

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

13 December, 2017
08
17/3213

SITE INFORMATION

RECEIVED	17 July, 2017
WARD	Tokynghon
PLANNING AREA	Brent Connects Wembley
LOCATION	Land east of Wembley Stadium (Plot E05), First Way, Wembley
PROPOSAL	Full planning application for the construction of a building ranging between 3 to 22 storeys (and basement level) comprising of 458 residential units, 285sqm of commercial floorspace (Use Class A1, A2 or A3) and/or community use floorspace (Use Class D1) and/or leisure floorspace (Use Class D2), and/or Office floorspace (Use Class B1) 77 coach parking bays, 202 disabled car parking spaces, 141 standard car parking spaces, cycle storage, refuse provision, landscaping and servicing provision (and associated infrastructure).
APPLICANT	Quintain Ltd
CONTACT	WYG
PLAN NO'S	Please see condition 2
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_135427</p> <p><u>When viewing this as an Hard Copy .</u></p> <p>Please use the following steps</p> <ol style="list-style-type: none">1. Please go to pa.brent.gov.uk2. Select Planning and conduct a search tying "17/3213" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab

RECOMMENDATIONS

That the committee resolve to GRANT planning permission 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.

1. That the Committee resolve to GRANT planning permission subject to:
 - A. Any direction by the London Mayor pursuant to the Mayor of London Order
 - B. Any direction by the Secretary of State pursuant to the Consultation Direction
2. That the Head of Planning is delegated authority to issue the planning permission subject to 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. Membership of considerate constructors scheme;
 3. Minimum 7% Affordable Housing by unit (32 units) secured under the following as a minimum:

Covenant that the Build to Rent (BTR) homes will be provided as such for a minimum of 15 years, with claw-back arrangement should the BTR homes be sold before that time; Longer tenancies offered at up to three years; Units to be retained and managed to a high standard under single management company.

Discount Market Rent (DMR) let at London Living Rent levels (inclusive of service charge), managed by a single entity, in perpetuity; Nominations agreement to prioritise households who live and work in the borough; Longer tenancies offered at up to three years, with a tenant only option break clause; DMR homes tenure blind, and sharing entrances and amenities with BTR homes.
 4. Employment and Training Plan for Brent Residents;
 5. Sustainability including an off-site Carbon Off-Set contribution;
 6. A financial contribution of £50,000 towards the introduction of a CPZ in the area;
 7. A "parking permit restriction" agreement withdrawing the right of future occupiers of the development to on-street parking permits;
 8. Highway works to be undertaken through a S278 Agreement under the Highways Act 1980.
 9. A financial contribution of £225,000 to TfL towards bus service enhancements in the area;
 10. Implementation of the submitted Framework Travel Plan, with detailed interim and final targets to be finalised following the undertaking of the initial survey;
 11. Public Open Space: Development not to be occupied until the Southern Park Area has been provided;
 12. Any other planning obligation(s) considered necessary by the Head of Planning.
3. That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

 1. Time Limit (3 years)

2. Approved drawings/documents
 3. Construction delivery restrictions
 4. Commercial servicing and delivery restrictions
 5. Wheelchair accessible units
 6. Considerate constructors scheme
 7. Details of materials
 8. CCTV
 9. Drainage Strategy
 10. Landscape scheme
 11. District Heat Network Connection
 12. Plant equipment
 13. Provision of Disabled Parking Bays
 14. Construction Logistics Plan
 15. Construction Management Plan
 16. Car Park Management Plan
- And any [other] condition(s) considered necessary by the Head of Planning

Informatives

1. Major Event Definition.
 2. Community Infrastructure Levy.
 3. Advertisement Consent.
 4. Construction Vehicle Cleaning
 5. Superstructure
 6. S38/278 Agreements.
 7. Notification of Highways Prior to Commencement
 8. Fire Safety
 9. London Living Wage
 10. Thames Water Informatives
 11. Any [other] informative(s) considered necessary by the Head of Planning
4. That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.
 5. That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.
 6. That the Head of Planning is delegated authority to refuse planning permission should the Legal Agreement not be completed within 3 months of the date of the committee resolution.

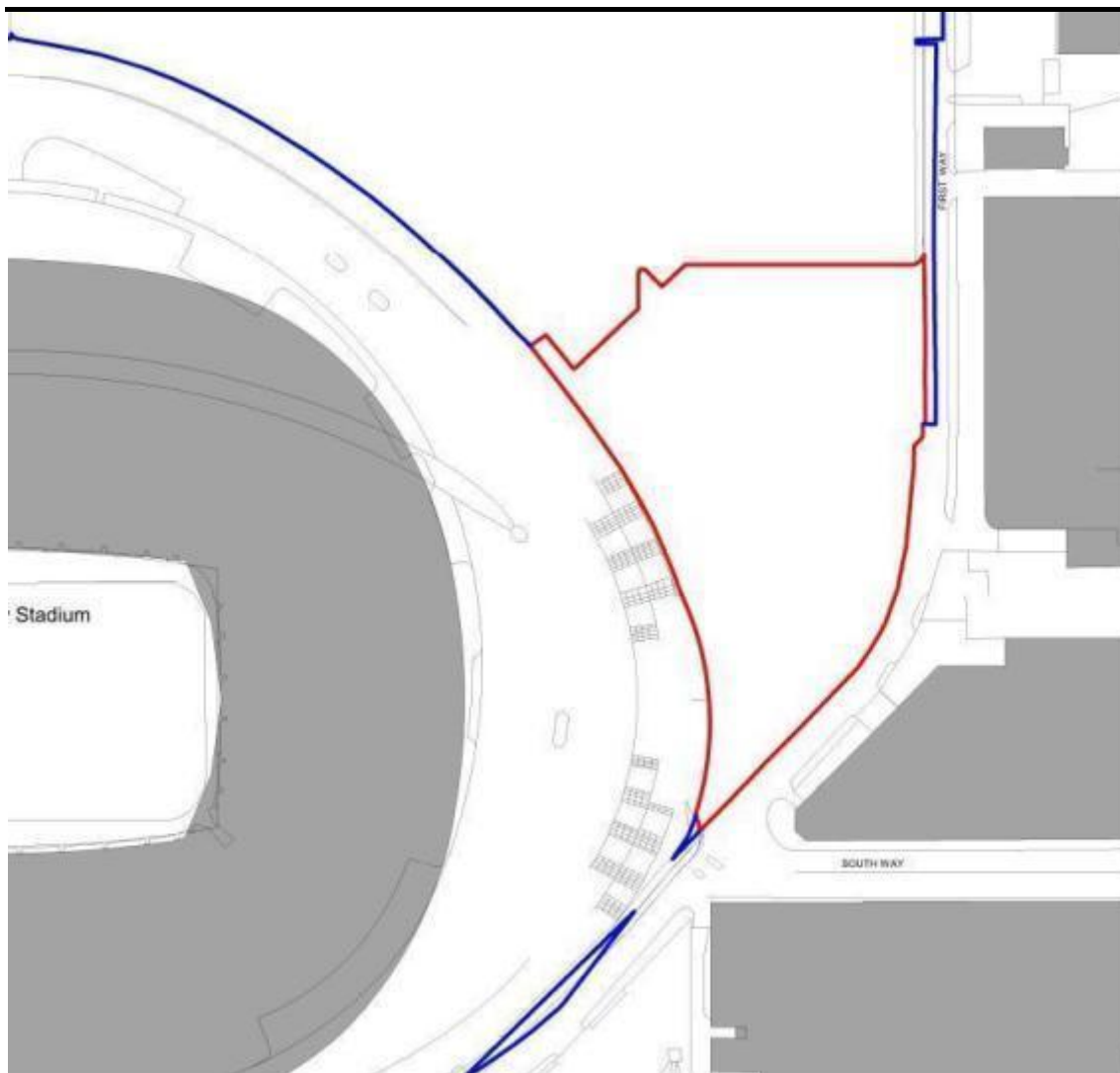
SITE MAP



Planning Committee Map

Site address: Land east of Wembley Stadium (Plot E05), First Way, Wembley

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This map is
indicative
only.

PROPOSAL IN DETAIL

The application proposes the construction of a building made up of a base and three higher blocks, ranging from 10 to 21 storeys in height, providing 458 residential units. The residential units would sit above two levels of accessible parking, coach parking at ground level and resident's car parking at basement level. The proposal also provides private communal residential landscaped gardens; 285 sqm of commercial space to be used in either Use Class A1, A2 or A3 (Retail), and/or B1 (Business), and/or D1 (Community) use and/or D2 (Leisure and Entertainment); 77 coach parking bays, 202 accessible parking bays, 141 residential parking bays, and provision of access from the highway to these spaces; together with ancillary space, and associated plant, cycle storage, refuse provision and associated infrastructure.

Residential Accommodation

- The ground floors will accommodate residential entrances and lobbies, concierge facilities, cycle parking, circulation and primary access to upper floors.
- First floor provides 13 residential apartments.
- Second floor provides 17 residential apartments and accessible parking.
- Third floor provides 17 residential apartments and accessible parking.
- Fourth floor provides 36 residential apartments and shared outdoor amenity space.
- The fifth, sixth, seventh and eighth floors provide 38 residential apartments on each floor.
- Ninth floor provides 33 residential apartments.
- Tenth floor provides 32 residential apartments.
- Eleventh floor provides 19 residential apartments.
- The twelfth, thirteenth, fourteenth, and fifteenth floors provide 19 residential apartments on each floor.
- The sixteenth floor provides 10 residential apartments and shared internal residential amenity space.
- The seventeenth floor provides 10 residential apartments and shared outdoor residential amenity space.
- The eighteenth, nineteenth, twentieth, and twenty first floors each provide 10 residential apartments.
- The roof of the twenty first floor features an area of shared outdoor amenity space.

Commercial Uses

The ground floor includes 285 sqm of commercial space to the southern end of the building to be used in either Use Class A1, A2 or A3 (Retail) and/or D1 (Community) use and/or D2 (Leisure and Entertainment).

Coach Parking

Parking for 77 coaches, to support Stadium event days, will be located at ground floor level below the accessible parking bays within the centre of the development; the parking will serve Stadium event goers on major events.

Cycle Parking

Cycle parking spaces are provided within the basement level and ground floor. The cycle parking is to serve the residential occupants.

