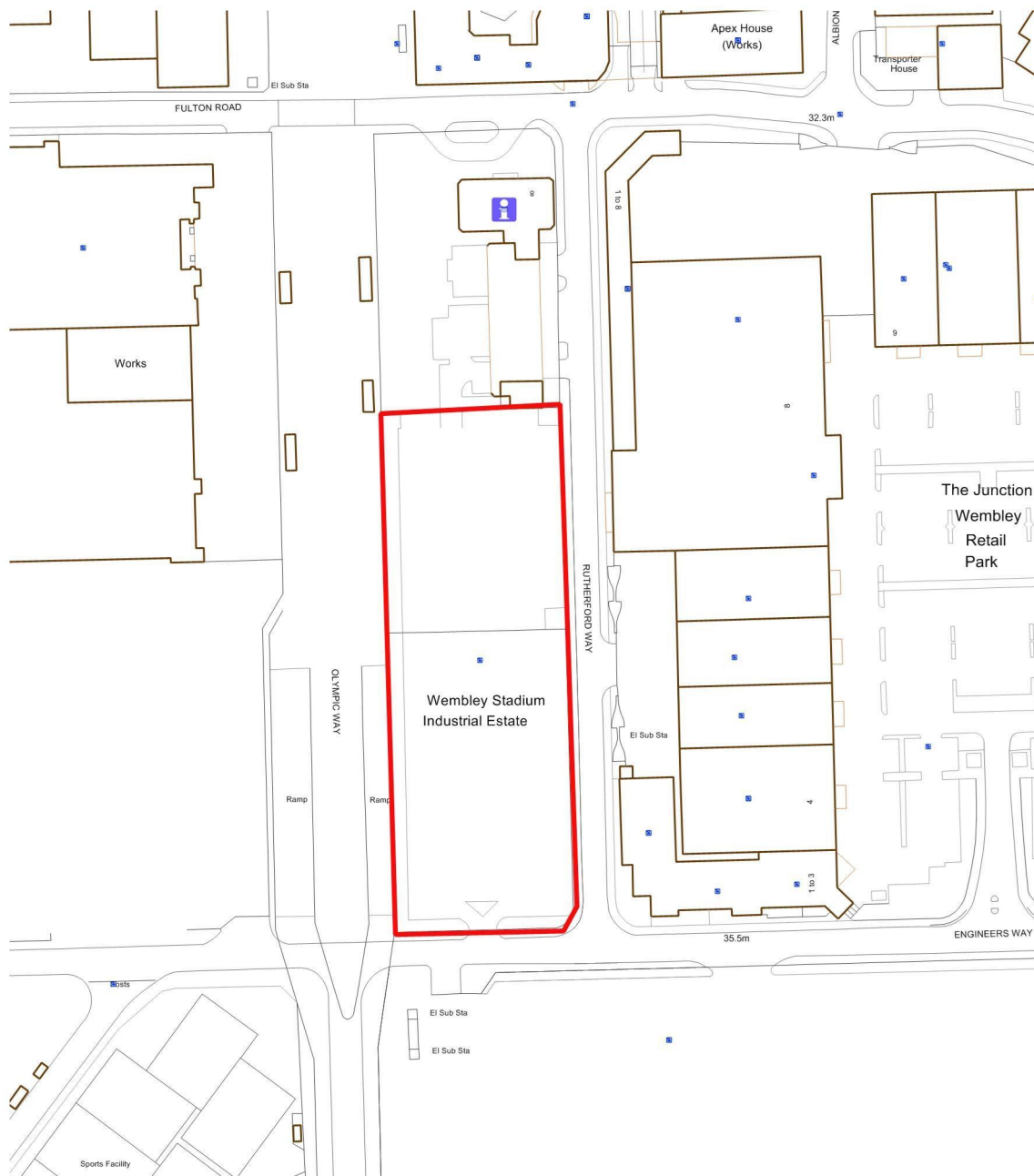




Planning Committee Map

Site address: Olympic Office Centre, Fulton Road, Wembley, HA9

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This map is indicative only.

RECEIVED: 24 June, 2013

WARD: Tokyngton

PLANNING AREA: Wembley Consultative Forum

LOCATION: Olympic Office Centre, Fulton Road, Wembley, HA9

PROPOSAL: Outline planning permission for the mixed use redevelopment of the car park element of the site including the construction of new buildings and structures to provide a total of 40,000 sq m to provide a range of uses comprising: residential dwellings (Use Class C3), offices (Use Class B1), student accommodation (sui generis), hotel (Use Class C1), retail (Use Class A1/A2/A3/A4/A5) and/or leisure (Use Class D2) and associated car parking, public realm works and associated works.

APPLICANT: SREIT Property Ltd and SREIT (Portergate) Ltd

CONTACT: Montagu Evans

PLAN NO'S:
Please see condition 2.

RECOMMENDATION

To resolve to grant outline planning permission subject to referral to the Mayor of London and subject to the completion of a satisfactory Section 106 or other legal agreement and delegate authority to the Head of Area Planning or other duly authorised person to agree the exact terms thereof on advice from the Director of Legal Services and Procurement.

SECTION 106 DETAILS

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

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. That [X]* % of the residential units (Use Class C3) calculated by habitable room shall be delivered as Affordable homes of which 70 % shall be Affordable or Social Rented accommodation and 30 % as Intermediate Shared Ownership (or other Intermediate housing product as is agreed in writing by the Local Planning Authority). The proportion of Affordable Housing is subject to review that shall be submitted and determined concurrently with the reserved matters application(s) in relation to the relevant part of the development providing that part of the development includes residential homes (Use Class C3). The Council's reasonable costs associated with the assessment of the review shall be paid by the developer.
3. A detailed 'Sustainability Implementation Strategy' shall be submitted to the Local Planning Authority and approved in writing prior to the piling of foundations for the development hereby approved. This shall demonstrate:
 - a. How the development will achieve:
 - b. a minimum of BREEAM "Excellent" (submission of a design stage assessment by a BRE approved inspector) or other rating as is approved in writing by the Council and is the maximum feasible; or
 - c. Code for Sustainable Homes Level 4 in relation to residential homes (Use Class C3);
 - d. How the indicated Brent Sustainability Checklist measures will be implemented within the scheme (or other such measures approved by the Council which meet a level of at least 50%).
 - e. How the scheme will achieve a minimum CO2 reduction of 25 % from 2010 TER (regulated) including a minimum of reduction of 20 % through on-site renewables (after "be lean" and "be clean" measures have been applied) or other such revised measures as approved by the Council which achieve the same levels of CO2 reduction;

