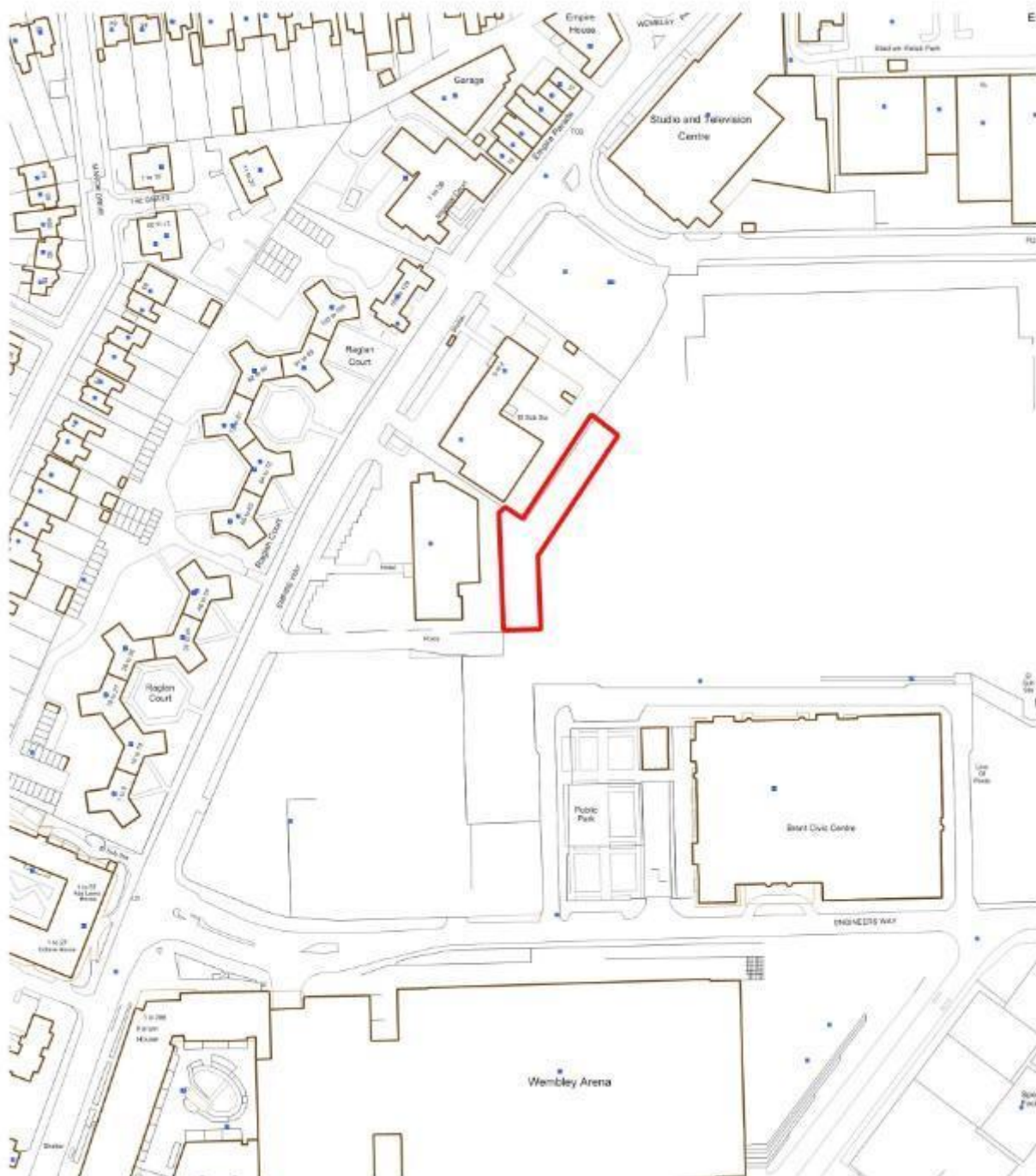




**Planning Committee Map**

Site address: Yellow Car Park, Fulton Road, Wembley

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This map is indicative only.

