would be designed to allow for the appropriate manoeuvring space for wheelchair users. Furthermore, at least 10% of rooms would be designed to suitable accessible specification (i.e. of the new 63 rooms, 6 will be accessible with the mix of wheelchair accessible and future adaptable) . The operators will develop a strategy to address a drop-off point for hotel guests using the parking spaces to the rear of the site.
69. Evacuation for disabled people is a combination of physical and management procedures plus a liaison between the building managers and occupants. The fire-fighting lifts will be used as evacuation lifts. The evacuation strategy for disabled people including those with sensory and cognitive impairments should be developed in conjunction with the fire strategy and management policies with reference made to AD B and good practice recommendations within BS 9999:2008.
70. The proposed development sufficiently takes into consideration the accessibility matters and is considered satisfactory.

### **Fire Safety**

71. Policy D12 of the London Plan outlines that development proposals must achieve the highest standards of fire safety. All major developments requires a Fire Statement with a fire strategy produced by a third party. A condition has been recommended regarding a Fire Strategy prior to commencement of the development. The strategy would consider materials used and means of escape for all building users.

### **Transport and Highway Consideration**

72. The site is located within a Controlled Parking Zone which is in operation from Monday to Saturday between 8am to 9pm. The site is also within the Wembley Stadium Event Day Protective Parking Zone, on which days restrictions extend from 8am to Midnight.
73. Parking in Linden Avenue and Mostyn Avenue (which are both local access roads) is generally restricted to residents' permit holders only, although there is also pay and display parking (max. stay 4 hours) close to their eastern ends. Mostyn Avenue is one way west bound, whilst Linden Avenue is one way east bound. A bus stop clearway is in place along the Wembley Hill Road frontage. The site has a PTAL 4 and therefore the site is located in area linked to local transport links.

### **Parking**

74. The proposal would result in the retention of four residential car parking spaces linked to the existing

residential units at Crown House. Three spaces would be designated for blue badge holders and three additional spaces would be provided for the hotel. The three existing spaces marked as H1, H2 and C1 on the plans would be for the hotel use. Spaces D1 and D2 are existing spaces that would be allocated for blue badge holders. Space D3 would be a new space located adjacent to the new building and this would also be allocated for blue badge holders. A servicing bay would be included to the rear of the proposed new building to the south of the site. The existing parking provisions are accessed from Mostyn Avenue and exit onto Linden Avenue in a forward direction.

75. The proposal would provide six wheelchair accessible rooms and the proposal would provide three blue badge spaces. The levels of parking to the rear are considered to be sufficient. The existing three spaces to the rear are existing and these spaces would be maintained as part of the development which is considered reasonable for the hotel to function. The presence of the local CPZ would mitigate the risk of over-spill parking in the surrounding streets.

#### Coach Parking

76. Appendix 4 of the Draft Local Plan outlines that one coach parking space is required for every 50-75 rooms. The site would not have capacity to accommodate any coach parking. Therefore any potential coach parties arriving to the site would be required to use other coach parking areas (e.g. those associated with the Stadium) to load and unload guests. A coach management strategy has been required through a S106 planning obligation to ensure the management of coaches arriving on site is conducted appropriately to avoid coaches arriving at the site itself. This would look to contain agreement for nearby carparks such as Wembley Park before coach bookings can be accepted. The applicant would therefore provide a shuttle bus service that would pick up and drop off guests from the relevant coach park. These arrangements would also be secured as part of the coach management strategy.