- f. That the scheme can be easily connected to a district wide heat network, should one come forward in the future.
4. The applicant shall include/retain appropriate design measures in the development for those energy and water conservation, sustainable drainage, sustainable/recycled materials, pollution control, and demolition/construction commitments made within Brent's Sustainability Checklist and other submitted documentation (or agreed by further negotiation), and adopt adequate procurement mechanisms to deliver these commitments.
5. On completion, independent evidence (through a BRE Post-Construction Review and completion certificates) shall be submitted on the scheme as built, to verify the achievement of at least BREEAM "Excellent".
6. If the evidence of the above reviews shows that any of these sustainability measures have not been implemented within the development, then the following will accordingly be required:
 - g. the submission and approval in writing by the Local Planning Authority of measures to remedy the omission; or, if this is not feasible,
 - h. the submission and approval in writing by the Local Planning Authority of acceptable compensatory measures on site; or otherwise pay to the Council a sum equivalent to the cost of the omitted measures to be agreed by the Local Planning Authority, to be used by the Council to secure sustainability measures on other sites in the Borough.
7. The submission and approval in writing of a revised Framework Travel Plan prior to the commencement of development and of a plot specific Travel Plan prior to the commencement of work on the relevant part of the development, and to implement the plans, the purpose of the plans being to manage the transport needs of the Development so as to minimise car usage and promote alternative modes of transport.
8. That the scheme is "parking permit restricted" whereby the future owners and occupiers of the development are not eligible for on-street parking permits.
9. Training and employment
 - i. To prepare and gain approval of a Employment and Training Plan prior to commencement and to implement the Plan
 - j. To offer an interview to any job applicant who is a resident in Brent and meets the minimum criteria for the job
 - k. To use reasonable endeavours to: achieve 1 in 10 of the projected construction jobs to be held by Brent residents and for every 1 in 100 construction jobs to provide paid training for a previously unemployed Brent resident or Brent school leaver for at least 6 months
 - l. From material start, to provide monthly verification of the number of Brent Residents employed or provided training during construction and if the above targets are not being met, to implement measures to achieve them
 - m. Prior to occupation, verify to the Council the number of Brent Residents employed during construction and unemployed/school leavers who received training.

And, to authorise the Head of Area Planning, or other duly authorised person, to refuse planning permission if the applicant has failed to demonstrate the ability to provide for the above terms and meet the policies of the London Plan 2011, Local Development Framework Core Strategy 2011, Unitary Development Plan 2004 and Section 106 Planning Obligations Supplementary Planning Document by concluding an appropriate agreement.

* A viability assessment has been submitted by the applicant which specifies that 10 % Affordable Housing is the maximum that would be viable for the site. This assessment is currently being considered.

Community Infrastructure Levy

A CIL Liability Notice will be issued when the Reserved Matters application are received. The CIL figures that have been entered into the database for this application represent the maximum that may be chargeable for CIL for the proposed uses and may not reflect the development that is proposed within the Reserved Matters applications.

This application is liable for Community Infrastructure Levy.(CIL) . The Mayor's contribution would be £1,431,390.14£7,920,000.00.

EXISTING

The subject site is the car park of the Olympic Office Centre in Wembley. It is situated between Rutherford Way, Olympic Way and Engineers Way and is directly to the south of the office building. The site is within a designated Opportunity Area (London Plan) and Growth Area (Brent LDF Core Strategy). The site is within Flood Risk Zone 1 (low risk of flooding).

The car park on this site serves the office building. An application for the re-provision of the car parking is also being considered by the Council (reference 13/1512).

DEVELOPMENT SCHEDULE

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

Floorspace Breakdown

USE

Number	Primary Use	Sub Use
1	shops	
2	dwelling houses	
3	sui generis	

FLOORSPACE in sqm

Number	Existing	Retained	Lost	New	Net gain
1	0		0	500	500
2	0		0	20000	20000
3				19500	19500

TOTALS in sqm

Totals	Existing	Retained	Lost	New	Net gain
	0		0	40000	40000

PROPOSAL

See above.

HISTORY

There is directly relevant planning history.

Related Planning History

13/1512: An application for the re-provision of the car parking for the existing Olympic Office Centre building at a reduced parking level is also being considered by the Council. This application the provision of retail floorspace fronting Olympic Way and landscaping works.

POLICY CONSIDERATIONS

NATIONAL

National Planning Policy Framework

REGIONAL

The Mayor of London

The London Plan 2011

The revised London Plan was adopted in July 2011 and sets out an integrated social, economic and environmental framework for the future development of London. Relevant Policies include:

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.6 Children and Young People's Play and Informal Recreation
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 4.2 Offices
- 4.5 London's Visitor Infrastructure
- 5.1 Climate Change Mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction

- 5.6 Decentralised Energy in Development Proposals
- 5.7 Renewable Energy
- 5.9 Overheating and Cooling
- 5.10 Urban Greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.15 Water Use and Supplies
- 5.21 Contaminated Land
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Building London's Neighbourhoods and Communities
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.14 Improving Air Quality
- 7.15 Reducing Noise

They Mayor's Transport Strategy

Supplementary Planning Guidance – Sustainable Design and Construction (May 2006)

Supplementary Planning Guidance – Accessible London: Achieving an Inclusive Environment (April 2004)

LOCAL

Brent Local Development Framework Core Strategy 2010

- CP 1 Spatial Development Strategy
- CP2 Population and Housing Growth
- CP3 Commercial Regeneration
- CP5 Placemaking
- CP6 Design and Density in Placemaking
- CP7 Wembley Growth Area
- CP15 Infrastructure to Support Development
- CP16 Town Centres and the Sequential Approach to Development
- CP18 Protection and Enhancement of Open Space, Sports and Biodiversity
- CP19 Brent Strategic Climate Mitigation and Adaptation Measures
- CP21 A Balanced Housing Stock

Brent Unitary Development Plan 2004

Policies

- BE2 Local Context & Character
- BE3 Urban Structure: Space & Movement
- BE4 Access for disabled people
- BE5 Urban clarity and safety
- BE6 Landscape design
- BE7 Streetscene
- BE8 Lighting and light pollution
- BE9 Architectural Quality
- BE12 Sustainable design principles
- H11 Housing on Brownfield Sites
- H12 Residential Quality Layout Considerations
- H13 Residential Density
- H14 Minimum Residential Density
- EP2 Noise and Vibration
- EP3 Local air quality management
- EP6 Contaminated land
- EP15 Infrastructure
- TRN2 Public transport integration
- TRN3 Environmental Impact of Traffic
- TRN4 Measures to make transport impact acceptable
- TRN9 Bus Priority

TRN10 Walkable environments
TRN11 The London Cycle Network
TRN15 Forming an Access onto a Road
TRN22 Parking Standards – Non-Residential Developments
TRN23 Parking Standards – Residential Developments
TRN30 Coaches and Taxis
TRN34 Servicing in new developments
TRN35 Transport access for disabled people & others with mobility difficulties
Appendix TRN2 Parking and Servicing Standards
EMP3 Childcare facilities in Employment Developments
EMP4 Access to Employment Opportunities
SH2 Major Town Centres
SH10 Food and Drink (A3) Uses
SH11 Conditions for A3 Uses
SH19 Rear servicing
TEA1 Location of large-scale Tourist, Visitor and ACE uses
TEA2 Location of small-scale Tourist, Visitor and ACE uses
TEA6 Large Scale Hotel Development
OS18 Children's Play Areas
CF6 School Places
WEM2 Pedestrian Route/Promenade
WEM4 Residential Development within the Wembley Regeneration Area
WEM7 Access to development – the National Stadium Policy Area
WEM9 Comprehensive Development – The National Stadium Policy Area
WEM11 On-street parking controls for Wembley
WEM16 Urban design quality – Wembley Regeneration Area
WEM17 The public realm – Wembley Regeneration Area
WEM18 Design of Buildings Along Olympic Way
WEM19 Views of the Stadium

Brent Council Supplementary Planning Guidance and Documents

SPG3 Forming an access to a Road
SPG12 Access for disabled people
SPG17 Design Guide for New Development
SPG19 Sustainable design, construction and pollution control
SPD Section 106 Planning Obligations

SUSTAINABILITY ASSESSMENT

The applicants have submitted an energy assessment, TP6 sustainability checklist and BREEAM / Code for Sustainable Homes pre-assessment.

