

COMMITTEE REPORT

Planning Committee on

11 February, 2026

Item No

05

Case Number

25/3070

SITE INFORMATION

RECEIVED	31 October, 2025
WARD	Wembley Park
PLANNING AREA	Brent Connects Wembley
LOCATION	North Eastern Lands (Plots NE04, NE05 and NE06) - Land bound by Engineers Way to the south and Fulton Road to the North and East, Wembley
PROPOSAL	Temporary use of land for meanwhile land uses comprising of; an outdoor sports facility (Use Class F2) to provide 5 no. 5-a-side floodlit all weather football pitches with a single storey pavilion building and an ancillary support area; a temporary building for use as a leisure, entertainment and events venue with storage buildings and external plant equipment in an ancillary support area; boundary treatment; shared informal public realm (with new seating, lighting and CCTV) along with provision for cycle parking, accessible car parking, and an internal vehicular access route with vehicular drop off.
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</p> <p>https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_175473</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 "25/3070" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab

RECOMMENDATIONS

That the Committee resolve to GRANT planning permission.

That the Head of Planning or other duly authorised person is delegated authority to issue the planning permission and impose conditions and informatics to secure the following matters:

Conditions

Compliance

1. 3-year expiry
2. Approved drawings
3. Matching materials
4. Approved use for Plot 01 (5-a-side football pitches)
5. Approved use for Plot 02 (Indoor immersive exhibition)
6. Estate Operational Management Plan
7. Operational Management Plan for Plot 01 (5-a-side football pitches)
8. Operational Management Plan for Plot 02 (Indoor immersive exhibition)
9. Hours of restriction for use of the pitches and associated floodlighting
10. Hours of operation for Plot 01 (5-a-side football pitches)
11. External floodlights timings for Plot 01 (5-a-side football pitches)
12. Maximum lux levels
13. Flood Risk Assessment & Drainage Strategy
14. Surface Water Drainage Verification Details
15. Lighting Report
16. Tree Protection
17. No music, public address system or any other amplified sound
18. Cycle Parking

Submission

19. Landscaping Details
20. Delivery and Servicing Management Plan

Informatics

1. Biodiversity net gain exempt
2. Licences and permits
3. Counter terrorism awareness workshops
4. Advertisement consent
5. Engagement with Brent Works

That the Head of Planning or other duly authorised person is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatics, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning or other duly authorised person 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.

SITE MAP

Planning Committee Map



Site address: North Eastern Lands (Plots NE04, NE05 and NE06) - Land bound by Engineers Way to the south and Fulton Road to the North and East, Wembley

 This map is indicative only.



PROPOSAL IN DETAIL

2. The application seeks temporary planning permission for the meanwhile use of the land comprising of an outdoor sports facility (Use Class F2) to provide five 5-a-side floodlit all weather football pitches with a 133sqm single-storey pavilion building and an ancillary support area, a temporary building (3600sqm) for use as a leisure, entertainment and events venue with storage buildings and external plant equipment in an ancillary support area, alterations to the boundary treatment, a central shared informal public realm (with new seating, lighting and CCTV) along with provision for cycle parking, accessible car parking, and an internal vehicular access route with vehicular drop off area. The meanwhile uses would be for a period of 3 years, after which time it is envisaged that these parts of the wider Quintain Wembley Park development could be delivered.

Proposed Meanwhile Uses:

3. The application has been split into two plots, as detailed below.

Plot 01

Use: Five-a-side football pitches.

- Five [5] x five a-side football pitches each measuring 36m in depth x 27m in width
- One [1] temporary pavilion building

Hours of operation:

- Sunday to Thursday 08:00 to 21:00
- Friday and Saturday 08:00 to 22:00

Plot 02

Use: Indoor immersive exhibition.

- One [1] temporary structure measuring approximately 90m in depth x 40m in width x 12m in height, with external space divided by temporary walling to create loading areas, back of house area, toilets, facilities servicing and event guest arrival.

Hours of operation:

- Monday to Sunday 09:00 to 21:00

Amendments Since Submission

4. The following amendments have been made since the original submission:
 - a. pedestrian path was added to proposed layout plan to address pedestrian safety concerns
 - b. number of car drop-off spaces reduced from six to five
5. The application site occupies an area of approximately 1.85 hectares and takes in land made up of former hardstanding from the site's previous use as Yellow Car Park (and then later in parts as a site compound for contractors). This land will eventually form the residential Plots NE04, NE05 and NE06 which are located in the North Eastern Lands character area of the Wembley Park Masterplan (see relevant planning history below).
6. Directly to the west and southwest of the site are Plots NE01 (comprising of 770 student accommodation rooms), NE02 and NE03 (comprising of ground floor commercial uses and a combined total of 769 residential dwellings on the upper floors) as well as Union Park North – each of which is delivered pursuant to the Wembley Park Masterplan.
7. There are two existing vehicular accesses to the site from Fulton Road. The public transport accessibility level (PTAL) for the site is measured at 4 through to 6a, which is classified as 'good' to 'excellent'. There

EXISTING

4. The application site occupies an area of approximately 1.85 hectares and takes in land made up of former hardstanding from the site's previous use as Yellow Car Park (and then later in parts as a site compound for contractors). This land will eventually form the residential Plots NE04, NE05 and NE06 which are located in the North Eastern Lands character area of the Wembley Park Masterplan (see relevant planning history below).
5. The site is bound by Fulton Road to the north and east, First Way to the southeast and Engineers Way to the south. To the immediate east of the site, again within the North Eastern Lands character area (also referred to as the 'North East Lands'), there is an existing meanwhile events and entertainment venue (Bubble Planet) which operates from 5 no. existing two storey warehouse units and has consent to operate until September 2027 (ref. 24/0658).
6. Directly to the west and southwest of the site are Plots NE01 (comprising of 770 student accommodation rooms), NE02 and NE03 (comprising of ground floor commercial uses and a combined total of 769 residential dwellings on the upper floors) as well as Union Park North – each of which is delivered pursuant to the Wembley Park Masterplan.
7. There are two existing vehicular accesses to the site from Fulton Road. The public transport accessibility level (PTAL) for the site is measured at 4 through to 6a, which is classified as 'good' to 'excellent'. There

are frequent bus services operating in the vicinity of the site and the nearest rail/underground stations are Wembley Stadium, Wembley Central and Wembley Park station.

8. The site is within Flood Zone 1. There are no listed buildings within the site's curtilage, and it is not located within a Conservation Area.
9. The site is within the Wembley Growth Area and forms part of site allocation BCSA8 for mixed-use residential-led development.