#### Servicing

77. The proposal would provide a servicing bay to the rear which would be located adjacent to the Mostyn Avenue entrance. A Delivery and Servicing Management Plan was submitted with the application highlights that delivery vehicle routing would access the site from Mostyn Avenue and exit the site from Linden Avenue. All servicing and delivery vehicles will be lower than 2.4m height in order to allow the egress manoeuvre on to Linden Avenue. The existing rear service yard currently provides servicing which is accessed from the south (Mostyn Avenue) out to the north (Linden Avenue). The rear service yard provides for an off-street service vehicle yard use
78. It is expected that hotel would result in three deliveries per day (laundry, beverages and food and 2 deliveries per month linked to office supplies). Deliveries would arrive to the rear of the building within the existing internal service road. These will then be transported into the development via the existing rear hotel entrance. It is envisaged that the retail element of the development will not generate more than one delivery per day. It is anticipated that the vast majority of the deliveries will be undertaken by small to medium sized vehicles which would be appropriate given the scale of the rear service area. The chosen suppliers will be encouraged to use small to medium size transit vans to delivery products to and from the site. Due to the vehicle height restriction of 2.4m that is in place at the Development, delivery vehicles will be limited to Short Wheelbase and Long Wheelbase Low Roof Transit Custom vehicles, which are 2.02m in height for both the hotel and retail. Suppliers will be encouraged to use vehicles of this size and this will ensure that service vehicles can exit the site from Linden Avenue. Suppliers will be required to pre-book delivery slots with the occupant prior to delivery, avoiding the morning and evening peak hours and refuse collection times, where possible.
79. An updated delivery + service management plan has been provided with regards to the refuse collection. The original document incorrectly stated that the refuse would be collected within the rear service yard. A modified version was provided during the course of the application highlighting that refuse collection would be a curb side collection by Veolia from Linden Avenue. The hotel would open the store on collection day. The proposal will continue to use the same refuse strategy with collections continuing to take place daily off street. Four 1100l Eurobins will be located to the rear of the site which would be positioned within a store for both the hotel and commercial use. This capacity is considered satisfactory for the proposed uses.
80. The proposed development will continue to use the same system in regard to linen collection. Currently dirty linen is stored at the rear of the hotel and will be collected via the carpark entrance. Due to the increased room count, additional storage space has been proposed. A delivery and servicing plan to

secure the above matters will be secured as a condition.

### Other Matters

81. A Transport Statement was submitted with the application. The site is accessible by number of local transport links i.e. bus routes, Wembley Central Station and Wembley Park Underground Station. The proposal would result in additional trips by all modes, however the estimated increases will not result in any noticeable or significant changes to the local highway and public transport networks. An Employee Travel Plan was submitted with the application setting out targets to reduce car trips to the site and promoting more sustainable modes of transportation. Visitors and guests to the hotel would be encouraged to use public transport when travelling to and from the hotel. Comprehensive public transport information will be included on the hotel website to inform guests to travel to the site to and from the hotel via local public transport links.
82. Transport for London were consulted during the course of the application and raised no objections to the proposed development. The proposal would include six cycle parking spaces to the rear of the site and this is considered acceptable for the proposed uses.
83. Given the nature of the proposed basement extension a draft Construction Logistics Plan (CLP) has been submitted with the application. This document indicates that parking bays on Mostyn Avenue would be required to be suspended for the duration of the works and the bus stop would need to be relocated in order to provide a pedestrian diversion whilst the basement excavations take place. The approach of the draft document is considered satisfactory however a more definitive CLP would be required and this has been recommended as a condition.

### Sustainability

84. Policy SI 2 of the London Plan requires major developments to achieve carbon savings beyond the requirements of Building Regulations. These are referred to as 'be lean' (fabric efficiency), 'be clean' (clean source of energy supply) and 'be green' measures (use of renewable energy technologies). Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy.
85. A minimum on-site reduction of at least 35 per cent beyond Building Regulations is required for major development. Non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, through a cash in lieu contribution to the borough's carbon offset fund.
86. Brent's adopted CP19 policy and draft BSUI1 policy require all major non-residential development (i.e. non-residential floor space in excess of 1,000sqm) to achieve a BREEAM standard of 'Excellent'.
87. An Energy and Sustainability Report was submitted with the application. The use of local Heat Recovery Units (HRU) systems will maintain a healthy living environment and further reduces the heat losses and the energy demand across the building. The report outlines be lean and be clean measures that will be implemented as part of the development. The most viable technology was identified as a combined heating power unit (CHP) to serve the hot water requirements and photovoltaic panels given the specific site and project constraint. Capped off connections will be allowed within this system to help facilitate the potential to connect to any future district heating network to ensure that the development is future proofed. The photovoltaic system has been proposed to generate on site electrical energy for use as part of the development. The panels will be located at roof level and will be designed to provide a renewable electrical energy source for the building. It is predicted that regulated CO<sub>2</sub> emissions savings of 80.3 tonnes per annum could be achieved. This is equivalent to a 35.6% reduction in CO<sub>2</sub> emissions beyond the Building Regulations Part L (2013) 'baseline' allowing a small design and construction tolerance over the mandated 35% reduction required. The offset payment shall cover a 30 year period of emissions, with the payment being equivalent to £95 per tonne per annum. This payment will be secured through a legal agreement to any forthcoming consent.
88. Brent's adopted CP19 policy and policy BSUI1 of the draft Local Plan require all major non-residential development (i.e. non-residential floor space in excess of 1,000sqm) to achieve a BREEAM standard of 'Excellent'. The application has been accompanied by a BREEAM Pre-Assessment which identifies that