BREEAM and Code for Sustainable Homes

The submitted pre-assessments confirm that the proposal can meet the minimum BREEAM rating and Code Level as set out within the Brent LDF Core Strategy 2010, being BREEAM "Excellent" and Code for Sustainable Homes Level 4. A pre-assessment has been provided for the retail floorspace which shows that a rating of "Good" can be achieved. The pre-ambles to the assessment sets out that it is difficult to achieve high BREEAM ratings for developments that do not involve tenant/developer collaboration, and that if "Excellent" or "Very Good" are to be pursued then the tenant would need to be consulted or an extensive green lease agreement developed. As this is an application for outline planning consent, your officers recommend that a target level of BREEAM "Excellent" is set within the Section 106 agreement, but that the ability for officers to agree a lower level is incorporated providing officers agree that it is the maximum level that is feasible. Pre-assessments have not been provided for hotel, office or leisure use and the assessment specifies that additional assessments would need to be undertaken if such uses are proposed. The same approach is therefore recommended for these uses whereby the Section 106 agreement sets a target of "Excellent" or other rating as agreed by officers providing that level is the maximum rating that is feasible.

Energy and Carbon Dioxide

The submitted Energy Statement demonstrates how the proposal could meet the requirements that are set out within the London Plan. Again, the information provided is only indicative as the proposal is only in Outline form. The approach is consistent with most large developments in the area, where "be lean" (fabric and energy efficiency) measures are combined with gas fired CHP and PV (Photovoltaic) cells. The statement sets out that the measures, as modelled, would achieve a 23.5 % reduction in CO₂ compared to 2010

Building Regulations TER and as such, this falls below the target level of 25 % as set out within the London Plan 2011. The applicant has confirmed that further carbon reductions will be achieved by incorporating further energy efficiency measures at the detailed design stage in order to meet the 25 % target. As such, your officers consider that the energy proposals are acceptable subject to a requirement within the Section 106 agreement to meet or exceed the 25 % target.

The GLA initially specified that the buildings should be served by a single energy centre rather than an energy centre within each building. However, further information was submitted which highlighted several factors which would make single energy centre approach difficult, including:

- both sites would be sold for redevelopment separately and they would be redeveloped at different times;
- the heat profiles of the two buildings will be very similar and the single energy centre approach does not result in significant reductions in CO₂;
- The energy demands of the site are too small to attract an Esco to serve the site alone;
- The developer will enable connection to a district heat main from either Rutherford Way of Olympic Way.

GLA officers have commented that they are happy with the further details regarding energy

Sustainable Development Checklist

The applicant has completed the Sustainable Development Checklist which has scored 54.7 %. This is above the minimum score of 50 % that is sought for Major Developments.

CONSULTATION

Letters sent: 25 June 2013

Site Notices: 10 June 2013

Press Notice: 11 June 2013

Letters were sent to 24 adjoining and nearby owners and occupiers.

No letters of objection were received from third parties.

Internal consultees:

Safer Streets / Environmental Health:

Highways:

The comments from Highways have been summarised in the Remarks section of this report.

Landscape Design

Given the amount of existing vegetation that will be lost, a high quality landscape scheme must be proposed, especially street trees. A Silvacell (or similar) system should be integrated to guarantee good quality trees. While the landscape proposals at this stage are indicative, it is evident that the amount of open space is relatively low. Some of the trees proposed appear to be impracticably close to the building façade and the tree planting therefore needs to be reviewed and species selected sensibly. Living roofs are encouraged and if possible, roof space can have at least a semi-intensive use to provide amenity space.

In addition I would request that further details are requested to be submitted for approval, including: details of materials, boundary treatment, street furniture, a planting plan, specification of living roofs and a detailed landscape maintenance plan.

External consultees:

The Greater London Authority

The following issues were raised in the Mayor's Stage 1 response:

The application is broadly acceptable in strategic planning terms. However, on balance, the application does not comply with the London Plan. However, the resolution of the following issues could lead to the application becoming compliant with the London Plan:

- Housing: The indicative residential scheme is supported in principle, although further information and clarification is required in relation to affordable housing, density, and children's play space.
- Urban design: The height and massing of the proposals are supported in principle; however the ground floor layout of all buildings needs to be reconsidered. Further development of the Design Code is required.
- Inclusive access: The proposals are supported in principle, although standards will need to be secured by condition.
- Sustainable development: The proposals do not comply with the carbon dioxide reduction targets

stated in London Plan Policy 5.2. The applicant should consider the scope for additional measures aimed at achieving further reductions. Further information is required on the future connection to a district heating network and the inclusion of a site heat network. Further information is also required concerning surface water run-off.

- Transport: There are a number of issues that need to be addressed and clarified before the proposed development can be deemed compliant with the London Plan. These include the likely impact of development within outline parameters, the rate of car parking proposed for each use, electric vehicle charging points, cycle parking, contributions towards bus network capacity, arrangements for coaches and taxis, PERS assessment, updated framework travel plan, detailed travel plans for each use, a Student Management Plan, a Construction Logistics Plan and a Delivery and Servicing Plan.

The Environment Agency (The EA)

The Environment Agency did not need to be consulted for this application.

The main flood risk issue at this site is the management of surface water run-off and ensuring that drainage from the development does not increase flood risk either on-site or elsewhere. We recommend the surface water management good practice advice in cell F5 [of the consultation matrix] is used to ensure sustainable surface water management is achieved as part of the development.

Surface water runoff rates and volumes from the site must be managed in accordance with the London Plan (July 2011) - which sets higher standards than the NPPF for the control of surface water run-off. Policy 5.13 - Sustainable drainage (page 155) of the London Plan states that "development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible" in line with the drainage hierarchy.

Thames Water

Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of this application. Should the LPA look to approve the application, Thames Water request that a Grampian condition is imposed which specifies that development shall not commence unless a drainage strategy detailing any on-off site drainage works is submitted to and approved by the LPA in consultation with the sewerage undertaker.

No documentation has been submitted containing details of the proposed drainage plan. A drainage strategy must be submitted detailing the proposed foul and surface water strategies. Details of any proposed alterations to the connection points to the public system, and calculated increase in discharge rate must be included in the drainage strategy. If initial investigations conclude that the existing sewer network is unlikely to be able to support the demand anticipated from this development, it will be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing waste water infrastructure.