Amenity Space

Each apartment has access to a private balcony or terrace. In addition to this there is also shared outdoor amenity space available. On the fourth floor, there is a shared residential garden for exclusive use by residents located in the centre of the development above the below car parking levels. The garden would feature soft landscaping, planting, outdoor seating and play equipment. There would also be shared outdoor amenity space on the eleventh floor, seventeenth floor, and at the very top of the building on the roof of the twenty first floor. There would be an internal shared amenity area on the 16th floor underneath the outdoor amenity space on the floor above.

EXISTING

The subject plot, E05, is located to the east of Wembley Stadium. This is comprised of 1.1 ha and is a part of the Wembley Masterplan eastern quarter area. The E05 plot is to the west of First Way and to the east of Perimeter Way East which is incorporated into the site on its western fringe with the plot extending south to the junction of the two roads. The site has a gently sloping landscape with no distinct features or present infrastructure. Plot E05 is located adjacent to Wembley Stadium, and sits directly south of the Plot E03. Site

allocation W 19 (Wembley Stadium Car Park) of the Wembley Area Action Plan applies to this site. The site currently has outline permission for mixed use development including residential with a full detailed consent for coach and car parking.

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. An objection (one) has been received from a resident of Marathon House (corner of Olympic Way and Engineers Way) regarding some of these matters. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application:

Representations Received: One representation was received from a Wembley resident in response to the consultation raising concern regarding noise, air quality, parking, traffic, height and the associated impacts on the light, outlook and privacy for Marathon House residents. These concerns have been considered and discussed in this report.

Proposed Uses: The proposed uses include residential, car and coach parking, and commercial space to be used in either Use Class A1, A2 or A3 (Retail), and/or B1 (Business), and/or D1 (Community) use and/or D2 (Leisure and Entertainment). These are in compliance with the site allocation and are in line with the wider outline consent for the surrounding area.

Housing mix including Affordable Housing

Initially 23 % Affordable Housing was proposed, but proposed rent levels of the Affordable Housing were proposed to be set at 80 % of Market rent and as such the proposed housing would not be sufficiently affordable and thus the scheme as a whole would not have adequately met local housing need. After considering local housing needs and affordability and the wider Wembley Park affordable housing provision, officers take the view that a lower rental level is required in order to ensure that the proposed Affordable Housing will meet local need. This results in a considerably lower proportion Affordable Housing (7% by habitable room) in order to achieve scheme viability when rent levels are set at the London Living Rent. The 7% affordable housing proposal (by habitable room) has been assessed and represents the maximum reasonable proportion of Affordable Housing and is acceptable in this instance. The affordable mix proposed by the application provides 13 (41%) one bed; 10 (31%) two beds; and 9 (28%) three bed units. Overall, 115 of the homes will have 3 or 4 bedrooms, representing 25 % of the homes within the scheme accordingly with Brent Policy. This also complies with the requirement of London Plan Policy 3.11 that priority should be accorded to the provision of affordable family housing. It is however recommended that a late stage viability review is included in the S106 agreement and this is supported by DMP 15 which also requires that appropriate provisions to re-appraise viability be sought on major sites where the proportion of affordable housing agreed is significantly below the Council's targets.

Scale, Layout and Appearance: The scale and massing of the proposed scheme pays regard to that of the adjacent EO3 block. The 21 storey element is an appropriate scale in the emerging context and helps create a distinctive eastern development edge to the stadium. The building is required to perform a wide variety of functions and it is considered that the layout will enable this successfully whilst also tying in with the existing and emerging surrounding development. The overall finished appearance of the development is considered to be high quality and is acceptable in design terms and the taller element is sited so as to ensure that the primary of the views to the Stadium arch is maintained.

Quality of accommodation: The units will meet the relevant standards for residential accommodation and the living conditions of future occupiers of the development would be acceptable.

Sustainability and energy: The submission demonstrates that the scheme will exceed London Plan targets for CO2 reduction.

Highways: The car and coach parking, access and servicing arrangements are considered to be acceptable, as well as the levels of parking and cycle parking. The provision of the stadium car and coach parking is in accordance with Brent planning policy. The proposed stadium car and coach parking, in conjunction with the parking within the parking provided within the Red car park and the parking proposed within the VDC/Careys site (also being considered by the Planning Committee) will result in the provision of car and coach parking in accordance with the levels set within the Wembley Stadium Planning Consent. These two current applications (E05 and VDC/Careys) look to relocate some of the Wembley Stadium car parking that was

previously approved within the E05 site to the VDC/Careys site, reducing the distance between the car and coach park and the North Circular Road. The level of residential car parking is below the maximum standards set out within the Area Action Plan but is acceptable given the level of public transport accessibility.

MONITORING

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

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Dwelling houses	0	0	0	46640.46	46640.46
General business use	0	0	0	13907.98	13907.98

Monitoring Residential Breakdown

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

An application which previously granted consent for this site was considered by the planning committee on 11 May 2016, and the decision was issued on 23 December 2016 following the completion of the legal agreement and referral to the Mayor of London.

This plot (E05) was approved in full detail (rather than in outline) through that consent. The approved development comprised the construction of a 10-storey car parking with coach parking at ground level, with a total of 1,816 parking spaces, 1,642 of which were for non-residential purposes (stadium car parking) and 82 coach parking spaces at ground level. The current application seeks consent for an alternative development proposal for this site.

Details of the extant consent are as follows:

15/5550 - Granted 23/12/2016

Hybrid planning application, accompanied by an Environmental Impact Assessment, for the redevelopment of the site including:-

Full planning permission for erection of a 10-storey car park to the east of the Stadium comprising 1,816 car parking spaces of which 1,642 are for non-residential purposes, up to 82 coach parking spaces and associated infrastructure, landscaping and vehicular access.

And

Outline application for the demolition of existing buildings on site and the provision of up to 420,000 sqm (gross external area) of new floorspace within a series of buildings comprising:

- Retail/financial and professional services/food and drink (Use Class A1 to A4) up to 21,000 sqm;*
- Commercial (Use Class B1) up to 82,000 sqm;*
- Hotel (Use Class C1): up to 25,000 sqm;*
- Residential (Use Class C3): up to 350,000 sqm (up to 4,000 homes) plus up to 20,000 sqm of floorspace for internal plant, refuse, cycle stores, residential lobbies, circulation and other residential ancillary space;*
- Education, healthcare and community facilities (Use Class D1): up to 15,000 sqm;*
- Assembly and leisure (Use Class D2): 23,000 sqm;*
- Student accommodation (Sui Generis): Up to 90,000 sqm.*

And associated open space (including a new public park) and landscaping; car and coach parking (including up to 55,000 sqm of residential parking and 80,000 sqm non-residential parking) and cycle storage;

pedestrian, cycle and vehicular accesses; associated highway works; and associated infrastructure including water attenuation tanks, an energy centre and the diversion of any utilities and services to accommodate the development.

Subject to a Deed of Agreement dated 23 December 2016 under Section 106 of the Town and Country Planning Act 1990, as amended

CONSULTATIONS

Press Notice: 10/08/2017

Site Notice: 01/08/2017

449 Consultation letters were sent to neighbouring and nearby addresses on the 5th of September 2017.

Following the consultation one letter of objection was received from a resident of Marathon House, situated on the corner of Olympic Way . The objection raised the following concerns;

Concern	Response
Increased volumes of traffic resulting in parking difficulties and noise disturbance.	Please see paragraph X
Increased noise disturbance.	Please see paragraph X
Implications for air pollution.	Please see paragraph X
Height of the building would result in a loss of light, outlook, and possibly privacy to Marathon House.	The application site is approximately 250 m from Marathon House and is therefore unlikely to have a material impact on light, outlook and privacy of residents of that building.
Suggestion that the building is capped at 8-10 storeys	The height of the building is discussed within paragraph X.

No other representations were received at the time of writing this report.

Transport for London

The proposal would create a number of bus trips in addition to those generated by the consented masterplan, in which this plot sits. These will need to be mitigated through a contribution of £225,000 and the local bus network enhanced to improve the sustainable transport options from the site. Otherwise, in the context of the consented masterplan, TfL is satisfied that the proposal can be accommodated on the transport network, subject to the on-going management of the network on event days through Event Specific Management Plans and Stadium Event Parking Management Plans, to be agreed on a case by case basis by key stakeholders.

Thames Water

No objections. Conditions and informatives are recommended.

Wembley National Stadium Limited

The scale, size and occupancy of the development is different to that previously approved for this plot, and the introduction of residential use has led to a significantly different form, massing and height for E05. This effects the view of the Stadium from Great Central Way, which is a key route into the Stadium for spectators, teams, officials and dignitaries. Ordinarily, this increase in scale and change in view may give cause for The FA to wish to object. Ordinarily, this increase in scale and impact may give cause for The FA to wish to object. In this instance however, we have a close working relationship and contractual arrangements in place with the applicant (which include provision of facilities, tenant management arrangements, anti-ambush protection and other measures to protect Stadium operations on both event days and non-event days). We do wish to put on record that any future developments of similar scale and size where we do not enjoy the same arrangements with the applicant will lead to an objection.

Greater London Authority Stage 1 response

- Affordable housing: 23% offered as DMR at up to 80% of market rate is wholly unacceptable and must be significantly increased, noting the introduction of high density residential on this Opportunity Area and Housing Zone site. The affordability of the affordable housing must also be addressed. GLA officers will

robustly scrutinise the viability assessment to maximise affordable housing provision. Once secured, any on-site affordable housing must remain affordable in perpetuity, and appropriate covenants and clawbacks secured in accordance with the Mayor's Affordable Housing and Viability SPG.

- Energy: Further technical information relating to energy efficiency and district heating is required. In liaison with Brent Council the applicant should ensure the short fall in carbon dioxide reductions is met off-site.
- Air quality: Measures to promote zero emissions coaches should be secured, in addition compliance with the Non-Road Mobile Machinery Low Emission Zone must be secured by condition in accordance with London Plan Policy 7.14.
- Transport: A contribution of £225,000 towards enhancements to the local bus network must be secured to mitigate the additional demand generated by the proposal.
- Recommendation: That Brent Council be advised that while the application does not comply with the London Plan; but that the possible remedies set out in our response could address these deficiencies.

These matters are discussed later in this report.

