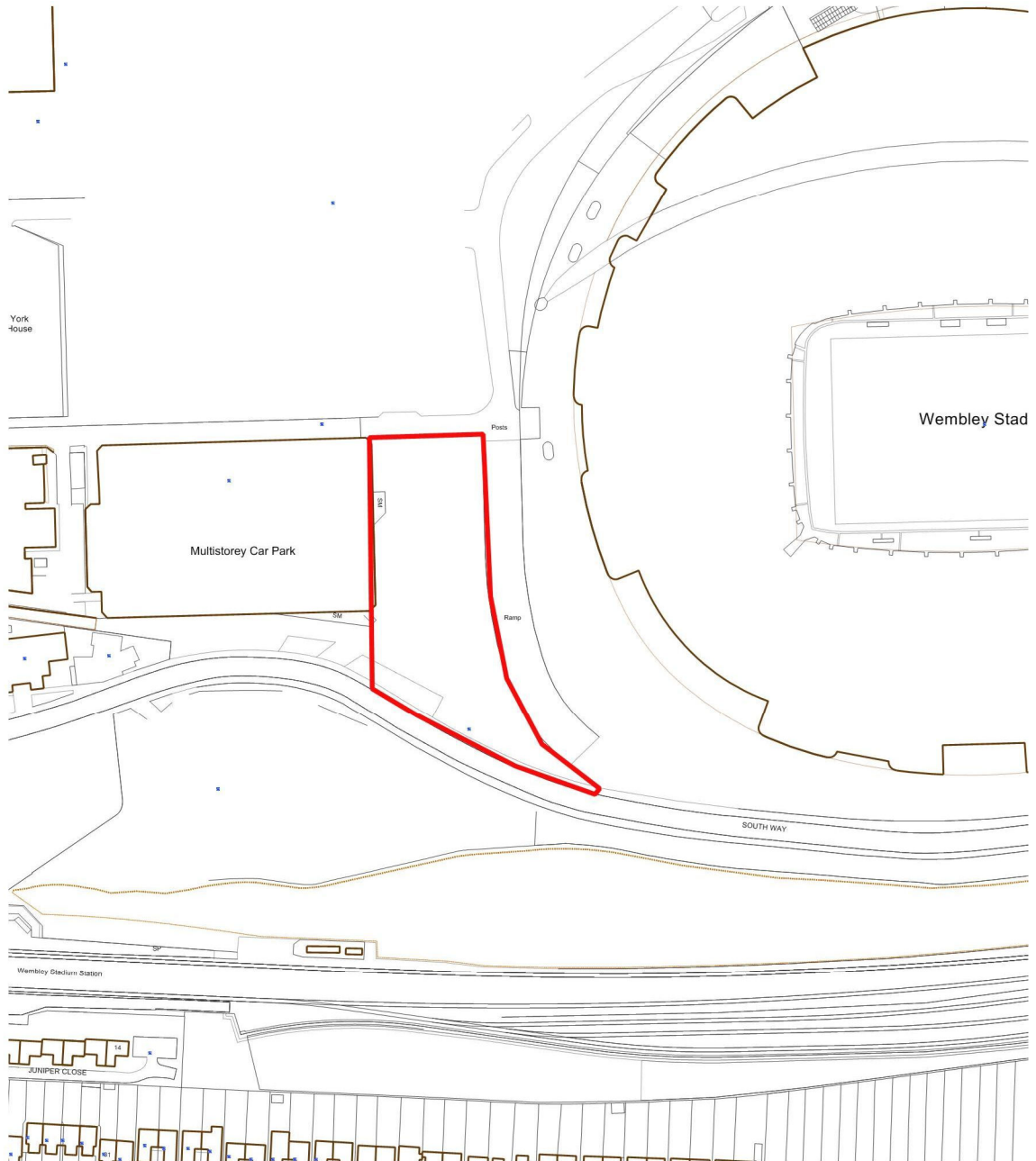




Planning Committee Map

Site address: LAND SURROUNDING WEMBLEY STADIUM, Royal Route, Wembley, HA9

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100025260



This map is indicative only.

