

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

13 December, 2017
09
17/3151

SITE INFORMATION

RECEIVED	14 July, 2017
WARD	Tokynghon
PLANNING AREA	Brent Connects Wembley
LOCATION	Former VDC and Careys site, South Way, Wembley, HA9 OHX
PROPOSAL	Coach park to provide 290 coach parking spaces (or up to 1,015 car parking spaces) (Sui-Generis Use) over two levels (lower ground and upper ground floor levels) and car park to provide 734 car parking spaces (Sui-Generis Use) over five levels above (first to fifth floor levels) on the western portion of the application site along with associated hard and soft landscaping and access arrangements.
APPLICANT	Quintain Ltd
CONTACT	WYG
PLAN NO'S	Please refer to 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_135361</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 "17/3151" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab

RECOMMENDATIONS

RECOMMENDATION That members resolve to grant planning permission subject to conditions and the completion of a satisfactory Section 106 legal agreement and subject to the Stag 2 referral to the Mayor of London.

Section 106 Heads of Terms

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. Safeguarding of land along the north-western frontage of the site for highway widening in accordance with Map 20.4 of the Wembley Area Action Plan;
3. Works to enable the repositioning of the bus stop away from the eastern frontage of the site and provision of a new bus shelter, or the payment of contributions for this work to be undertaken, in order to facilitate safe egress from the proposed coach park;
4. Provision of funding towards a study of future arrangements for the one-way system within Wembley Industrial Estate; with the aim of introducing an alternative inbound route to the area from the North Circular Road via Fifth Way; widening and resurfacing of the southern footway of South Way to the front of Pop-In Centre and provision of enhanced variable message signing and CCTV coverage, to assist with the safe management of crowds between this site and Wembley Stadium;
5. The construction of the proposed site accesses and removal of all existing redundant site accesses at the developer's expense through an agreement under S38/S278 of the Highways Act 1980 prior to use of the site;
6. That the developer joins and adheres to the Considerate Constructors Scheme;
7. To work with the College of North West London, or other similar body as notified by the Council, to ensure that construction related and/or work based training opportunities target local students; to submit details of the Construction Liaison Officer, or equivalent, and HR/Audit Officer, or equivalent, to the Council and to have these officers in position for the duration of construction of this development;

That the Head of Planning is delegated authority to negotiate the precise wording of the legal agreement indicated above.

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 for commencement
2. Approved drawings/documents
3. Compliance with the Stadium Event Parking Management Plan
4. Details of materials to be approved
5. Details of lighting
6. Landscape works and details
7. Flood Risk Assessment and drainage strategy
8. Details of car and coach park design and management
9. Details of measures to minimise impacts of emissions from vehicles
10. Construction Logistics Plan
11. Construction Method Statement
12. Site investigation and Remediation Strategy
13. Verification Report (contamination)
14. Piling Method Statement

Informatives

1. Phased development for purposes of CIL Regulations
2. Definition of superstructure
3. Liaison with Chiltern Railways
4. Thames Water advice concerning construction near public sewers
5. Thames Water advice concerning Groundwater Risk Management Permit
6. Thames Water advice concerning surface water drainage

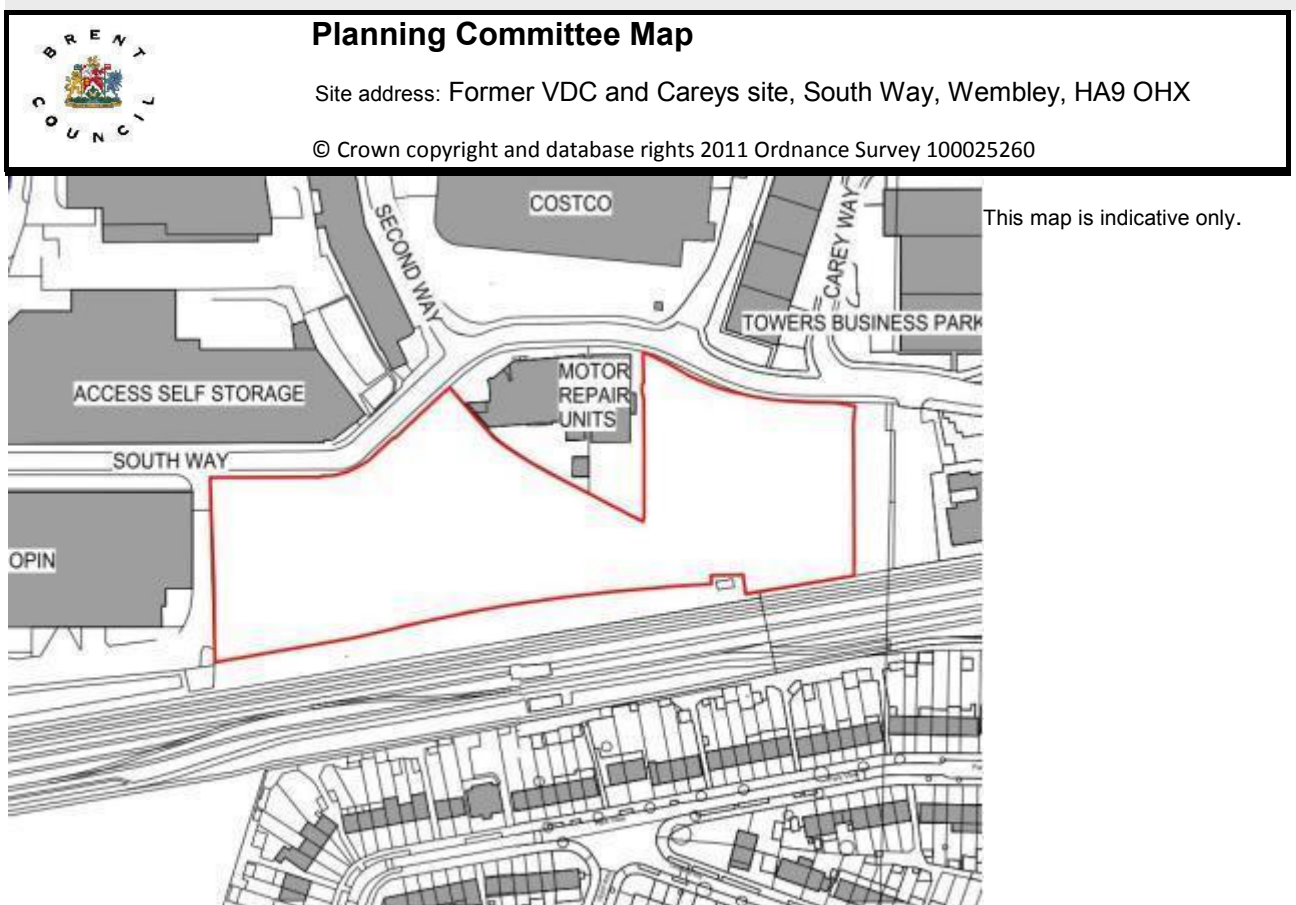
7. Applicant is notify the Council's Highways and Infrastructure Service prior to commencement and provide a photographic survey of the highway;
8. Maximum standards for fire safety
9. Brent Council encourage the payment of the London Living Wage

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.

That, if by 3 months of the committee date the legal agreement has not been completed, the Head of Planning is delegated authority to refuse planning permission.

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.

SITE MAP



PROPOSAL IN DETAIL

The proposal for the VDC and Careys site comprises a coach park to provide 290 coach parking spaces (sui generis use) over two levels (lower ground and upper ground floor levels) and a car park to provide 734 car parking spaces (sui generis use) over five levels above (first to fifth floor levels) on the western portion of the application site. The proposed development would have a total gross internal floorspace of 29,942sqm. The application also includes details of associated hard and soft landscaping and access arrangements.

Vehicular access to the coach and car park would be from South Way. As part of the proposals, access to the tracks and maintenance shed would be retained for Network Rail.

Massing and Design

The proposals consist of a coach park to accommodate two levels of parking, with a five storey multi-storey car park set above this on the western section of the site. The multi-storey car park would be around 125 metres wide from it east to its west end and would feature concrete cores up to around 22 metres in height connected by a perforated metal clad façade which would be up to around 19 metres high. The coach parking area on the eastern section of the site would be of a similar design featuring concrete cores and perforated metal cladding, but it would be a maximum of around 10 metres above ground level to the top of the highest concrete core and around 8.5 metres to the top of the metal cladding. The upper deck of coach parking would be lit by 8 metre high lighting columns.

Coach Parking

Parking for 290 coaches, to support Stadium event days, would be located at the eastern side of the site, on the area known as Careys. The coach parking element of the new proposal is similar to the previously consented scheme, with both schemes designed to accommodate 290 coaches. In both schemes, the design and layout is heavily influenced by the existing topography of the site and the lower ground and upper ground floor layouts of both proposals are very similar. However, the new proposal would have wider site access points for use on event days and this would allow for easier coach manoeuvrability and more efficient parking.

Car Parking

Car parking spaces for 734 cars would be provided within a five level, multi-storey car park on the western side of the site referred to as the VDC site. The car park would be accessed by a two way vehicle ramp adjacent to the western boundary of 'Midnight Motors' which would provide access to each floor via the eastern end of the car park.

Hard and Soft Landscaping

Some soft landscaping is proposed to the front of the site which would help soften the impact of the built structures on the street scene. To the front of the VDC section of the site, a range of trees are proposed, set within evergreen groundcover to maintain adequate sight lines. A row of moveable timber planters are proposed to the front of the Careys section of the site and along two sections of the VDC frontage. These would contain mature, evergreen flowering plants and evergreen groundcover interplanted with seasonal bulbs and perennials. A small amount of planting is proposed along the southern edge of the site adjacent to existing planting on the railway embankments which falls outside the application site. The proposed hard landscaping comprises coloured bitumen, tarmac and concrete pin kerbs.

EXISTING

The site area is 1.76 hectares and comprises brownfield land, currently used as a surface level coach and/or car park. It is largely loose gravelled and hard surfaced with areas of scrub. The land lies to the immediate east of the Popin site and to the immediate west of Carey House. Motor repair units are situated within a broadly triangular plot, between the east and west sections of the application site on its northern side. Like the application site, these are to the south of South Way. The Chiltern Railway Line runs to the south and on the other side of the railway tracks are the rears of the residential properties of Park View. The application site is situated within the Wembley Industrial Estate. The eastern elements of the site are within a designated Strategic Industrial Location whilst the western part is not. The land between the site and the railway tracks is a designated site of Grade I Importance to Nature Conservation and Wildlife Corridor and this designation extends partially into the southern part of the site. There are no conservation areas or listed buildings in proximity to the site.