**RECEIVED:** 21 November, 2014

**WARD:** Tokyngton

**PLANNING AREA:** Wembley Consultative Forum

**LOCATION:** Yellow Car Park, Fulton Road, Wembley

**PROPOSAL:** Proposed hard and soft landscaping works involving the construction of a new access road adjacent to the rear boundary of the Quality Hotel and Dexion House including footway and loading bays , substations and other associated hard and soft landscaping works.

**APPLICANT:** Quintain Estates and Development Plc

**CONTACT:** Signet Planning Ltd

**PLAN NO'S:**  
See Condition 2

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## **RECOMMENDATION**

Grant permission subject to conditions detailed after paragraph 7 of the Remarks Section of the this report.

## **EXISTING**

The application site for the outline planning consent comprises the land to the north, east and west of the Brent Civic Centre, situated between Engineers Way, Fulton Road, Empire Way and Olympic Way but excluding the Quality Hotel, Dexion House site and the former Fulton House site (corner of Fulton Road and Empire Way). This application relates to the land to the west of site NW06.

## **PROPOSAL**

Full planning permission is sought for proposed hard and soft landscaping works involving the construction of a new access road adjacent to the rear boundary of the Quality Hotel and Dexion House including footway and loading bays , substations and other associated hard and soft landscaping works.

## **HISTORY**

Outline planning consent was granted for the comprehensive re-development of the land surrounding the Brent Civic Centre in 2010. This plot represents the second plot that is to be delivered pursuant to the outline planning consent.

While all matters are reserved within this planning consent, the key parameters of the development were fixed through the approval of parameter plans, a "development specification", conditions and the Section 106 agreement. The parameter plans set a number of factors including the location of external walls and heights of the various elements of the buildings.

As Quintain developed their proposals for Plot NW01 and NW06, improvements were made to the layout and massing within these two sites and these were captured within applications for minor material amendments to the outline consent.

This application relates to the building within Plot NW06. Two applications have been submitted concurrently with this application which seek approval of the land surrounding this plot, including the park which is to be situated on the eastern side of the building (to the north of the Civic Centre) and the access roads to the north and west.

## **10/3032 – ORIGINAL OUTLINE APPLICATION – Granted 24 November 2011**

Outline application, accompanied by an Environmental Impact Assessment, for the demolition of existing buildings and the mixed-use redevelopment of the site to provide up to 160,000m<sup>2</sup> of floorspace (GEA, excluding infrastructure) comprising:

- a) Retail/financial and professional services/food and drink (Use Class A1 to A5): 17,000m<sup>2</sup> to 30,000m<sup>2</sup>

b) Business (Use Class B1): up to 25,000m<sup>2</sup>;  
c) Hotel (Use Class C1): 5,000m<sup>2</sup> to 20,000m<sup>2</sup>;  
d) Residential dwellings (Use Class C3): 65,000m<sup>2</sup> to 100,000m<sup>2</sup> (815 to 1,300 units);  
e) Community (Use Class D1): 1,500m<sup>2</sup> to 3,000m<sup>2</sup>;  
f) Leisure and Entertainment (Use Class D2): up to 5,000m<sup>2</sup>;  
g) Student accommodation/serviced apartments/apart-hotels (Sui Generis): 7,500m<sup>2</sup> to 25,000m<sup>2</sup>;  
and associated infrastructure including footways, roads, parking, cycle parking, servicing, open spaces, landscaping, plant, utilities and works to Olympic Way, and subject to a Deed of Agreement dated 24 November 2011 under Section 106 of the Town and Country Planning Act 1990, as amended

#### **13/1323 – VARIATION APPLICATION – Granted 18 September 2013**

Variation of condition 4 of Outline Planning Consent reference 10/3032 to allow minor material amendments to the parameter plans in relation to Plot NW01, situated in the south-western corner of the application site at the junction of Empire Way and Engineers Way.