POLICY CONSIDERATIONS

National Planning Policy Framework 2012

National Planning Practice Guidance

Technical Housing Standards

London Plan consolidated with alterations since 2011 (March 2016)

Policies regarding housing mix, affordable housing, density, children & young person's play, urban design, access, sustainable energy and transport are applicable to this development.

Mayor of London SPGs

Wembley Area Action Plan 2015

Brent Local Plan Development Management Policies 2016

Brent Local Development Framework Core Strategy 2010

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

Draft Supplementary Planning Document 1

DETAILED CONSIDERATIONS

1. Background and context

2. Planning permission was granted under reference 15/5550 (Wembley Park Masterplan), for the development of 15.9 hectares of land surrounding Wembley Stadium. The application was a hybrid scheme submitted part in outline with all matters reserved and part in full detail. The full element of the proposal related to the E05 plot, however, a revised proposal is submitted within this application. The proposals under 15/5550 were for a multi-storey car park on Plot E05 to provide 1,816 car parking spaces and up to 82 coach parking spaces.
3. Reserved matters approvals have subsequently been granted for Plots E03 (ref: 17/0016), E01/2 (ref: 17/0462), W06 (ref: 17/0328), Perimeter Way West (ref: 17/0507) and the Southern Park (ref: 17/0459) under the masterplan outline consent. Further planning permissions have been granted, at the former VDC and Careys site at South Way (ref: 15/5615) and at the Wembley Retail Park at Engineers Way (ref: 16/1024) for further car and coach parking, to accommodate the balance of coaches on Stadium Event Days.
4. Permission is sought for a new scheme on the plot of the detailed element of the masterplan permission in order to remove seven decks of the approved 1,642-space multi-storey car park from the site, leaving just 202 disabled car parking spaces on two floors above the previously consented ground floor 77-space coach park. At the same time that this planning application was submitted, a new full planning application

was also submitted for the construction of a multi-storey car and coach park with provision for 290 coaches and 734 vehicles on the VDC/Careys site on South Way/Great Central Way, which comprises a revised proposal from that approved under ref: 15/5615. Further Stadium parking is provided within Plot E03 (adjoining Plot E05) and the Red multi-storey car park to the west of the Stadium. Together these plots meet Quintain's contractual obligations to WNSL, as set out within the planning permission for Wembley Stadium (ref. 99/2400 granted 23.08.2002).

5. The scheme that forms this application is comprised of a single building with a four-storey podium and three higher blocks above this. One block would have 10 storeys, one would have 16, and one would have 22, providing 458 residential units (131 Studio, 137 x 1-bed, 75 x 2-bed, 66 x 3-bed & 49 x 4-bed). These units are additional to those approved in the latest Masterplan scheme (ref: 15/5550). The proposal also provides private communal residential landscaped gardens; 285sqm of commercial space to be used in either Use Class A1, A2 or A3 (Retail), and/or B1 (Business), and/or D1 (Community) use and/or D2 (Leisure and Entertainment); 77 coach parking bays, 202 accessible parking bays, 141 residential parking bays, a basement link through to the residential car parking within adjoining plots E01/2 and provision of access from the highway to these spaces; together with ancillary space, and associated plant, cycle storage, refuse provision and associated infrastructure.
6. The site sits within the eastern lands defined by the Wembley Park Masterplan (ref:15/5550). The E05 plot is to the west of First Way and to the east of Perimeter Way East which is incorporated into the site on its western fringe with the plot extending south to the junction of the two roads. Plot E05 is located adjacent to Wembley Stadium, and sits directly south of the Plot E03.
7. The site is allocated for redevelopment under allocation W 19 (Wembley Stadium Car Park) of the Wembley Area Action Plan. Outline planning permission 03/3200 granted consent in 2004 for a mixed use development of office, residential, public space and car and coach parking. Plot E05 is within a larger site which currently has an extant permission (under application reference 15/5550) for a mixed use development including residential floorspace. Therefore whilst the scheme previously approved under 15/5550 approved only car and coach parking, it is considered that a mixed use development on this site is acceptable with regard to site allocation W 19.

8. Proposed uses

9. The proposed scheme comprises a single building broken into three distinct parts (towers) with a four-storey podium including car and coach parking with outdoor amenity space above, surrounded by residential units as well as one 285sqm commercial unit (Use Class A1, A2, A3, D1 or D2). The scheme also provides 77 coach parking spaces and 212 DDA (Disabled) car parking spaces for use associated with the operation of Wembley National Stadium. The emerging context of the southern element of the park and other residential uses in nearby blocks (E01, E02, E03) provides an appropriate context.
10. The total commercial floor space within Plot E05 is 285sqm GEA, at the southernmost part of the site at ground floor level. To maintain flexibility in the market place, it is proposed that this floor space can be used for either Use Class A1, A2 or A3 (Retail), and/or B1 (Business), and/or D1 (Community) use and/or D2 (Leisure and Entertainment). This is considered acceptable as the uses are in line with policy and the Masterplan, and will avoid empty units within the development.
11. The proposed E05 scheme accommodates 61,583sqm GEA of residential floor space, providing 458 residential units and ancillary areas.
12. The site allocation W19 (Wembley Stadium Car Park) of the Wembley Area Action Plan states that alongside the car park use, the site has permission for mixed use development including residential.

13. Layout, scale and appearance

14. Layout

15. The proposed basement level would accommodate 141 car parking spaces for use by residents, two of which have been designated as accessible parking spaces. A condition is proposed requiring that updated plans demonstrating the provision of 14 disabled parking bays shall be submitted to and approved by the Local Planning Authority prior to superstructure works commencing on the site and that the details so approved shall be retained and maintained for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority, to ensure there is adequate wheelchair accessible parking in line with London Plan policy 6.13. 30 spaces would have electric vehicle charging

points. 15 Motorcycle spaces are also proposed. Ancillary spaces include cycle stores and plant rooms. The cores which serve the residential levels would extend down into the basement allowing residents to access their respective core directly from the basement. The basement parking within E05 would also link through to the E01/E02 basement parking. Vehicular access into the basement would be via First Way.

16. As mentioned above, the coach parking for the stadium is proposed at ground floor level. The coach parking area would link to the coach parking provided within Plot E03 which is currently under construction immediately north of the application site at Plot E05. This would form part of the overall coach parking provision for Stadium events (alongside the proposals for the former VDC Careys site) and vehicular access for coaches to Plot E03 is achieved through plot E05.
17. The general principle of the access arrangements was accepted by the Council when planning permission was previously granted under ref: 15/5550. Plot E05 received reserved matters approval alongside the outline planning permission. Following that consent, Plot E05 has been subject to a significant redesign as a result of ongoing discussions between the applicants, the Football Association and Wembley National Stadium Ltd. The revised proposals form this application. The current application for Plot E05 has been designed having regard to Plot E03 as approved, and to plots E01 and E02 as the three developments will eventually form a single city block.
18. The majority of the ground floor level would be allocated to coach parking for the stadium on event days. Access to coach parking would be provided via Perimeter Way East, opposite Wembley Stadium's Gate 5. The scheme for E05 approved under the outline permission ref: 15/5550 is for a large car park of a very similar footprint which features no active frontage on any elevation. The proposed scheme proposes a ground floor commercial unit which sits on the southern 'gateway' elevation of the building, providing an active frontage at this location. This is a significant improvement on the approved scheme and is welcomed. Also at ground floor are proposed plant, cycle stores, lobbies, and entrance lobbies for residential units.
19. The residential elements of the scheme are proposed at first floor level and above, though the central section of the first floor is allocated as void to allow for head room for the coach parking at ground floor. Dwellings are proposed to be located to the east and south of the double height space, while the west is predominately allocated as plant space. Cycle parking for the approved scheme at plot E03 would also be provided at mezzanine level. Levels 02 and 03 accommodate event day accessible parking. Residential units at levels 02 and 03 are located along the western perimeter as with the first floor, although there are two residential flats which would face towards the stadium on the Eastern side. A foot bridge at level 03 would provide access from the accessible parking to the stadium concourse level.
20. At podium level (level 04) there would be an area of communal outdoor amenity space located above the accessible parking consisting of 2,500 sqm of hard and soft landscaped space including play space and seating. Residents of blocks I and K would be able to access these respective blocks by entering through the ground floor main lobby in block H to the Podium level where there are entrance lobbies to blocks I and K. The Podium level is where block H becomes distinct from blocks I and K.
21. Block H would form the western edge of the development. It would face onto Perimeter Way East and E01/02. Its height and massing would reflect the adjacent blocks within E01/E02 and E03. The main entrance lobby to the development is located at ground level on its north western corner. The entire floor plate at Level 16 of Block H has been designed as internal amenity space. Block H is proposed to provide 146 dwellings, across 16 floors, with a mix of dwelling sizes.
22. Block K would define the eastern edge of the site adjacent to First Way. It would be the lowest block in E05 as it is designed to respond to the context across First Way to the east and E03 to the north. The entrance lobby to Block K would be located on First Way. Block K provides 89 dwellings over 10 floors with a mix of dwelling sizes.
23. Block I would be the tallest element of E05 (22 storeys) and would be located on the southern edge of the site. The height of the Block is in response to the opportunity to provide a visual reference which forms a gate way to the Eastern Lands. Being the tallest block, its roof amenity would provide views back to central London. The entrance lobby to Block I would be located off a south eastern pocket square. Block I is proposed to provide 223 dwellings, across 22 floors, with a mix of dwelling sizes that broadly complies with the councils dwelling mix policies.
24. Each dwelling would have access to a private balcony or terrace as well as access to the communal residents' lounge and communal outdoor amenity space on the podium.

25. Each core within each block would be served by two lifts and stairs that would be compliant with Part L of the 2013 Building Regulations which replace former Lifetime Homes and Wheelchair Housing standards. A firefighting lift is proposed within each core, which is supported.
26. Plot E05 is proposed to accommodate the ENVAC waste system, whereby users drop their refuse into a chute which, using suction, is then transported via an underground network of pipes to an off-site collection hub which is located in plot W05. Residential units will therefore not require waste collection, outside of occasional bulky goods collection, which will take place from Perimeter Way East. Bulky goods will be stored within a specific waste store located on the ground floor and special collection will be organised with the Council by the building management. Commercial waste stores will be located within the commercial unit and will be collected by a private contractor. The building management will ensure that bins will be moved from the bin stores within the commercial unit to the presentation area for collection and then returned following waste collection. The presentation area is located within 10m of the central loading bay which will facilitate waste collection.
27. The layout is considered to be acceptable and would result in a suitable form of development for the locality. Whilst the building is required to perform a wide variety of functions, it is considered that the layout would enable this successfully whilst also tying in with the existing and emerging surrounding development. The proposed layout is considered to be in keeping with Brent Local Plan Development Management Policies 2016 and the Wembley Area Action Plan 2015.