SUMMARY OF KEY ISSUES

1. The key planning issues for Members to consider are set out below. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application.
 - a. **Principle of Development:** The site is within the Wembley Growth Area and is close to the edge of the Wembley Town Centre. The use of vacant land for a meanwhile use is supported by Policy BE4 of Brent's Local Plan and Policy HC5 of the London Plan, which support the use of vacant properties and land for pop-ups or meanwhile uses for cultural and creative activities during the day and at night-time. The development proposal would facilitate the delivery of the wider aims and objectives of the Wembley Growth Area, drawing footfall to the town centre in addition to creating employment opportunities and enhancing the cultural and community offer of the area. As such, the proposed uses are appropriate for this location.
 - b. **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 relatively tall buildings in a dense urban context. Plot 01 would comprise a typical design for outdoor sport pitches, while Plot 02 would be of an appropriate size to enable the proposed entertainment use. The overall finished appearance of the development is considered to be acceptable in design terms and in keeping with the urban nature of the surrounding area. Further landscaping details would also be secured by condition to improve the public realm for the temporary use period.
 - c. **Noise, Lighting and disturbance:** Plot 01 would contain a series of directional floodlights which would have the potential to generate light disturbance to nearby properties. Both plots also have the potential to generate noise. Sufficient information has been provided to demonstrate that a good environment can be maintained for nearby residents throughout the temporary lifetime of the development.
 - d. **Highways:** The visitor movement patterns, servicing arrangements, cycle parking facilities and associated highways related matters are considered to be acceptable, subject to a number of planning conditions.
 - e. **Flooding:** A Flood Risk Assessment and Drainage Strategy (including detailed SuDS strategy) have been submitted to assess the risks. The site is within Flood Zone 1 (low risk of fluvial flooding). Some parts of the site are categorised as 3a for surface water flooding, and this risk has been addressed through the drainage strategy. The site as previously existing was historically used as car parking for Wembley Stadium and was predominantly hard surfaced, and as such it is considered that the proposed development would be no worse than the previously existing arrangement in terms of run off and permeability, however this requires connection to the wider drainage network. This connection has been proposed, and no in principle objections are raised by the Local Lead Flood Authority (LLFA), Environment Agency, or Thames Water to the proposed strategies. However, the LLFA have sought conditions to be secured to demonstrate the capacity of the drainage network at its connection points can accommodate run off.

Site Designations

Relevant site designations:

Air Quality Action Area: Wembley and Tokyngton
Air Quality Focus Area: Wembley Park/ Ark Academy
Floodzone 3a (surface-water)
Local Plan Site Allocation: BCSA8 – Wembley Retail Park

Tall Buildings Zone
Wembley Growth Area

Protected Views:

- Chalkhill Park:
- The White Horse Bridge:
- West Coast Main Line
- One Tree Hill
- Welsh Harp Reservoir

Land Use Details

Site area (ha):	1.85ha
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Parking

	Car Parking Spaces (General)	Car Parking Spaces (Disabled)	% EVCP	Bicycle Spaces	
				Short stay	Long stay
Existing	0	0	0	0	0
Proposed	5 (drop-off)	6	0	0	67

RELEVANT SITE HISTORY

10. The application site (North East Lands) falls within the Wembley Park Masterplan Area (original ref: 15/5550 which has subsequently been amended by planning consents 17/0328, 18/2214 and 20/2844, 22/2886, 24/0203 and 25/2141). Outside of this, the relevant planning history is as follows:

- Reference:** 24/1860
Temporary use of the land for film-making with associated set building, support structures, staff area and parking.
Address: Ex Yellow Car Park, Engineers Way, Wembley
Decision: Approved
- Reference:** 24/0658
Temporary change of use for a period of up to three years to Sui Generis (events venue) to create a temporary, meanwhile use events and entertainment venue to house exhibition-led events, audience areas and back of house areas.
Address: 20 – 28 Fulton Road, Wembley, Brent, HA9 0TF
Decision: Approved
- Reference:** 21/1002
Temporary change of use of light industrial units to create a temporary, meanwhile use events and entertainment venue to house theatrical film screenings, audience areas and back of house facilities.
Address: Units 20-28 Fulton Road, Wembley, Brent, HA9 0TF
Decision: Approved
- Reference:** 22/1883
Installation of temporary demountable structures (marquees, cabins, storage units) and associated facilities to support event and entertainment activities.
Address: Units 20-28 Fulton Road, Wembley, Brent, HA9 0TF
Decision: Approved
- Reference:** 20/2716
Temporary change of use of the car park to a construction compound with security and welfare

facilities.

Address: The Junction Wembley Retail Park, Engineers Way, Wembley, HA9 0EG

Decision: Approved

f. **Reference:** 16/5515

Construction of a temporary small-sided outdoor sports facility with four 5-a-side football pitches for a period of 3 years.

Address: Wembley Retail Park, Land at Fulton Road/Rutherford Way, Wembley

Decision: Approved

CONSULTATIONS

Public Consultation

11. The application was advertised by seven site notices displayed on 5th November 2025 and in the local press on 11th November 2025. No public representations were received.

External Consultees

Consultee	Comments Raised	Officer Response
Metropolitan Police Service	<p>No objection subject to further information on the Operational Management Plan.</p> <p>Also recommended the following:</p> <ul style="list-style-type: none">• London cycle stands instead of Sheffield stands.• Not to use temporary planters as they can be used to conceal items such as drugs or weapons.• All venues should be cashless to remove the risk of reward for burglary.	<p><u>Cycle Storage</u> The London style cycle stand can be required via a compliance condition.</p> <p><u>Temporary Planters</u> This is noted.</p> <p><u>Cashless Venues</u> This is noted. This is an operational matter, not for the planning system.</p> <p>Further details for security measures could be added as a condition.</p>

Internal Consultees

Consultee	Comments Raised	Officer Response
Highways Management	No objection raised.	Noted.
Employment Delivery and Strategy Senior Manager	The proposal does not meet the policy threshold to secure an employment and training plan.	Noted.
Environmental Health (EH)	<p><u>Air Quality</u> - The application site is within an Air Quality Management Area.</p> <p><u>Light</u> The EH Officers queried what time the external lighting would be switched off.</p> <p><u>Noise</u> The EH Officers requested the applicants consider any further noise mitigation measures.</p>	<p><u>Air Quality</u> - Noted.</p> <p><u>Light</u> The applicants confirmed the external lighting would be turned off at 22.15. A condition restricting the hours of operation for the external lighting would be imposed with any consent of planning permission.</p> <p><u>Noise</u> The Noise Assessment measures proposed are considered to be sufficient.</p>
Licensing Enforcement Officer	The application site is not currently licensed to provide licensable activities.	The applicant can be reminded to apply for licensing by way of informative on the decision notice.
Local Lead Flood	No objection following the provision	This has been discussed in the

Authority	of further information. A proportionate water drainage condition should be secured.	'Flooding' section of this report (below) and a condition attached to secure water drainage details.
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POLICY CONSIDERATIONS

12. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of this application should be in accordance with the development plan unless material considerations indicate otherwise.
13. The development plan is comprised of the The London Plan (2021) and the Brent Local Plan (2019-2041). Key policies include:

The London Plan (2021)

- Policy D3 Optimising site capacity through the design-led approach
- Policy D4 Delivering good design
- Policy D5 Inclusive Design
- Policy D8 Public realm
- Policy D11 Safety, security and resilience to emergency
- Policy D12 Fire Safety
- Policy D14 Noise
- Policy G5 Urban greening
- Policy G6 Biodiversity and access to nature
- Policy G7 Trees and woodlands
- Policy HC5 Supporting London's culture and creative industries
- Policy S5 Sports and recreation facilities
- Policy SI1 Improving air quality
- Policy SI2 Minimising greenhouse gas emissions
- Policy SI4 Managing heat risk
- Policy SI5 Water infrastructure
- Policy SI6 Digital Connectivity Infrastructure
- Policy SI 7 Reducing waste and supporting the circular economy
- Policy SI 12 Flood risk management
- Policy SI 13 Sustainable drainage
- Policy T2 Healthy Streets
- Policy T4 Assessing and mitigating transport impacts
- Policy T5 Cycling
- Policy T6 Car parking
- Policy T7 Deliveries, servicing and construction