RECEIVED: 23 January, 2012

WARD: Tokyngton

PLANNING AREA: Wembley Consultative Forum

LOCATION: LAND SURROUNDING WEMBLEY STADIUM, Royal Route,
Wembley, HA9

PROPOSAL: Erection of an 8-storey car park for 734 cars with parking on roof and associated hard and soft landscaping and access and egress both from Royal Route and South Way.

This application is submitted as the Reserved Matters pursuant to Condition 2 (i), (ii), (iii), (iv) and (v), Condition 6 (Infrastructure), Condition 60 (Access Arrangements) and Condition 64 (Boundary layer wind tunnel testing) of Outline planning application 03/3200, relating to plot W10, and subject to a Deed of Agreement dated 31st March 2011 under Section 106 of the Town and Country Planning Act 1990, as amended

Planning application reference 03/3200, granted on 29/09/2004, for:
Works for the re-orientation of Wembley Arena
Class A1 (retail) comprising up to 14,200m² designer retail outlet,
11,800m² sports retailing
Class A1/A2 shops/financial and professional services up to 8,000m²
(including up to 2,000m² supermarket)
Class A1 (retail) comprising up to 400m² of hotel boutique retail
Class A3 (food and drink), up to 12,700m²
Class B1 (a) (b) and (c) Business, up to 63,000m²
Class C1 (hotel), up to 25,400m²
Class C1/Sui Generis (hotel apartments), up to 26,700m²
Class C2 (residential institutions) up to 5,000m²
Class C3 (dwellings) up to 277,000m², (up to 3,727 dwellings)
Student accommodation (Sui Generis), up to 16,600m²
Class D1 (non-residential institutions), up to 8,200m²
Class D2 (assembly and leisure), up to 28,500m² (including the existing
Arena of 13,700m²)
together with associated open space, public market area (Class A1),
hard and soft landscaping, highway and engineering works, electricity
substation, other utility requirements, other parking and servicing, and
improvements to Olympic Way;
AND;
Reserved matters relating to siting, design, external appearance and
means of access for the 3-storey structure to provide car and coach
parking

APPLICANT: Quintain Estates and Development Plc

CONTACT: Signet Planning Ltd

PLAN NO'S:
Please see condition 1.

RECOMMENDATION

That consent be granted for the reserved matters relating to part of Plot W10.

SECTION 106 DETAILS

The outline planning consent, reference 03/3200, was accompanied by a Section 106 agreement which is subsequently applicable to all of the Reserved Matters Applications.

As such, a new Section 106 agreement is not required for this application.

This application is not subject to the Community Infrastructure Levy.

EXISTING

Plot W10, adjoining South Way, is located along the southern boundary of Quintains Stage 1 Masterplan Area (reference 03/3200). It adjoins and is to the south-west of Wembley Stadium, with the car park site separated from the Stadium Concourse by the pedestrian ramp which leads down from South Way to Perimeter Way.

The site is currently occupied by the existing 1200 space multi-storey car park, a concrete 4-storey parking structure with parking on the roof (thus providing 5 levels of parking). At-grade parking is also provided on part of the site.

PROPOSAL

This application seeks the approval of Reserved Matters for Plot W10, situated to the south-west of the Stadium. The erection of an 8-storey car park is proposed on the land immediately to the east of the existing multi-storey car park (the "Red Car Park"), with a capacity of 734 spaces. This includes 47 (6.4%) disabled spaces and 15 (2%) parent and toddler spaces.

Vehicular access to the car park is via South Way (to the south) and Royal Route (to the North).

This application is submitted as the Reserved Matters pursuant to Condition 2 (i), (ii), (iii), (iv) and (v), Condition 6 (Infrastructure), Condition 60 (Access Arrangements) and Condition 64 (Boundary layer wind tunnel testing) of Outline planning application 03/3200.

The proposed car park is to serve the commercial uses approved through the Stage 1 consent, and Wembley Stadium on event days.