28. Scale

29. The proposed building would have a similar footprint to the previously consented and extant E05 scheme. The originally consented multi-storey car park had a height of ten storeys and the podium level of the proposed scheme would be four storeys tall. Above this podium level, however, would be three taller elements containing residential accommodation with heights of ten storeys, sixteen storeys and twenty-two storeys.
30. The previously approved development was very solid in appearance with no variation in the mass of the building due to the function it was serving (multi storey car park). The proposed massing is considered to respond to the approved building heights within the immediate surrounding context. The variation in height results in a varied profile on the skyline with the massing being stepped with the taller element at Block I providing a focal point, responding to the tallest element of the adjacent Plot E03 (Block G).
31. Block H of the proposed development sits on the north eastern corner of the building and has 16 storeys (64m), Block I sits on the southern corner of the building and has 22 storeys (75m), and Block K sits on the north western corner of the building and has 10 storeys (44m). For comparison, the approved scheme for plot E03 directly to the north of the site features three blocks which are 14 storeys (46.5) and one block which is 26 storeys (86m) and plots E01 and E02 to the north west of the subject plot feature three blocks which are 12 storeys (40m).
32. To provide further context the stadium presents four critical datum heights, namely its shoulder at approximately 30m, roof at approximately 50m and the arch rising to approximately 133mm.
33. The scale and massing of the proposed scheme is similar to the scale and massing of the adjacent and approved schemes E01&2 and E03 and the emerging masterplan. In the context of the wider development the scale and massing of the proposals are therefore acceptable, according with Policy DMP1 the Local Plan Development Management Policies 2016 and Policies WEM5 and WEM6 of the Wembley Area Action Plan 2015.

34. Appearance

35. Similar design techniques and languages have been used for Plot E05 as have been approved for the consented schemes at plots E01/E02 and plot E03, which were designed by the same architect as plot E05. The facades of plot E05 would be characterised by a generally vertical alignment of fenestration continuing from roof level down to ground floor (or to commercial units or entrances). This would immediately define the building while a horizontal grouping of façade elements (with regard to material changes, bands and architectural detail) creates a top, middle, and base of the building which helps define the proportions of the scheme. Horizontal banding is also used to visually tie together individual blocks at the upper floors. These techniques have been used for the approved schemes at plots E03 and E01/E02. The use of these techniques for E05 would make the development consistent with the

architectural vernacular of the area considering the approved schemes, and this approach is generally considered to be acceptable.

36. Block I defines the southern edge of the plot. It is the tallest of the blocks at 22 storeys and is considered to be of a scale, design and massing that would form a gateway to the Masterplan area from the eastern approach to the Stadium. The block is also a visual focal point which responds to Block G of E03 to the north. Block I would mark the east entrance to the Stadium and the main road junction of South Way and First Way. Together with Blocks H and K, this would mark the southern end of the new park approved under the masterplan consent. It is considered that the brick materials and rectilinear character of the proposed blocks would provide a visual counterpoint to the lattice, bowed form of the landmark Stadium arch. The stepped relationship of Block H and Block I, with the arch rising and falling beyond, would have a striking group composition on the skyline. Block H would mediate between the existing lower context and the taller Block I, and Block I would mark the road junction ahead and the east entrance to the Stadium.
37. While it is noted that the Football Association raised no objection to the proposed development at E05, they did raise concerns with regard to the height and scale of the proposed development and noted that if it wasn't for the delivery of infrastructure necessary for the ongoing operation of the National Stadium they would have raised an objection. It is worth noting that the FA, and by extension the National Stadium, would potentially raise objections to other schemes of this scale were they to come forward in the future.
38. A mixed palette of dark and light materials is proposed. This includes light grey and dark grey facing brick for the external facing brick with bands of pale brick to create an interesting and modern architecture which is well proportioned. The use of horizontal banding in lighter coloured brick will link the blocks together at key levels and these tones are also matched at the upper floor levels to 'crown' each of the blocks. The proposed balconies would be a dark bronze effect metal which would complement the proposed brick colours.
39. Balconies are also arranged in vertical rows. The balcony balustrading has been developed in relation to the practical use of the space. Open railings are used on the lower levels, while glass balustrading provides additional shelter against any wind on the upper floors.
40. The overall finished appearance of the development is considered to be high quality and is acceptable in design terms, and thus accords with policy DMP1 of the Brent Local Plan Development Management Policies 2016 and policies WEM5 and WEM8 of the Wembley Area Action Plan 2015.

41. Residential accommodation

42. The E05 scheme proposes 458 residential units as dedicated Build to Rent Housing and ancillary areas.
43. The typical floor plan proposed for each block provides a mix of dwelling types, from studio to 4 bedroom apartments. The floor plans stack throughout each building. There would be up to fourteen dwellings per core in Block H on the lower floors, whilst on the upper floors there would be nine dwellings. There would be up to thirteen dwellings per core in Block I on the lower floors and nine dwellings on the upper floors. There would be up to eleven dwellings per core in Block K on the lower floors and nine dwellings on the upper floors. Each of the three blocks has a single entrance.
44. Dual aspect units are provided where possible and where dwellings have single aspect, this is not north facing and the dwellings are designed to maximise the daylight opportunities.
45. Each dwelling has a balcony or terrace providing private open space. All three buildings have direct access to the private communal landscaped gardens at podium level.
46. The table below shows a breakdown of the residential units proposed.

	Studio	1Bed	2Bed	3Bed	4Bed	1Bed Wheelchair accessible	2Bed Wheelchair accessible	Total
Block H	49	38	12	26	14	7	0	146

Block I	82	21	42	9	35	34	0	223
Block K	0	32	14	31	0	5	7	89
Total	131	91	68	66	49	46	7	458

47. Affordable Housing

48. London Plan Policy 3.12 requires boroughs to seek the maximum reasonable amount of affordable housing when negotiating on private and mixed use developments, having regard to a number of factors, including development viability.

49. Policy CP2 of Brent's Core Strategy sets a strategic target that 50% of new homes to be delivered in the borough are affordable. Development Management Policy DMP 15 reinforces the 50% target set by policy CP2 and the need to seek the maximum reasonable amount of affordable housing. It goes on to say that where a reduction to affordable housing obligations is sought on economic viability grounds on major phase housing developments, and where the proportion of affordable housing agreed is significantly below 50%, appropriate provisions to re-appraise scheme viability will be sought and secured by S106 agreement. Developers are required to provide development appraisals to demonstrate that each scheme maximises affordable housing output.

50. Brent's adopted planning policy within WEM 22 of the Wembley Area Action Plan covers Build to Rent as follows:

51. *"The council will encourage the development of purpose-built private rented sector accommodation where dwellings are of demonstrably good design and there are suitable long term financial, management and nominations arrangements. Where such accommodation can be delivered, the council will be flexible on housing unit size mix and the proportion of affordable housing, if that accommodation, or a reasonable proportion thereof can be made available at or below local housing allowance levels."*

52. The proposals for E05 initially included 87 affordable residential units, representing 19% affordable housing by unit (23% by habitable room). All affordable units were proposed to be intermediate Discount Market Rent at no more than 80% of Open Market Rents. Quintain submitted a Financial Viability Assessment (FVA) to support this offer.

53. The Council appointed consultants to independently assess this FVA. Following review and negotiations between the parties over several months, Brent Council (in consultation with their consultants) advised that the maximum reasonable level of affordable housing provision that the scheme could support was 23% Discount Market Rent (DMR) at no more than 80% of open market rent. Various scenarios of affordable housing tenures have been explored on a financially equivalent basis. Officers consider that the affordable offer that would best meet Brent residents' needs would be affordable housing at rent levels commensurate with London Living Rent levels which, in accordance with WEM22, are currently at or below Local Housing Allowance levels.

54. The Mayoral Affordable Housing & Viability SPG also recommends the affordable housing offer in Built to Rent schemes be entirely DMR, preferably let at London Living Rent (LLR) levels. The GLA calculates ward-level caps for London Living Rent homes based on one-third of median gross household income for the Borough. ONS Annual Survey of Hours and Earnings (ASHE) data shows that at £24,432 per annum Brent has the 2nd lowest median gross household income for all employees amongst the London Boroughs. The London Living Rent level for Tokyngton ward is below Local Housing Allowance levels and officers consider securing the clear link between rent levels and median household incomes at a local level, is the best way to ensure the proposed offer is genuinely affordable, meets local needs and is in accordance with WEM22 and the GLA Affordable Housing and Viability SPG.

55. The recommendation to secure London Living Rent within this scheme is also informed by the broader affordable housing provision secured recently under the Quintain Masterplan and South West Lands planning permissions 15/5550 and 14/4931. Together, these permissions provide the following affordable housing tenures and numbers:

Tenure	Number	%
Affordable Rent	344	21%

Shared Ownership	220	14%
Discount Market Sale (no more than 70-75% of open market value)	247	15%
Discount Market Rent (no more than 65% of open market rent)	346	21%
London Housing Bank (no more than 80% of open market rent)	471	29%
Total	1628	100%

56. It is considered that the introduction of London Living Rent will provide another distinct affordable housing tenure and price point that will enrich the affordable housing mix being provided across the Wembley Park development.
57. In order to deliver affordable units at London Living Rent levels, more planning gain subsidy is required, and this change has a consequential negative impact on the quantum of affordable housing the scheme can provide when compared to the applicants' original offer. The Council's consultants have advised the Council that at London Living Rent levels the maximum reasonable level of affordable housing provision that the scheme can currently viably provide is 28 units, representing 6.6% by unit (7% by habitable room). The applicants have offered 32 units, representing a minimum 7% by unit (8% by habitable room). It is accepted that the reduction in the affordable housing quantum from 23% to a minimum of 7% is a notable change, however after considering local housing needs and affordability and the wider Wembley Park affordable housing provision discussed above, officers take the view that this is outweighed by the important benefits associated with London Living Rent, including the significant increase in affordability that this tenure provides for Brent residents.
58. It is however recommended that a late stage viability review is included in the S106 agreement and this is supported by DMP 15 which also requires that appropriate provisions to re-appraise viability be sought on major sites where the proportion of affordable housing agreed is significantly below the Council's targets. Officers have therefore agreed in principle a post implementation S106 review mechanism with the applicant, to be secured by a planning obligation within a S106 legal agreement. This would re-appraise scheme viability at a date agreed by the LPA at a point closer to practical completion of the scheme, when actual rather than estimated costs and values, including actual market rents, can be assessed.
59. The affordable mix proposed by the application provides 13 (41%) one bed; 10 (31%) two beds; and 9 (28%) three bed units. The provision of 28% family units within the affordable mix is supported and above the level contained within Wembley Area Action Plan which seeks a minimum of 20% family units. This also complies with the requirement of London Plan Policy 3.11 that priority should be accorded to the provision of affordable family housing.
60. Therefore, subject to an acceptable s106 agreement including a late stage viability review mechanism, officers consider that the offer secured from the applicant of a minimum of 32 affordable units at London Living Rent levels, when taken into account with the overall Wembley Park affordable housing provisions together with the high proportion of family units, meets the requirements of Policy WEM22 and is the maximum reasonable amount of affordable housing the scheme can currently deliver in line with planning policy.