Brent Local Plan (2019-2041)

- DMP1 Development Management General Policy
- BCGA1 Wembley Growth Area
- BCSA8 Wembley Retail Park
- BD1 Leading the way in good design
- BE1 Economic Growth and Employment Opportunities for All
- BE4 Supporting Strong Centres
- BGI1 Blue and Green Infrastructure in Brent
- BGI2 Trees and Woodlands
- BSUI1 Creating a Resilient and Efficient Brent
- BSUI2 Air Quality
- BSUI3 Managing Flood Risk
- BSUI4 On-site Water Management and Surface Water Attenuation
- BT1 Sustainable Travel Choice
- BT2 Parking and Car Free Development

Other material considerations include:

- National Planning Policy Framework (2024)
- Planning Practice Guidance
- Sport England Design Guidance: Artificial Grass Pitch Acoustics - Planning Implications (2015)

Mayor of London Planning Guidance

- Mayor of London - Air Quality Neutral LPG (Feb 2023)
- Mayor of London - 'Be Seen' energy monitoring guidance (2021)

Brent's Supplementary Planning Guidance

- Brent's Design Guide – Supplementary Planning Document 1 (2018)
- Sustainable Environment & Development SPD (2023)

DETAILED CONSIDERATIONS

Context

14. The application site is situated within the Wembley Park regeneration area. The site, formerly used as the yellow car park was granted outline planning permission in 2016 (LPA ref: 15/5550, as amended) for mixed use development across the wider Wembley Park area. This outline permission comprises around 5,000 homes, commercial and community floorspace, a school and new open space including a public park. A number of plots relating to the outline consent have now been built out, including parts of BCSA8. Part of the North-East Lands remains undeveloped (north of the new park), and this application seeks the meanwhile use of this land ahead of development in accordance with the above consent.

15. Acknowledging the phased redevelopment of the Wembley Park Masterplan, a number of meanwhile uses have also come forward within the regeneration area, ahead of redevelopment in accordance with the relevant outline consents. These include Boxpark and the Troubadour Theatre.

Principle of Development

16. London Plan Policy HC5 sets out that development proposals should consider the use of vacant properties and land for pop-ups or meanwhile uses for cultural and creative activities during the day and at night-time to stimulate vibrancy and viability and promote diversity in town centres, Cultural Quarters and other areas. This is supported by Policy BE4 of Brent's Local Plan which outlines that the use of vacant/under-utilised sites or buildings for occupation by temporary uses that will benefit a town centre or Growth Area's viability and vitality will be supported.

17. London Plan Policy S5 outlines that development proposals for sports and recreation facilities should:

- a) increase or enhance the provision of facilities in accessible locations, well-connected to public transport and link to networks for walking and cycling
- b) maximise the multiple use of facilities, and encourage the co-location of services between sports providers, schools, colleges, universities and other community facilities
- c) support the provision of sports lighting within reasonable hours, where there is an identified need for sports facilities, and lighting is required to increase their potential usage, unless the lighting gives rise to demonstrable harm to the local community or biodiversity.

18. This is supported by Local Plan Policy BSI1 which states that proposals for new or enhanced social infrastructure facilities will be supported by the Council where:

- a) easily accessible by public transport, walking and cycling, preferably in town centres or Growth Areas;
- b) located within the community they are intended to serve;
- c) provided in flexible and adaptable buildings;
- d) ideally co-located with other social infrastructure uses; and
- e) maximising wider community benefit, through if necessary, requiring formal community use agreements.

19. The application site is within the Wembley Growth Area and is in close proximity to the Wembley Park Town Centre boundary. Local Plan Policy BCGA1 promotes sports, leisure, tourism and visitor attractions, creative and cultural industries within the Wembley Growth Area, to reflect its recognised potential as a future metropolitan centre and cultural area of significance at the London level.

20. The proposed meanwhile use would draw additional visitor number to the nearby Wembley town centre,

in addition to creating employment opportunities for Brent residents, and enhancing Wembley's cultural offer in accordance with the policy context set out in the principle of development section of this report.

21. The site is located within an area which is very well connected to the public transport network, by rail, bus and London Underground. This is discussed further in the 'Transport and Highways' section of this report.
22. The applicant has set out that the operator of the proposed football pitches would allow subsidised use (free of charge) for one of the pitches for use by community/youth groups and local schools in order to encourage sports participation in the local area, in line the timetable set out below:

	Proposed Timetable and Hours of Operation						
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Community Groups	10:00-12:00	10:00-12:00	10:00-12:00 14:30-16:30	10:00-12:00	10:00-12:00	N/A	10:00-12:00
	14:30-16:30	14:30-16:30		14:30-16:30	14:30-16:30		

23. The above offering mirrors the previous community use arrangements that were agreed for the previous 5 a side pitches which were located adjacent to the proposed new pitches under application ref: 16/5515. When considering the temporary nature of the development, this is considered to appropriately maximise community benefit for the meanwhile use, and is a notable planning benefit. Compliance with the above arrangements would be secured by condition.
24. Overall, given the scale of development anticipated to be brought forward across plots NE04, NE05 and NE06 and the likely time required to secure and implement detailed consent for the redevelopment, the meanwhile use of the land for a 3-year period to enhance the community and cultural offer of the Growth Area is supported in principle, and in accordance with the policy context set out above.

Safety and Security Considerations

25. London Plan Policy D11 states that development should include measures to design out crime that (in proportion to the risk) deter terrorism, assist in the detection of terrorist activity, and help mitigate its effects. Policy DMP1 f) of the Local Plan seeks to ensure that developments are safe, secure and reduces the potential for crime.
26. Safety and security are a key consideration for the operation of the proposed meanwhile uses and is addressed both by Quintain, as landlord of the site, and by the individual tenants. In addition to the Estate Operational Management Plan prepared by Quintain, each operator has submitted their own Operational Management Plan which sets out the safety and security measures relevant to their proposed meanwhile use. These documents were reviewed by Counter Terrorism Security Advisers (CTSA) to ensure that the measures proposed are proportionate and robust.
27. Of the two proposed uses, Plot 02, which would host the indoor leisure, entertainment and events venue, is expected to generate the greater footfall in terms of customers, staffing, and servicing. As such, the Operational Management Plan for Plot 02 has been designed to reflect this higher level of activity, with enhanced crowd management, security staffing, and ingress/egress procedures. It is worth noting that the operator for Plot 02 previously managed the Secret Cinema event space which was located within the Fulton Road industrial units for several years and therefore are aware of, and understand what is required to ensure the safe and secure management of such an event space.
28. The Operational Management Plan for Plot 02 confirms that the maximum capacity of the building is 460 people at any one time (including staff) which would be managed through ticketing with a staggered entry/exit. The venue would be arranged with activity zones, and each area would be stewarded and managed to prevent overcrowding. The document also sets out the approach to security and while it does not specify the installation of an electronic access control system, there will be the combination of:
 1. *Controlled Access*
 - Ticketed entry only – no walk-ins, no re-entry once patrons leave.
 - Bag and personal searches at the entrance, with a strict prohibited items list (weapons, large bags, alcohol, etc.).