the proposed new build would achieve BREEAM Rating of Excellent.

89. The Design and Access Statement submitted with the application highlights to maintain fresh air quality, a heat recovery unit (HRU) shall be provided to each hotel bedroom. The system shall comprise of a mechanical supply and extract ventilation unit. Suitable glazing ratio and glass g-value will be used to balance heat losses, heat gains and daylight ingress. Solar shading is provided to one of the elevations via the use of a privacy screen across the glazed area of the façade, these act to limit solar penetration into the room. These proposed design mechanisms would prevent overheating.

## **Environmental Health Considerations**

### **Air Quality**

90. The proposed site is within an air quality management area and therefore the applicant has submitted an air quality impact assessment which concluded that there will be no impact on local air quality as a result of the proposal and the development is air quality neutral. This assessment is accepted and therefore there is no requirement for air quality conditions to be attached to any approval. The Environmental Health Officer reviewed the information submitted and considered it to be acceptable.

### **Construction Noise and Dust**

91. The development is within an Air Quality Management Area and located close to other commercial premises. The applicant has submitted a draft construction logistics plan however this does not provide any details on the measures that will be put in place to minimise noise and dust emissions. A finalised Construction Logistics Plan has been recommended as a condition prior to commencement of the proposed works.

### **Contamination Land**

93. The site to be redeveloped and the surrounding area has been identified as previously contaminated and therefore a full assessment of land contamination should be undertaken. The applicant has submitted a GEA Desk Top Study that concluded there is unlikely to be any risk of land contamination however our records show that the southern part of the site may be contaminated. As such appropriate soil contamination studies have been requested via a condition.

### **Noise**

94. A Noise Impact Assessment has been submitted with the application. The noise implications of the ventilation strategy have been considered with options being provided to ensure that the ventilation requirements are achieved. The existing plant units on the current roof are to be relocated on the roof of the main hotel building roof extension. In addition to this the units would be added to the new hotel building. The assessment has revealed that the proposed units would not result in any harm to the residents at No. 1 Mostyn Avenue which was identified as the worst-case scenario of noise sensitive receivers to be potentially affected. Both units would be sited between 20m and 30m from this neighbouring property. The report further identifies that the proposed plant unit installations satisfies the noise emissions requirements of Brent Council. Therefore, the noise emission levels would be compliant at any other residential receiver. The results shown that no further mitigation measures would be required to achieve the planning requirements regarding noise generating plant units .

### **Lighting**

95. Any new lighting at the proposed site should be installed considering existing homes and buildings. The new development must not give rise to light or other nuisance to nearby residents. A condition will require that, should external lighting be installed, details of the lighting, including a measure of lux levels, is submitted and approved by the Council - this will be incorporated as part of the materials condition.

### **Ventilation**

96. A Ventilation Statement has been submitted with the application. Kitchen extract discharges will be taken to roof level and located to avoid any detrimental impact from odours or recirculation back into the building. The size, orientation, location and efflux velocity of external louvres will be considered to ensure that extracted air is exhausted in such a way to avoid affecting adjacent properties. Air intakes will be located away from sources of pollution, in addition, air filters will be employed to reduce particulates as

appropriate to each area served. Outside air will be supplied to parts of the hotel via packaged local mechanical heat recovery units. Outside air will be supplied via packaged local mechanical heat recovery units.