61. Covenant

62. The applicants have committed to ensure that the proposed residential properties are managed by a single residential management company which will go beyond the 15 years of the proposed build to rent covenant required by the Council. This will mean that the building will be managed as a single entity in perpetuity regardless of whether the homes contained within the development remain as built to rent properties, or at some point in the future become leasehold private or affordable dwellings. For the avoidance of doubt, the applicants have confirmed that the Discount Market Rent (London Living Rent) homes contained within the proposed development will remain as intermediate tenure affordable homes in perpetuity. It is proposed that these details are secured under the Section 106 agreement.

63. Quality of accommodation

64. Within E05 each block's typical floor plan provides a mix of unit types. The size range below show the minimum and maximum range for Blocks H, I and K typical in relation to the standards set within the Wembley Park Masterplan Development Specification (which itself was based on the Mayor's Housing SPG 2012 and in relation to the Mayor's current standards and the National Technical Housing Standards).

Plot E05 unit sizes min/max sqm	London Plan / National Technical Housing Standards
1B1P = 40.7sqm/43.6sqm	37/39sqm
1B2P = 51.1sqm/56.6sqm	50sqm
2B3P = 64.1sqm/69.2sqm	61sqm
2B4P = 72.7sqm	70sqm
3B4P = 84.1sqm/99.1sqm	74sqm
3B5P = 87sqm/88.4sqm	86sqm
4B5P = 106.6sqm/110.7sqm	90sqm
4B6P = 118.4sqm	99sqm
WCH 1B2P = 53.6/58.3sqm	50sqm
WCH 2B3P = 71.2sqm	61sqm

65. All of the units meet or exceed the standards set within the Wembley Park Masterplan Development Specification and the latest London Plan standards set for 1 storey dwellings within the Mayor's current Housing SPG.
66. All units are to be built to meet the Lifetime Homes standards (now M4(2) of the Building Regulations), whilst 53 units (11.5%) will be wheelchair accessible or easily adaptable (now M4(3) of the Building Regulations). Units would be designed to meet the noise criteria set out within the outline consent and thus will be designed to mitigate against stadium and road noise.
67. No wheelchair units are located on the ground floor as there are no residential uses at this level. Each block has two lifts to all floors and therefore all wheelchair adapted or easily adaptable units are served by two lifts. This provides resilience, should one lift be undergoing maintenance and also provides inclusive access for visitors to all units.
68. The proposal will deliver a good standard of residential accommodation which is acceptably in accordance with London Plan Policy 3.5, the Mayor's Housing SPG, Brent Local Plan Development Management Policies DMP1, DMP18 and DMP19 and the National Technical Housing Standards.

69. Ancillary Residential Floorspace

70. Internal ancillary residential amenity space is provided at the sixteenth floor of Block I. In addition, a lobby is provided at ground floor for all blocks which provides a parcel store and "moving in/out store" for residents.

71. Defensible space

72. Properties adjoining the central outdoor amenity space would have timber decking approximately 3 metres wide which is separated from the main communal amenity space by a 0.7m boundary and a raised timber planter for further screening. This would achieve a good balance between securing privacy for the apartments and allowing for an appropriate outlook. Each unit with this timber decking would have its own private section of decking which would be screened from the communal areas.

73. Landscaping and Amenity Space

74. A large communal landscaped garden for residents of E05 forms the central amenity feature of Plot E05. This is located above fourth floor at podium level. Residents of the scheme will have level access to this area from each block core. This amenity space totals 2,500 sqm. The space would feature grassed areas and a range of vegetative planting including trees. Other features would include play equipment, furniture, and communal allotments.
75. All units are provided with private amenity space either in the form of balconies of a minimum 1.5m depth and a minimum area of 5sqm or defensible space of a minimum of 2.5m depth.
76. The garden is organised to ensure clear direct routes from the super lobby to the building entrances. The path widths are a minimum of 2 metres in width and will be paved with permeable resin bound gravel.

77. There is additional communal outdoor amenity space on the roofs of each of the blocks, each including lawned areas, vegetative planting, furniture, semi-covered dining areas, and allotment planters. It is also proposed to include photovoltaic arrays on the roof of block H.
78. The proposed amenity, landscaping and play space materially accords with the Brent Local Plan Development Management Policies Policy DMP19, London Plan policy 3.6 and the Mayor's SPG Shaping Neighbourhoods: Plan and Informal Recreation.
79. A total of 7,755 square metres of external amenity space is proposed which equates to 16.9 square metres per unit. Whilst this is below the SPG17 standard of 20 square metres, this plot is adjacent to the fully consented southern park scheme which will provide a good quality of public outdoor amenity space adjacent to plot E05. The completion of southern park prior to first occupation of the proposed dwellings is intended to be secured via S106 agreement.
80. There are three existing trees on the site which are located on the existing traffic island along First Way. None of these trees are subject to Tree Preservation Orders. One of the existing trees is proposed to be removed due to the realignment of the island and a replacement tree will be planted along with a robust ground cover understorey. The retention of the remaining two trees, as well as the replacement for the tree which would be removed, will be secured by condition. The proposals also involve the incorporation of new landscaping, including additional tree planting, which is considered to outweigh the loss of the one existing tree in terms of ecological benefit and in terms of the character of the area and quality of public realm.

81. Public Realm

82. The details of the landscape proposals for the public realm surrounding Plot E05 will come forward in due course pursuant to a condition on this consent. In accordance with the wording of this condition, these details are required to be submitted and approved prior to the commencement of the superstructure.

83. Energy and Sustainability

84. As part of the Masterplan proposals for Wembley Park a site-wide heat network will be delivered with a single energy centre that will meet and improve upon the performance requirements outlined at the Masterplan application stage. The energy centre sits to the north of the subject Plot E05 close to the junction of First Way and Perimeter Way East where it is easily serviced from surrounding roads and optimises the flue location. A heating network will connect the energy centre to the plots within the Masterplan consent (15/5550) in addition to plots W11, W12, W03, and to the South-West Lands (SWL) development.
- ~~85.~~ A site-wide district heat network is planned to be delivered to serve a significant number of the new plots coming forward in Wembley Park. A single CHP-led energy centre will be located in the north of Plot E03 (approved under planning permission 15/5550 and reserved matters planning approval 17/0016). Additional peak boiler and low carbon CHP capacity will be provided within the energy centre, in line with the Sustainability obligations to the S106 Agreement of the Outline Consent (15/5550) to account for the additional demands of the South West Lands development (ref:14/4931) as well as possible future connection to any additional heat demands that become available. The energy centre previously submitted for the South West Lands development will be absorbed into the Plot E03 CHP as a result and a single consolidated energy centre design is provided instead.
86. The energy centre will comprise 2 x 2.5MWe CHP systems fed with natural gas. These will have a total electric capacity of 5.070MWe and total thermal capacity of 4.796MWth. In addition, 1 x 8.2MWth and 2 x 14MWth natural gas boilers will be installed, totalling 36.2MW of peak capacity.
87. As a result of the consolidated approach, more electrically efficient CHP engines can be installed, thereby reducing the carbon emission per kWh of heat supplied. To accommodate the increased heating capacity in the same space, larger shell boilers are required. To meet air quality limits of 40mgNO_x/Nm³ and the higher output, the efficiency of the boilers has reduced by 5.5%. The net result is that the overall energy centre carbon performance has significantly improved with a lower carbon factor of 0.074 kgCO₂ /kWh (reduced from 1.06 kgCO₂ /kWh).
88. The consolidated energy centre design allows a reduction in carbon dioxide emissions for all plots compared with those estimated at Masterplan stage. For the purpose of the calculations, the plots'

buildout has been assumed to be the same as in the Masterplan Commercial scenario. The Figure also shows the difference in the improvement over the GLA Baseline as outlined in the Outline permission. It is estimated that the consolidated energy centre will provide a further 6% carbon reduction in relation to the original proposed Masterplan energy centre specification. The new energy centre specifications allow a 42% reduction in carbon emissions beyond 2013 Building Regulations, compared with a 36% reduction in the Masterplan Commercial Scenario.

89. Carbon Off-Setting

90. The Mayor's Sustainable Design and Construction Supplementary Planning Guidance (2014) sets out the requirements for carbon offsetting. As the proposed development at Plot E05 includes residential floorspace the Mayors guidance states that as per London Plan Policy 5.2, where the target percentage of carbon improvements beyond Part L of the Building Regulations cannot be met on-site the short fall should be provided off-site in the form of a cash in lieu contribution.
91. The calculation for off-site contributions is in line with the Carbon Hub price, currently £60 per tonne per year. The overall contribution should be calculated over 30 years, resulting in a total price of £1,800 per carbon tonne.
92. The applicants Energy Statement suggests that the scheme would have a projected carbon emission of 451.4 carbon tonnes per year. $451.4 \times £1,800$ equates to an estimated carbon off-set contribution of £812,520.00.
93. However, it is noted that this figure is only an estimate, and the final carbon emission rate for the proposed development could change subject to detailed design. Therefore, it is recommended a clause be added to the Section 106 agreement to recalculate, and seek, this payment at a suitable stage in the delivery of the development.