HISTORY

The Quintain Stage 1 outline planning consent, reference 03/3200, was granted in September 2004 allowing:

Works for the re-orientation of Wembley Arena

Class A1 (Retail) comprising up to 14,200m² designer retail outlet, 11,800m² sports retailing

Class A1/A2 shops/financial and professional services up to 8,000m² (including up to 2,000m² supermarket)

Class A1 (Retail) comprising up to 400 square metres of hotel boutique retail

Class A3 (Food and Drink), up to 12,700m²

Class B1 (a) (b) and (c) Business, up to 63,000m²

Class C1 (Hotel), up to 25,400m²

Class C1/Sui Generis (Hotel apartments), up to 26,700m²

Class C2 (Residential institutions) up to 5,000m²

Class C3 (dwellings) up to 277,000m², (up to 3,727 dwellings)

Student accommodation (Sui Generis), up to 16,600m²

Class D1 (Non-residential institutions), up to 8,200m²

Class D2 (Assembly and Leisure), up to 28,500m² (including the existing Arena of 13,700m²)

3-storey structure to provide car and coach parking

together with associated open space, public market area (Class A1), hard and soft landscaping, highway and engineering works, electricity sub-station, other utility requirements, other parking and servicing, and improvements to Olympic Way;

Minor non-material amendments to this proposal were approved by the Council in 2006, resulting in revisions to a number of the parameter plans.

Elements of this outline planning consent that have delivered to date includes:

- Works to the re-orient and renovate Wembley Arena
- The construction of Arena Square
- Forum House (Plot W01): 8-storey building arranged around a central courtyard with basement comprising of 286 residential units, 8 composite residential/business units, a retail unit, an employment agency and a crèche
- Quadrant Court (Plot W04): 8-storey building arranged around a central courtyard with basement comprising of 232 residential units, 618m² of local-needs floorspace, 2800m² of designer-outlet retail floorspace, 1469m² of D1 community floorspace in the form of a Primary Care Health Centre (PCHC)

Reserved Matters consent for plots W05 (Hilton Hotel, Student Accommodation, Food and Drink uses and Designer Outlet, Sports and local needs shopping) has been approved and this building is nearing Practical Completion.

Reserved Matters consent for Plot W07 has also been approved and works commenced on this plot toward the end of 2011. This plot will comprise a 9-screen multiplex cinema, Food and Drinks floorspace and Designer Outlet retail.

A temporary car park has been approved on the application site (Plot W10, reference 10/1417) as Reserved Matters to the outline consent. This allows the construction of a part 2-storey, part 5-storey (including parking on roof) car park structure comprising 700 parking spaces, with the duration of the consent limited to 10 years from the date that application was approved (5 April 2011) or 7 years from first occupation of the Designer Outlet retail units or the cinema. This represents an alternative to the permanent car park that is now proposed which can be implemented, albeit for a limited period of time. The applicant has indicated their preference to construct a permanent car park on this site (hence the submission of this application). However, the previous (temporary) approval would remain as a "fall back" option for the applicant. Both structures are situated on the same piece of land, so the applicant could not implement both schemes.

Reserved Matters approval has been granted for Plot W03. However, works have not commenced on this scheme and the Powerleague "5-a-side" football centre is currently operating from this plot under at temporary consent.

The Quintain Stage 1 consent envisaged the provision of two multi-storey car parks associated with the Stadium and Commercial uses, one to the East of the stadium and the other to the West. Plot W10 (the subject site) was envisaged as the location of the western car park. The outline

consent also allowed floorspace within Use Classes C2, C3, Sui Generis, A1 (sports), A1, A2, B1 and D1.

POLICY CONSIDERATIONS

National Planning Policy Framework

The NPPF was published on 27th March and replaces Planning Policy Guidance and Planning Policy Statements with immediate effect. It is intended to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. It includes a presumption in favour of sustainable development in both plan making and decision making and its publication.