### **Flooding and Drainage**

97. London Plan Policy 5.13 and Brent Policy DMP9B require sustainable drainage measures to be implemented as part of major developments. London Plan policy SI12 states development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy BSUI4 of the Draft Local Plan highlights the importance of a good drainage strategy.
98. The site is located within a Flood Zone 1 area and therefore would have little risk of flooding. A Drainage and SuDS Strategy Statement was submitted with the application. The geology of Brent consists predominantly of London Clay underlain by a chalk aquifer. The report identifies that London Clay acts as a protective barrier both to infiltration as well as rising groundwater from within the chalk aquifer. Localised flooding in the borough is therefore usually related to local surface drainage issues rather than groundwater. Green roofs are proposed on the roof of the new building. Permeable surfacing would be included for the disabled car parking bays. In addition to this the proposal would incorporate an attenuation tank under the car parking to reduce the peak surface water run off leaving the site .
99. It is proposed to restrict the peak surface water run-off rate from the development site to 2l/s, providing 85% betterment on the existing surface water discharge rate. This is achieved through the inclusion of a green roof, lined permeable paving and a vortex flow control device with upstream below ground geocellular attenuation tanks, located under the access road at the rear of the development.

### **Tree Considerations**

100. Policy BG12 of the draft Local Plan indicates that development with either existing trees on site or adjoining it that could affect trees will require the submission of a BS5837 or equivalent tree survey detailing all tree(s) that are on, or adjoining the development site.
101. There are no trees on site and the proposed development would be sited a considerable distance from the tree to rear of No. 1 Mostyn Avenue. In addition to this the proposed development would not result in a greater footprint when comparing the existing built form on site .

### **Urban Greening**

102. Policy G5 of the London Plan highlights that major development should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage. Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required in new developments and a target score of 0.3 for commercial development.
103. The existing site would have a UGF of 0. The proposal will achieve a UGF of 0.25. The development only marginally falls short of the target score of 0.3 for commercial schemes. This represents a significant improvement on the existing situation and the opportunities on site have been maximised in consideration of it being an existing site and other sustainability and operational requirements such as PV and plant .
104. While the UGF is below the emerging target, the proposal would represent a very significant improvement over the existing site, and the benefits of the scheme are considered to outweigh the minor shortfall against this target.

### **Equalities**

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

## **Summary**

106. Following the above discussion, officers consider that taking the development plan as a whole, the proposal is considered to accord with the development plan, and having regard to all material planning considerations, should be approved subject to conditions and completion of a Section 106 Agreement.

107. The proposed intensification of the hotel use and the introduction of a retail use is considered appropriate at the site which would provide wider benefits to the Wembley Growth Area and London. The development would provide an attractive addition to this part of Wembley Hill Road. The proposed height and mass of the proposal would be appropriate at this growth area while maintaining a suitable relationship with traditional residential properties to the west of the site. Whilst the additional storey on top of Crown House would breach the 45 degree line as set out in SPD1 in relation to the rear garden of No. 1 Linden Avenue, the overall impacts on this property would remain acceptable in terms of daylight, sunlight and overshadowing and the wider planning benefits linked to the scheme are considered to outweigh the limited harm identified as a result of breaching the 45 degree line. The development would not result in any negative highway impacts given the sites proximity to the local transport routes, and subject to securing a coach management plan within the Section 106 Agreement.



## DRAFT DECISION NOTICE



# Brent

## DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

## DECISION NOTICE – APPROVAL

Application No: 20/1310

To: Mr Coleman  
Rolfe Judd Planning  
Old Church Court  
Claylands Road  
London  
SW8 1NZ

I refer to your application dated **01/05/2020** proposing the following:

Demolition of former AIB building and erection of a part 5, part 6 storey building with a 2 storey basement level for use as hotel and retail unit and additional storey extension to St. George's Hotel

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

at **33A, 33-35 and St George Hotel, 43-51 Wembley Hill Road, Wembley, HA9**

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: 13/07/2021

Signature:

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

### Notes

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

DnStdG

## SUMMARY OF REASONS FOR APPROVAL

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

*Adopted Policy*

- The National Planning Policy Framework (2019)
- The London Plan 2021
- Brent's Core Strategy (2010)
- Brent's Development Management Policies (2016)
- Brent's Wembley Area Action Plan (2015)