It is unlikely that passengers from the coach park or MSCP would need to access public transport interchanges for onward travel, however, it is noted that the public transport access level (PTAL) of the site is 1b for the central part of the site and 2 for its eastern and western sections (out of 1 to 6 with 1 being the lowest and 6b being the highest). There are two bus services operating in the vicinity of the site: bus route 206 and 92, which have frequencies of 5 and 7.5 vehicles per hour respectively. The nearest rail/underground stations are Wembley Stadium to the west of the site and Wembley Park station to the north of the site. Both stations are, however, outside of 12 minutes' walk of the site.

The nearest strategic road is the North Circular Road (A406) which forms part of the Transport for London Road Network (TLRN); approximately 1.4 kilometres to the east of the site. Access to/ from the North Circular Road (A406) is via South Way and Great Central Way, both borough roads.

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. 4 objections have been received 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:

- **Principle of use and development:** The proposed uses are coach parking and car parking facilities which would serve visitors to Wembley National Stadium. The principle of development for the proposed use has been established by the extant consent (15/5615) and the proposals aim to provide a more refined and effective approach to providing Wembley Stadium match day coach and car parking and improve the efficiency of the event day crowd movement to and from the site. The development proposal would facilitate the delivery of the wider aims and objectives of the Wembley Area Action Plan 2015 (WAAP) and the delivery of the London Plan OAPF Wembley policy target for 11,000 jobs and a minimum 11,500 new homes across the Opportunity Area.
- **Representations Received:** Representations were received from the occupiers of four residential properties situated on the opposite (southern) side of the railway from the site in response to the consultation, citing concerns regarding noise, pollution, daylight and sunlight, privacy, outlook, light pollution, ecology and tree loss, and that the additional car park was considered to be unnecessary.
- **Scale, Layout and Appearance:** The scale and layout of the proposed scheme is considered to be acceptable within the context of the surrounding area which comprises principally commercial, light industrial and warehouse buildings of between around 4 and 11 metres in height. The building is required to perform the specific function of accommodating cars and coaches used by Wembley Stadium visitors and allowing the safe and efficient flow of passengers from the parking facilities as they head towards the Stadium and their subsequent return. It is considered that the layout of the site and the parking areas would enable this successfully. The overall finished appearance of the development is considered to be acceptable in design terms and in keeping with the surrounding area.
- **Highways:** The car and coach parking layout, the access, egress and manoeuvring arrangements and associated highways related matters are considered to be acceptable, subject to a number of planning conditions and Section 106 agreement obligations.
- **Light, Noise and Air quality:** The proposal does not result in additional traffic as it provides an alternative location for Wembley Stadium Car parking and does not look to provide additional parking beyond the levels approved through the stadium consent. The site is some distance from the nearest sensitive premises and a condition is recommended to secure measures to limit the potential impacts of emissions from the car park itself. The submission demonstrates that it will not result in unduly detrimental impacts from lighting.

Trees and ecology: The site adjoins a Grade I Site of Importance to Nature Conservation and Wildlife Corridor. However, the land immediately adjoining the site is of limited ecological value. There are no trees worth of retention within the site and the proposal includes additional planting, including tree planting. The submission demonstrates that the proposal will have a slight long term positive impact on ecology.

RELEVANT SITE HISTORY

15/5615 Granted 23.12.16

Erection of building, associated hard and soft landscaping and other associated works and access to provide a dual level coach and car parking facility with a capacity of up to 290 coaches and subject to a Deed of Agreement dated 23 December 2016 under Section 106 of the Town and Country Planning Act 1990, as Amended.

Temporary use of land for car and coach parking for a period of five years.

CONSULTATIONS

Press Notice: 03/08/2017

Site Notice: 01/08/2017

The owners/occupiers of 248 nearby and neighbouring properties were notified of the development on 25/07/2017.

Four representations from residential properties situated on the opposite (southern) side of the railway had been received at the time of writing this report. These are discussed later within the Consultations section of this report.

Internal Consultees:

Transportation

Various conditions and Section 106 obligations recommended. Comments are presented and discussed within the Detailed Considerations section of this report.

Environmental Health

Report submitted provides a detailed desk study and risk assessment of the site. Environmental Health Officer is satisfied with the conclusions and recommendations for further site investigation.

Public Safety Manager

No comments to make on this application.

Lead Local Flood Authority

The drainage details meet our requirements. Recommend condition requiring a Flood Risk Assessment and drainage strategy to be submitted to and approved in writing by the Local Planning Authority and requiring the scheme to be implemented prior to the commencement of the approved use.

External Consultees:

Network Rail

The developer has signed an asset protection agreement with Network Rail and therefore as long as they continue to liaise with Network Rail there are no comments from a town planning perspective. As part of the proposals, access is retained for Network Rail to the tracks and a maintenance shed.

Chiltern Railways

No objections to the proposals. However, they request that we are liaised with during the construction phase to ensure that any works do not disrupt the flow of traffic and deliveries to the Chiltern Railways depot. An informative is proposed to this effect.

Wembley National Stadium Limited

The provision of parking on the former VDC/Careys site is critical to Stadium operations, with two way flows on the eastern estate roads required to ensure access for residents, commercial properties and spectators is safe and protected. At present, the commitment to two way working is included in the Wembley Area Action plan (WAAP, January 2015), but has yet to be delivered. The interim solution has been temporary traffic management at significant cost to the Stadium. We seek a commitment that permanent two way flows will be

implemented in parallel with the delivery of the new car park and suggest the investment of Community Infrastructure Levy that will be secured from these applications is prioritised for this. If the permanent two way flows are not implemented by the time of opening of the new Pink Car Park, we seek a commitment that temporary traffic management will be implemented by and at the cost of the applicant/LBB where required by the Stadium on event days. We would like this to be a condition on the application.

This is discussed later in this report.

Thames Water

Piling Method Statement required. It is recommended that a condition is attached.

Require developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. It is recommended that an informative is attached.

Require submission of drainage strategy detailing any on and/or off site drainage works. It is recommended that a condition is attached.

Metropolitan Police

Designing Out Crime Officer – keen to ensure that the car park reaches Park Mark award standard. This matter is discussed within the Detailed Considerations section of this report.

Greater London Authority Stage 1 response

Within their Stage 1 response, the GLA advised that whilst the principle of the proposal was supported, the application did not comply with the London Plan in two areas, but these deficiencies could be addressed by the remedies recommended:

- **Transport:** The overall level of parking across Wembley Stadium car and coach parks will not increase beyond what already has permission. There is concern that the intensification of parking provision on the site could alter the rate of dispersion of traffic particularly post event, and as such TfL will fully explore opportunities for monitoring and managing post event traffic scenarios with the applicant and the Council.

The applicants have subsequently provided further information to the GLA regarding monitoring arrangements and traffic flow assessments. These are discussed in further detail in the Transportation section of this report within paragraphs 66 to 102.

- **Air quality:** The applicant must provide further information demonstrating how the proposals meet London Plan policy requirements relating to air quality.

The applicants have subsequently submitted to the GLA further information relating to air quality and this is discussed in the Air Quality section of this report (from paragraphs 119).

The GLA also requested that details of vehicle and pedestrian management for each event, considering the specific risks, requirements and mitigations, are determined on a case by case basis. The approach to management would be secured in a 'Stadium Event Parking Management Plan' (as secured through the overarching Wembley Masterplan consent 15/5550), and 'Event Specific Management Plan' (as secured through the Stadium's 2003 permission) to be submitted to the Council for approval in consultation with TfL. The GLA confirm that this approach is supported, and should form part of any future grant of planning permission, to include monitoring of event day highway impacts and any subsequent mitigation.

Representations from local residents

Letters of objection were received from the residents of four properties in Park View, to the south of the site on the opposite side of the railway tracks. These objections are summarised below, along with the Council's response:

Objection	Response
Increase in noise generated	<ul style="list-style-type: none"> • Please see Noise section (paragraphs 114-116)
Increase in pollution and adverse impact on air	<ul style="list-style-type: none"> • Please see Air Quality section (paragraphs 119-124)
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quality	
Impact on daylight and sunlight reaching residential properties	<ul style="list-style-type: none"> • Please see Impact on Residential Amenity section (paragraph 58-61)
Invasion of privacy of neighbouring residents	<ul style="list-style-type: none"> • Please see Impact on Residential Amenity section (paragraph 58-61)
Impact on outlook from neighbouring properties and sense of enclosure the built structure would create	<ul style="list-style-type: none"> • Please see Scale and Appearance sections (paragraphs 38-57 and paragraph 62)
Increase in light pollution	Please see Lighting section (paragraph 117-118)
Additional coach park is unnecessary given improvements in public transport and availability of other large car parks close by	<ul style="list-style-type: none"> • Please see Context and Land Use sections (paragraphs 2-21)
Negative impact on ecology – site is currently a natural habitat for birds, insects and animals	<ul style="list-style-type: none"> • Please see Ecology and Trees section (paragraphs 125-131)
Tree loss	<ul style="list-style-type: none"> • Please see Ecology and Trees section (paragraph 125-131)

POLICY CONSIDERATIONS

The Development Plan in force comprises:

Brent LDF Core Strategy 2010

Brent Development Management Policies Document 2016

Wembley Area Action Plan 2015

London Plan (Consolidated with Alterations since 2011) March 2016

The following are also relevant material considerations in the determination of the current application:

National Planning Policy Framework 2012 (NPPF)

Technical Guidance to the National Planning Policy Framework

National Planning Practice Guidance (NPPG)

Brent Site Specific Allocations DPD 2011

Brent Supplementary Planning Guidance 17 Design Guide for New Development

Brent Supplementary Planning Document S106 Planning Obligations

In addition, the emerging Draft Brent Design Guide SPD1 (July 2017) has been subject to public consultation and once adopted will supersede SPG17. This document is afforded weight in the determination of planning applications as it has been subject to public consultation.