2. Security Personnel

- SIA-licensed staff and stewards are present throughout the site.
- Daily briefings include emergency evacuation, suspect package (HOT procedure), and acid attack response.
- Staff are trained to implement rapid lockdown measures by closing gates and restricting access.

3. Communication Systems

- Two-way radios with earpieces for all staff, checked daily for coverage.
- PA system and signage used to direct audiences in real time.
- A production office acts as the command hub, with a dedicated site mobile phone available for emergency liaison with police and local residents.

4. Ingress/Egress Management

- Only one main entrance with ticket scanning and security checkpoint.
- Staggered entry/exit (15-minute slots) avoids mass crowd surges, making lockdown or dispersal easier to manage.
- External queuing is prohibited, reducing vulnerability outside the site perimeter.

5. Emergency Procedures

- Staff briefings cover emergency evacuation and incident response.
- Clear routes and signage for rapid evacuation or lockdown.
- Incident reporting protocols ensure swift escalation to emergency services.

29. Further comments were made by the Designing Out Crime Officer regarding the type of cycle parking stands, the use of temporary planters and encouraging cashless venues. These comments were forwarded to the applicants for further consideration and were sufficiently addressed. Together these provide the ability to enact a dynamic lockdown if a serious incident occurs nearby. The Metropolitan Police have reviewed these measures and are satisfied with the security protocols in place, confirming that they meet their requirements, effectively designing out crime while providing robust counter-terrorism protections. Nevertheless, more site-specific details of these measures would be required, by way of a submission condition regarding the proposed counter-terrorism measures.

Design, Character and Impact on the Street Scene

30. Policy DMP1 sets out the need for development proposals to be:

- (a) of a location, use, concentration, siting, layout, scale, type, density, materials, detailing and design that provides high levels of internal and external amenity and complements the locality.
- (f) safe, secure and reduces the potential for crime

31. Policy BD1 highlights the need for all new development must be of the highest architectural and urban design quality. Innovative contemporary design will be supported where it respects and complements historic character but is also fit for the future.

32. In delivering high quality design, development proposals will be expected to show how they positively address all the relevant criteria within London Plan design policies and the Brent Design Guide SPD1.

33. SPD1 states that the use of durable and attractive materials is essential in order to create development that is appealing, robust and sustainable and fits in with local character.

34. The development proposes five no. 600sqm football pitches (Plot 01), a 135sqm single-storey pavilion building (both within Plot 01) and a 3600sqm leisure, entertainment and events venue (Plot 02).

Football Pitches

35. With regard to Plot 01, the proposed elevations show the football pitches would have a 1.2m high green rebound board, with green galvanised and plastic-coated weldmesh (at a height of 1.8m) and black netting on top (at a height of 2m), resulting in a total height of 5m. The proposed lighting columns would have a maximum height of 8m. This is typical design for outdoor sport pitches, is considered to be well designed and is not considered to unduly harm the character or appearance of the site or the wider street scene.

Football Pavilion Building

36. With regard to the single-storey pavilion building, the proposed drawings show a square footprint, with a mono-pitched roof. This building would have an eaves height of 3.1m and maximum height of 3.3m. The proposed elevations show the building would be finished in teak coloured cladding on all sides, with anthracite roof, windows and doors. There would also be a small canopy over the entrance door. The layout of the unit is considered to be acceptable, in association with the football pitch use. There is no objection to these works in terms of character or appearance.

Leisure, Entertainment and Events Venue

37. With regard to Plot 02, the proposed leisure, entertainment and events building would be 40m wide and 90m in depth, resulting in an external floor-area of 3600sqm. The proposed elevations show the building would have a shallow dual-pitched roof, an eaves height of 11m and maximum height of 12m with gable-ends on both sides. The proposed plan shows several single-door & double-door fire exits along the flanks of the building, with 5m wide roller-shutters on each end and associated ramps and steps. The building would be primarily clad in black, galvanized steel panels, broken up by equally distributed silver aluminium/silver drainpipes/legs. The roof would be comprised of white PVC sheeting and the doors would be constructed in anthracite aluminium frames. Overall, the proposed building is considered to be of an acceptable appearance for the temporary use proposed.

38. The proposed buildings are not considered to be of a height that is excessive in its scale when considered against the surrounding sites building heights. The proposed development would not impact any strategic views. The internal layout of the unit would be open-plan to allow for various events, leisure and entertainment uses.

39. Brent's Urban Design Officer reviewed the proposal and concluded that the scheme is acceptable in terms of urban design. Although further clarification was sought on the extent of the access/service road arrangement and parking and pedestrian entrance on Tipatone Walk. The existing boundary treatments have also been considered with regard to highway safety matters, further below in this report.

40. The proposed plan indicates a small section (34m wide) of timber fencing, which is to be replaced with palisade fencing to match the existing boundary treatment, which would match the existing fences in this area and be painted in green to blend with the surrounding landscaping. As the majority of the existing boundary treatments are to remain, this part of the proposal is not considered to have a significant detrimental impact on the wider streetscape. The siting and appearance of the development is therefore supported in planning terms and complies with DMP1.

41. Although consent is sought for a temporary three-year period to allow for flexibility, the meanwhile uses may only be in-situ for one year (after which both the tenant and landlord have a break clause in the lease). Due to the temporary nature of the proposal and given that the application is identified for major residential development in the long-term, as part of the Wembley Park Masterplan (ref: 15/5550), significant enhancements to the frontage, while desirable, are not proportionate or viable, in this case.

42. Overall, the proposal is considered to be acceptable in terms of its general siting and appearance and is therefore supported in planning terms, and complies with Policy DMP1.

Impact on Nearby Residential Amenity

43. It is always necessary for developments to take into account the residential amenity of neighbours and impact on the environment. Local Plan Policy DMP1 seeks to ensure new development does not unacceptably increase neighbours' exposure to noise, light and general disturbance.

Loss of Light, Outlook & Privacy

44. Any development is required to maintain adequate levels of privacy and amenity for existing residential properties, in line with the guidance set out in SPD1.

45. The nearest residential properties are located to the west of the application site and are predominantly used as student accommodation. At a distance of 11m from the site boundary and 18m from the nearest lighting column.

46. As previously mentioned, to the north of the site are warehouse buildings on Watkin Road and to the east

of the site is Bubble Planet, both of which are non-residential uses. To the south of the site on First Way, the residential block (Wembley Ark Building) is approx. 37m from the site boundary and 80m from the entertainment building. Similarly, on Engineers Way the residential block (Canada Gardens) is approx. 38m from the site boundary and 74m from the entertainment building. To the west of the site are the residential blocks on Tipatone Walk, Marshal Walk and Marley Street (Plots NE01, NE02 & NE03). NE01 is approx. 10m from the site boundary and 17.2m from the football pitches. NE02 is approx. 11m from the site boundary and 28.3m from the football pitches. NE03 is approx. 90m from the site boundary and the entertainment building.