94. Environmental issues

95. Water Consumption

96. Residential units will meet a target of 105 litres per person per day or less in line with London Plan standards.
97. Potential strategies to meet the target requirements include the use of low water use sanitary fittings within each residential unit, such as low water use WCs, showers, taps, baths and (where installed) white goods.

98. Sunlight and Daylight

99. The submitted daylight/sunlight assessment has been undertaken having regard to the commitments within the Wembley Park Masterplan Environmental Statement, November 2015 which requires that a minimum ADF of 1.5% for living space and a 1.0% for bedrooms is achieved in 95% of all residential units. The conclusions of the assessment are set out below.
100. There are no existing adjoining dwellings within a close enough range to the plot to be adversely affected by the proposed development in terms of overshadowing.
101. Each of the blocks within Plot E05 achieves the 95% pass rate. In terms of the rooms that fall below this ADF target, these occur at first, second and third floor levels of blocks B and C. It is however noted that a significant proportion of these would still achieve a target of between 1.26% and 1.45% ADF which are typically average lighting levels. Given the high level of compliance for each of the blocks the resultant situation is considered to be acceptable.
102. The new amenity space within the centre of the building on E05 will have 42.62% of its area receiving at least two hours of sun on the ground on March 21st. The amenity space sits in conjunction with and immediately adjacent to the consented southern park and amenity space of the Eastern Lands. Overall the residents of the proposed building would have access to amenity space with adequate sunlight.
103. The proposed layout is considered to be appropriate as it will comply with the relevant sunlight and daylight standards as set out within the Wembley Park Masterplan Environmental Statement.

104. Wind Microclimate

105. A boundary layer wind tunnel study has been undertaken to assess the pedestrian level wind environment around Plot E05. The study considers the proposed development in the context of the existing environment, and after construction of the Masterplan development.
106. The study combines measured pedestrian level wind speeds at key areas in and around the site with long-term wind frequency statistics to determine the probability of local wind speeds exceeding comfort and safety thresholds for a range of common pedestrian activities based on the industry standard Lawson criteria.
107. The results of the wind microclimate tests are largely positive, with the identified localised comfort exceedances being marginal. However, exceptions to this occur where wind conditions are unsuitable, in terms of pedestrian comfort, for their intended uses, at four localities;
108. At the entrance of the southern block of proposed development;
- In the recreational area located in the centre of the podium and near the east corner of lowest block of the proposed development;
 - In the outdoor seating area on the podium;
 - In the roof recreational terrace of the lowest block of the proposed development.
- Within the context of existing surrounds, wind conditions are rated as suitable, in terms of pedestrian safety, across the site.
109. Following the identification of these exceedances, mitigation measures have been incorporated into the scheme. With the introduction of soft landscaping and wind mitigation measures, the aforementioned exceedances of the pedestrian safety and comfort criteria are alleviated and wind conditions across the entire site and the immediate surrounding area are suitable, in terms of both pedestrian safety and comfort, for the intended uses.
110. With the introduction of the Masterplan developments, wind conditions remain suitable, in terms of pedestrian safety, across the site, and wind conditions are improved such that all assessed locations are rated as suitable, in terms of pedestrian comfort, for their intended usage.

111. The BRE Environmental Assessment Method (BREEAM)

112. The non-residential floorspace within Plot E05 will be provided by the applicant as shell and core standard, while the tenants will be responsible for the units' fit-out. Therefore, no formal BREEAM assessments will be undertaken by the applicant. However, a BREEAM pre-assessment has been carried out that demonstrates that the non-residential space design does not prejudice the tenant from achieving the BREEAM "Excellent" standard fit-out. This is considered acceptable.

113. Highways and Transportation

114. Site Layout

115. As set out in policy, a maximum residential car parking allowance of 0.5 spaces per 1-/2-bed flat and 0.75 spaces per 3-/4-bed flat applies, giving a total allowance of up to 257 residential car parking spaces for these 458 flats. The commercial unit is permitted up to 5 spaces taking the overall maximum parking allowance to 262 spaces. The proposed 141 spaces at basement level therefore fall within these maximum standards for the plot. In reality, the entire 333-space basement car park beneath this plot and Plot E01/E02 will be available for residents of the various eastern lands plots, which together comprise 1,834 units. This gives an overall ratio of 0.18 spaces per flat, which is well within the maximum allowance and is in line with the wider approach for the masterplan area.
116. The 2011 Census in respect of the blocks at Forum House and Quadrant Court within the Stage 1 Wembley Redevelopment Area showed average car ownership of 0.38 cars per household, giving a predicted car ownership of 174 vehicles for this plot. This exceeds the ratio of parking available, but the hybrid planning approval for the masterplan secured funds towards the extension of CPZ's/parking controls in the area, promotion of a Car Club scheme, development of Travel Plans and a restriction preventing future residents obtaining on-street parking permits in the area. These measures should then be sufficient to minimise any overspill parking from the site, so as not to have a negative impact on traffic flow or road safety.

117. Car parking standards for disabled persons (DMP 2016) require that 10% of spaces are dedicated for use by disabled persons, giving a requirement for 14 spaces. Lifetime homes standards would require a greater total of 46 disabled spaces. Only two spaces have initially been shown as marked disabled bays though and at least twelve further spaces therefore need to be provided at the outset as wide bays and these should be positioned close to the lift cores where possible. The provision of more disabled parking is considered particularly important, given the shortage or absence of disabled parking for other nearby residential blocks. Revised details are therefore sought as a condition.
118. A total of 30 spaces (21% of the total) have been shown with electric vehicle charging points and this is fine for initial provision. A further 26 spaces should be provided with connections for passive provision, this has been acknowledged in the Transport Assessment.
119. The layout of the basement car park provides suitably sized parking spaces and aisle widths. The width and gradient of the access ramp also comply with recommended standards. The provision of an access to the residential parking directly from First Way clear of the Stadium car and coach parking is welcomed, as it allows access to and from the car park to be retained throughout arrival and dispersal periods on Stadium event days. Pedestrian stairs and lifts to each of the three residential access cores from the car park have been indicated.
120. The London Plan requires one secure bicycle parking space per 1-bed flat and two spaces per 2+-bed flat, giving a total requirement for 648 long-stay spaces. Seven secure storerooms have been indicated at ground floor and basement level with an indicative capacity for 526 bikes (assuming spaces are on a double-height stacker system), thus falling short of requirements. Access to the basement will be available via lifts, which have been suitably sized to accommodate bicycles. Further details of cycle parking are therefore sought by condition to ensure provision meets standards.
121. With regard to servicing, space is available either on Perimeter Way at Gate 5 or within the coach park close to the unit for vehicles to stand clear of First Way when delivering to the unit, subject to deliveries not being made on Wembley Stadium event days. An estate-wide ENVAC suction system is proposed to collect residential refuse to the central collection point on Lakeside Way, so there is no need for residential bin stores within the site, aside from bulky waste for which small stores are proposed.
122. Fire appliance access will be provided to all sides of the building perimeter, in accordance with Fire Brigade access requirements for a building of this size, with an access route (Canada Lane) at the northern end of the site across the coach park providing access to that side of the building.
123. The internal fit-out of the car park will need to be provided with sufficient lighting and security features to gain Parkmark accreditation as a condition of any approval, whilst further details of car park management, including the means of payment, location of any proposed barriers and means of enforcement for event day and non-event days are also sought.

124. Transport Impact

125. The relocation of Stadium event day car parking from this site to the VDC/Careys site is fine in principle. It eases the post-event traffic management arrangements by relocating the bulk of the car parking to the east of any required road closure on South Way, allowing quicker and easier dispersal of traffic eastwards towards the North Circular Road.
126. For non-event days, the provision of 458 additional flats will generate additional movement in the Wembley Masterplan area and the implications of this for the local transport network have been assessed in the Transport Assessment. The proposed small commercial unit is anticipated to serve a local need, so is not considered likely to generate significant numbers of trips on the wider transport network.
127. Journeys by all modes to and from the flats are estimated at 26 arrivals / 148 departures in the weekday morning peak hour (8-9am) and 113 arrivals / 69 departures in the evening peak hour (5-6pm). Of these about 8% of trips in the morning and 11% of trips in the evening are estimated to be by car drivers, based on the survey information from Plot NW01. This gives estimated vehicular flows of 5 arrivals / 9 departures in the morning peak hour and 14 arrivals / 6 departures in the evening peak hour. Servicing trips are also forecast to be minimal (3 deliveries in the morning peak hour and 5 in the evening peak hour). These overall flows are not considered significant enough to warrant further analysis of impact on the wider highway network.