DETAILED CONSIDERATIONS

1. Context

2. The applicants, Quintain Limited, have contractual obligations to Wembley National Stadium Limited to provide car and coach parking for Wembley Stadium events. The obligation requires parking for 458 coaches, 43 mini-buses and 1,200 cars (or a combination thereof not to exceed the equivalent space for 2,900 cars in total). The quantum was originally permitted in 2002 as part of the Planning Permission for Wembley Stadium (Ref. 99/2400 granted 23.08.2002) and has been carried through into subsequent relevant planning applications, and represented a significant decrease in the level of parking from that of the previous stadium. Planning permission was granted for a dual level coach facility for 290 coaches on the VDC Careys site (ref: 15/5615) on 23 December 2016. This permitted provision allowed Quintain Ltd to meet its contractual obligation.

3. On 22 June 2017, planning permission was granted for the use of the surface area of the site for car and

coach parking (ref: 17/1483) for a period of five years.

4. Land Use

5. The current proposals for the VDC/ Careys site seek to revise the existing extant consented scheme for a dual level parking facility by providing space for a maximum of 290 coaches with the addition of a car park structure within the site with a capacity for 734 cars and a total GEA of 26,748 sq.m. The use of the VDC Careys site, plot E05, plot E03 and the red car park for stadium car and coach parking would enable the applicant to meet their legal obligation to provide car and coach parking for Wembley Stadium events in accordance with the original planning permission for Wembley Stadium (Ref. 99/2400).

6. The current proposals aim to provide a more refined and effective approach to providing Wembley Stadium match day coach and car parking, to improve the efficiency of the event day crowd movement to and from the site, and to improve the rate of egress for event day traffic compared to the previously approved development proposals. The proposals would also remove a large number of these car parking spaces from Plot E05 and in doing so, allow the provision of additional homes within that plot. It therefore indirectly contributes towards the delivery of the wider aims and objectives of the Wembley AAP (the area OAPF) and the delivery of the London Plan OAPF Wembley policy target for 11,000 jobs and a minimum 11,500 new homes across the Opportunity Area.

7. The alternative car and coach parking strategy is the result of ongoing discussions between Wembley National Stadium Limited (WNSL), the London Borough of Brent and the GLA. This strategy comprises:

(a) Plot E05 to provide:

- 77 coach parking spaces at ground level; and
- 202 DDA spaces across two levels;

(b) VDC/Careys to provide:

- 290 coach spaces in a dual level facility; and
- 734 car spaces in a multi-level facility.

(c) Plot E03 (adjoining Plot E05) (ref. 17/0016) and the Red multi-storey car park to the west of the Stadium, to accommodate the remainder.

The consented and proposed car and coach parking is summarised in the table below:

	Consented position			Current proposals		
	E03/E05	VDC Careys	Red Car Park	E03/E05	VDC Careys	Red Car Park
Event Day Coach Parking	168	290	-	168	290	-
Event Day/Commercial Car Parking	1,642	-	424	202	734	414
-Standard Bays	1,538		396	0	734	366
-Disabled Bays	104		28	202	0	48
Cars in Coach Park for Car Max	588	1015	-	588	1015	-

8. The key aims of the revised strategy are summarised below:

9. **VDC and Careys site:**

- To create a new multi-storey car park on the VDC Careys site and two levels of Coach Parking (to be known as the Pink Parking).
- The new Pink Parking facility would be located to the east of any South Way event day road closure and (required for stadium pedestrian movement), allowing traffic to egress to eastwards towards Great Central Way and the North Circular Road.
- Coaches would egress eastwards from the VDC Careys site (as in the permitted scheme); however, it is proposed that both existing South Way lanes would be eastbound only on event days, feeding directly into Great Central Way.

10. E05 site

- To significantly reduce the capacity of the Bue multi-storey car park to 202 DDA cars located above the retained Green Coach Park. This proposed development, known as E05, is currently under consideration by your officers (ref. 17/3213).
- The 202 DDA parking spaces within E05 would be over two levels and the upper level connected via a footbridge to the Wembley Stadium Concourse providing step free access at this level.
- The DDA spaces would be served by three lifts connecting the Concourse level (level 3 of E05) to the lower DDA level and ground level (one on the eastern side and two on the western side).
- As a result of the reduction in the amount of car parking on Plot E05 it is possible to propose more residential development on Eastern Lands above the Coach and Car Parking, using a similar development form as the adjoining E03 'Canada Court' development.

11. Traffic circulation

- With a reduced number of vehicles in Blue Car Park (now DDA only) and Green Coach Park, only one lane of First Way and Fifth Way would be required to allow vehicles to travel eastwards. As a result, it is proposed to allow First Way and Fifth Way to operate as two way routes on events days.
- Existing residents and businesses wanting access into the area during the egress period after an event would be able to use Hannah Close, Atlas Road and connect with Fifth Way and First Way, replacing the route that currently exists along South Way.
- By enabling a route back into the estate, access can be provided to residents' car parking.

12. This strategy is in line with the strategy set out within the report: 'Stadium Event Parking Management Plan 5th June 2017 to April 2018 (dated May 2017)' which was approved in June 2017 following consultation with the Council, Stadium, Quintain and TfL.

13. *Policy Considerations relating to the principle of the use*

14. Wembley is designated as an Opportunity Area and a Growth Area in the London Plan 2015, as amended, and in the Brent Core Strategy of 2010. Brent's Wembley Area Action Plan (AAP) of 2015 sets out planning policy to encourage significant mixed use development across the Wembley estate.

15. The western element of the site is not within the designated Strategic Industrial Location (SIL) designation. However, the eastern element of the site is currently situated within a designated Strategic Industrial Location. Policy 2.17 of the London Plan, as amended, states that development proposals in such locations should fall within a range of specified broad industrial type activities, be part of a strategically co-ordinated process of SIL consolidation through an Opportunity Area Planning Framework or development plan documents, be for employment work space or provide small scale services for industrial occupiers such as work place crèches or cafés. The specified broad industrial type activities include 'some transport related functions'. Part C of the policy states, 'Development proposals within or adjacent to SILs should not compromise the integrity or effectiveness of these locations in accommodating industrial type activities.' In view of its role and function, it is considered that the current development proposal would not compromise the integrity or effectiveness of the surrounding area in accommodating industrial type activities.

16. The Wembley Area Action Plan 2015 (para 5.5), acknowledges that the opening of the new Stadium in

2007 gave a major boost to the local economy, and it was assumed that most new jobs would be delivered by the regeneration of the area around the Stadium, on Quintain Ltd land. As such the relationship between proposals on the VDC Careys site and the wider Quintain Ltd land is acknowledged. It is also noted that proposals consented under the Wembley Park Masterplan (under ref: 15/5550) incorporate up to 82,000 sqm of B1 floorspace. Furthermore, both the construction and end use phases of both this site, and those related to it such as E05, would provide job opportunities.

17. The Wembley Area Action Plan highlights that it may be necessary to provide coach parking in a location that is up to 960 m from the centre of the Stadium, subject to certain provisions. Wembley AAP Site Allocation W29 highlights land to the north of the application site as being potentially appropriate as a “satellite” coach park if replacement or additional coach parking is needed. It states that a dedicated, safe pedestrian route should be provided and that any new coach park should be used for non-parking activities on non-event days.

18. The majority of the land subject to site allocation W29 has now come forward as a Costco Retail club and is not available for the provision of stadium coach parking. This allocation refers to the Costco site as a potential location, but does not specify that it is the only possible location, and policy WEM 17 sets a clear framework for the selection of a coach parking location, which is detailed below. Alternative uses are not proposed for non-event days at this point in time. However, the proposed coach park may be suitable for certain activities, such as the HGV driver training that was previously sometimes undertaken on the green car park when it was in use as a car park. Allocation W29 establishes that a satellite coach park is acceptable in principle within a designated SIL. Although the current proposal includes car parking in addition to coach parking, the previously approved coach parking quantum is retained and the car parking provision is in addition to this. It is considered that this use is therefore more intensive, utilising the land available more effectively, but it is not materially different in function. The proposed provision of this Stadium related parking facility is therefore considered to be acceptable in principle within this location, and two extant planning permissions have been issued for such use (one permanent – 15/5615 and one temporary, for a period of five years – 17/1483).

19. The Wembley Area Action plan acknowledges the difficulties associated within the provision of stadium car and coach parking and establishes a framework for the provision of stadium coach parking. Adopted policy WEM17 specifies that any new facility should:

- Be within 960m crow fly distance from the centre of the Stadium;
- Vehicular access and egress from the coach park must not conflict with event day pedestrian movements
- Have an appropriately sized dedicated pedestrian route to the Stadium
- Be easily accessible from the major highway network especially the North Circular Road
- Be located away from the town centre to avoid the need for coaches to use town centre roads
- Be sufficiently large to allow coaches to manoeuvre easily
- Be flexible to allow use by cars if required

The coach park proposed within this application is a maximum of approximately 640 m from the centre of the Stadium, and approximately 365 m at its closest point (as the crow flies). It therefore complies with the distance set out within Policy WEM17. By way of comparison, Wembley Park underground station is approximately 790 m from the centre of the stadium.

20. The policy also specifies that vehicle access and egress from the coach park should not conflict with event day pedestrian movement, and that the coach park should have an appropriately sized dedicated pedestrian route to the stadium. This is discussed in detail within the Highways section of this report. However, in summary, the Council’s Highways officers have commented that the previously approved scheme for coach parking on this site recognised a need to close all or part of South Way to traffic before or after events if the number of coaches parked on the site is significant. The relocation of 734 car parking spaces into a multi-storey car park above the coach park would increase pedestrian movement along South Way before and after events by an estimated 2,000 spectators (approximately equal to 2.7 per car). In relation to the volume of coach passengers for a fully utilised coach park (14,500), the increase in pedestrian movement is not particularly significant so would not require any alterations to the traffic and pedestrian management measures that were previously considered, although it may increase the occasions when they need to be implemented. The coach park is situated away from the town centre, and coaches would travel to the North Circular Road through the industrial estate. The applicant has provided information showing that coaches can manoeuvre within the coach park safely effectively. In addition to the 734 cars which could be accommodated in the proposed multi-storey car park, the proposed coach parking levels have been designed so that they could accommodate either 290 coaches or 1,015 cars.

21. It is therefore considered that the coach parking proposals within this application accord with Wembley AAP policy WEM 17.

22. Layout, Landscaping, Scale and Appearance

23. Car/coach park layout

24. The layout of the site has been influenced by a range of factors including the quantum of parking spaces to be achieved, the site shape, varying ground levels, the existing buildings to the north and the access and egress points required for vehicles and pedestrians.