Saved policies from the adopted UDP will have increasingly less weight unless they are in conformity with the NPPF and can be demonstrated to be still relevant. Core Strategy policies will also need to be in conformity with both the London Plan and the NPPF and have considerable weight.

Where PPG's, PPS's, LDF Core Strategy and UDP saved policies are referred to in the report below they have been considerations in the assessment of the application. However, the recommendation is considered to comply with the NPPF.

London Plan 2011 and Mayor's Community Infrastructure Levy (CIL)

This applies to relevant developments from 01/04/2012

This section of the report sets out the planning policies and guidance documents that are relevant to the proposed car park.

The outline planning consent established the principles for the majority of parameters that apply to the car park, such as the need and size of the car park, the siting of the car park and the location of accesses. Therefore, whilst the below list of policies and guidance are applicable, the consideration will focus on the issues of detail rather than the over-arching principles of the car park.

NATIONAL

National Planning Policy Framework

REGIONAL

The London Plan 2011

Supplementary Planning Guidance

- Sustainable Design and Construction – Supplementary Planning Guidance (2006)
- Accessible London: achieving an inclusive environment – The London Plan Supplementary Planning Guidance (2004)

LOCAL

Brent Local Development Framework Core Strategy 2010

CP1 Spatial Development Strategy

CP5 Placemaking

CP7 Wembley Growth Area

CP15 Infrastructure to Support Development

CP19 Brent Strategic Climate Change Mitigation and Adaption Measures

Brent Unitary Development Plan 2004

The relevant policies in this respect include Policies STR3-4 (prioritising locations and land-uses to achieve sustainable development), STR5 and 9 (reducing the need to travel) and STR12-15 (protecting and enhancing the environment)

Policies

BE2 Local Context

BE3 Urban Structure: Space & Movement

BE4 Access for disabled people

BE5 Urban clarity and safety

BE6 Landscape design

BE7 Streetscene

BE8 Lighting and light pollution

BE9 Architectural Quality

BE12 Sustainable design principles

BE34 Views and Landmarks

EP2 Noise and Vibration

EP3 Local air quality management

EP6 Contaminated land

EP12 Flood protection

EP15 Infrastructure

TRN1 Transport assessment

TRN2 Public transport integration

TRN3 Environmental Impact of Traffic

TRN4 Measures to make transport impact acceptable

TRN6 Intensive Development at Selected Transport Interchangees

TRN9 Bus Priority

TRN10 Walkable environments

TRN11 The London Cycle Network

TRN12 Road safety and traffic management

TRN13 Traffic calming

TRN14 Highway design

TRN15 Forming an access to a road

TRN16 The London Road Network

TRN17 Restrictions on New Roads

TRN22 Parking Standards – non-residential developments

TRN25 Parking in Town Centres

TRN28 Restrictions on Off-Street Public Parking and Contract Parking

TRN31 Design and Land Take of Car Parks

TRN34 Servicing in new developments

TRN35 Transport access for disabled people & others with mobility difficulties

WEM2 Pedestrian Route/Promenade

WEM7 Access to development – the National Stadium Policy Area

WEM9 Comprehensive Development – The National Stadium Policy Area

WEM12 Short stay car parking in the Wembley Regeneration Area

WEM16 Urban design quality – Wembley Regeneration Area

WEM17 The public realm – Wembley Regeneration Area

WEM19 Views of the Stadium

Brent Council Supplementary Planning Guidance and Documents

SPG3 Forming an access to a road

SPG12 Access for disabled people

SPG13 Layout standards for access roads

SPG17 Design Guide for New Development

SPG19 Sustainable design, construction and pollution control

Other Council Publications

Destination Wembley – A framework for development (2003) Supplementary Planning Guidance

Wembley Masterplan 2009

Wembley Vision (2002)

Wembley From Vision to Reality (2007)

SUSTAINABILITY ASSESSMENT

The applicant has submitted a TP6 Sustainability Checklist to accompany this application. The applicant has scored the TP6 at 53 % (“Very Positive”) after excluding sections of the checklist that they do not consider are applicable to this development. This is an approach that is used by your officers. However, when evaluating the TP6 form in relation to the scheme, your officers have scored the submission at 44.8 %. This is below the minimum required for Major applications (50 %). If improvements are made to the soft landscaping on site, the score would increase to an acceptable level (50.9 %). Your officers have requested such amendments which involve the planting of trees in the two areas to the south of the proposed car park. This is discussed further within the Remarks section of the report. However, the Sustainability Checklist has been considered acceptable on the basis of these amendments which can be secured through condition No 28 of the Outline Consent.