*Emerging Policy*

- Brent's Local Plan (Reg 19 Version with main modifications)

- 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):

1347/LP/001, 1347/00/101, 1347/00/102, 1347/00/103, 1347/00/104, 1347/01/002/B, 1347/01/003/B, 1347/01/004/F, 1347/01/005/B, 1347/01/006/B, 1347/01/007/C, 1347/01/008/C, 1347/01/009/E, 1347/01/010/C, 1347/01/011/C, 1347/03/001/A, 1347/03/002/C, 1347/03/003/A, 1347/03/004/B, 1347/03/005/B, 1347/03/006/A, 1347/04/001/C, 1347/04/002/A, 1347/04/004/A 1347/07/003/D, 1347/07/005/E, 2000 Rev. P5, 6000 Rev. P2, 6001 Rev. P1, 0800 Rev. P5, 0900 Rev. P2, 1000 Rev. P2, 1010 Rev. P2, 1020 Rev. P2, 1030 Rev. P2, 1040 Rev. P2, 1050 Rev. P2, 1060 Rev. P2, 3000 Rev. P3, 11-00

Supporting Documents: -

Drainage Strategy (SUDS) – prepared by Elliott Wood

Noise Impact Assessment – prepared by KP Acoustics

Air Quality Assessment – prepared by AECOM

Hotel Accessibility Management Plan

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

- 3 The development hereby approved shall not be used other than for the purpose of a hotel use C1 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 commercial space 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.

- 4 The development hereby approved shall contain 102sqm commercial space shall be used as

Class E (a) (formerly Class A1 shall not be used other than for purposes as detailed in the drawings hereby approved, unless otherwise agreed in writing by the Local Planning Authority, notwithstanding the provisions of 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) and the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification).

The floor space of the commercial unit shall not exceed 102sqm, unless an application is firstly submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of proper planning and to ensure the adequate provision of commercial space.

- 5 All provisions and details contained within the Accessibility Management Plan 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 is achieved.

- 6 The development shall be carried out in full accordance with the details of the submitted SuDS and Drainage Statement prepared by Elliottwood dated 27th March 2020. 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.

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

Reason: To protect local amenity and air quality in accordance with Brent Policy DMP1.

- 8 The car parking spaces, commercial loading space, commercial cycle and refuse storage shall be provided in full prior to first occupation of the development, and shall be used for the parking of vehicles, servicing, and storage of cycles/bins associated with the development and shall not be used for any other purpose unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interest of highway flow and safety.

- 9 The developer or constructor (as relevant) shall join and adhere to the Considerate Constructors Scheme throughout the duration of the construction of the development.

Reason: In the interest of the amenities of nearby occupiers.

- 10 Prior to the commencement of the development a Construction Method Statement (CMS) shall be submitted through the submission of an application of approval of details to the Local Planning Authority, outlining measures that will be taken to control dust, noise and other environmental impacts of the development. The CMS shall include details of a dust monitoring

plan, to be implemented during construction and demolition works. All agreed actions shall be carried out in full.

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

Reason for pre-commencement condition: These impacts can arise at any time from the start of construction works, and adequate controls need to be in place at this time.

- 11 Prior to the commencement of the development, a Fire Safety Strategy shall be submitted through the submission of an application of approval of details to the Local Planning Authority in accordance with the criteria set out in policy D12b of London Plan 2021. The Fire Safety Strategy shall be implemented in full following commencement of the development.

Reason: To ensure that the development has thoroughly considered fire safety at the planning stage, in line with the requirements of policy D12 in the Intend to Publish London Plan.

Pre-commencement Reason: The impacts being controlled through this condition may arise during the construction phases and therefore need to be understood and agreed prior to works commencing.

- 12 Prior to commencement of development, a Construction Logistics Plan, identifying anticipated construction traffic movements and setting out measures to manage and minimise the construction traffic impacts arising from the development, taking into account other construction projects in the vicinity, shall be submitted through the submission of an application of approval of details to the Local Planning Authority.

The development shall thereafter be carried out in full accordance with the approved Construction Logistics Plan.

Reason: To ensure construction traffic impacts are effectively managed throughout the construction process.

Reason for pre-commencement condition: Construction traffic impacts can arise at any time from the commencement of works, and adequate controls need to be in place from this time.