25. The multi-storey car park would comprise 5 levels of parking with provision for 734 cars. It would be accessed by a two way vehicle ramp adjacent to the western boundary of 'Midnight Motors' which would provide access to each floor via the eastern end of the car park. The car park would include ten escape cores providing a safe escape strategy. Associated plant comprising sprinkler tanks and pumps and an electrical switch room would be located on the upper floor level under the vehicle ramp. The layout of the car park is discussed under the Council's Transportation Officer's comments within paragraphs 85 to 94 of this report. He concludes that the proposed layout of the car park complies with design guidance (subject to further clarity on the ramps and access barriers).

26. It is also essential that the car park gains Park Mark accreditation as a safe car park and this would require adequate lighting and security (cameras, staffing and so on). The applicants have confirmed that the design is incorporating features to enable it to achieve the Park Mark Scheme standard and they will liaise with the Metropolitan Police Designing Out Crime Officer on the scheme.

27. Landscaping, Scale and appearance

28. Landscaping

29. The existing vegetation to the southern boundary of the application site is on third party railway land and would therefore not be altered by the proposed development.

30. Given the nature of the use and the number of vehicles that the site must accommodate, the site is dominated by hard surfacing to be used for vehicular access and parking. Nevertheless, a range of soft landscaping features are proposed. Soft landscaping comprising a mix of birch, cherry and evergreen pine trees and evergreen ground cover is proposed to the front of the VDC section of the site. Rows of moveable timber planters are proposed to the front of the Careys section of the site and along two sections of the VDC frontage, which would contain mature, evergreen flowering Rhododendron species and evergreen Ericaceous groundcover interplanted with seasonal bulbs and perennials. On Stadium event days, the planters are proposed to be relocated to the upper ground level areas where they would be visible in views from the south. A small amount of planting is proposed along the southern edge of the site adjacent to existing planting on the railway embankments which falls outside the application site. These measures would help soften the appearance of the coach park in views from the surrounding area.

31. The hard landscaping proposed is principally coloured bitumen, tarmac and concrete pin kerbs.

32. Whilst officers would have preferred to see more soft landscaping within the proposal, it would not be feasible to provide this due to the nature of the use and the facilities that need to be provided, such as the Security Check Point. These proposals are therefore considered acceptable given the physical limitations and functional role of the site. A condition is recommended requiring the submission of a scheme detailing soft and hard landscaping proposed to be submitted for approval prior to the commencement of works on the superstructure of the development, to ensure a satisfactory appearance and setting for the proposed development.

33. Scale

34. The motor repairs units situated to the north of and between the VDC and Careys sections of the site are single and two storey and between around 4 and 7 metres in height. The commercial storage facility, 'Access Self Storage' to the north and north west is three storeys and around 10 metres in height along much of its frontage, although its eastern section is part single and part two storey. It covers a large footprint to the immediate north of South Way. It extends around 168 metres along its South Way frontage and abuts the adjacent footpath. The Popin commercial centre immediately to the west of the site is two storey and around 7 metres in height. Towers Business Park, to the north of the site is an approximately 6-7 metre high

industrial/storage building whilst Carey House, to the immediate east of the site, appears as an office/industrial building around 8-10 metres above ground level. To the north of South Way is Costco, a retail warehouse, around 14 metres in height.

35. The proposal has been designed to make use of the variation in ground levels across the site. The portion of the structure on the eastern section of site (known as the Careys section), which has been designed to accommodate two levels of coach parking, would be much lower scale than the multi-storey car park element. Whilst at its eastern end it would be around 10 metres in height, owing to the upward slope of the land, the section close to the western part of the site would appear lower than the adjacent single storey car repairs units.

36. The proposed five storey car park would be orientated east to west on the site. Although escape core 3 would be less than one metre from the front boundary of the site, owing to the curved nature of the site's boundary with the adjacent highway, the façade of the VDC section would be set back from the site boundary with the footpath by at least 3.5 metres and the eastern edge of the multi-storey car park would be around 35 metres from the South Way footpath, which would help reduce its dominance in street level views. The proposed planting would also provide a degree of screening and would help soften the impact of the development within views from the surrounding area. Moveable planters would be employed to partially screen and soften this frontage when the coach park is not in use.

37. With regard to the Careys coach park section at the eastern side of the site, whilst the built structure would extend to within 0.8 metres of the site boundary with the footpath at its eastern edge, the set back would increase to around 14 metres at its western edge owing to the curved nature of the site's boundary with the adjacent highway.

38. Scale in relation to the north elevation

39. On its northern elevation, the car park would be around 22 metres in height from ground level to the top of the concrete cores. The height from ground level to the top of the metal cladding around the façade would range from around 19 metres at the western end of the building to around 22 metres at the eastern end of building owing to the downwards slope of the ground from its western to its eastern side. The multi-storey car park element of the proposal would be around 125 metres wide from its western to its eastern edge. Although considerably taller than the buildings in the immediately surrounding area, its length is less extensive than Access Self Storage to its north and north west. Taking into account the scale of other buildings in the vicinity and given the commercial/industrial nature of the surrounding area, it is not considered that the proposed development would appear unduly bulky or incongruous in views from the north, east and west.

40. Furthermore, with regard to views of the front elevation from the east, the proposed multi-storey car park would be viewed with the backdrop of Wembley Stadium, which is around 300 metres wide and 50 metres high, with its arch rising above.

41. Map 4.4 of the Wembley Area Action Plan sets out a strategy for tall buildings within the WAAP area. Although the proposed multi-storey car park would not be categorised by the WAAP as a 'Tall Building' (a building over 30 metres in height), it is noted that on Map 4.4 of the Wembley Area Action Plan, almost the entire area on which the multi-storey car park would be built is designated as a 'Site Sensitive to Tall Buildings'. Policy WEM 5 states that areas designated as 'sensitive' may have some scope for a tall building, but due to adjacent properties, site assembly or the location of the site (orientation, etc.) further work will be required to establish an appropriate form of development. The sites to the immediate west (the Popin site) and north west (the Access Self Storage site) of the application site are designated 'Sites Appropriate for Tall Buildings'.

42. Given that adjacent sites may be appropriate for redevelopment including tall buildings in the future, and sites designated as 'sensitive to tall buildings' are acknowledged as potentially having scope for a tall building, the height of the proposed multi-storey car park is considered acceptable in these circumstances, in relation to its impact from the north, east and west.

43. Scale in relation to the south elevation

44. A number of residents of properties to the south of the development site have expressed concern regarding the impact of the proposed development on the outlook from their properties and the sense of enclosure they feel it would create. It should be noted that the land slopes upwards towards the north and the development would be tiered in response to the topography. This means that the multi-storey car park would

be on higher ground than both the coach park element of the scheme and the residential properties to the south, which would increase its prominence in views from those properties compared to if the land was level. The southern edge of the coach park element stretches across the entire VDC and Careys site. On the Careys section of the site, the built structure would be around 9.3 metres above ground level at its highest point. The separation distance from the nearest residential boundary would be approximately 36 metres for this part of the site, whilst the separation distance from the nearest residential rear elevation would be approximately 59 metres.

45. On the VDC part of the site, the coach park element of the scheme would be around 7.6 metres above ground level at its highest point although the ground level behind this, where it would meet the base of the multi-storey car park would be around 2 metres lower. The separation distance from the nearest residential boundary would be approximately 47 metres for this part of the site, whilst the separation distance from the nearest residential rear elevation would be approximately 67 metres. The multi-storey car park element of the scheme would be set back around 27 metres from the southern edge of the site within the VDC section, but would rise above this. Its height from its base to the top of the metal façade would be approximately 18.6 metres.

46. The separation distance from the edge of the façade of the multi-storey car park to the nearest residential boundary would be around 74 metres, whilst the separation distance from the nearest residential rear elevation would be approximately 94 metres. This element of the development would be around 125 metres wide and, although open sided towards its base, it would present a wide, solid-looking form of development which would be readily visible in views from the south. However, this southern façade which would face towards the rears of the residential properties has a reasonably simple, sympathetic design featuring a stretch of woodland achieved through perforations in the metal which would help reduce its dominance in views from the surrounding area.

47. Although the southern elevation of the proposed development would be wide and solid-looking, given the separation distances between the different elements of the development and the residential properties to the south, the design of the façade and the land use nature of the development site, it is considered that the current proposals represent an acceptable form of development which would not have an unduly detrimental effect on the outlook of residents.

48. Appearance

49. The coach park element of the development would feature two concrete cores, around 10 and 8.5 metres in height. The lower section would be open sided whilst the upper section would feature perforated metal cladding, depicting a crowd scene, similar to that which would appear on the façade of the multi-storey car park.

50. The multi-storey car park would provide five levels of parking on top of the part single/part two storey structure which would stretch across the entire site. This would predominantly comprise precast concrete cores with perforated metal cladding wrapping around the facades, which would largely obscure the inside of the building from view and would limit the light pollution from the internal lighting. The metal cladding would appear as varying shades of grey. The images would be created by varying the density of the holes and the hole sizes within the metal panels.

51. The north elevation of the car park would be perforated metal, featuring a celebratory crowd scene. It would have a rounded eastern end, wrapping around the entry and exit ramp, which would help soften the building's profile and add interest to its form from key approach views.

52. The south elevation of the proposal would also be metal clad and perforated to represent a forest of English Oak trees, responding to the wooded setting of the site to the south. The multi-storey car park would be set back from the southern edge of the site, but would be readily visible from within the residential area of predominantly two storey terraced houses whose rear elevations are approximately 94 metres to the south of the multi-storey car park façade. It would also be visible from the nearby Sherrans Farm open space.

53. The east and west flank elevations of the coach parking are proposed to be clad with grey metal panels. They would be visible from public areas, but would not be street facing and they would perform a functional role of providing fire protection to the adjoining sites.

54. Signage zones have been identified which would aid legibility and wayfinding and also provide some visual interest to the simple concrete façades. Full details of signage would be required under separate

applications for advertisement consent in due course, should consent be granted.

55. The arrangement of the two levels of parking, and the articulation of the structures with perforated metal panels and precast cores, would ensure that the car park would be both functional and sensitive to its visibility in the local area. The proposed height would be limited in relation to the scale of development emerging on the wider Wembley Park site.