Wembley National Stadium Limited

WNSL welcomes improvements to land and the environment adjacent to the Stadium. However, they would like to see due consideration of the following issues:

- Noise impact: hotel and residential accommodation should be subject to conditions regarding noise insulation in the same manner as conditions 12, 13 and 14 attached to permission 03/3200 (the Quintain Stage 1 planning consent)
- The area of public realm fronting Olympic Way could be used for activities on Stadium Event days. The Stadium would like to see and approve further details on the required widths to allow ingress and egress. Boundary markers should be incorporated.
- Licensing conditions that match those of surrounding outlets should be attached to any licensed properties fronting Olympic Way.
- The Courtyards in parcels B and C may become drinking areas and may need to be stewarded. Planning conditions should be imposed to ensure that safeguards are put in place in respect to publicly accessible outdoor areas with regard to crowd control and public safety on event days. The applicant will be responsible for any operational management required on event days.
- Spectator flow through to Fulton Road along Olympic Way should not be impeded.
- The design of the public realm and operational management of the space should ensure the site is secure and that it does not present any unnecessary or unmanageable hazards.

If the Council is minded to approve the application, then conditions reflecting appropriate and necessary measures to protect the National Stadium should be attached to any permission.

REMARKS

Nature of application

1. The applicant seeks outline planning consent for the redevelopment of the site which currently comprises the car park of the existing office building, the Olympic Office Centre. All matters are reserved and the information that accompanies this application is therefore indicative. However, a number of matters will be secured through condition and the Section 106 legal agreement. Furthermore, parameters for the building and site are to be secured through a set of parameter plans and a design code.

General principle of the uses

2. A number of uses are proposed. However, the ranges start from zero in many instances and a maximum level of floorspace has been set within the proposal to allow flexibility in the actual uses that are delivered.

The proposal seeks permission for the following floorspace ranges:

Use	Min floorspace sqm GIA	Max floorspace sqm GIA
Residential C3	0	36,000
Student Sui Generis	0	20,000
Hotel C1	0	17,500
Office B1a	0	17,500
Retail A1-A5	500	2,100
Leisure D2	0	1,500
Maximum floorspace	500	40,000

3. In relation to this site, the Wembley Area Action Plan (submission version - not yet adopted policy) specifies that office and hotel development would be acceptable throughout the development and that residential development should be confined to the upper floors. It sets out that the Council will encourage active ground floor uses such as cafes, restaurants and bars on the Olympic Way side. As such, the primary uses of the proposed buildings as a hotel, office and/or residential accommodation is in accordance with this emerging policy. The inclusion of such uses is also in accordance with adopted planning policy which promotes Wembley and areas of good public transport accessibility as suitable locations for office and hotel development and seeks the provision of residential homes (Use Class C3) on brownfield land. Whilst the Area Action Plan refers to the inclusion of cafes, restaurants and bars fronting Olympic Way, the inclusion of Use Class A1 and A2 floorspace would also provide activity along Olympic Way and the site is considered to adjoin a major town centre.

Student Accommodation

4. The Wembley Area Action Plan sets a maximum limit for Student Accommodation within the Wembley Growth Area at 20 % of the projected increase in population. This emerging policy looks to ensure that the provision of student accommodation does not affect the delivery of homes or result in an unbalanced population. The Area Action Plan sets out that approximately 2,636 student rooms have been either constructed or consented and that this comprises less than 10 % of the projected increase in population. A proposal for 450 rooms of student accommodation at 575 North End Road was also recently considered by the planning committee and has been referred to the Mayor of London. The number of student rooms that could be provided within this development is estimated to be 535 rooms (within the Transport Assessment). However, the information provided within this application is indicative and the precise number would be subject to the detailed design of the scheme within a Reserved Matters application. The total number of student rooms that have been consented will increase to approximately 3,621, or just under 14 %. This accordingly remains below the 20 % threshold as set out within the emerging policy.
5. In principle, the proposed uses are accordingly considered to be in accordance with current and emerging planning policy.

Layout and height

6. Whilst this is an outline application with all matters reserved, the key principles relating to the layout and height of the building are captured within the submitted parameter plans.

Site Layout and Height

7. The parameter plans relating to layout set the siting and maximum size of the envelope of the building with tolerances set for projections beyond the main walls of the building. These projections may include balconies, fins and other architectural devices. The parameter plans set the maximum size of the envelope and the indicative plans and elevations detail a potential form of development that meets the design criteria set out within these plans. Two parameter plans have been submitted in relation to layout.

One such plan details the development if it is brought forward while the Pedway (the pedestrian ramps to the stadium) are in situ and sets a minimum distance between the pedway and the lower floors of the adjacent building. The other parameter plan shows the development that is proposed if the Pedway is removed prior to the detailed design coming forward. The Pedway is discussed below. The taller elements of the building are set a minimum of 40 m from the Olympic Way centre line, 4.5 m from the back edge of footway within Fulton Road and 4 m from the back edge of footway within Engineers Way. A 21 m space has been incorporated between the two buildings while the publicly accessible open courtyard type spaces within the Olympic Way frontage are a minimum of 21 and 20 m wide

8. The maximum height of the buildings is also captured within the parameter plans. This maximum height has been set at 88.5 m Above Ordinance Datum (AOD) for the taller elements of the building and 44 m AOD and 46 m AOD for the lower elements of Plot B and Plot C respectively. The maximum height of the taller elements of the buildings is approximately 55 m above ground level which is equivalent to 18 standard residential storeys. The maximum height of the lower elements is approximately 9.5 m above ground level in Olympic Way, which is two standard commercial storeys.
9. The proposed siting of the buildings and open spaces is in accordance with site proposal W17 within the Council's Wembley Area Action Plan (emerging rather than adopted policy) which specifies that the taller elements of buildings should be secure an 80 m zone between buildings on either side of Olympic Way (so therefore 40 m from the centre) with maximum projections of 25 m separated by "outdoor rooms". It specifies that the development should largely mirror the development pattern on the western side of Olympic Way in terms of scale and form. The height of both the lower and taller elements of the buildings that are proposed match those approved on the opposite side of Olympic Way as a part of the Quintain North West Lands outline consent (reference 10/3032).
10. The Area Action Plan also specifies that the building at the southern end should provide a generous open space connecting to the new public open space on Engineers Way. A 21 m wide space has been proposed between the two buildings to provide a publicly accessible open space and a link between Olympic Way and a future open space to the east of the site. The site proposals plan from the Wembley Area Action Plan and Map 11.2 "New Public Open Space Links" both indicate that part of the larger (1.2 Ha) open space for Wembley occupying part of this site together with the southern element of the Wembley Retail Park. However, this is likely to render the scheme unviable given the amount of land remaining within the site for redevelopment and therefore unlikely to be delivered. It also only constitutes emerging rather than adopted policy. As such, your officers consider that the public realm and open space proposals within this site are acceptable.
11. The Pedway structure is owned by Quintain and the removal of this structure would be contingent on funding being available for its removal and suitable alternative arrangements being put into place for access to the Stadium Concourse from Olympic Way. While the Council would support the removal of the Pedway in principle and subject to such access arrangements being in place, this is unlikely to happen in the life of this consent, if granted.
12. A visual impact assessment has been submitted which evaluates the potential impacts of the proposal on the protected views to the stadium. The proposed buildings are situated below the roof of the Stadium within the majority of the tested views. The proposal mirrors the Quintain North West Lands proposals with respect to its height and the set back from the centre of Olympic Way and as such, the proposal is considered to be acceptable with regard to the view from Wembley Park Station and along Olympic Way.