47. The proposed development would have a generally immaterial impact upon the level of daylight/sunlight received by the nearby residential properties along Tipatone Walk, Marshall Walk or Fulton Road. Due to the size and location of the proposed structures, they are not considered to result in an adverse impact on the overall living conditions of the neighbouring occupiers. The application therefore complies with the requirements of Policy DMP1 in terms of neighbour amenity.

External Lighting

48. The proposed height of the columns for the football pitches would be 8m high. The application has been supported by external lighting information provided by Polaris Light, which was reviewed by the Council's Environmental Health Team. The lighting assessment demonstrates that the lux level at the nearest residential premises would be 5 lux. As such, the light spill from the floodlights would not result in harm to the residential amenity of nearby properties. A condition would be recommended to ensure lighting is carried out in accordance with the details and mitigation submitted and limit the hours of use. The application is therefore acceptable in this regard.

Noise Impact

49. London Plan Policy D14 states new noise and other nuisance-generating development proposed close to residential and other noise-sensitive uses should put in place measures to mitigate and manage any noise impacts for neighbouring residents and businesses.
50. Some potential sources of noise associated with the proposed development could derive from player's voices, balls hitting the mesh fencing, referee whistles and general comings and goings from the venue, although sporadic would occur throughout the day. As outlined the overall operational hours of the pitch are as follows:
 - Sunday to Thursday 08:00 to 21:00
 - Friday and Saturday 08:00 to 22:00
51. Although, there is the potential for noise associated with play to disturb residents, the applicant refers to the land previously functioning as four 5-a-side football pitches (under ref. 16/5515), which successfully operated for 4 years. They are of the opinion that it is unlikely that the noise impact here would be significantly greater than when the pitch was used for play purposes. However, since that 2017 approval, more residential developments have been erected around the application site. It is noted that these buildings have been designed to be sound limiting to protect the amenity of the residents from noise and disturbance from Wembley Stadium and other surrounding uses. Nevertheless, any proposals for new development, including previously approved uses, would be assessed against the relevant planning policies documents and guidelines.
52. The application was submitted with a Noise Assessment [2523418-PGR], prepared by Sharps Redmore, dated 5th November 2025, which was reviewed by the Council's Environmental Health Team. The noise assessment follows specific objective guidelines as set out in the Sport England Design Guidance: 'Artificial Grass Pitch (AGP) Acoustics - Planning Implications (2015). The assessment advises that the Sport England guidance for noise levels from sports pitches should be no more than 50dB LAeq 1 hour, 1m from the nearest residential façade. The assessment also uses World Health Organisation (WHO) guideline values whereby the limits are at the lowest level that would result in any effect. Compliance with LOAEL (Lowest Observed Adverse Effect Level) is considered to be a robust aim, and for the proposed use, this is 50dB LAeq,1hr. SOAEL (Significant Observed Adverse Effect Level) refers to the noise level above which significant negative impacts on health and quality of life occur, a key concept in the UK's Noise Policy Statement for England, and this is >55dB LAeq,1hr for the proposed use. The noise assessment clearly demonstrates that predicted levels would remain below the SOAEL of 55dB LAeq,1hr (at 54dB). This threshold is specifically designed to protect residential amenity, and compliance indicates that the proposed use would not result in significant adverse effects to the residential amenity of the

neighbouring properties.

53. It is acknowledged that the proposed development would result in some noticeable noise to nearby residential properties. However, the level of additional noise impact when considering the proposed mitigation, as well as the restricted hours of use until 10pm is not so significant to resist the proposed development. Furthermore, the wider social and community benefits associated with the proposed development in terms of sporting facilities, health and wellbeing are considered to outweigh the level of additional noise impact. Provided the noise mitigation measures are implemented, the Environmental Health Officers have no objections in terms of noise. The application is therefore acceptable in this regard.
54. Overall, it is considered that in this instance the proposal would not cause any substantial harm on the amenity of the nearby student's accommodation blocks, or the neighbouring residential properties from the site and therefore the proposal is considered to be acceptable on amenity grounds.

Transport and Highways Considerations

55. Fulton Road is a local commercial access road, where on-street parking & loading is generally prohibited at all times. The adjoining roads are not heavily parked at night. The application site benefits from a 10m wide access with 8m radius kerbs on Fulton Road at the east-end & an 8m wide access with 6m radius kerbs on the west-end.

Car Parking

56. Car parking allowances for leisure uses, as set out in Appendix 4 of the adopted Local Plan, restrict provision to operational purposes, disabled people and taxis, coaches and servicing. The standards also state that use should be made of existing publicly available parking spaces before making any on-site provision.
57. The proposed site layout originally included twelve spaces, comprising six wide bays for disabled parking and six drop-off bays. Whilst the provision for disabled parking is fine, the Brent's Highways Service considered no need for the drop-off bays, unless access is specifically limited to taxis (and potentially coaches). It was therefore recommended that these drop-off spaces be designated for use by taxis only and reduced in number, with a suitable means of access restriction to the site to enforce this. The applicants amended the proposal to reduce the number of dropped off spaces from six to five and explained that the designated drop off-spaces are proposed as a direct response to the operational issues observed at Bubble Planet which, despite being advertised as a car free attraction, has caused issues on the local highway with visitors picking up/dropping off. With the potential increase in activity resulting from this application, especially the fact that a high proportion of visitors would be families with young children, it is considered such a facility is operationally necessary to allow guests to be dropped off before proceeding to the Red Car Park and then again for pick up. To ensure effective management:
 - Bays will be clearly marked as drop-off/pick-up only with a maximum 15-minute waiting period.
 - Enforcement will be carried out via on-site ANPR cameras and UK Parking Control staff.
58. These measures are considered to be acceptable. Additionally, any staff or customer parking for these uses, including for general set-down and pick-up, should be directed to use the existing car parks in the wider area, such as the Pink and Red car parks.
59. Vehicular access and egress for the site would be via the two existing site accesses from Fulton Road, with a westbound one-way road proposed to link these two accesses. The access widths and kerb radii were originally constructed to access the service yards for the former retail park, so are far more generous than is necessary to serve these proposals. However, whilst the resultant significant crossing widths for pedestrians are not ideal for safe and convenient movement along Fulton Road, these meanwhile uses are only for a temporary period of three years. However, some temporary lining on either side of the crossovers to signify a reduced vehicular access width could be considered. The applicants confirmed that temporary lining would be provided adjacent to the crossovers to visually narrow the vehicular access widths as shown on drawing TPHS-441-DR-001 Rev A.
60. Within the site, the Transport Statement submitted suggests that the road would be demarcated on the ground, which implies that lining would be used to define its width. Nevertheless, the indicated width of 6m is more than sufficient for a one-way route, as demonstrated by the tracking diagrams submitted with the Transport Statement. A reduced general width of about 3.5m-4m was therefore recommended to the

applicant, to discourage additional parking along its length and provide more space for safe pedestrian movement. Furthermore, large areas of hardstanding space would be retained to either side of the one-way road that could potentially be used for unauthorised parking if they are not clearly defined as pedestrian or landscaped areas. To this end, the applicants confirmed that a reduced width would be provided. The internal one-way access road would be demarcated at 3.7m, as shown on drawing TPHS-441-DR-001 Rev A. This would discourage unauthorised parking, enhance pedestrian safety, and remain sufficient for vehicle tracking as demonstrated in the Transport Statement.