56. Wembley stadium is already prominent in views from the residential area to the south of the railway tracks and the new car park would be associated with that structure and the emerging character of the area around the stadium and north of the railway tracks.

57. The proposed design and appearance of the coach park is considered to be acceptable given its function and location within an area characterised by commercial and industrial premises. Notwithstanding this, a condition is recommended requiring that details of external materials, together with samples where appropriate, are submitted to and approved in writing by the Local Planning Authority prior to the commencement of works on the superstructure of the development.

58. Impact on residential amenity

59. Neighbouring residents have expressed concern that the proposed development would have an impact upon daylight and sunlight levels reaching their properties. However, the development would be positioned to the north of the residential properties and therefore would not have an impact upon sunlight levels. Given the significant distance between the residential properties and the proposed building, the proposed development would fall significantly below the 30 and 45 degree lines referred to in Brent SPG5 and draft SPD1. It would also fall well below the 25 degree line referred to in the BRE daylight guidance. The proposal would not have an unduly detrimental impact on the daylight received by the residential dwellings situated to the south of the railway.

60. Concern has also been expressed by neighbouring residents that the proposed development would result in an invasion of their privacy. However, it is noted that the separation distance from the edge of the open coach parking area to the nearest residential boundary is approximately 47 metres for the VDC part of the site and 36 metres for the Careys part of the site, whilst the separation distance from the edge of the open coach parking area to the nearest rear elevation is approximately 67 metres for the VDC part of the site and 59 metres for the Careys part of the site,. These distances are considered adequate to ensure that the privacy of neighbouring residents is not compromised, significantly exceeding the 10 m to garden edge and 20 m window to window distance set out in the Council's guidance, SPG17 (which is reducing to 9 and 18 m respectively in draft SPD1).

61. Neighbouring residents have also expressed concern about the impact of the proposed development on the outlook from their properties and the sense of enclosure they feel it would create. These concerns have been discussed in full within the Scale section of the report, above (in particular paragraphs 46 to 48) and the distances have been set out in the preceding paragraphs. In brief, although the southern elevation of the multi-storey car park would present a wide, solid-looking form of development, given the separation distances involved, the design of the façade and the land use nature of the development site, it is considered that the current proposals would not represent a form of development that has an unduly detrimental impact on the outlook of adjoining properties or an unduly excessive sense of enclosure.

62. Accessibility

63. The Design and Access Statement states that coach operators would be required to pre-book their coach space at Wembley Stadium using the online booking system. Coach operators would be advised to inform the booking system if they have any known disabled passengers. Coaches with disabled passengers would be given priority to park in the coach parking areas adjacent to the stadium. In the unlikely event that a coach carrying a disabled passenger was required to park in the proposed coach park then the coach would be directed to the far western side of the upper ground floor as close as possible to the stadium underneath the multi-storey car park. This section of the coach park provides at level access to South Way and the gradient of the upper ground floor in this location is 1:80. However, it is considered that assistance should be given to disabled persons who are in coaches that park within the VDC Careys coach park. It is recommended that a condition be attached to any consent requiring details of a Parking Management Plan which would include details of how the development would be operated with regard to the provision of assistance to disabled visitors.

64. With regard to car parking arrangements, a total of 250 blue badge spaces are required on any event

day. Owing to the location of the VDC Careys site in comparison to other Wembley Stadium car parks, it is proposed that the proposed VDC Careys multi-storey car park would not provide any disabled car parking. Instead the 250 disabled parking spaces would be split between the existing Red Car Park (48 spaces), which is located on the south west side of the Stadium and the Blue Car Park (within plot E05, 202 spaces) to the east of the Stadium, for which plans are currently under consideration and on the agenda for this committee (17/3213).

65. The Design and Access Statement identifies a range of features designed to ensure that the parking facilities would comply with the relevant guidance, regulations and principles in creating an inclusive and accessible environment for all users including:

- The proposed coach park and multi-storey car park would be within 960m of Wembley Stadium and would be easily accessible with appropriately designed pedestrian routes internally and to the stadium (as required by WAAP, policy WEM17);
- The level change on South Way would allow vehicle access to the upper ground floor level to be at grade on the western side of the site and vehicle access to the lower ground level to be at grade on the eastern side of the site.
- The levels of the multi-storey car park are designed to be no less than 1:60 and no steeper than 1:40 with a typical gradient of 1:53 to allow for drainage purposes. This meets the 'Design Recommendations for multi-storey and underground car parks, 2011' which recommends floors to be laid to a minimum fall of 1:60.
- Coach park management staff would assist coaches with accessing, parking and exiting the coach park to ensure all manoeuvres are undertaken safely with minimal conflicts with pedestrians.
- Management staff would guide pedestrians where to go when disembarking from coaches and exiting the coach park and when re-entering the coach park and boarding on coaches.
- Walkways would be provided between coaches with a width of 1.2m, which is sufficient for use by a wheelchair user and meets with DfT Inclusive Mobility guidance. Wider 2m– 3m walkways would be provided to the rear of the coach bays, providing sufficient width to allow two wheelchairs to pass (minimum 2.0m). These routes would guide pedestrians to the walkway along with southern and western side of the coach park which has a varying width of 4.3-12.5m and is therefore wide enough to cater for large volumes of pedestrians.
- Three lifts would be provided for all multi-storey car park levels allowing level access to the upper ground floor. In addition to this, a lift would be provided between the lower ground and upper ground floor levels. These lifts would exceed Part M minimum dimensions (1.1m by 1.4m) all measuring 1.9m by 2.6m.
- Safe refuge zones would be provided on all floors, at all fire protected stair cores. The escape stairs have been sized so that they could deal with the simultaneous evacuation of the entire coach park.

Highways and Transportation

66. The Greater London Authority, in their Stage 1 response, expressed concern that the intensification of parking provision on the site could alter the rate of dispersion of traffic particularly post event, and concluded that opportunities for monitoring and managing post event traffic scenarios would need to be fully explored with the applicant and Brent Council. In response to this, the applicants have submitted further information which responds to this point. Within this submission, they state that, with regard to the redistribution of traffic, monitoring of both vehicles and pedestrians currently takes place for all Wembley Stadium events. Each event is monitored by Brent Council Highways in conjunction with key stakeholders such as Wembley National Stadium Ltd and Quintain in addition to the Metropolitan Police. Therefore they do not consider that any further monitoring above this is necessary as a result of this application.

67. The applicant notes that the Transport Assessments for associated application E05 (17/3213) and VDC Careys provide traffic flow diagrams of the consented, proposed and net change of event day traffic for car maximum and coach maximum events. These traffic flow diagrams demonstrate that whilst traffic would be entering the local road network at slightly different locations to the existing arrangements, east of Hannah Close, there would be no change in the volume of vehicles exiting onto the North Circular Road. To support this screen shots were presented to TfL from a camera looking eastwards along Great Central Way for the Capital One Cup Final 2015. These show the time after the event final whistle when queues would build up from the North Circular back along Great Central Way to Hannah Close. These showed that queues built up well before many spectators would have even left the stadium.

68. The applicant considers that with regard to car parking on the VDC Careys site, the walk to the vehicle would be slightly longer (at 420m from the Wembley Stadium Concourse) so would take around 5 minutes longer to walk to than the Green surface Car Park or the previously consented E05 MSCP. However, once in the vehicle the exit route would be slightly shorter and more direct.

69. The applicant concludes that their team's assessment of the situation is that there is no evidence available that would imply that the rate of loading onto the North Circular Road would materially change as a result of the relocation of car parking resulting from this application, especially given that the overall volume of trips would not change. They therefore do not consider it necessary to carry out additional monitoring to take place over and above that which currently takes place by Brent Council, Quintain, WNSL and the Metropolitan Police. The Council's officers are currently awaiting the GLA's confirmation that this approach adequately addresses their concerns.

70. In response to comments from Wembley National Stadium Limited (WNSL) regarding the establishment of two-way flows of traffic on roads close to the development site, the Council's Highways officers confirmed that CIL funding has been sought to complete the design for the works in 2018/19. . The intention is for it to be completed by 2020. However, until this funding has been agreed they cannot guarantee when the work will be completed. The Council will not be prepared to pay for the traffic management for events at the Stadium. In addition to this response, the following comments have been provided by the Council's Highways officers:

71. The site is located on a local distributor road which serves as a bus route. Currently, on-street parking and loading is prohibited at all times along the site frontage. There is a bus stop and clearway in front of eastern part of site. The officers note that South Way is generally 0% parked.

72. Planning consent was granted in December 2016 for the erection of a two-storey coach park on this site for use on Wembley Stadium event days for up to 290 coaches. This was designed to accommodate coach parking displaced from the former 'Green' car park, whenever the number of coaches at Wembley Stadium exceeds 168 in number (or when segregation of supporters' coaches is required). This in turn facilitated the mixed-use redevelopment of the car park, as approved through the revised Wembley Masterplan proposals (15/5550).

73. In the meantime, the site has temporary permission for use as a surface level overspill car/coach park for Wembley Stadium event days for up to five years (or until construction works commence on the new structure).

74. This application now seeks to add five levels of car parking above the coach park to provide up to 734 spaces for use on Wembley Stadium event days, with associated minor alterations to the coach parking levels. This will allow the proposed 1,642 space multi-storey car park above the retained 'green' coach park, as approved under the revised Masterplan, to be reduced to just two levels of disabled 'Blue Badge' parking comprising 202 spaces. This in turn allows further housing to be provided on Plot E05 above the replacement 'Green' coach park.

75. The revised location of the bulk of the multi-storey car parking on this site will facilitate more flexible use of the coach parking levels, so that cars can make use of the lower two levels when not required by coaches. This maintains the applicant's contractual obligations to Wembley stadium to provide up to either 2,900 car parking spaces or 1,200 car, 458 coach and/or 43 minibus spaces, whilst giving more flexibility over the use of the coach parking levels to minimise the amount of new car park construction that is required. It will also remove the potential for excessive parking beyond those figures, which is welcomed.

76. As per the approved scheme, the layout of the lower two levels of the facility shows up to 290 no. 12m long coaches block parked in 2.5m wide bays, with 1.2-2m wide spaces between coaches for pedestrians to circulate, plus less frequent 3m-5m wide gaps for emergency access. The spaces are now split between 109 on the lower level and 181 on the upper level. Minimum headroom for the coach parking decks is shown at 4.8m, which is sufficient for the tallest 'highbridge' double deck buses, whilst swept paths for 15m long coaches have been used to check that the layout of the two decks functions well.