Internal layout

13. The internal layout of the buildings that has been submitted is indicative as this will be approved within the reserved matters application. However, the submitted drawings demonstrate how a satisfactory development could be delivered within the specified parameters.
14. Residential units and student/hotel rooms generally face east or west, with some rooms within the flank elevations overlooking Engineers Way and the publicly accessible spaces between the buildings. Retail units and cores for the upper floors provide natural surveillance and activity on Olympic Way while the cores, a small retail unit and the administrative offices and other facilities for the buildings provide activity and overlooking of Rutherford Way.
15. The GLA have highlighted that there is a relatively high proportion of inactive ground floor frontage and have recommended that the Design Code is amended to include a maximum limit of frontages that are occupied by inactive uses. The applicant has submitted a revised Design Code. However, this does not commit to a maximum proportion of inactive frontage. Instead, the response document confirms that the

indicative layouts have increased the level of activity wherever possible and has highlighted the inclusion of facilities for residents (e.g. student common rooms, residents' amenity rooms, communal terraces) within this frontage to maximise natural surveillance.

Appearance

16. Whilst this is an outline application, the proposal is accompanied by indicative drawings and images which demonstrate how the building could be delivered. This is accompanied by a Design Code which provides further information and sets some key principles regarding the detailed design of the building. Your officers consider that the indicative designs and detailing could result in a high quality building that contributes significantly to the regeneration of Wembley.

Landscaping

17. Landscaping is also a reserved matter for which the detailed design will be worked up for the Reserved Matters application. Nevertheless an indicative proposed planting plan has been submitted which takes into account the comments made by the Landscape Design Team with regard to the number and siting of trees and inclusion of Silva Cell (or similar) root management systems to ensure that the trees can grow to a reasonable size. The drawings indicate that a significant number of trees can be planted within the site and in many instances those trees are suitable located to ensure that larger species can be selected. Whilst a reasonable proportion of the public realm within the site is to be provided as hard landscaping, this is broken up by the proposed trees.

Mix and quality of residential accommodation

18. The proposal looks to provide reassurance regarding the quality and mix of residential accommodation that would be provided on the site.
19. The Design Code confirms that the proposal will comply with the Mayor's Housing SPG, with further reference made to the guidance in that SPG relating to external amenity space, unit size (internal floorspace), the number of units per core (no more than 8 per floor), the proportion of dual aspect units and floor to ceiling heights. The Design Code also confirms that the Affordable Housing comply with Housing Quality Indicators.
20. With regard to external amenity space, the response document sets out that the indicative scheme would achieve an average of 29.5 sqm of external amenity space per unit. However, this calculation includes areas of landscaping and site frontage that would not form usable external amenity space and also assumes that only one of the two buildings would come forward with residential units when both buildings could be primarily residential. Nevertheless, when taking into account the specified balcony spaces, communal roof terraces and the publicly accessible open space that is proposed between the two buildings, the scheme would achieve an average of 19.2 sqm per unit which is only marginally below the SPG17 level of 20 sqm per unit.
21. The applicant has calculated the estimated child yield for the development based on the indicative scheme. This would result in the requirement to provide 179 sqm of play space for the private units and 142 sqm of play space for the Affordable units. Indicative details have been provided regarding play equipment and facilities. Sufficient external amenity space is shown within the indicative to accommodate the required amount of play space and the submitted details accordingly demonstrate that the Mayor's requirements can be met. Further detail regarding the provision of play space will be provided within the Reserved Matters application(s).
22. An indicative mix of accommodation has been provided. The final mix of accommodation will be secured within the Reserved Matters applications if residential units are proposed.

The indicative mix (percentage) is as follows:

Unit size	Private / Intermediate	Affordable Rent
1 bed	30%	10%
2 bed	55%	40%
3 bed	15%	50%

Whilst the indicative mix does not provide separate indicative details for private and Intermediate housing, the suggested mix is considered to be acceptable in principle given the location of the site and housing need in Brent.

Accessibility

23. The proposal confirms that the units will meet the relevant requirements for disabled access. A condition

is recommended which requires 10 % of the homes, hotel rooms and/or rooms of student accommodation to be provided as Wheelchair Accessible (or easily adaptable in the case of residential units) and that all of the homes are constructed to Lifetime Homes standards.

Highways

24. Highways and Transport delivery have considered the submitted proposals and Transport Assessment. While they do not object in principle to the redevelopment of the site and the proposed uses, they commented that a number of matters are not adequately addressed within the proposal including:

- Cycle parking, which was proposed at levels significantly lower than the Council's standards and public cycle parking should be provided;
- Servicing should be provided on-site rather than on-street within the space currently occupied by parking spaces and a full sized servicing bay should be provided for the retail units;
- Coach parking should be provided on site to the Council's standards for any hotel use;
- The indicative access ramps to the basement are too steep;
- A 9 m crossover that is proposed is too wide;
- The Travel Plan is unacceptable as it does not achieve a "pass" rating.

They also recommended conditions or Section 106 obligations regarding:

- maximum car parking spaces which are linked to the use;
- the provision of 10 % of spaces as disabled spaces and 20 % with electric car charging points
- a car park management plan
- a student management plan
- that the scheme is "parking permit restricted"
- the approval and implementation of a revised travel plan.

25. In addition to these points, TfL also commented on the modelling of trip generation (requesting further testing of the worst case scenario), potential impact on the junctions with the North Circular Road and the potential impact on bus services. They recommended that conditions are attached requiring the approval of a Pedestrian Environment Review System (PERS) audit, Construction Logistics Plan and Delivery and Servicing Plan.

26. The applicant has responded to these comments by providing indicative revised drawings and an addendum to the Transport Assessment. These are currently being considered by Highways. However, they confirm or demonstrate the following:

27. An indicative revised serving layout has been provided which includes servicing / drop off areas in front of each building. This will provide capacity for servicing vehicles, coaches and disabled parking (the latter being for the indicative student accommodation building). However, it will not provide a full size servicing bay for the retail units.

28. Maximum parking levels have been specified and while these are acceptable in some instances (e.g. parking for the student accommodation restricted to disabled parking only), maximum parking levels for residential accommodation have been set that the Council's standards while much lower levels are required in this location to ensure that the total quantum of development that is projected within the Wembley Growth Area do not result in a significant impact on the highway network. While your officers can consider such matters within the Reserved Matters application(s), the GLA requires further reassurance that parking levels will not be excessive as they do not comment on the reserved matters. As such, your officers recommend that a condition is attached which sets the maximum parking level at 0.5 per residential unit, which accords with the Quintain North West Lands planning consent.