61. With regard to unauthorised parking, the Estate Operational Management Plan confirms there would be regular Estate Protection Officers patrolling of the public realm with regard to safety and security matters and that parking on the site would be managed by UK Parking Control (supported by relevant signage). It is further confirmed that ANPR cameras would be used and any unauthorised vehicles would receive a Penalty Charge Notice (PCN). This framework would ensure the robust management of parking, servicing, and access across the site. This is considered to be appropriate and compliance with the relevant operational management plans would be secured by condition.
62. With regard to the access/service road arrangement, design updates were made to the site layout during the course of the application to address highway safety matters. The proposed road layout now ensures a clearly defined one-way route between the two existing entrance gates onto Fulton Road, meeting both servicing and access requirements in line with highway design standards. The accessible parking provision meets Brent's requirements; however, the number of drop-off spaces was also reduced from six to five to limit frontage impact.
63. Therefore, and on balance when considering the wider public benefits of the scheme, the proposed level of provision is acceptable in this instance.

Bicycle Parking

64. Policy T5 of London Plan sets out the need to secure the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. This is set out within Policy BT1 of Brent's Local Plan that highlights the need for developments to include cycle parking, in line with or exceeding London Plan standards.
65. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.
66. The London Plan requires a minimum of one long-stay bicycle parking space per eight staff, plus a short-stay space per 100sqm for the sports pitches and per 30 seats for the venue. Staffing levels for the event venue are understood to total about 40 staff, with three full-time staff proposed for the football centre. The plans show two bicycle spaces for the football centre staff and five for event venue staff, which is in line with standards.
67. For short-stay parking, 30 covered bike stands (60 spaces) are shown alongside the pedestrian and cyclist entrance to the site and this is sufficient to meet standards, based upon the floor area of the football pitches and the anticipated maximum attendance at any time in the event space. The use of 'London Cycle Stands' stands also allows non-standard bicycles to be accommodated, which is welcomed.
68. The application is therefore acceptable in this regard.

Servicing & Deliveries

69. There are no specific servicing requirements for these uses. However, day-to-day deliveries are generally likely to be limited to food and drink and waste collection, with the event venue proposed to stage exhibitions that would require few regular deliveries once set up. The Transport Statement confirms that the proposed one-way access road and drop-off area would be able to accommodate deliveries outside of normal operating hours without difficulty.
70. It is noted that the proposed site plan shows a delivery van in the ancillary area for Plot 02 at the southern end of the building. However, no reference is made in any of the documents regarding use of this area for servicing and it is unclear from the plans how vehicular access to this area would be achieved anyway. Clarification on this point was sought and the applicants have confirmed that the ancillary area to the

south of Plot 02 would be accessed via a dedicated 4m wide service route to the east of Plot 02. Whilst the submitted Layout Plan (3674 LJA NE 00 D A 1104 P02) shows a number of emergency exit ramps along this route, these are not permanent structures and would only be deployed from within the building in the case of an emergency evacuation. A revised Proposed Layout Plan (3674 LJA NE 00 D A 1104 P03) was submitted alongside this response note clearly showing the service route to be unobstructed. Furthermore, drawing TPHS-441-TR-001 Rev D provides swept path tracking for a rigid vehicle servicing Plot 02 accessing the ancillary area to service the southern façade of the building. Again, Brent's Highways Service confirmed that this has sufficiently demonstrated safe vehicular access. Nevertheless, further details of long-term maintenance and management could be requested as per a submission condition for a Delivery and Servicing Management Plan, subject to a grant of planning permission.

Pedestrian Safety

71. Pedestrian and cyclist access into the site is proposed from the west via Marshall Walk and Tipatone Walk, with links to Engineers Way to the south via Union Park and to Rutherford Way and Olympic Way to the west via Allegro Walk. These traffic-free approaches to the site provide good quality routes for pedestrians and cyclists from nearby stations and bus stops, to help support active travel to the site.
72. The plans appear to show retention of hoardings along most of the western boundary of the site though, with a 5m wide "walkway" shown for access (it is assumed that this suggests that it will be covered). A pedestrian comfort assessment in the Transport Statement shows that the proposed entrance width of 5m width is sufficient to accommodate predicted flows, although a more open boundary alongside Tipatone Walk would be welcomed to further improve pedestrian permeability from the west. The applicants confirmed that the walkway is not proposed to be covered. However, the boundary treatment along the western edge is required for security and screening of ancillary areas and football pitches located on Plot 01 and to the wider site, particularly when closed to the public. It also supports wayfinding by directing visitors to a single controlled entry point (making use of both digital and physical wayfinding media). Whilst visitors may arrive from the north, down Tipatone Walk, it is expected that a high proportion will also arrive from the south and west having parked in the Red Car Park and/or visited other parts of Wembley Park (e.g. LDO/Box Park/Union Park etc.) and the proposed 5m walkway provides sufficient capacity as confirmed in the pedestrian comfort assessment.
73. Within the site, a large triangular area of public realm is proposed between the two plots. However, the plans lack any detail regarding how this might be laid out, such as with seating, bins, planting, artificial grass surfacing etc. to provide an attractive space to spend time in, as opposed to a large blank expanse of tarmac. Further landscaping details for this area would therefore be welcomed. The applicants acknowledged the importance of creating an attractive public realm is recognised and the treatment of this area is still being considered with the incoming tenants. The scope of any landscaping features would need to recognise the temporary nature of the proposed uses. Subsequently, additional landscape details would be secured via condition.
74. Along the northern side of the site, there are also no demarcated pedestrian routes into the site from Fulton Road alongside the vehicular route, whilst the drop-off parking bays create a pinch point for pedestrians past the football pitches. The applicants confirmed clearly demarcated pedestrian routes into the site would be provided and coordinated with the boundary treatments to Bubble Planet, ensuring strong connectivity between the two meanwhile uses. Adjustments were made to the proposed site layout plan which, in conjunction to the lining to be made to access/egress points, would improve pedestrian flow, as shown on (3674 LJA NE 00 D A 1104 P03).
75. The pavilion for the 5-a-side football centre is also shown positioned on the eastern side of Plot 01, close to the parking spaces and well away from the pedestrian entrance. While this results in a less direct access route for pedestrians, the relocation of the pavilion to the western side of Plot 01 would not be feasible due to underground chamber access requirements and localised level changes. However, wayfinding and signage would be provided to ensure pedestrian routes to the pavilion are clear, safe, and convenient which is acceptable. Details of wayfinding would be secured by condition.
76. Similarly, the western entrance location provides a secure single point of access to the site. While on plan, it may appear tucked away, directional signage would again be provided (both digital and physical) to ensure legibility within the wider streetscape and alignment with pedestrian routes through Union Park. It is not considered there would be a conflict with the proximity of the entrance to the community use at ground floor level in Luna.