77. The previously approved access to the coach park, located about 15m west of the junction of South Way and Second Way, is now proposed to be used to access the upper level car park instead though. Coaches are therefore now proposed to access and egress the lower decks via wide crossovers and openings along the northern side of the structure.

78. Access and egress for the lower deck is therefore proposed via a 70m wide dropped kerb across a forecourt area surfaced in coloured bitmac, which includes a proposed security checkpoint area set behind the South Way footway. For the upper deck, two crossovers of about 21m and 26m width are proposed, again providing access across a coloured bitmac forecourt area.

79. These arrangements will allow coaches from up to 16 lanes for the lower deck and 12 lanes from the upper deck to exit the coach park simultaneously under the supervision of traffic marshals. This will enable rapid emptying of the coach park, with plenty of opportunity for coaches to manoeuvre towards the exit, even if other coaches in front of them are still waiting for their last passengers.

80. Generally, very wide crossovers would cause concern with respect to pedestrian safety. However, a line of removable bollards and planters are proposed along the highway boundary across all three accesses to ensure the coach park, forecourt areas and security checkpoint lane cannot be accessed by vehicles on non-event days. On event days, access and egress will be closely marshalled to help maintain pedestrian safety.

81. As previously noted, there is a bus stop on South Way in front of the proposed lower coach park access, which will require high kerbs to be retained for passengers (esp. elderly and disabled passengers) to board and alight the vehicle safely. It is recommended that this be repositioned at the developer's expense to the eastern end of the site (in the vicinity of stair core 6), although any final location needs to be agreed with TfL/London Buses, Brent Council and the Police. Consideration should also be given to incorporating a shelter at the developer's expense if the stop is to be relocated.

82. As mentioned above, the upper floors are to be accessed via the existing car park access close to the centre of the site, using the existing 8.5m wide crossover from South Way about 15m west of its junction with Second Way.

83. The sightline eastwards from this existing access measures only about 2.4m x 30m though, which is substandard. This is not a concern on Wembley Stadium event days, when egress will be controlled by marshals and when it is expected that South Way would typically be closed to westbound traffic anyway. However, this would be a concern on non-event days and it is proposed to address this issue by diverting exiting cars across the paved forecourt area to a secondary egress point about 25m further west, where sightlines would meet standards. The means by which this will be enforced (e.g. barriers) and indeed, any proposals for regulating access into and out of the car park, will need to be clarified.

84. A two-way 8.4m wide curved ramp to a maximum 10% gradient (1:15 for the initial rise to the first floor) will then be provided to the upper floors. The layout of the ramps is not entirely clear and multi-storey car park design guidance recommends that the width should comprise 3.5m running lanes separated by a 500mm kerb island, with a 600mm wide margin on the outer edge of the ramp and a 300mm margin on the inner edge of the ramp.

85. Each floor is to be provided with 146 spaces (150 on the top floor), accessed via a 6m wide clockwise route circulating around each floor. Minimum headroom of 2.1m will be provided to each floor, which is fine for car access. No disabled parking spaces are proposed, as disabled parking for Wembley Stadium events will be retained within the 'Green' car park close to the Stadium. The Council's highways officers have specified that electric vehicle charging points should be provided to 40% of spaces (20% active and 20% passive) in line with London Plan policy. However, the applicant contends that electric vehicles will be directed to the Red Car Park where Electric Vehicle Charging Point have been provided. Advice is being sought from TfL regarding this approach and it is requested that the Planning Committee delegate authority to officers to determine whether the provision of charging points should be secured through condition following the receipt of further comment from TfL.

86. The proposed layout of the car park thus complies with design guidance (subject to further clarity on the ramps and access barriers). However, it is also essential that the car park gains Park Mark accreditation as a safe car park and this will require adequate lighting and security (cameras, staffing). Lighting details have not been provided at this stage, but it is noted that 12m high columns are proposed along the rear boundary of the upper coach deck. Care will need to be taken to ensure that these do not result in excessive light spillage towards the residential properties to the south.

87. Further details of the means of charging and enforcement are also sought as a condition of approval, both for event days and non-event days. In this respect, given the location of the entrance close to the bend in South Way, it is essential that access into the site can be achieved quickly so that traffic queues do not block back into South Way and any barrier system that is installed will need to take this into account.

88. As with the previously approved scheme, the main pedestrian access and egress for the coach park will be from South Way at the western end of the site, in order to minimise conflict with vehicles on Wembley Stadium event days. The access will have a minimum width of 12.5m and will lead directly into the upper level of the coach park. A 9m wide flight of steps and a lift will provide access to the lower level of the coach park.

89. The upper car park levels will be accessed via a 3m wide flight of stairs and three lifts within an access core adjoining the pedestrian access route to the coach park.
90. Crowd modelling has been undertaken to ensure the widths of the access routes, stair cores and lift capacity will not result in overcrowding after Wembley Stadium events. This exercise shows that plenty of spare width has been built into the design to minimise any risk of overcrowding and to cater for fire evacuation requirements.
91. Two further stair cores will be provided from the centre and eastern end of the car park decks, whilst two further stair cores are indicated from the eastern end of the upper deck of the coach park onto South Way. These provide additional fire escape routes in the event of an emergency, but would not act as the main car or coach park access routes.
92. To minimise travel distances for disabled persons, coaches carrying disabled passengers should be allowed access to reserved spaces at the western end of the coach park on the upper deck.
93. The previously approved scheme for coach parking on this site recognised a need to close all or part of South Way to traffic before or after events if the number of coaches parked on the site is significant. The relocation of 734 car parking spaces into a multi-storey car park above the coach park will increase pedestrian movement along South Way before and after events by an estimated 2,000 spectators (~2.7 per car). In relation to the volume of coach passengers for a fully utilised coach park (14,500), the increase in pedestrian movement is not particularly significant so would not require any alterations to the traffic and pedestrian management measures that were previously considered, although it may increase the occasions when they need to be implemented.
94. To recap, it was envisaged that for arrivals, pedestrians would be accommodated within a coned-off widened footway along South Way, but for dispersal, there would be occasions when South Way would need to be fully closed to vehicles for 30-40 minutes after the end of events.
95. To help address difficulties in accessing the area during Wembley event dispersal, proposals are set out within the Wembley Area Action Plan that include the removal of the one-way system from the Wembley Industrial Estate to allow two-way flow on First Way, Second Way, Fourth Way, Fifth Way and South Way. This more flexible arrangement would help to maintain access for local residents and businesses to and from the east after events, thus providing greater scope to close South Way to inbound traffic.
96. This proposal to relocate a significant proportion of the car parking away from the former 'Green' car park will perfectly complement the Wembley Area Action Plan strategy, by reducing the amount of traffic exiting the Stadium car parks onto First Way. Instead, cars will be able to egress the car park to the east of any road closure on South Way and turn right along South Way eastwards towards North Circular Road. This will avoid to current need for cars to circumnavigate the one-way system around Wembley Industrial Estate and thus allow a much quicker exit from the area.
97. With less car and coach parking located close to the Stadium, use of one exit lane along First Way, Fifth Way and Fourth Way for exiting traffic from the 'Green' coach park and disabled car park would be sufficient, until such time as South Way is able to be opened to exiting traffic after events.
98. This proposed scheme to relocate Wembley Stadium event day parking is therefore considered to offer benefits to event day traffic management when considered in conjunction with the proposals to amend the road network around Wembley Industrial Estate.
99. More detailed outline event day traffic management arrangements will need to be developed over time to suit the various event days scenarios coach parking and a condition is recommended requiring an overarching Event Day Parking Management Plan to be agreed for this site, which can be amended as necessary to suit each event.
100. Finally, as previously noted, the Wembley Area Action Plan scheme has identified a strip of land of up to 5m width as being required from the frontage of this site at its western end to allow the bend in South Way to be eased to accommodate parallel flow by two coaches in this area. The car/coach park structure has been set back sufficiently to accommodate this requirement and the safeguarding of the land is sought, with a requirement that it be dedicated as highway at no cost to the Council upon the serving of a notice.

101. There are no objections on transportation grounds to this proposal, subject to:-

(i) Safeguarding of land along the northwestern frontage of the site for highway widening in accordance with Map 20.4 of the Wembley Area Action Plan through the legal agreement;

(ii) Repositioning of the bus stop away from the eastern frontage of the site and provision of a new bus shelter, in order to facilitate safe egress from the proposed coach park, again secured through the legal agreement;

(iii) Submission and approval of a Stadium Event Car & Coach Parking Management Plan for the site, secured through condition, linked to the Stadium's Event Day Management Plan, setting out how traffic and pedestrians to and from the site and on the wider highway network will be safely managed before and after events at Wembley Stadium for various typical event day scenarios and how traffic management for vehicles entering and leaving the site will be set out;

(iv) Construction of the proposed site accesses and removal of all existing redundant site accesses at the developer's expense through an agreement under S38/S278 of the Highways Act 1980 prior to use of the site, again secured through the legal agreement;

(v) Submission and approval of further details of the car park design and management, secured through condition, 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

(vi) Accreditation of the car park through the Park Mark scheme, again secured through condition..

*as discussed in paragraph 85, the applicant has proposed that electric vehicles are directed toward the Red Car Park where charging points have been installed and TfL's advice is being sought on this approach.

102. It is considered that issues (i), (ii) and (iv) could be addressed through the terms of a S106 legal agreement, and issues (iii), (v) and (vi) could be secured through planning conditions.

103. Pedestrian Safety on Event Days

104. A condition is proposed to require the submission and approval of a Stadium Event Car and Coach Parking Management Plan, linked to the Stadium's Event Day Management Plan, including the marshalling of vehicles and pedestrians during stadium access and egress. It would include details of access and egress routes and arrangements for pedestrians travelling between the parking areas and the Stadium, including proposed road closures such as the closure of part of South Way.

105. The applicants have confirmed that management staff would guide pedestrians when disembarking from coaches and exiting towards the Stadium and when re-entering and boarding coaches. Procedures would be in place to ensure that coaches with disabled passengers are given priority to park in the coach parking areas adjacent to the stadium and that cars with disabled passengers would be allocated disabled parking spaces within car parks closer to the Stadium. However, the Stadium Event Car and Coach Parking Management Plan would also be required to provide details of any management measures proposed to assist disabled visitors who arrive in vehicles parked at the VDC Careys car or coach park.