29. Cycle parking is now proposed to the Council's standards and also includes public cycle parking spaces. The revised servicing arrangement provides sufficient space for one coach drop off/parking space. While this is below the Council's standards which require 1 space per 50 rooms, there are coach parking facilities within the Wembley Area and as such, Highways are likely to consider this to be acceptable subject to a condition regarding coach parking. Revised indicative details have been provided for the ramps to the basement car park which include an increase in the width of the ramps and a decrease in the gradient. Further information regarding the modelling of Transport impacts has been submitted and this will be considered by Highways and TfL.

Daylight and Sunlight report

30. A daylight and sunlight report has been submitted which tests the potential impacts of the proposal on the existing and consented buildings and spaces in the vicinity. This includes the existing buildings to the east and north and the consented buildings within the Quintain North West Lands consent to the west of Olympic Way. With regard to daylight, it sets out that 33.3% of the tested windows experience a

reduction in daylight that is in excess of the BRE good practice guidance. However, when evaluating those windows, none serve existing or proposed residential units. Some of the affected windows are situated within the lower elements of the Quintain North West Lands consent and these will be commercial in their nature. One window on the upper floors of the southern-most consented building within the Quintain North West Lands consent scheme will be affected. However, the upper floors of this building will be office, hotel or student accommodation but not residential. The other affected windows are within existing buildings that are used as offices, retail units (the rear windows of units within the Wembley Retail Park) and a restaurant. As such, the proposal is considered to be acceptable with regard to daylighting of existing and consented buildings. With regard to sunlight, the report confirms that existing and consented buildings and public spaces in the vicinity will continue to receive in excess of 2 hours sunlight per day on the BRE test day and throughout the majority of the year and that the resulting impact can be considered to be "minor adverse" to "negligible".

Archaeology

31. The submitted Historical Environment Assessment has highlighted a high potential that the foundations of the Palace of Engineering Building will be situated under the existing car park and specifies that these may be of medium heritage significance. It highlights that there is low potential that the landscaping of Humphrey Repton's Wembley Park will remain. It recommends that archaeological monitoring of any proposed geotechnical boreholes or test pits is undertaken to assist with determining the extent and preservation of archaeological remains that are likely to be affected by the development. This would allow a mitigation strategy to be formulated if required. The works investigative work should be carried out in consultation with the Local Planning Authority and in accordance with an approved Written Scheme of Investigation.

Flood Risk Assessment

32. The submitted flood risk assessment confirms that the site is less than one hectare and within Flood Risk Zone 1 (low risk of flooding). As such, a flood risk assessment is not required by the Environment Agency. However, the submitted assessment considers measures to limit surface water run-off and the use of Sustainable Urban Drainage Systems (SUDS) in accordance with London Plan policy. The assessment confirms that attenuation of surface water flows is proposed to limit discharge, as far as is practicable, to Greenfield Run-off Rates. It specifies that storage is required to achieve this and to prevent flooding up to the 1 in 100 year (plus 30% climate change) rainfall event. It specifies that the storage using underground tanks is proposed based on the current development but that SUDS techniques should be considered at detailed design stage.

33. The Design and Access Statement and the Sustainability Statements also refer to the inclusion of green roofs and an increase in the permeable surface area within the site, which at present is very low. The GLA have recommended that the applicant gives further consideration to the inclusion of SUDS. The GLA recommended that further information regarding this is submitted prior to the stage 2 referral to the Mayor. Further information regarding this has not been submitted as yet. Your officers are happy to condition details of SUDS measures as the Council will have the ability to assess these at a later date when the detailed design is worked up. However, if these details are received prior to committee then they will be discussed in the Supplementary Report.

Air Quality

34. An air quality assessment has been submitted with this application. In particular, Safer Streets have commented on the CHP engine that is proposed and the implications of construction on air quality. According to the submitted Air Quality Assessment, this will have a negligible impact on annual NO₂ levels. However, Safer Streets will need to confirm this modelled assessment with actual testing and a condition is therefore recommended. In addition to this, Safer Streets recommend that a Construction Method Statement is secured through condition.

Noise

35. The proposal is accompanied by a noise and vibration assessment which assesses the internal noise levels within the scheme based on both day-to-day conditions and Wembley Stadium events, for which they have used as a design noise level of 75 dB. Safer Streets have commented that the indicative scheme of sound insulation has been based on levels of internal noise that are slightly higher than the levels that they look to achieve for student accommodation. Safer Streets recommend that conditions are attached to ensure that acceptable internal noise levels are achieved. This would apply to residential uses, student accommodation and hotel use.

Contamination

36. This application is supported by a Geo-environmental report. According to the submitted desk study

report, the potential for soil contamination exists and further intrusive investigations are recommended. Safer Streets agree with this assessment and have recommended that conditions are attached.

Wind environment

37. A wind environment assessment has been submitted which tests the indicative scheme within the future context of the site taking into account consented buildings. It concludes that no significantly adverse wind conditions are expected on the site of the development or in the adjacent pedestrian environment and that parcels B & C are flexible in terms of use. However, it recommends that consideration is given to avoiding long term seating and standing both to the North and to the South of Parcel C (the southernmost building) or the provision of mitigation measures, such as pedestrian level structures and evergreen planting. Whilst the south of this plot is within a street frontage where outdoor seating is relatively unlikely, the north of this plot is the space between the two buildings which is to be provided as a publicly accessible open space and pedestrian and as such, should be made to be suitable for outdoor seating. A significant number of trees are indicated in this area and your officers recommend that detail of wind mitigation measures are secured through condition.

Response to comments from Wembley National Stadium Limited

38. The following is a summary of the responses to the comments made by the Stadium. Most of these points are also discussed previously in this report.

Comment	Response
Noise impact: hotel and residential accommodation should be subject to conditions regarding noise insulation in the same manner as conditions 12, 13 and 14 attached to permission 03/3200 (the Quintain Stage 1 planning consent)	Similar conditions are recommended
The area of public realm fronting Olympic Way could be used for activities on Stadium Event days. The Stadium would like to see and approve further details on the required widths to allow ingress and egress. Boundary markers should be incorporated.	Further details will come forward within the Reserved Matters application(s) and the Stadium will be consulted regarding these and their comments fully taken into account. However, the applications will be determined by the Planning Committee rather than by the Stadium.
Licensing conditions that match those of surrounding outlets should be attached to any licensed properties fronting Olympic Way.	This comment relates to Licensing rather than planning and cannot be addressed within this application.
The Courtyards in parcels B and C may become drinking areas and may need to be stewarded. Planning conditions should be imposed to ensure that safeguards are put in place in respect to publicly accessible outdoor areas with regard to crowd control and public safety on event days. The applicant will be responsible for any operational management required on event days.	A management and maintenance plan is recommended through condition.
Spectator flow through to Fulton Road along Olympic Way should not be impeded	The proposed works are within the application site and not on Olympic Way.
The design of the public realm and operational management of the space should ensure the site is secure and that it does not present any unnecessary or unmanageable hazards.	The design will be assessed through the Reserved Matters application(s), Management and maintenance is discussed above.