External Lighting

77. The proposed 5-a-side football pitches would be provided with 300W floodlights on 8m high columns in each corner to allow use in the evenings. A lighting report has therefore been produced. In terms of light spillage, this confirms that spillage over the nearest public highway (Fulton Road) would not exceed 5 lux, so there are no concerns with regard to lighting glare.
78. However, the lighting report does not include illuminance details for the access road area to the Fulton Road frontage of the site or the large expanse of public realm, where a series of new lighting columns appear to be shown to complement two existing columns that are to be retained. The applicant has confirmed that lighting of the access road and public realm would be in accordance with the Wembley Park Estate lighting standards ensuring the area is well-lit and consistent with other public realm areas across the Estate. In this regard, illuminance levels will be maintained at:
 - Access road: 15 lux (pre-curfew) / 7.5 lux (post-curfew)
 - Public realm: 10 lux (pre-curfew) / 5 lux (post-curfew)
79. Both the Transport Team and Environmental Health are satisfied with the proposed lighting levels and these would be secured through a suitably worded compliance condition attached to any planning permission.

Trip Generation

80. To determine the likely impact of the proposals on wider transport networks, the submitted Transport Statement includes a trip generation assessment. The lack of comparable sites on the TRICS database has meant that trip and modal share estimates have also had to be derived partly from consideration of surveys of other sites in the Wembley Park area, such as the Bubble Planet operation immediately adjoining this site (similar in terms of capacity and dwell-time to the proposed exhibition venue on Plot 02).
81. For both uses, most activity would take place at evenings and weekends, so any overlap with background movements during the standard weekday peak hours is expected to be fairly limited.
82. Combining the predicted trips for the two uses over the busiest hour (assumed to be at the weekend) would give an estimated trip generation of 432 arrivals and 432 departures per hour by all modes of transport. The majority of these movements would be to and from the exhibition space on Plot 02 and the nature of the use would mean that arrivals and departures would be reasonably evenly spread across each hour, rather than seeing a sudden surge of departures at the end of an event (as would be the case for use as a concert venue).
83. It is also expected that a high proportion of visits would be linked with visits to other destinations in the Wembley Park area.
84. With just disabled and drop-off car parking proposed within the site, both uses are expected to have low levels of car use, with about 3% of trips expected by car drivers (based on surveys of existing modal share in the Wembley Park area). This would equate to 26 car trips in the busiest hour (plus a handful of additional taxi movements), which is not considered to be significant enough to cause any concerns in terms of road capacity. Furthermore, those that do drive would primarily use nearby public car parks, which would help to disperse traffic over a wider area, rather than concentrating traffic flows along Fulton Road to directly access this site.
85. The overwhelming majority of visitors to the plots are expected to use public transport, with 482 trips by Underground, 232 trips by bus and 34 trips by rail anticipated, based on modal share figures for Wembley Park.
86. Underground trips would be predominantly via Wembley Park, which is geared up to cater for events with 90,000 spectators at Wembley Stadium. There are therefore no concerns with regard to station capacity and the high frequency of services from the station on the Jubilee and Metropolitan lines means that the number of additional passengers on any train would average less than four (or up to eight if all passengers travel solely to and from Central London).
87. For rail services, the Transport Statement notes that if all 34 passengers per hour travel through Wembley Stadium station, then 4-5 additional passengers per train would be expected. This again assumes that all passengers are coming from the same direction. It is also likely that some rail

passengers would instead travel through the more distant Wembley Central station on Lioness and Southern train services, so the likely impact on Chiltern line services is likely to be less than stated. Nevertheless, the predicted impacts are not expected to cause any difficulties.

88. For bus services, about 40 bus services serve the vicinity of the site in each direction. A total of 116 arrivals and 116 departures are anticipated per hour and when split across these services, this would amount to less than two additional passengers per bus on average.
89. In all of the above cases, the peak flows would all be outside of network peak hours when buses and trains are less heavily occupied, so there are no concerns with regard to public transport impact.
90. Finally, to help to promote the use of sustainable transport modes, Wembley Park's Travel Plan Co-ordinator will liaise with the operators to encourage use of non-car modes of transport, through the provision of promotional materials and information to visitors, improved signage to the site and operation of a booking system for the disabled car parking spaces. This is welcomed and as the uses are proposed for only three years at present, there is not considered to be any need for ongoing monitoring of travel patterns.

Green Infrastructure

Trees

91. London Plan Policy G7 sets out the need for development proposals to ensure that, wherever possible, existing trees of value are retained. If planning permission is granted that necessitates the removal of trees there should be adequate replacement based on the existing value of the benefits of the trees removed, determined by, for example, i-tree or CAVAT or another appropriate valuation system. The planting of additional trees should generally be included in new developments – particularly large-canopied species which provide a wider range of benefits because of the larger surface area of their canopy.
92. Policy BGI2 highlights in the case of major development to make provision for the planting and retention of trees on site. Where retention is agreed to not be possible, developers shall provide new trees to achieve equivalent canopy cover or a financial contribution for off-site tree planting of equivalent canopy cover will be sought. Replacement canopy cover will be measured as total canopy area of new trees at time of planting being equal to canopy area of existing mature trees proposed for removal.
93. The tree survey submitted identifies five existing trees adjacent to the application site, with no trees on-site. The off-site trees growing within the adjacent Wembley Point site are covered by a Tree Preservation Order (TPO). At the time of the report completion, one of the individual apple trees protected by the TPO has since failed or has been removed and is no longer present.
94. None of the off-site trees would need to be removed in order to accommodate the proposed development. Nevertheless, the Council's Tree Officer requested further information regarding the Root Protection Area of the existing trees on and surrounding the application site. The new metal palisade fencing would be in close proximity to several smaller trees. The agents confirmed that there are two relatively poor-quality, self-seeded trees that are likely to be impacted by the replacement fencing. However, the works are expected to be undertaken without any significant impact upon them. It is also noted that under the approved Wembley Park Masterplan (ref: 15/5550 (as amended)) all of the trees along this boundary (Fulton Road) are scheduled to be removed in due course. The fencing proposals are therefore temporary in nature and would not prejudice the delivery of the longer-term redevelopment of this part of Wembley Park.
95. A compliance condition is recommended that requires all works in close proximity to the existing trees be undertaken in accordance with BS 5837:2012, to safeguard the health of these trees.

Ecology

96. London Plan Policy G6 highlights the need for Sites of Importance for Nature Conservation (SINCs) to be protected.
97. Where harm to a SINC is unavoidable, and where the benefits of the development proposal clearly outweigh the impacts on biodiversity, the following mitigation hierarchy should be applied to minimise development impacts:

- 1) avoid damaging the significant ecological features of the site
- 2) minimise the overall spatial impact and mitigate it by improving the quality or management of the rest of the site
- 3) deliver off-site compensation of better biodiversity value.

98. The application site is not located within a SINC; therefore, a Preliminary Ecological Appraisal is not required. Furthermore, there are no concerns regarding lighting impacts on bats, given the urban nature of the area.

Biodiversity Net Gain (BNG)

99. Biodiversity net gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act (TCPA) 1990, for major applications made on or after 12th February 2024. Non-major developments are also required to achieve the net gain in biodiversity for applications made on or after 2nd April 2024.

100. This sets out the need (subject to some exceptions) that every grant of planning permission is deemed to have been granted subject to the condition that the biodiversity gain objective is met ("the biodiversity gain condition"). This objective is for development to deliver at least a 10% increase in biodiversity value relative to the pre-development biodiversity value of the onsite habitat. This increase can be achieved through onsite biodiversity gains, registered offsite biodiversity gains or statutory biodiversity credits.