#### **13/2799 – RESERVED MATTERS FOR NW01 – Granted 16 December 2013**

Erection of a series of 5- to 16 storey buildings within Plot NW01 situated on the corner of Engineers Way and Empire Way comprising 475 residential units and 1,061 square metres of commercial floorspace (Use Class B1 (Business), D1 (non-residential institution), D2 (leisure and assembly), A1 (retail), A2 (professional and financial services) or A3 (restaurant and café)) and associated residential parking spaces, private communal landscaped garden, ancillary spaces, and associated plant, cycle storage and refuse provision.

#### **14/3054 – VARIATION APPLICATION – Granted 31 October 2014**

Variation of condition 4 of outline planning permission reference 13/1323 to allow minor material amendments to the parameter plans in relation to plots NW06, NW07 and the proposed open space, namely: the siting, size and layout of plots NW06 and NW07, the heights of elements of the building within Plot N06, the siting of the open space, change to the vehicular access point for plot NW06.

#### **14/4541 – PARK AND ACCESS ROADS – Currently being considered**

Proposed construction of park (publicly accessible open space), a "pocket park", access roads and other associated hard and soft landscaping works and infrastructure and alteration to existing access roads, and access to Fulton Road.

#### **14/4330 – RESERVED MATTERS FOR NW06 – Currently being considered**

Proposed erection of 1- to 20-storey building comprising 370 residential units, 693 sqm of non-residential floorspace (use class A1 (retail), A2 (financial and professional), A3 (cafe/restaurant), B1(Business), D1 (community) or D2 (assembly and leisure)) and associated residential parking spaces, private communal landscaped garden, ancillary spaces, and associated plant, landscaping, cycle storage and refuse provision.

### **POLICY CONSIDERATIONS**

he policies relating to this application and the wider outline planning consent are as follows:

#### **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**

### **Wembley Area Action Plan**

- WEM 1 Urban form
- WEM 3 Public realm
- WEM 4 Public art
- WEM 5 Tall buildings
- WEM 8 Securing design quality
- WEM 15 Car parking standards
- WEM 16 Walking and cycling
- WEM 18 Housing mix
- WEM 19 Family housing
- WEM 21 Wheelchair housing and supported housing
- WEM 29 Community facilities
- WEM 32 Urban greening
- WEM 38 Play provision

### **Brent Local Development Framework Core Strategy 2010**

- CP 1 Spatial Development Strategy
- CP 2 Population and Housing Growth
- CP 3 Commercial Regeneration
- CP 5 Placemaking
- CP 6 Design & Density in Place Shaping
- CP 7 Wembley Growth Area
- CP 14 Public Transport Improvements
- CP 15 Infrastructure to Support Development
- CP 16 Town Centres and the Sequential Approach to Development
- CP 18 Protection and Enhancement of Open Space, Sports and Biodiversity
- CP 19 Brent Strategic Climate Mitigation and Adaptation Measures
- CP 21 A Balanced Housing Stock
- CP 23 Protection of existing and provision of new Community and Cultural Facilities

### **Brent Unitary Development Plan 2004**

Strategy

The relevant policies in this respect include Policies STR3-4 (prioritising locations and land-uses to achieve sustainable development), STR5 and 6 (reducing the need to travel), STR9 (role of GLA Roads and London Distributor Road) STR12-15 (protecting and enhancing the environment), STR25 (meeting employment need), STR29 (Vitality and Viability of the Borough's Town and District Centres, and the role of Wembley and Kilburn as major centres)