Summary

39. The proposal accords with the layout, massing and uses that are set out within the Wembley Area Action Plan and within adopted planning policy. It will help to provide activity and interest along Olympic Way and will be of significant benefit to the regeneration of Wembley. The design of the building and the landscaping proposals, as shown within the indicative drawings, suggest that the building and their surrounds will be of high quality. The full detail of the proposals will be secured through the Reserved Matters and other conditions that are recommended for this application for outline planning consent.

40. Your officers accordingly recommend that the Council resolve to grant outline planning permission subject to conditions and a Section 106 legal agreement, and subject to referral to the Mayor of London.

REASONS FOR CONDITIONS

RECOMMENDATION: Grant Consent subject to Legal agreement

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

National Planning Policy Framework
London Plan 2011
LDF Core Strategy 2010
Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance

CONDITIONS/REASONS:

(1) The relevant part of the development as hereby permitted shall not commence until the Reserved Matters of the relevant part of the proposed development have been submitted to and approved in writing by the Local Planning Authority and that part of the development shall be carried out and completed in all respects in accordance with the details so approved before the building(s) are occupied. Such details shall include:-

- i) Layout;
- ii) Scale;
- iii) Appearance;
- iv) Access;
- v) Landscaping.

Reason: These details are required to ensure that a satisfactory development is achieved.

(2) In the case of any reserved matter, application for approval must be made not later than the expiration of three years beginning with the date of this permission, and that the development to which this permission relates must be begun not later than whichever is the later of the following dates:-

- (i) the expiration of three years from the date of this permission; or
- (ii) the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: To conform with the requirements of Section 92 of the Town and Country Planning Act 1990.

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

A(03)311 Rev 01
A(03)314 Rev 01
A(03)315 Rev 01
A(03)316 Rev 01
"Design Code" reference 20130808 rA

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

(4) The student accommodation hereby approved shall be occupied by Students for a period of not less than 39 weeks in any year unless otherwise agreed in writing by the Local Planning Authority. For the purpose of this condition, Students are defined as any person enrolled on a full time UK accredited and based further education course at a recognised higher education institution for not less than 80 % of the course time unless otherwise agreed in writing by the Local Planning Authority.

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

- (5) All existing crossovers rendered redundant by this proposal shall be reinstated to footway at the applicant's own expense and to the satisfaction of the Council's Director of Transportation prior to first occupation of the adjoining plot (B and/or C) within the development hereby approved.

Reason: In the interests of traffic and pedestrian safety

- (6) The relevant plot (B and/or C) within the development hereby approved shall not be occupied until such time as Certificates of Substantial Completion have been issued for any alterations to the existing adopted highway required in relation to that plot within the development under an Agreement pursuant to Sections 278 of the Highways Act 1980 unless otherwise agreed in writing by the Local Planning Authority. The works shall be at the developers own expense.

Reason: To ensure a satisfactory development in the interest of highway flow and safety and amenity.

- (7) All areas shown on the approved plans within the relevant part of the development shall be suitably landscaped in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority in prior to the commencement of works on that part of the development and the approved details shall be implemented in full. Such landscaping work shall be completed prior to first occupation of the relevant part of the development hereby approved and thereafter maintained.

The submitted scheme shall include details of:

- a) the planting scheme for the site, which shall include species, size and density of plants, sub-surface treatments (or planters / green roof substrate profiles where applicable), details of the extent and type of native planting, any new habitats created on site and the treatment of site boundaries and buffers around water bodies;
- b) walls, fencing and any other means of enclosure, including materials, designs and heights;
- c) treatment of areas of hardstanding and other areas of hard landscaping or furniture, including materials;
- d) details of levels and contours within and adjoining the site;
- e) details of any Sustainable Urban Drainage Measures that are to be incorporated into the landscaping;
- f) a landscaping maintenance strategy, including details of management responsibilities;

Any trees and shrubs planted in accordance with the landscaping scheme and any plants which have been identified for retention within the relevant part of the development which, within 5 years of planting, are removed, dying, seriously damaged or become diseased, shall be replaced to the satisfaction of the Local Planning Authority, by trees and shrubs of similar species and size to those originally planted.

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

- (8) The proposed development shall be in material compliance with the "Design Code" reference 20130808 rA hereby approved unless otherwise agree in writing by the Local Planning Authority.

Reason: To ensure that the development of sufficiently high quality.

- (9) Any applications for the approval of Reserved Matters shall be accompanied by proposed levels of car parking which shall be significantly below the Council's maximum standards and in the case of car parking for residential units (Use Class C3), shall not exceed a ratio of 0.5 spaces per unit unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development is sustainable and in the interest of highway flow and safety.

- (10) The areas surrounding the buildings hereby approved, or other such areas as are approved in writing by the Local Planning Authority, shall be publicly accessible at no cost to the general public save for any closures that may be reasonably required to maintain the land or in the interest of safety on Wembley Stadium Event Days.

Reason: To ensure a sustainable and accessible development.

- (11) The "Zones of deviation" as detailed on drawings A(03)315 Rev 01 and A(03)316 Rev 01 shall only apply to feature that project from the building such as balconies, fins, or other architectural devices and do not apply to elements of the main walls of the building and the dimensions as detailed on these drawings shall be treated as the minimum distances between the associated elements of the building. unless otherwise agreed in writing by the Local Planning Authority

Reason: To ensure a satisfactory environment and appearance and to preserve the views to the Stadium.

- (12) Applications for reserved matters shall include an assessment of the wind environment and shall propose mitigation measures to ensure that a satisfactory environment is achieved, having regard to the area between the two buildings hereby approved as usable open space.

Reason: To ensure a satisfactory environment and standard of accommodation for future residents.

- (13) Details of materials for all external surfaces of the building and all other external works (including samples where necessary) and the detailing of the key fixings and junctions between different materials shall be submitted to and approved by the Local Planning Authority prior to the commencement of works on the relevant part of the development and the works shall be carried out in full accordance with the approved details.

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

- (14) Detailed drawings which show the number of cycle spaces, layout of cycle storage areas and details of the cycle stands within the relevant part of the development shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works on the relevant part of the development and the relevant part of the development shall be carried out in full accordance with the approved details and thereafter permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a sustainable development and in the interest of highway flow and safety.

- (15) Unless otherwise agreed in writing by the Local Planning Authority, the relevant part of this development shall not commence unless a drainage strategy detailing any on and/or off site drainage works for that part of the development, including the consideration of Sustainable Urban Drainage Systems, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed unless otherwise agreed in writing by the Local Planning Authority.

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.

- (16) Details of any external lighting shall be submitted to and approved in writing by the Local Planning Authority prior the commencement of works on the relevant part of the development unless otherwise agreed in writing with the Local Planning Authority. This shall include details of the lighting fixtures, luminance levels through the site and luminance levels within and adjoining the site. The approved details shall be implemented in full prior to first occupation of the relevant part of the development.