106. Advisory directional signage would be located on and off site. The proposals submitted include large scale signage on the car and coach park buildings to assist pedestrians in travelling safely around the area.

107. Security considerations

108. A condition is proposed to require the submission and approval of a Stadium Event Car and Coach Parking Management Plan, linked to the Stadium's Event Day Management Plan, which would include details of Event day management procedures. This would include details of the means by which parking spaces are booked and allocated. The system proposed is that coach operators and car drivers would be required to pre-book their parking space at a Wembley Stadium related car/coach park using the online booking system, which would enhance security. In addition, a security check point lay-by would be provided on South Way to enable checks of coaches.

109. The applicants have confirmed that the design incorporates features to enable it to achieve the Park Mark Scheme standard and that they will liaise with the Metropolitan Police Designing Out Crime Officer on

the scheme. The Park Mark scheme promotes the provision of safe car parking facilities through features such as appropriate lighting and security measures such as CCTV cameras and adequate staffing arrangements.

110. Sustainability issues

111. The proposed development is a Major Development and would therefore normally attract the sustainability and energy requirements set out within the Core Strategy and London Plan, including a 35% reduction in CO₂ from 2013 Building Regulations and targets for water use. However, the proposal is for a coach and car park which would be only partially enclosed and as such, there would not be significant energy use associated with the proposal. Conditions are recommended regarding the approval of details of lighting, including the use of low energy lighting. There are no toilets or bathrooms and as such, no significant water use. Surface water run-off is discussed within the Sustainable Urban Drainage section of this report. As such, the proposal is considered to be acceptable with regard to sustainability and energy requirements subject to the condition regarding low energy lighting.

112. Environmental issues

113. The previous planning application on this site (ref 15/5615) did not need to be accompanied by an Environmental Statement, primarily because the proposals were being considered cumulatively with the Wembley Park Masterplan and because it was proposed that the number of vehicles that can be accommodated across the three parking locations for a single Stadium Event is limited to the number approved under the Stadium's planning permission in 2002, i.e. to 2,900 cars or 458 coaches, 43 minibuses and 1,200 cars or a combination thereof. Following a formal screening opinion request, the Council have concluded that similarly, an Environmental Statement does not need to be submitted with the current planning application. However, site specific issues are dealt with through the material submitted with this planning application.

114. Noise

115. The site has an extant planning permission (ref.15/5615) for a 290 space dual level coach park. This previously consented scheme was considered cumulatively with the Wembley Park Masterplan and environmental effects were considered in the Wembley Park Masterplan EIA. On the eastern section of the site, the separation distance from the coach parking area to the nearest residential boundary would be approximately 38 metres, whilst the separation distance from the nearest residential rear elevation would be approximately 58 metres. On the western part of the site, the separation distance from the coach parking area to the nearest residential boundary would be approximately 47 metres, whilst the separation distance from the nearest residential rear elevation would be approximately 66 metres. The area in between the proposed development site and the residential properties is largely occupied by railway tracks. Whilst up to 734 cars (in addition to 290 coaches) could use the newly proposed facility, it is not considered that the new proposals would increase traffic movement to the extent that there would be an unacceptable impact on the residential amenities of neighbouring properties.

116. Measures to mitigate noise during construction could be agreed through a Construction Method Statement, and a condition is recommended requiring the submission and approval of a Construction Method Statement.

117. Lighting

118. The original plans submitted included 12 metre high lighting columns positioned around the perimeter of the external areas of both the VDC and Careys parts of the site. Residents of Park View on the other side of the railway tracks to the south of the site expressed concerns that this lighting may result in light spillage towards their properties. In response to these concerns, the applicants investigated alternative arrangements and subsequently amended their plans to show 8 metre high lighting columns replacing the original 12 metre high columns. This change is welcomed, in terms of both potential light pollution and as this reduction in height would also reduce the lighting columns' visual impact in views from the surrounding area. Details of the proposed lighting scheme are included in the Design and Access Statement (section 3.5), but it is recommended that if planning permission is granted, a condition be attached to require details of lighting to be submitted for approval prior to the commencement of works on the superstructure of the development, including luminance levels and details of measures to control light pollution, to ensure that an acceptable lighting scheme is achieved.

119. Air Quality

120. London Plan Policy 7.14 recognises the importance of tackling air pollution and improving air quality with regard to London's development and the health and wellbeing of Londoners. The GLA requested that the applicants consider any potential air quality impacts of the revised proposals for the site and provide further information demonstrating how the proposals meet London Plan Policy 7.14 - Air Quality.

121. The applicants have subsequently submitted further information to the GLA confirming that the proposals for VDC Careys provide no uplift in the parking provision for coaches and other vehicles above that considered in the Wembley Park Masterplan application (15/5550) and the original VDC Careys application (15/5615) which were received and assessed broadly concurrently and both of which were considered by the Council's Planning Committee on 11th May 2016. As part of the Masterplan application (15/5550) a full EIA was submitted which assessed the air quality impacts of the development and confirmed that these were not significant and the proposals met Policy 7.14 of the London Plan. Chapter 13 of the Environmental Statement submitted with the Masterplan concluded that the development proposed under 15/5550 (which included the erection of a ten storey car park on plot E05) was better than air quality neutral and was thus compliant with Policy 7.14 of the London Plan.

122. Information on the operation and management of coaches and cars using the site on event days is included within the submitted Transport Statement – see section 5 for details. The use of marshals is proposed who could ensure that vehicle engines are turned off when vehicles are stationary to minimise air quality impacts.

123. In the interests of air quality and public health in relation to the current proposals, a condition is recommended requiring that prior to the commencement of the use of the development, details of measures to minimise impacts of emissions from vehicles within the car and coach park shall be submitted to and approved in writing by the Local Planning Authority and any approved measures shall be implemented from the first use of the development and for the life of the development. Such measures are likely to include operating procedures to ensure that drivers turn off engines as soon as they are parked and, during egress, only start their engines once the coach is fully loaded and has free passage to leave the coach park.

124. It is also noted that the separation distance from the edge of the open coach parking area to the nearest residential boundary is approximately 47 metres for the VDC part of the site and 38 metres for the Careys part of the site, which would provide a buffer zone against the immediate pollution and air quality impacts of manoeuvring vehicles.

125. Ecology and Trees

126. The site adjoins a designated Wildlife Corridor and Grade I Site of Importance to Nature Conservation, with parts of the Wildlife Corridor projecting slightly into the southern element of the application site. As such, the application has been accompanied by an ecological assessment, dated December 2015.

127. This specifies that land adjoining the application site is dominated by butterfly bush, so this particular section is of limited ecological value.

128. The report notes that the site itself is dominated by hardstanding and butterfly bush, a non-native invasive species. It has been assessed as having negligible ecological value. No notable fauna species were encountered and the site was assessed as having negligible potential to support any species of a raised conservation status.

129. The assessment concludes that the site has negligible biodiversity value and the proposals would result in a negligible ecological impact. In order to ensure that the assessment is up to date, the site was reassessed in 2017, and the Consultant Ecologists concluded that, whilst the scrub on the embankments around the parking areas has matured slightly in the intervening 18 months, the ecological value attached to it has not altered. They therefore conclude that the findings and recommendations of the previous Ecological Assessment for the site are still relevant.

130. Given the new planting proposed within the current landscaping proposals, it is considered that this would result in a slight, long term positive impact on the biodiversity resource.

131. With regard to trees, there are no trees worthy of Tree Preservation Orders present on the site. A number of new trees are proposed within the landscaping scheme submitted with the application. Whilst some new planting is proposed along the southern boundary of the site to link in with existing on railway land, additional planting would be difficult owing to the proximity of the land to Network Rail assets.

132. Archaeology

133. No archaeological information is submitted because watching briefs have been undertaken on all the Quintain Ltd plot excavations to date, and no archaeology of interest has been found. Historic England have confirmed that investigations at other sites at Wembley Park have found negligible archaeological potential or interest, and therefore archaeology can be 'scoped out' of individual development proposals without the need for conditions.

134. Sustainable Urban Drainage

135. A Flood Risk Assessment (FRA) has been prepared in relation to these development proposals. The Environment Agency's (EA) flood mapping indicates that the Application Site is located within Flood Zone 1, and is therefore at a low risk of flooding from fluvial or tidal sources. The primary source of flooding is from surface water. The proposed development would have a separate foul and surface water drainage network that would connect into the Thames Water public sewer system. It is proposed that the development would provide permeable pavement and attenuation tanks as part of the sustainable drainage strategy. The attenuation strategy for the site area is to store and control up to the 1:100 year storm event on the site, with below ground storage and above ground storage within the site contours. In line with a design life of 10-40 years, climate change has been considered in the attenuation design for the VDC Careys site and an additional 10% has been applied to the peak rainfall intensities.

136. The Council's Lead Local Flood Officer has confirmed that the drainage details submitted are considered adequate and recommends a condition requiring a Flood Risk Assessment and drainage strategy to be submitted to and approved in writing by the Local Planning Authority and requiring the scheme to be implemented prior to the commencement of the approved use.

137. Contamination

138. A report has been submitted which provides a detailed desk study and risk assessment of the site. The report recommends further on-site investigation to determine the location, nature and extent of the contaminant sources and the possible migration pathways identified in the desk study. The Council's Environmental Health Officer is satisfied with the conclusions and recommendations for further site investigation. To this end, a condition is recommended requiring a site investigation to be carried out and remediation strategy prepared in accordance with a scheme, which shall be submitted to and approved by the Local Planning Authority prior to the commencement of works. A further condition is recommended to ensure that prior to the commencement of the use, a verification report is submitted to and approved in writing by the Local Planning Authority confirming that remediation has been carried out in accordance with the approved scheme and that the site is safe for end use.

139. Construction Logistics

140. A condition is recommended requiring the submission and approval of a Construction Logistics Plan (CLP) prior to the commencement of development, in the interest of highway and pedestrian flow and safety.

141. Conclusion

142. The proposed development would create a good quality, functional development that responds to its context and setting. It would ensure the provision of stadium coach and car parking, in line with the requirements of the original Wembley Stadium planning consent. The submitted scheme accords with the relevant planning policies and guidance and it is therefore recommended that planning permission is granted, subject to conditions and a Section 106 legal agreement.