## Policies

BE1 Urban Design Statements  
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  
BE10 High Buildings  
BE11 Intensive and Mixed Use Developments  
BE12 Sustainable design principles  
BE13 Areas of Low Townscape Quality  
BE17 Building Services Equipment  
BE34 Views and Landmarks  
EP2 Noise and Vibration  
EP3 Local air quality management  
EP6 Contaminated land  
EP12 Flood protection  
EP15 Infrastructure  
H11 Housing on Brownfield sites  
H12 Residential Quality – Layout Consideration  
H13 Residential Density  
H22 Protection of Residential Amenity  
TRN1 Transport assessment  
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  
TRN12 Road safety and traffic management  
TRN13 Traffic calming  
TRN14 Highway design  
TRN15 Forming an access to a road  
TRN16 The London Road Network  
TRN17 Restrictions on New Roads  
TRN22 Parking Standards – non-residential developments  
TRN23 Parking Standards – Residential developments  
TRN24 On-street parking  
TRN25 Parking in Town Centres  
TRN28 Restrictions on off-street public parking and contract parking  
TRN30 Coaches and Taxis  
TRN31 Design and Land Take of Car Parks  
TRN34 Servicing in new developments  
TRN35 Transport access for disabled people & others with mobility difficulties  
Appendix TRN2 Parking and Servicing Standards  
EMP2 Small and medium sized enterprises  
EMP3 Childcare facilities in Employment Developments  
EMP9 Development of Local Employment Sites  
EMP10 The Environmental Impact of Employment Development  
EMP14 Design of Business Developments  
EMP20 Creative Industry Proposals  
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  
TEA4 Public Art  
TEA6 Large Scale Hotel Development  
TEA7 Small Scale Hotel Development

OS18 Children's Play Areas  
OS19 Location of Indoor Sports Facilities  
CF1 Location of Large Scale Community Facilities  
CF2 Location of Small Scale Community Facilities  
CF4 Community Facilities Capable of Holding Functions  
CF6 School Places  
CF7 New Schools  
CF8 School Extensions  
CF11 Day Nurseries  
CF13 Primary Health Care / GP Surgeries  
CF14 Places of Worship  
WEM2 Pedestrian Route/Promenade  
WEM4 Residential Development within the Wembley Regeneration Area  
WEM5 Relocation of Existing Businesses  
WEM7 Access to development – the National Stadium Policy Area  
WEM9 Comprehensive Development – The National Stadium Policy Area  
WEM11 On-street parking controls for Wembley  
WEM12 Short stay car parking in the Wembley Regeneration Area  
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  
WEM22 Libraries in Wembley  
WEM27 Opportunity sites at the Junction of Olympic Way and Engineers Way

#### **Brent Council Supplementary Planning Guidance and Documents**

SPG3 Forming an access to a road  
SPG12 Access for disabled people  
SPG13 Layout standards for access roads  
SPG17 Design Guide for New Development  
SPG19 Sustainable design, construction and pollution control  
SPD Section 106 Planning Obligations  
Destination Wembley – A framework for development (2003) Supplementary Planning Guidance  
Wembley Masterplan 2009

#### **Other Council Publications**

Wembley Vision (2002)  
Wembley From Vision to Reality (2007)

#### **CONSULTATION**

Letters sent: 24 November 2014 - no comments or objection received

**Highways:** No objections

#### **REMARKS**

1. This application relates to the 85m length of the proposed "Wealdstone Road" access road that passes between plot NW06 to the east and Dexion House and the Quality Hotel to the west. Parts of this road have also been variously covered under previous and parallel applications for infrastructure works (refs: 14/1076 and 14/4541). The proposed layout is to respond to existing situation in advance of the adjoining areas of the masterplan being delivered.
2. The northern 50m length of the road is shown with a 5.75m wide carriageway and a 1.8m (min.) width footway on its eastern side and a 900mm wide margin on its western side, plus two parallel loading bays (3m x 13m & 3m x 15m) and a parallel disabled bay (2.4m x 6.7m) on the eastern side of the road adjoining Plot NW06. Beyond this, the road is shown narrowing to about 4.6m, with a 3.9m footway on its eastern side and a planted 1.6m wide margin on its western side abutting the Quality Hotel. Substations are shown within the margin on the western side, where it widens on a bend in the road; these are considered acceptable in design terms. Signage is proposed preventing access southwards beyond the car park entrance to Plot NW06, ensuring the narrower part of the road operates one-way northwards.
3. On-street parking and loading in the nearest adopted roads to the site (Empire Way, Engineers Way and

Fulton Road) are generally prohibited at all times, although some kerbside parking space is available along Empire Way outside of peak hours. Nevertheless, these roads are generally lightly parked at all times.