- 13 (a) Following the demolition of the buildings and prior to the commencement of building works, a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present. The investigation shall be carried out in accordance with the principles of BS 10175:2011. A report shall be submitted to and approved in writing by the Local Planning Authority, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options and a Remediation Strategy should any contamination be found that presents an unacceptable risk to any identified receptors.

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

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

- 14 Prior to commencement of development (excluding any demolition, site clearance and the laying of foundations), the following shall be submitted through the submission of an application of approval of details to the Local Planning Authority:

- (a) Details of materials for all external surfaces of the building
- (b) Details of the proposed screening to the rear elevation of the building
- (c) Details of any new hard surfacing
- (d) Details of any external CCTV
- (e) Details of proposed external lighting design including a light spillage plan taken into consideration neighbouring properties.
- (f) External refuse details.

The works shall be carried out with the approved details prior to commencement of the use of the hotel.

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

- 15 Prior to occupation of the development hereby approved, a Delivery and Servicing Plan shall be submitted to and approved in writing through the submission of an application of approval of details to the Local Planning Authority. The Delivery and Servicing Plan shall include details of the use of off-carriageway servicing space for the hotel use and commercial unit, including a restriction for vehicles used for deliveries and servicing to be lower than 2.4m high. The development shall thereafter operate in accordance with the approved Delivery and Servicing Plan.

Reason: To ensure the development provides a safe and efficient environment in respect of the interplay between pedestrians and delivery/servicing vehicles.

- 16 Prior to occupation of the development hereby approved, a Delivery and Servicing Plan shall be submitted to and approved in writing through the submission of an application of approval of details to the Local Planning Authority. The Delivery and Servicing Plan shall include details of the use of off-carriageway servicing space for the hotel use and commercial unit. The development shall thereafter operate in accordance with the approved Delivery and Servicing Plan.

Reason: To ensure the development provides a safe and efficient environment in respect of the interplay between pedestrians and delivery/servicing vehicles.

- 17 Within six months of commencement of works above ground level ,details of the roof plants and appropriate screening shall be submitted to and approved in writing by the Local Planning Authority through the submission of an application of approval of details. The scheme shall thereafter be carried out in accordance with the approved details.

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

- 18 18.17. 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.

- 19 Prior to occupation of the development hereby approved, a Car Park Management Plan shall be submitted to and approved in writing through the submission of an application of approval of details to the Local Planning Authority, setting out how parking spaces would be allocated and the enforcement of residential and hotel parking spaces. The allocation and management of parking spaces shall be conducted in accordance with the approved details for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that parking spaces are allocated and managed sufficiently for residents and the hotel use.

## INFORMATIVES

- 1 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at [www.brent.gov.uk/CIL](http://www.brent.gov.uk/CIL).
- 2 Under the Control of Pollution Act 1974, noisy construction works are regulated as follows:  
  
Monday to Fridays - permitted between 08:00 to 18:00  
Saturday - permitted between 08:00 to 13:00  
At no time on Sundays or Bank Holidays  
  
For out of hours work/ S61 application, the Control of Pollution Act 1974 allows the council to set times during which works can be carried out and the methods of work to be used. Contractors may apply for prior approval for works undertaken outside of normal working hours. They should email the noise team at [ens.noiseteam@brent.gov.uk](mailto:ens.noiseteam@brent.gov.uk) to obtain a section 61 application form. Please note that the council has 28 days to process such applications.
- 3 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website [www.communities.gov.uk](http://www.communities.gov.uk).
- 4 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.
- 5 The Council recommends that the maximum standards for fire safety are achieved within the development.
- 6 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.
- 7 The quality of imported soil must be verified by means of in-situ soil sampling and analysis. We do not accept soil quality certificates from the soil supplier as proof of soil quality.
- 8 The applicant should contact Thames Water to discuss their proposed development in more detail. All enquiries from developers in relation to proposed developments should be made to Thames Waters Developer Services team. Their contact details are as follows: Thames Water Developer Services Tel: 0800 009 3921 Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk).

- 9 As required by Building regulations part H paragraph 2.36, Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team.

Any person wishing to inspect the above papers should contact Denis Toomey, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1620