128. The proposals create a new junction from the 333-space residential car park for Plots E01-E05 onto First Way (as opposed to the approved Masterplan which proposed car park access via Perimeter Way). This junction, plus the access from the 202-space Wembley Stadium car park, have been tested using industry standard software and both have been shown to operate well within maximum capacity during both peak hours.
129. Resultant bus trips are estimated at 6 arrivals / 39 departures in the morning peak hour (8-9am) and 29 arrivals / 18 departures in the evening peak hour (5-6pm). This equates to an average of about two additional passengers on each bus passing the site (based solely on routes 92 and 206, although other services pass along Empire Way, further from the site). Transport for London's strategy for bus service enhancements in Wembley includes enhanced provision to this part of the masterplan site.
130. The proposed improvements to the footways along the site frontage and the provision of a traffic-free route northwards through the approved public park will deliver excellent infrastructure for pedestrians and cyclists.
131. Travel Plan
132. A Framework Travel Plan has been submitted that sets out a range of measures (welcome information packs, personalised journey planning, bicycle purchase vouchers, subsidised Car Club membership, promotion of car sharing etc.) to be implemented by a Travel Plan co-ordinator. These aim to reduce car use to 9% of journeys over a five year period (subject to further review following the undertaking of an initial survey once the building is 75% occupied), to be monitored every two years.
133. The travel plan has been assessed using TfL's ATTrBuTE programme and whilst obtaining a high mark, it failed on the basis of not setting clear targets for 3 and 5 years. The Travel Plan instead proposes to refine overall targets once an initial travel survey has been undertaken. This is considered to be acceptable, as long as the requirement to do this is firmly secured through the S106 Agreement.
134. Construction Logistics Plan
135. Building construction works are programmed to include five main phases lasting 39 months from March 2018 until May 2021. Working hours will be restricted to between 8am-6pm on weekdays and 8am-1pm on Saturdays with no activity taking place within four hours of the start of an event at Wembley Stadium. A total of up to 80 deliveries are expected per day at the peak time period during construction of the superstructure. Vehicles will be routed to and from the North Circular Road via Great Central Way, with concrete deliveries made from two nearby facilities in Wembley.
136. There is no direct vehicular access to the site from First Way at present, with traffic currently having to use the former Stadium car park access (Gate 5) close to the First Way/South Way junction to access the site. To facilitate construction access to the eastern side of the building, three new temporary construction accesses from First Way are proposed; two of which are for egress only, with the other providing access and egress for the basement construction only.
137. There is concern that the site set up includes the closure of the western footway of First Way alongside the site with 2.4m high timber hoardings. This would severely limit visibility at the temporary site egresses (particularly gates 5 and 6) and even with marshals in place to aid safe movement into and out of the site, the safety of this arrangement is in doubt. Further consideration therefore needs to be given to the temporary access arrangements and these will can be secured through the CLP condition.
138. The Council's Transportation Officer has raised no to the proposals subject to the following matters being secured by a Section 106 agreement or conditions:
139. A financial contribution of £50,000 towards the introduction of a CPZ in the area, including consultation, implementation and funds towards subsidising permits for local residents;
- (a) A parking permit restriction agreement withdrawing the right of future occupiers of the development to on-street parking permits;
 - (b) Highway works to be undertaken through a S278 Agreement under the Highways Act 1980 to: (i) resurface the footway of First Way fronting the site in modular paving; and (ii) construct new vehicular accesses to the site, including dropped kerbs, tactile paving and highway signage, to access the car and coach parking areas;

- (c) A financial contribution of £225,000 to TfL towards bus service enhancements in the area;
- (d) Implementation of the submitted Framework Travel Plan, with detailed interim and final targets to be finalised following the undertaking of the initial survey;
- (e) Implementation of the submitted Delivery & Servicing Plan;
- (f) An amended Construction Logistics Plan to be approved prior to commencement of the development;
- (g) Submission and approval of further details of the car park design and management, including details of car park charging structures for Stadium event days and non-event days, means of payment and enforcement, electric vehicle charging points, entry and exit barriers, lighting, security and management; and
- (h) Accreditation of the car park through the Park Mark scheme;
- (i) Provision of a minimum of 14 wide disabled parking spaces within the basement car park;
- (j) Approval of further details of bicycle parking in accordance with London Plan standards

He also notes that planning consent needs to be linked to proposals for increased car parking on the VDC/Carey's site as submitted through application 17/3151, so that this development is not able to progress unless the VDC/Carey's development is also constructed.

It is recommended that points (a) to (e) above be covered by the Section 106 agreement. Linking the planning consent, if granted, to the planning consent for the proposed development on the VDC/Carey's site, if granted, would also be covered by the Section 106 agreement. It is recommended that points (f) to (k) be covered by suitably worded conditions.

Flood Risk and Drainage

140. The subject site is within Flood Zone 1 and is defined as having a low probability of flooding. Nevertheless, the proposal is a Major development and is therefore accompanied by a Flood Risk Assessment which examines the use of Sustainable Urban Drainage Systems (SUDS) and demonstrates how surface water will be managed to ensure appropriate discharge rates into the surface water systems. The application is accompanied by the Flood Risk Assessment that was approved for the Masterplan Consent (which included this site) and an addendum which updates the surface water management measures proposed within the current application. The proposal looks to restrict discharge rates to the public sewer in line with London Plan requirements (three times the greenfield run-off rate), include below ground attenuation storage for the 1:30 year storm event, and within the limits of the limits of the site for the 1:100 year storm event, and make an allowance for a 30 % increase as a result of climate change.
141. Within the wider scheme, the discharge rates from E01/E02 have been reduced with on-plot storage volume increased for these plots. This has allowed the unrestricted discharge from plot E05 (this plot) while continuing to provide the same balance of stormwater attenuation within the adjoining park and the same discharge rate to the public sewer. This approach is considered to be acceptable and in accordance with planning policy.

Conclusion

142. The proposed development for Plot E05 will create a high quality, mixed use development that responds to its context and setting and follows the aspirations and key principles of the wider Wembley Park Masterplan. Overall the proposals are acceptable in terms of layout, scale, appearance, landscape and access. The scheme accords with the relevant planning policies and guidance and it is recommended that the proposal is approved.

S106 DETAILS

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

- Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance.
- Neighbourliness - Membership of considerate constructors scheme;
- Affordable Housing - Minimum 7% Affordable Housing (32 units) secured under the following as a minimum.

Build To Rent (BTR)

- Covenant that the BTR homes will be provided as such for a minimum of 15 years, with claw-back arrangement should the BTR homes be sold before that time.

- Longer tenancies offered at up to three years

- Units to be retained and managed to a high standard under single management company

Discount Market Rent (DMR)

- DMR let at London Living Rent levels (inclusive of service charge), managed by a single entity, in perpetuity

- Nominations agreement to prioritise households who live and work in the borough.

- Longer tenancies offered at up to three years, with a tenant only option break clause.

- DMR homes tenure blind, and sharing entrances and amenities with BTR homes.

- Affordable Provision - Tenure and Unit Mix

- Timing of Provision

- Reviews - timing and mechanism

- Nominations protocol

- Employment and training plan for Brent residents.
- Sustainability assessment - including an off-site Carbon Off-Set contribution.
- A financial contribution of £50,000 towards the introduction of a CPZ in the area, including consultation, implementation and funds towards subsidising permits for local residents;
- A 'car-free' agreement withdrawing the right of future occupiers of the development to on-street parking permits;
- Highway works to be undertaken through a S278 Agreement under the Highways Act 1980 to: (i) resurface the footway of First Way fronting the site in modular paving; and (ii) construct new vehicular accesses to the site, including dropped kerbs, tactile paving and highway signage, to access the car and coach parking areas;
- A financial contribution of £225,000 towards bus service enhancements in the area;
- Implementation of the submitted Framework Travel Plan, with detailed interim and final targets to be finalised following the undertaking of the initial survey;
- Public Open Space: Development not to be occupied until the Southern Park Area (as defined under the Masterplan s106 Agreement) has been provided.

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

CIL DETAILS

This application is liable to pay **£15,181,858.07*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): 0 sq. m.

Total amount of floorspace on completion (G): 60555 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Dwelling houses	46929	0	46929	£200.00	£35.15	£11,816,051.79	£2,076,671.10
Shops	13626	0	13626	£40.00	£35.15	£686,166.43	£602,968.75

BCIS figure for year in which the charging schedule took effect (Ic)

224	224
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BCIS figure for year in which the planning permission was granted (Ip)

282	
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Total chargeable amount

£12,502,218.22	£2,679,639.85
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*All figures are calculated using the formula under Regulation 40(6) and all figures are subject to index linking as per Regulation 40(5). The index linking will be reviewed when a Demand Notice is issued.

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

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

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 17/3213

To: Miss Paula Carney
WYG
London

W1G 9NY

I refer to your application dated **17/07/2017** proposing the following:

Full planning application for the construction of a building ranging between 3 to 22 storeys (and basement level) comprising of 458 residential units, 285sqm of commercial floorspace (Use Class A1, A2 or A3) and/or community use floorspace (Use Class D1) and/or leisure floorspace (Use Class D2), and/or Office floorspace (Use Class B1) 77 coach parking bays, 202 disabled car parking spaces, 141 standard car parking spaces, cycle storage, refuse provision, landscaping and servicing provision (and associated infrastructure).

and accompanied by plans or documents listed here:
Please see condition 2

at **Land east of Wembley Stadium (Plot E05), First Way, Wembley**

The Council of the London Borough of Brent, the Local Planning Authority, hereby **GRANT** permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date: 05/12/2017

Signature:

Alice Lester

Head of Planning, Transport and Licensing

Notes

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

DnStdG

SCHEDULE "B"

Application No: 17/3213

SUMMARY OF REASONS FOR APPROVAL

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

National Planning Policy Framework 2012
London Plan consolidated with alterations since 2011 (March 2016)
Brent Local Plan 2016
Brent Local Development Framework Core Strategy 2010

- 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 material compliance with the following approved drawing(s) and/or document(s):

LOCATION PLANS

E05X - ZZ - DR - A - 2_0005 Rev. P1	Site Plan - Existing	1:1250	A1
E05X - 0G - DR - A - 2_0006 Rev. P1	Block Plan - Existing	1:500	A1
E05X - ZZ - DR - A - 2_0007 Rev. P1	Block Plan - Proposed	1:500	A1

SITE BUILDING PLANS

E05X - 0B - DR - A - 2_0009 Rev. P1	Site Plan - Basement	1:250	A1
E05X - 0G - DR - A - 2_0010 Rev. P1	Site Plan - Ground	1:250	A1
E05X - 01 - DR - A - 2_0011 Rev. P1	Site Plan - Level 01	1:250	A1
E05X - 02 - DR - A - 2_0012 Rev. P1	Site Plan - Level 02	1:250	A1
E05X - 03 - DR - A - 2_0013 Rev. P1	Site Plan - Level 03	1:250	A1
E05X - 04 - DR - A - 2_0014 Rev. P2	Site Plan - Level 04	1:250	A1
E05X - 05 - DR - A - 2_0015 Rev. P1	Site Plan - Level 05 - 08	1:250	A1
E05X - 09 - DR - A - 2_0019 Rev. P1	Site Plan - Level 09	1:250	A1
E05X - 10 - DR - A - 2_0020 Rev. P1	Site Plan - Level 10	1:250	A1
E05X - 11 - DR - A - 2_0021 Rev. P1	Site Plan - Level 11	1:250	A1
E05X - 12 - DR - A - 2_0022 Rev. P1	Site Plan - Level 12 - 15	1:250	A1
E05X - 16 - DR - A - 2_0026 Rev. P1	Site Plan - Level 16	1:250	A1
E05X - 17 - DR - A - 2_0027 Rev. P1	Site Plan - Level 17	1:250	A1
E05X - 18 - DR - A - 2_0028 Rev. P1	Site Plan - Level 18 - 21	1:250	A1
E05X - 22 - DR - A - 2_0032 Rev. P1	Site Plan - Level 22	1:250	A1
E05X - 22 - DR - A - 2_0033 Rev. P1	Site Plan - Roof Level	1:250	A1