The car park is to be naturally ventilated and LED lighting is proposed. The majority of the block energy requirements are not applicable to this development due to the nature of the building and structure (i.e. heating and ventilation are not required). Given the low energy demand of the building, the applicant has confirmed that the Carbon Emissions will be at least 10 % below Building Regulation levels. It is also specified that PV is not viable as it only achieves a return of 5% to 6% due to changes in the feed-in tariff. No evidence has been submitted to support this. However, given the height of the proposed building in relation to adjoining existing and future buildings, it is considered likely that any PV arrays will suffer some degree of overshadowing.

The proposal is accordingly considered to be acceptable with regard to the Sustainability submission.

CONSULTATION

Statutory (application) consultation process

Consultation letters sent: 26 January 2012

Site notices erected: 27 January 2012

Advertised in local press: 2 February 2012

3rd party comments:

75 letters were sent to adjoining and nearby properties

No letters were received.

Internal Consultees

Transportation:

No objections subject to conditions. Comments from Transportation are discussed within the Remarks section of this report.

Landscape Design:

Very little landscaping proposed, with only two grassed areas one of which is on Grasscrete which is not considered to be acceptable. There should be scope for the planting of trees on these areas.

Environmental Health are satisfied that active ventilation is not required. There is potential for noise to affect future developments surrounding the site which may have implications for the level of insulation of those dwellings, and consideration should be given to the potential impact of the proposed routes of traffic on local air quality.

Ward Councillors: No comments received.

External Consultees

No responses received from Transport for London or Wembley National Stadium Limited

REMARKS

General principle of development

The layout of plots, the maximum height of buildings and the type and quantum of uses that are acceptable within each plot were approved within the Outline Consent. This proposal looks to deliver part of the W10 plot to provide the multi-storey car park situated on the western side of the Stadium.

The existing multi-storey car park obstructs direct access from South Way to the new boulevard and as such, the car park would need to be removed to ensure the provision of an adequate pedestrian link from the existing Town Centre and Wembley Stadium Station to the Quintain designer outlet retail centre.

The outline planning consent envisaged a number of uses on the W10 plot, including a multi-storey car park. However, the car parking element of this plot is to be brought forward earlier than the remainder of the plot so that it can be in place to serve the designer outlet retail units that are due for completion in 2013.

The number of non-residential car parking spaces is limited to a maximum of 3,380 by condition 56 of the outline consent and the proposal is in accordance with this condition. The siting of the vehicle accesses to the public highway are in accordance with the outline planning consent Parameter Plan 5 "Proposed Access and Circulation" as revised.

Design and Appearance

The general form of the car park is very simple, comprising a rectangular structure approximately 80 m (north to south) by 33 m (east to west) and generally 8-storeys high with ramps on the eastern side of the building. Although, it should be noted that ground level varies significantly across the site and the height above ground level is therefore variable. The basic car park structure is largely open on all sides to allow natural ventilation.

A facade treatment is then applied to the exterior of the car park structure to create visual interest. The applicant proposes a "ticker tape" theme, where "fins" comprising aluminium sheeting that will be cut to distinct shapes take the form of over-sized ticker tape running down the sides of the building. Each fin would be approximately 0.75 m apart and can be set at slightly different angles from the facade. A limited suite of colours would be used to accentuate the form of the fins and to

allow the creation of a highlight colour for the car park.

This treatment would cover the majority of the facade, with the access cores and ramps being the only elements of the building which would not be treated in this way.