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

- (17) Prior to the commencement of building works on the relevant part of the development, a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present. A written report shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works on the relevant part of the development detailing the findings of the investigation, including the results of any research and analysis undertaken as well as an assessment of the risks posed by the contamination and an appraisal of remediation options required to contain, treat or remove any contamination found.

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

- (18) Any remediation measures required by the Local Planning Authority pursuant to condition No. [X] shall be carried out in full. A verification report shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the relevant part of the development stating that remediation has been carried out in accordance with the approved remediation scheme and the site is permitted 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.

- (19) The Combined Heat and Power and Biomass units installed shall meet or improve upon the emissions standards and technical details described in the Air Quality Assessment. Prior to the commencement of the use within the relevant part of the development, details of tests undertaken on the installed unit to demonstrate that the emissions standards have been met shall be submitted to and approved in writing by the Local Planning Authority. This shall include proposed mitigation measures if the submission demonstrates that the emissions standards have not been met and the approved measures shall thereafter be implemented in full. The units shall be maintained thereafter in such a way as to ensure that these standards continue to be met.

Reason: To protect local air quality, in accordance with Brent Policies EP3 and EP4

- (20) All residential premises, student accommodation and hotel rooms shall be designed in accordance with BS8233:1999 'Sound insulation and noise reduction for buildings-Code of Practice' to attain the following internal noise levels, taking into account likely noise levels from Wembley Stadium events:

Time	Area	Maximum noise level
Daytime noise 07:00-23:00	Living rooms	35 dB LAeq (16hr)
Night time noise 23:00-07:00	Bedrooms	30 dB LAeq (8hr) 45 dB LAmx

Details demonstrating that the above noise levels will be met shall be submitted to and approved in writing prior to the commencement of works on the relevant part of the development and the approved details shall be implemented in full. A test shall be carried out prior to the discharge of this condition to show that the required internal noise levels have been met and the results submitted to the Local Planning Authority for approval.

Reason: To ensure a satisfactory standard of accommodation for future residents.

- (21) Prior to the commencement of works on the relevant part of the development, a Construction Method Statement relating to that part shall be submitted to and approved in writing by the Local Planning Authority detailing measures that will be taken to control dust, noise and other environmental impacts of the development and the approved details shall thereafter be implemented.

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

- (22) Details of any air-conditioning, ventilation and flue extraction systems including particulars of noise levels and any associated noise mitigation measures shall be submitted to and approved in writing by the Local Planning Authority prior to installation of any such systems.

The approved details shall thereafter be fully implemented.

Reason: To safeguard the amenities of the existing or future residents.

- (23) A Student Management Plan detailing measures to manage the arrival and departure of students during key periods including the periods when students will load and unload possessions at the start and end of the college year, the pre-booking of arrival times and staff resourcing to assist this and having regard to Stadium Event day conditions, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the use of the relevant part of the site as Student Accommodation and the approved details shall be implemented in full.

Reason: In the interest of highway and pedestrian safety and flow, and parking saturation in the locality.

- (24) Details demonstrating that the developer or constructor has joined the Considerate Constructors Scheme shall be submitted to the Local Planning Authority prior to commencement of works on the relevant part of the development and the developer or constructor shall thereafter adhere to the requirements of the Scheme for the period of construction.

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

- (25) A Construction Logistics Plan, setting out how deliveries to the land during the construction of the relevant part of the Development will be managed so as to optimise traffic operations and minimise disruption as also minimise the environmental impact of freight activity, shall be submitted to and approved in writing prior to the commencement of the relevant part of the development and the approved plan shall thereafter be implemented.

Reason: In the interest of highway flow and safety.

- (26) Prior to first occupation of the relevant part of the development confirmation that a minimum of 10% of the homes, student rooms and/or hotel rooms have been delivered as Wheelchair Accessible homes / (student/hotel) rooms within the relevant part of the development shall be submitted in writing to the Local Planning Authority.

Reason: To ensure a development that is sufficiently accessible.

- (27) Any applications for the approval of Reserved Matters in relation to a plot shall be accompanied by a Student Housing Demand Assessment which demonstrates to the satisfaction of the Local Planning Authority that the proposed use meets an identified need.

Reason: To ensure that the provision of student housing meets an identified need.

- (28) The use of the relevant part of the development hereby approved shall not commence unless a Delivery and Servicing Plan is submitted to and approved in writing by the Local Planning Authority and the approved plan shall be implemented in full.

Reason: To ensure that the development is sustainable and in the interest of highway flow and safety.

- (29) Details of the provision of electric car charging points for a minimum of 20 % of the car parking spaces shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works and the approved details shall be implemented in full.

Reason: To ensure that the development is sustainable and in the interest of highway flow and safety.

- (30) Details of the provision of disabled parking spaces at a minimum of 10 % of the car parking spaces shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works and the approved details shall be implemented in full.

Reason: To ensure that the development is sufficiently accessible.

- (31) Details of coach and taxi parking and drop-off facilities shall be submitted to the Council with any applications for the approval of Reserved Matters that incorporate hotel floorspace. If any off-site coach parking is required in order to meet the Council's standards for Coach parking, a Coach Parking management plan which includes details of off-site coach parking and the management and booking of coach spaces shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the use of the relevant part of the development.

Reason: In the interest of highway flow and safety.

- (32) The relevant part of the development shall not be occupied unless a detailed car park management plan for that part of the development has been submitted to and approved in writing by the Local Planning Authority unless that part does not contain any car parking spaces. The management plan shall include the means by which the parking spaces will be allocated, secured and enforced between the various users of the site and the approved plan shall be implemented in full for the life of the development. The car park shall be used only for the purposes set out within the approved plan and shall not be used for any other purposes, such as for Wembley Stadium event parking or any other parking for those who do not occupy or patronise the development.

Reason: To ensure a satisfactory development that does not result in overspill parking within the surrounding area.

- (33) The relevant part of the development hereby approved shall not commence unless a written scheme of investigation for potential archaeological remains prior to and during construction of that part of the development, including an the implementation of an archaeological watching brief is submitted to and approved in writing by the Local Planning Authority and the scheme shall thereafter be implemented. A mitigation strategy shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented if significant remains are found.

Reason: In the interest of the historical environment.

- (34) A scheme for the management and maintenance of the publicly accessible spaces around the building(s) within the relevant part of the development hereby approved shall be submitted to and approved in writing prior to first occupation of that part of the development and the approved scheme shall thereafter be implemented.

Reason: In the interest of the local environment and due to the nature of the area on Stadium Event Days.

INFORMATIVES:

- (1) Due to the mixed commercial/residential use, the potential for noise transmission within the building exists. The applicant should be made aware that the internal sound insulation needs to achieve the insulation requirements set out in Building Regulations Approved Document E, and be signed off by Building Control or an Approved Inspector.

REFERENCE DOCUMENTS:

Any person wishing to inspect the above papers should contact David Glover, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5344