SITE ELEVATIONS

E05X - ZZ - DR - A - 2_0050 Rev. P1	Site Elevation - North	1:200	A1
E05X - ZZ - DR - A - 2_0051 Rev. P1	Site Elevation - East	1:200	A1
E05X - ZZ - DR - A - 2_0052 Rev. P1	Site Elevation - South East	1:200	A1
E05X - ZZ - DR - A - 2_0053 Rev. P1	Site Elevation - South	1:200	A1
E05X - ZZ - DR - A - 2_0054 Rev. P1	Site Elevation - Internal North West	1:200	A1
E05X - ZZ - DR - A - 2_0055 Rev. P1	Site Elevation - West	1:200	A1
E05X - ZZ - DR - A - 2_0056 Rev. P1	Site Elevation - Internal East	1:200	A1
E05X - ZZ - DR - A - 2_0057 Rev. P1	Site Elevation - Internal West	1:200	A1
E05X - ZZ - DR - A - 2_0058 Rev. P1	Site Elevation - South West	1:200	A1

SITE SECTIONS

E05X - ZZ - DR - A - 2_0060 Rev. P1	Site Section A-A	1:200	A1
E05X - ZZ - DR - A - 2_0061 Rev. P1	Site Section B-B	1:200	A1
E05X - ZZ - DR - A - 2_0062 Rev. P1	Site Section C-C	1:200	A1

SUPPORTING DOCUMENTS

Air quality assessment, prepared by Air Quality Consultants, July 2017

Daylight or Sunlight assessment, prepared by GVA, June 2017

Design & access statement prepared by PRP, July 2017

Environmental Statement prepared by Burohappold, September 2015

Flood Risk Assessment for Wembley Plot E05, Site Flood Risk & Drainage Strategy, Project no 035585, Date 26 April 2017

Noise and Vibration Environmental Impact Assessment REPORT 7701/EIA Prepared: 14 July 2017 Revision Number: 3

Summary of Consultation Activity 07 July 17

Transport Assessment prepared by WSP. REPORT No. 70027383-002 July 2017

Tree Constraints Report Ref: QTN/WBY/TCR/01a prepared by Landmark Trees 6th October 2015

Operational Waste Management Plan 035585 Revision 01 prepared by Burohappold Engineering 7 July 2017

Construction Method Statement FM-CM-100 (01) by SISK Builders Contractors

Burohappold Engineering Addendum Utilities Statement: Project Wembley Plot E05; Subject Site Utilities Strategy; Project no 035585; Date 25 April 2017

Burohappold Engineering Wembley E05 Remediation Method Statement 035585 30 June 2017 Revision 01

E05 - Environmental Plan Rev B 30/06/2017 by SISK Builders Contractors

Burohappold Energy and Sustainability Statement 035585 Revision 03 17 July 2017

SISK Piling Method Statement Sisk RAMS NO: 001 Revision A

Wind Microclimate Study, prepared by BTM Fluid Mechanics Ltd, 5th July 2017

Ground Contamination Interpretative Report, prepared by Ramboll UK, 23rd May 2017

Technical Note (Response to LBB Comments October 2017, dated 09/10/2017)

Stage 1 Road Safety Audit Ref: RSA1-001 dated July 2017

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

- 3 For the duration of the construction periods for the development hereby approved no construction vehicles shall access or egress site during the period starting four hours before the start time to four hours after the end time of a Major Event at Wembley Stadium unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of pedestrian and highway flow and safety.

- 4 No commercial servicing or delivery vehicles shall access or egress the site during the period from four hours before the start time and four hours after the finish time of a major event at Wembley Stadium, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of pedestrian and highway flow and safety

- 5 A minimum of 10 % of the total number of residential units shall be provided as wheelchair accessible or adaptable homes unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure suitable facilities for disabled users, in accordance with the London Plan policy 4.5.

- 6 Prior to the commencement of works, the developer or constructor shall join the Considerate Constructors Scheme and shall adhere to the requirements of the Scheme in relation to the construction of the development throughout the period of construction.

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

- 7 Details of materials for all external work (including samples which shall be made available for viewing at an agreed location) shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced to the superstructure of the approved

development. The work shall be carried out in accordance with the approved details thereafter, unless otherwise agreed in writing by the Local Planning Authority.

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

- 8 Prior to the commencement of works to the superstructure as hereby permitted, details of any CCTV shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in full prior to first occupation of the approved development.

Reason: In the interests of safety and security.

- 9 Prior to the commencement of works on the superstructure a drainage strategy detailing any on and/or off-site drainage works, shall be 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.

Reason: In order 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

- 10 Prior to the construction of the superstructure a detailed landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. Such landscaping work shall be completed prior to first use or occupation 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;
- b) Details of any trees to be trans-located, replaced, and retained;
- c) Any walls, fencing and any other means of enclosure, including materials, designs and heights;
- d) The treatment of areas of hardstanding and other areas of hard landscaping or furniture, including materials;
- e) details of levels and contours within the site and adjoining the site;
- f) a landscaping maintenance strategy, including details of management responsibilities.

Any trees and shrubs planted or identified for retention within 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 as soon as practicable as those trees or shrubs have been affected.

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

- 11 Prior to the commencement of works to the superstructure of the building details of the on-plot connections to a future District Heat Network and relative to the indicative or actual routing of the network in accordance with the approved Addendum Utilities Statement dated 07.07.2017 shall be submitted to and agreed in writing by the Local Planning Authority.

Reason: In the interests of sustainable development.

- 12 Any plant shall be installed, together with any associated ancillary equipment, so as to prevent the transmission of noise and vibration into neighbouring premises. The rated noise level from all plant and ancillary equipment shall be 10 dB (A) below the measured background noise level when measured at the nearest noise sensitive premises. Prior to the installation of plant, an

assessment of the expected noise levels of any plant shall be submitted to and approved in writing by the Local Planning Authority. The assessment should be carried in material compliance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound' and shall include any mitigation measures necessary to achieve the above required noise levels. The plant shall thereafter be installed and maintained in material compliance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect acceptable local noise levels.

- 13 Notwithstanding the plans hereby approved, no less than 14 dedicated disabled parking bays shall be provided within the residents car park. Updated plans demonstrating the provision of 14 disabled parking bays shall be submitted to and approved by the Local Planning Authority prior to superstructure works commencing on the site. The details so approved shall be retained and maintained for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure there is adequate wheelchair accessible parking in line with London Plan policy 6.13 and in the interests of proper planning.

- 14 The uses hereby approved shall not commence until a detailed Delivery and Servicing Plan (including details of a pre-booking system for servicing vehicles) has been submitted to and approved in writing, by the Local Planning Authority which shall include further details to demonstrate how the different servicing demands will be appropriately managed on site. Thereafter the approved plan shall be implemented in full for the life of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of pedestrian and highway safety, and to protect residential amenity.

- 15 Prior to the commencement of any construction works on the site (save for demolition, site clearance and those details as previously approved under any appropriate early works application(s)) a Construction Logistics Plan, including but not limited to detailed measures of how construction related traffic is to be managed, shall be submitted to and approved in writing by the Local Planning Authority. The approved Plan shall be implemented in full thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to mitigate the impact of the development on local highway conditions during the works.

- 16 A Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority, prior to commencement of any construction works on site (save for demolition, site clearance and those details as previously approved under any appropriate early works application(s)). The approved Statement shall be fully implemented thereafter in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To limit the detrimental effects of noise and disturbance from demolition / construction works on adjoining sites and nearby residential occupiers.

- 17 A Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development hereby approved, and the plan shall thereafter be implemented in full for the life of the development. The Plan shall include:

- (a) details of the car park design and management, including details of car park charging structures for Stadium event days and non-event days, means of payment and enforcement, electric vehicle charging points, entry and exit barriers, lighting, security and management; and
- (b) Accreditation of the car park through the Park Mark scheme;
- (c) Provision of a minimum of 14 wide disabled parking spaces within the basement car park;

- (a) Approval of further details of bicycle parking in accordance with London Plan standards
- (a) Details as to how the Management Plan ties in to the wider SEPMP for Wembley Park.

On Stadium Event Days, the identified number of spaces within the areas designated for stadium car, coach and/or mini-bus parking for the selected scenario pursuant to the Stadium Event Parking Management Plan shall only be used for the purpose of stadium car, coach and/or mini-bus parking.

Reason: In the interest of highway flow and safety, disabled access, access and egress associated with Stadium Events and the regeneration of the area.

INFORMATIVES

- 1 A Wembley Stadium major event is any event with a projected capacity of at least 10,000 people.
- 2 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.
- 3 Advertisement consent may be required under the Town and Country Planning (Control of Advertisements) Regulations 1990 for the erection or alteration of any
 - (a) illuminated fascia signs
 - (b) projecting box signs
 - (c) advertising signs
 - (d) hoardings
- 4 Attention is drawn to the provisions of s151 of the Highways Act 1980, which requires that all construction vehicles leaving the site must be cleansed as necessary to avoid depositing mud and other material onto neighbouring roads.
- 5 Superstructure is defined the part of a building above its foundations.
- 6 The applicant is advised that they need to agree all highway works with Brent Council's Highway & Infrastructure service through the S38/S278 Agreement for the development and to ensure a Stage 1/2 Road Safety Audit is undertaken for the proposed loading bay.
- 7 The applicant is advised to notify the Council's Highways and Infrastructure Service of the intention to commence works prior to commencement and include photographs showing the condition of highway along the site boundaries. The Highways and Infrastructure Service will require that any damage to the adopted highway associated with the works is made good at the expense of the developer.
- 8 The Council recommends that the maximum standards for fire safety are achieved within the development.
- 9 Brent Council supports the payment of the London Living Wage to all employees within the Borough. The developer, constructor and end occupiers of the building are strongly encouraged to pay the London Living Wage to all employees associated with the construction and end use of development.
- 10 Thames Water Waste Comments
Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

Thames Water Surface Water Drainage Comments

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water Ground Water Comments

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

Any person wishing to inspect the above papers should contact Colin Leadbeatter, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 0208 937 2232