Your officers consider that this approach could result in an interesting facade treatment from key angles, with the colour, finish and arrangement of the fins being critical to its success. Such details can be secured through the materials condition attached to the Outline Planning Consent.

This approach will allow the car park structure itself to be highly visible from certain angles. The fins will only screen the views to the car park when they are set at an angle to the viewer, with a 90 degree angle giving the maximum level of screening. As such, the appearance of the car park behind the fins, and the appearance of the cores and ramps, is of vital importance. The submitted drawings indicate that a galvanised metal will be used for the balustrade and concrete for the ramps which were not considered to be acceptable by your officers. The revised submission accordingly highlighted the fact that this material is subject to further design detailing and materials specification and the approval of actual details for the materials is required through a condition of the Outline Consent and this can accordingly be addressed through that process. Your officers consider this to be acceptable, subject to the subsequent approval of a different material.

Transportation

The comments from Transportation are as follows (this represents an extract of the comments): This proposal for a permanent multi-storey car park alongside the existing multi-storey car park will avoid any need to implement the temporary car park consent permitted under reference 10/1417, or to thereafter replace it after a period of ten years. Indeed, this proposal may allow the existing car park to remain in use until such time as the new car park is completed, thus overcoming any need to relocate parking onto other sites (such as the Palace of Arts & Industry) during the construction period at all. For these reasons, this proposal is welcomed as being far less disruptive to the continuity of parking for the new retail development and for Wembley Stadium. A condition is suggested requiring the demolition/decommission of the existing multi-storey car park once this new car park is opened, unless otherwise agreed by the LPA.

The provision of access and egress from both South Way and Royal Route is particularly welcome, providing maximum flexibility for customer accessing the site and thus relieving the pressure on any one particular traffic route. It will also allow the flexibility to allow South Way to continue to be closed to vehicular traffic on Wembley Stadium event days, as vehicles will continue to be able to access the car park via Royal Route, as at present. Appropriate signing is proposed to disperse traffic to and from the car park along the most suitable routes and this is welcomed, but will need to be developed into an appropriate detailed signage scheme in due course as a condition of any approval.

The one issue relating to Stadium event days though is the applicant's legal obligation to Wembley National Stadium to provide up to 2,900 spaces for events. With a reduction in parking capacity of about 500 spaces within this car park compared with the existing multi-storey car park, a significant number of replacement spaces may need to be identified elsewhere to satisfy this obligation. Whilst the former Palace of Arts and Industry site has previously been used on occasions, this was intended as a temporary arrangement to cover the redevelopment of the multi-storey car park only and no permanent planning consent has been granted for the use of this area for Stadium parking (indeed, the land now has planning consent for redevelopment anyway, with the new Brent Civic Centre occupying a significant portion of the site). Any replacement spaces should in any case be on, or at least accessed from, the eastern side of the Stadium, to encourage traffic to arrive and depart via North Circular Road. Further information on the applicant's intentions with regard to Stadium car parking is therefore required to assist in identifying suitable traffic management arrangements.

With regard to the car park layout itself, the provision of 734 spaces is otherwise acceptable and

the layout of the spaces and circulation within the car park accords with Institution of Structural Engineers standards for multi-storey car parks in terms of dimensions of spaces, aisle widths, ramp design, headroom and gradients. Adequate disabled parking (6.4% of the total) is indicated to satisfy standard PS15, together with parent/toddler parking (2% of the total), all of which spaces are located on the lowest two floors to allow easy access to the retail development and ensure adequate headroom is provided for high-top conversion vehicles.

The proposed junction onto South Way remains as previously approved for the temporary car park application (i.e. a priority junction with potentially two exit lanes (although only one lane is to be provided initially) and a raised entry treatment) and has therefore already been tested and approved in terms of capacity, geometry and visibility for a car park of this size. Indeed, the provision of a further access onto Royal Route for this scheme with signage directing local traffic for the north and west out of the Royal Route junction will further help to reduce the flows through this access, as will the fact that an access road to Perimeter Way is no longer proposed from this access either. Construction of the junction will need to be undertaken through an agreement under Section 278 of the Highways Act 1980.