S106 DETAILS

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

1. Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance;
2. Safeguarding of land along the north-western frontage of the site for highway widening in accordance with Map 20.4 of the Wembley Area Action Plan;

3. Works to enable the repositioning of the bus stop away from the eastern frontage of the site and provision of a new bus shelter, or the payment of contributions for this work to be undertaken, in order to facilitate safe egress from the proposed coach park;
4. Provision of funding towards a study of future arrangements for the one-way system within Wembley Industrial Estate; with the aim of introducing an alternative inbound route to the area from the North Circular Road via Fifth Way; widening and resurfacing of the southern footway of South Way to the front of Pop-In Centre and provision of enhanced variable message signing and CCTV coverage, to assist with the safe management of crowds between this site and Wembley Stadium;
5. The construction of the proposed site accesses and removal of all existing redundant site accesses at the developer's expense through an agreement under S38/S278 of the Highways Act 1980 prior to use of the site;
6. That the developer joins and adheres to the Considerate Constructors Scheme;
7. To work with the College of North West London, or other similar body as notified by the Council, to ensure that construction related and/or work based training opportunities target local students;
8. To submit details of the Construction Liaison Officer, or equivalent, and HR/Audit Officer, or equivalent, to the Council and to have these officers in position for the duration of construction of this development;

And, to authorise the Head of 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 Local Plan and Section 106 Planning Obligations Supplementary Planning Document by concluding an appropriate agreement.

CIL DETAILS

This application is liable to pay **£2,832,767.17*** 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): sq. m.

Total amount of floorspace on completion (G): 29942 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
Sui generis	29942	0	29942	£40.00	£35.15	£1,507,793.57	£1,324,973.60

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	282	
Total chargeable amount	£1,507,793.57	£1,324,973.60

*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: 17/3151

To: Miss Carney
WYG
9 Mansfield Street
London
W1G 9NY

I refer to your application dated **14/07/2017** proposing the following:

Coach park to provide 290 coach parking spaces (or up to 1,015 car parking spaces) (Sui-Generis Use) over two levels (lower ground and upper ground floor levels) and car park to provide 734 car parking spaces (Sui-Generis Use) over five levels above (first to fifth floor levels) on the western portion of the application site along with associated hard and soft landscaping and access arrangements.

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

at **Former VDC and Careys site, South Way, Wembley, HA9 OHX**

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

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
 - Wembley Area Action Plan 2015
 - 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 accordance with the following approved drawing(s) and/or document(s):

Site Location Plan, 3606_01_700

Existing Site Plan, 3606_01_701

Lower Level Plan, 3606_02_700

Upper Level Plan, 3606_02_701

MSCP Levels 01 to 04, 3606_02_702

MSCP Level 05 (Top Floor), 3606_02_703

MSCP Roof Plan of Cores, 3606_02_704

Elevations North & South, 3606_04_700 Rev 1

Elevations North Careys & VDC, 3606_04_701 Rev 1

Elevations South Careys & VDC, 3606_04_702 Rev 1

Elevations East & West Careys, 3606_04_703 Rev 1

Elevations East & West VDC, 3606_04_704 Rev 1

Sections Through VDC, 3606_04_705 Rev 1

Sections Through Careys, 3606_04_706 Rev 1

Cladding Panel Summary, dated 05.10.17, prepared by Potter & Holmes Architects

Cladding System: Panel Perforation Detail, A21-300 Rev D00

Illustrative Landscape Masterplan Ground Floor, 4898_PL_002

Landscape General Arrangements Basement, 4898_PL_003

Landscape General Arrangement Ground Floor, 4898_PL_004

Design and Access Statement, dated July 2017, prepared by Leslie Jones Architecture

VDC Careys Site (Pink Parking) Transport Statement, dated July 2017, prepared by WSP

VDC Careys Statement of Community Involvement, dated 07 July 2017, prepared by London Communications Agency

Flood Risk Assessment 034737 Rev.00 (dated 17.12.15) prepared by BuroHappold

Site Flood Risk & Drainage Strategy Addendum Statement Rev. 01 (revision dated 08.06.17) prepared by BuroHappold

VDC Careys Car Park, Wembley, Ecological Assessment dated December 2015, prepared by Derek Finnie Associates

VDC Careys Car Park, Ecological Assessment update dated 20.06.17 (letter from Derek Finnie Associates)

Wembley VDC Carey Site, Phase 1 Geoenvironmental Desk Study, 033770, dated 10 September 2015, prepared by BuroHappold

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

- 3 The management and operation of the car and coach park hereby approved shall be in compliance with the Stadium Event Parking Management Plan submitted to and approved in writing by the Local Planning Authority pursuant to condition number 22 of the Wembley Park Masterplan planning consent (reference 15/5550).

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

- 4 Prior to the commencement of works on the superstructure of the development hereby approved, details of external materials (with samples where appropriate to be made available for viewing on site or at another location as agreed) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details, unless alternative materials are agreed in writing by the Local Planning Authority and the development is thereafter implemented in accordance with those details.

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

- 5 Details of all lighting (both internal and external) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works on the superstructure of the development hereby approved, unless otherwise agreed in writing with the Local Planning Authority. This shall include details of the lighting fixtures (which shall be low energy lighting fixtures), luminance levels, details of any automatic timers or sensors and details of measures to control light pollution. The approved details shall be implemented in full prior to the commencement of the use hereby approved and the lights shall not be installed or operated other than in accordance with the approved details.

Reason: In the interests of safety, sustainability and the amenities of neighbouring residential occupiers.

- 6 Prior to the commencement of works on the superstructure of the development hereby approved, a scheme for the landscape works and treatment shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be fully implemented prior to the commencement of the use hereby approved or in accordance with a programme agreed in writing with the Local Planning Authority. Such a scheme shall include:-

- a) a planting plan, (including species, plant sizes and planting densities);
- b) subsurface treatments, including details of root management systems for trees;
- c) proposed walls and fences, indicating siting, materials and heights;
- d) any proposed contours and ground levels;
- e) areas of hard landscape works and external furniture, and proposed materials;
- f) measures to enhance the ecological value of the site;
- g) Details of any Sustainable Urban Drainage Systems;
- h) Details of the proposed arrangements for the maintenance of the landscape works.
- i) Details of the proposed arrangements for the movement of the moveable planters and their storage when they are not in use.

Any trees or shrubs that are a part of the approved scheme that, within a period of five years after planting, are removed, die or become seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size and species and in the same positions, unless the Local Planning Authority first gives written consent to any variation.

Reason: To ensure a satisfactory appearance and setting for the proposed development, to ensure that it enhances the visual amenity of the area and to ensure a satisfactory environment for future users.

- 7 Prior to the commencement of works, a Flood Risk Assessment and drainage strategy shall be submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall include a restriction in run-off and surface water storage on site as outlined in the Flood Risk Assessment. The scheme shall subsequently be implemented in accordance with the approved details prior to the commencement of the use hereby approved.

Reason: To minimise the risks and impact of flooding.

- 8 Prior to the commencement of works on the superstructure of the development hereby approved, further details of the car and coach park design and management, including details of car and coach park charging structures for Stadium event days and non-event days, means of payment and enforcement, entry and exit barriers, [electric vehicle charging points], arrangements for the use of the coach park for car parking, security and management shall be submitted to and approved in writing by the Local Planning Authority. These details shall demonstrate how the car and coach park management and design features will allow the accreditation of the car and coach park through the Park Mark scheme. The car park shall be completed and thereafter operated in accordance with the approved details.

Reason: In the interest of highway and pedestrian flow and safety, environmental sustainability and the efficient and effective functioning of the car and coach park, and to ensure that the development meets the standards required to achieve accreditation through the Park Mark scheme.

- 9 Prior to the commencement of the use of the development hereby approved, details of measures to minimise impacts of emissions from vehicles within the car and coach park shall be submitted to and approved in writing by the Local Planning Authority and any approved measures shall be implemented from first use of the development hereby approved and for the life of the development.

Reason: In the interest of air quality and public health.

- 10 Prior to the commencement of development, a Construction Logistics Plan (CLP) shall be submitted to and approved in writing by the Local Planning Authority and the approved CLP shall be implemented for the duration of demolition and construction.

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

- 11 Prior to the commencement of the development, a Construction Method Statement (CMS) shall

be submitted to and agreed by the Local Planning Authority outlining measures that will be taken to control dust, noise and other environmental impacts of the development. The CMS shall include details of a dust monitoring plan, to be implemented during construction and demolition works.

The approved plan, or a revised plan as subsequently approved pursuant to this condition, shall be fully implemented throughout the demolition and construction of the proposed development.

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

- 12 The relevant part of the development hereby approved shall not commence unless a site investigation is carried out and remediation strategy is prepared by an appropriate person to determine the nature and extent of any contamination present. The investigation and strategy shall be carried out in accordance with a scheme, which shall be submitted to and approved by the Local Planning Authority prior to the commencement of works, that includes the results of any research and analysis undertaken as well as details of remediation measures required to contain, treat or remove any contamination found. Any proposed remediation must be sustained for the life of the development and this must be justified by the applicant. If during works new areas of contamination are encountered, which have not previously been identified, then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the Local Planning Authority.

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

- 13 Prior to the commencement of the use of the development hereby approved, a verification report, written by a suitably qualified person, shall be submitted to and approved in writing by the Local Planning Authority demonstrating that remediation has been carried out in accordance with the remediation scheme approved pursuant to condition 13 and the site is safe for end use.

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

- 14 No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

Reason: The proposed works would be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

INFORMATIVES

- 1 Superstructure is defined the part of a building or structure above its foundations.
- 2 Chiltern Railways request that ongoing liaison takes place between Chiltern Railways and the developers during the construction phase to ensure that any works do not disrupt the flow of traffic and deliveries to the Chiltern Railways depot. The developers should contact Gary Hird, Wembley Depot Production Manager on 020 8902 1172 or by email on Gary.Hird@ChilternRailways.Co.uk to organise this liaison.
- 3 Thames Water advise that there are public sewers crossing or close to the development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be

over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit www.thameswater.co.uk/buildover.

- 4 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.
- 5 Thames Water advise that 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.
- 6 This is a phased development for the purposes of the CIL Regulations (2010 as amended). A phase can comprise: site preparation and demolition works, sub-structures, and/or buildings, plots or groups of plots. The extent of the CIL phase will be defined on the relevant phasing plan.
- 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.

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