4. The proposed increase in width for the northern length of this street is required to provide two-way flow to the car park for Plot NW06, which is considered acceptable. South of the car park entrance the width reduces to 4.6m. Submitted vehicle tracking suggests this is sufficient to allow service vehicles to access the proposed loading bay on the eastern side of the street. Two parallel loading bays have been incorporated on the eastern side of the street to address the servicing needs of Plot NW06, which is welcomed. A disabled space is also proposed to serve the community use within building NW06, although there is further disabled parking within the basement car park of the building.
5. A maximum gradient of 5% is proposed along the length of the street, which will be fine in terms of catering for access by delivery vehicles and disabled persons. The materials are considered suitable for their intended uses in principle. Street furniture details also appear to show six lighting columns along the eastern footway of the road
6. The parameter plans detailed the requirement to provide 8 trees along this access road adjacent to the rear of the Quality Hotel and Dexion House. However, no trees are proposed within this layout. The applicant has highlighted that this is due to the presence of numerous services under this road and footway. The outline consent makes provision for this by allowing section 106 contributions to be paid for off-site tree planting if they cannot be delivered in the locations set out within the parameter plans. As such, the absence of trees can be addressed through such means. Trees fronting this road are proposed within the consent for the adjoining Dexion House site (currently being demolished) at present and in the "pocket park" between NW01 and NW06.
7. The application for this area represents the interim treatment of this land. However, the presence of services may prevent the planting of trees within this area when the permanent layout is proposed. As such, the contributions towards off-site provision represent a rational approach to this issue if the trees cannot be planted within the permanent layout of this area.

**RECOMMENDATION:** Grant Consent

#### **REASON FOR GRANTING**

- (1) The proposed development is in general accordance with:-
  - National Planning Policy Framework
  - London Plan 2011
  - Wembley Area Action Plan
  - Brent LDF Core Strategy 2010
  - Brent Unitary Development Plan 2004
  - Council's Supplementary Planning Guidance

#### **CONDITIONS/REASONS:**

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

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

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

3981\_003  
3981\_004 Rev A  
3981\_204 Rev A  
3981\_103 Rev A  
3981\_104 Rev A

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

- (3) The road signage as detailed within the approved plans shall be provided in full accordance with the approved plans prior to first use of the road and retained thereafter.

Reason: In the interests of highway and pedestrian safety.

- (4) Details of proposed measures to limit the impacts of noise and vibration from construction works 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 during any demolition or construction works associated with the approved development.

The submitted details should include the following:

- Scheduling of any noisy activities in consultation with Fountain Studio;
- Ongoing construction noise monitoring and reporting;
- Mitigation measures.

Reason: To ensure that the proposal does not have an unduly detrimental impact on the amenities of nearby residents or the operation of nearby businesses.












**INFORMATIVES:**

None Specified

**REFERENCE DOCUMENTS:**

The following are extracts of some of the submitted plans. All submitted details can be viewed on the Council's website [www.brent.gov.uk](http://www.brent.gov.uk) by searching with the application reference.



-  FLUSH KERB
-  RAISED KERB
-  POTTING
-  LOGSTORE
-  DISABLED PARKING SPACE
-  TARMAC BOND SURFACE
-  PLANTING
-  INSET FOR BOLLARDS
-  PLANTER
-  SUBSTATION
-  STAINLESS STEEL BOLLARDS



Build up details submitted pursuant to a separate application 144300.

Substation

DNO meter cabinet  
Feeder pillar  
ANPR cabinet

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Any person wishing to inspect the above papers should contact David Glover, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5344