The layout of the access and egress onto the private Royal Route is also considered to be fine, although there is little stacking capacity on the entrance to the car park (as is the case with the existing car park).

The total entry and exit capacity of the car park through the four entry and exit lanes has been calculated at 1,440 and 1,280 cars per hour respectively, which is double the capacity of the car park. As such, it is not considered likely that there will be any queuing issues at any of the entry or exit points, with a stacking capacity of 12 cars provided at the South Way entrance to the car park. Variable Message Signs will be used to help direct cars to available spaces on each floor, which is welcomed.

The pedestrian access routes and stair/lift cores for the car park in the southeastern and northwestern corners of the building are well located and will provide good access from South Way, Royal Route and beneath Royal Route to Wembley Park Boulevard (although further details of this will be forthcoming in a further application).

The use of a pay-on-foot payment system is considered appropriate for this car park, allowing quick egress through the exit barrier. This system can be readily suspended on Wembley Stadium event days, when pre-booking of parking spaces generally occurs.

Finally, the car park should also be designed to satisfy Secured by Design Gold Standard for Car Parks. This will ensure that the lighting is designed to a high standard (as proposed by the applicant) and that adequate CCTV coverage is provided, so that the temptation for the car park to be used for crime is minimised.

As such, your officers consider the proposal to be acceptable with respect to Transportation. Conditions have been recommended by Transport relating to signage, security (CCTV, Lighting), Secured by Design, the demolition of the existing Multi-storey car park and further details of the car and coach parking provision for Stadium Events.

As this is a reserved matters application, additional conditions should only be attached in exceptional circumstances. Some aspects of this are secured through conditions attached to the outline consent (signage and lighting). Other aspects, such as CCTV are not. However, the applicant has expressed their intention to install CCTV within the car park as they have done elsewhere in Wembley City and your officers consider that such a condition is not necessary.

A condition has been recommended regarding the cessation of operation and subsequent demolition of the existing multi-storey car park.

The applicant owns approximately 85 acres of land within the Wembley and as such, has specified that it can and will accommodate the parking needs for the Stadium within their land in the immediate vicinity. As such, your officers do not consider it appropriate or necessary to attach a condition regarding the details of the parking provision for Stadium events.

A condition has also been recommended regarding the revision of the Signage Strategy which is a requirement of the Section 106 agreement. This revision would look to update the strategy that has already been approved to include details of the signage required for the proposed car park.

Landscaping and Ecology

The initial proposal provided very little in the way of landscaping. The proposed car park occupies the majority of the application site, with this to some extent being a product of the nature of the proposal which only affects part of the W10 plot. Additional planting will come forward with the remainder of the plot. Nevertheless, there are opportunities for landscaping that were not taken. As such, the applicant has revised the notation on the landscape drawing to highlight the fact that the landscaping details will be submitted pursuant to condition 28 of the Outline Consent (the Landscaping condition). Your officers consider this to be acceptable as there is sufficient scope for adequate levels of tree planting in the area to the south of the car park building.

Noise

A number of measures have been incorporated to address the potential impacts of noise emanating from the car park. Environmental Health have questioned whether the proposal may result in some level of disturbance given the proximity to future dwellings in adjoining plots or in the remainder of this plot. However, developments within the Stage 1 application site must be designed to take account of noise from Stadium events and as such, incorporate ventilation systems and a high standard of noise insulation. As such, your officers do not consider the proposal to be inappropriate with regard to the potential impact on future dwellings.

Air Quality

The proposed car park is to be naturally ventilated and as such, emissions from cars within the car park will be adequately dispersed. Environmental Health have questioned whether the routing of vehicles from the site may result in localised air quality issues on those routes. The size of the car park on the western side of the stadium was set out in the outline consent and was accordingly considered at that stage. The outline consent envisaged that most vehicles would access the car park from the north, along Perimeter Way (adjacent to the Stadium). The proposal looks to spread that traffic, with vehicles also accessing the car park via Royal Route and South Way. Queues on these routes are not predicted to be excessive. Your officers accordingly consider this to be acceptable.

Wind

The report sets out that the wind conditions in and around the site are generally acceptable for current and planned pedestrian uses. Wind conditions around the car park will be "safe", with higher levels likely to be experienced on the Stadium Concourse adjacent to Royal Route once a year, where levels are likely to be marginally unsuitable for the general public in the interim condition (i.e. following construction of the car park but prior to the construction of the other plots in the vicinity). It is reported that this represents wind speeds with the potential to destabilise the less able members of the public or cyclists. Following completion of the surrounding plots, all of the tested points will be safe.

Archaeology

The report specifies that details will be submitted separately pursuant to Condition 8 of the outline consent. However, it is specified that no archaeological remains or artefacts have been found when undertaking other recent geotechnical site investigation works in the locality.

Drainage

Site-wide drainage within the Masterplan Area is dealt with under a separate condition pursuant to the outline consent. The applicants confirm that the proposal will accord with Thames Water's requirements and that the site wide system is required to attenuate a 1:100 year storm event.

Contamination

A contamination survey and remediation strategy was required by a separate condition attached to the original outline consent. The survey and strategy was submitted separately and has been approved.

Conclusion

Your officers consider that the proposed 734 space car park is considered acceptable subject to the submission and approval of further details pursuant to conditions and Section 106 clauses associated with the Outline Planning Consent. The success of the scheme is contingent on the quality of materials, details of which are to be secured prior to the commencement of works.

It is recommended that this Reserved Matters Application is approved.

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

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

National Planning Policy Framework
London Plan 2011
Brent Local Development Framework Core Strategy 2010
Brent Unitary Development Plan 2004

CONDITIONS/REASONS:

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

AP(07)1111 Rev P01	AP(07)1107 Rev P01
AP(07)1110 Rev P01	AP(07)1108 Rev P01
AP(07)1100 Rev P01	AP(07)1109 Rev P01
AP(07)1101 Rev P01	AP(07)1120 Rev P02
AP(07)1102 Rev P01	AP(07)1121 Rev P02
AP(07)1103 Rev P01	AP(07)1125 Rev P01
AP(07)1104 Rev P01	400004 Rev 03
AP(07)1105 Rev P01	ITL70970-SK-011 Rev B
AP(07)1106 Rev P01	ITL70970-SK-012 Rev B
A0096/2.1/001	

Supporting reports:

Explanatory Report Reference HG1812 dated 20 January 2012

W10 MSCP (ref 12/0138) Response to Queries

Design and Access Statement Dated 20 January 2012

Summary Report Reference HG1812 dated 20 January 2012

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

- (2) A Signage Strategy shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the car park hereby approved, which shall, for the avoidance of doubt, set out proposals for on-site directional signage for vehicles together with indicative details for off-site signage, which may include variable message signage. The approved details for on-site signage shall be implemented in full and thereafter maintained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the free and safe flow of traffic on the surrounding highway network.

- (3) The car park hereby approved shall not be used for the purpose of the parking of vehicles unless the existing car park denoted as "MULTI-STOREY CAR PARK" within drawing AP(01)1111 Rev P01 is not used as a car park at that time.

Reason: To ensure the free and safe flow of traffic on the surrounding highway network.

- (4) The existing car park denoted as "MULTI-STOREY CAR PARK" within drawing AP(01)1111 Rev P01 shall be demolished no later than 12 months after Practical Completion of the car park hereby approved unless alternative timescales for demolition are submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the free and safe flow of traffic on the surrounding highway network, to ensure appropriate and sufficient linkages are achieved to the Wembley Stadium Station Square and the existing town centre and to achieve a high quality environment.

INFORMATIVES:

- (1) The details of external facing materials are required for approval pursuant to condition 2 of the Outline Planning permission, reference 03/3200. For the avoidance of doubt, the approval of reserved matters does not necessarily infer that the materials referred to within the drawings and documents, such as the galvanised mesh balustrade, are acceptable.

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