101. Local Plan Policy BGI1 (d) sets out the need for all developments to achieve a net gain in biodiversity and avoid any detrimental impact on the biodiversity of an area.

102. The application form submitted outlines that the proposal is not subject to the statutory requirement to deliver a 10% Biodiversity Net Gain. This is because it is subject to the de minimis exception whereby less than 25sqm of habitat would be impacted by the development. The site has a sealed surface with limited biodiversity value and the exception as detailed within the application form is considered to be valid.

103. Notwithstanding this, the proposal would still be required to deliver a biodiversity net gain in accordance with Policy BGI1. As noted above, the site has limited biodiversity value. Furthermore, the proposal is temporary in nature and extends across a substantial area of the site. Notwithstanding this, the planning statement submitted sets out that raised planters would be utilised across the site, and details of planting would be secured by condition. This is considered to be suitable within the context of Policy BGI1 and noting the temporary nature of the development.

Urban Greening Factor (UGF)

104. Policy G5 highlights the need for an urban greening factor score of 0.3 to be achieved on non-residential developments.

105. The application has not provided specific calculations on this matter. However, the proposal lies within an existing area of hardstanding and the wider masterplan site would secure an urban greening factor across the wider site in line with London Plan requirements. Acknowledging the temporary nature of development, the application is considered acceptable in this regard.

Energy and Sustainability

106. Policy S12 of London Plan sets out the need for major developments to be net zero-carbon in terms of reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:

1. be lean: use less energy and manage demand during operation
2. be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
3. be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
4. be seen: monitor, verify and report on energy performance.

107. Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy.

108. Policy SI2 sets out that a minimum on-site reduction of at least 35 per cent beyond Building Regulations is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:

1. through a cash in lieu contribution to the borough's carbon offset fund, or
2. off-site provided that an alternative proposal is identified and delivery is certain.

109. Policy BSUI1 highlights the requirement for major developments to connect to or contribute towards a decentralised energy system unless it can be demonstrated that such provision is not feasible or the proposed heating system is 100% renewable. These policies aim to reduce lifetime carbon emissions and future-proof developments but for a meanwhile use, the intended lifetime is very short, so applying the full requirements would be disproportionate to the policy intent, given that both the London Plan Policy HC5 (Supporting London's culture and creative industries) and Local Plan Policy BE4 (Supporting Strong Centres) support the meanwhile use of vacant and underutilised land to stimulate vibrancy and viability of growth areas.

110. Policy BSUI1 highlights the requirement for major developments to submit a Sustainability Statement demonstrating how sustainable design and construction methods have been used to enable the development to mitigate and adapt to climate change over its intended lifetime.

111. Although a Sustainability Statement has not been submitted with the application, a number of the applicant's submission documents outline sustainability benefits, which would be incorporated into the scheme, as listed below.

112. Given the temporary nature of the proposals and their limited operational lifespan, it is acknowledged that connecting to the Wembley Park district heat network for potentially what could be a one-year use is technically and financially unviable. With regard to BREEAM, the certification involves permanent building fabric and systems and so is not appropriate to assess temporary structures. However, the proposal does seek to adopt a pragmatic approach, incorporating measures to minimise emissions and promote active travel alongside design considerations that support the principles of sustainable development. These include:

- Promoting sustainable transport options (given the site's accessible location);
- Making best use of a previously developed site and existing infrastructure (hardstanding, drainage, lighting etc.) to minimise embodied carbon;
- Making use of modular building designs which will allow for future dismantling and reuse;
- Making use of energy-efficient lighting and equipment e.g. selecting models with an A+++ rating where new kitchen appliances are required or labelled by Energy Star or Ecolabel for office equipment;
- Installing water efficient sanitary ware in accordance with Building Regulation requirements;
- The Plot 02 building would use a highly efficient HVAC (Heating, Ventilation and Air Conditioning) system, which would automatically control in an energy efficient manner, the amount of heating, cooling, ventilation of air conditioning to defined areas within the building;
- Seeking waste minimisation during the installation, operation and later the removal of the meanwhile uses;
- Retaining existing landscaping and seeking to provide temporary landscaping improvements within the site; and
- Making use of existing drainage infrastructure to ensure the risk of flooding on site will not increase (or flood risk elsewhere).

113. When considering the temporary use of the site for the development proposed, all of the measures listed above are considered to be acceptable and would suitably contribute towards reducing carbon emissions for the lifespan of the development.

Environmental Considerations

114. Policy DMP1 (g) highlights that development will be acceptable provided it does not unacceptably increase, and where possible reduce, exposure to flood risk, noise, dust, contamination, smells, waste, light, other forms of pollution and general disturbance or detrimentally impacting on air or water quality.

Air Quality

115. Policy BSUI2 sets out that major developments within Growth Areas and Air Quality Focus Areas are required to be Air Quality Positive and elsewhere Air Quality Neutral. Where on site delivery of these standards cannot be met, off-site mitigation measures would be required.

116. The application site not located within the Wembley Growth Area and is within an Air Quality Management Area. Whilst this application falls into the category of major development (both due to the size of the application site and the level of non-residential floorspace being delivered) permission is sought on a temporary basis for two meanwhile uses for a period up to 3 years, intended to activate this previously developed site, prior to its permanent redevelopment as part of the Wembley Masterplan development. As such, permanent air quality measures are not viable. Nevertheless, wherever feasible the scheme would incorporate practical, short-term measures to reduce emissions and improve air quality by reducing emissions from transport and energy; enhancing air quality through temporary green infrastructure; and managing dust during construction and decommissioning as follows:

Transport and Access

117. The proposal is primarily as car-free, with the exception of six (6) accessible parking spaces and five (5) pick-up/drop-off facilities. Due to the site's accessible location (PTAL 4) the development would promote public transport journeys and pedestrian priority linking to existing pedestrian routes, seeking to prioritise pedestrian movement to reduce reliance on private vehicles.

118. In addition to this, secure cycle parking would be provided for both visitors and staff to encourage active travel. The on-site accessible parking and pick-up/drop-off areas would be limited to essential operational use only, reducing traffic volumes. As is set out in the Transport Statement submitted with the application, the operators of the proposed meanwhile uses would be advised to instruct all delivery vehicles whilst stationary on site to turn off their engines so as to not unnecessarily contribute to air quality issues at and around the site.

Green Infrastructure

119. As discussed above, the existing landscaping along the Fulton Road frontage would be retained to maintain/improve air quality (and visual amenity), which would help act as a natural air quality filter and reduce dust migration from the site. In addition to this, new planting would be introduced to the central public realm area within the site (details of which would be secured by a submission condition). It is noted to the south-west of the site, the applicants have already delivered Union Park North, which includes over 1300 new trees and over 30 acres of public realm, which is welcomed as high-quality green infrastructure in the locality.

Energy and Operations

120. The Applicants have also confirmed that all site operations would use electric and/or low-emission equipment wherever feasible and furthermore, the scheme would avoid the use of combustion-based heating or generators.

Dust and Construction Management

121. The construction of the meanwhile uses is primarily non-intrusive and therefore generates minimal dust; however, wherever required suitable and sufficient means of suppressing dust would be provided and maintained during the construction and later removal phases.

122. The application is therefore acceptable in this regard.

Flooding

123. Policy BSUI3 highlights that proposals requiring a Flood Risk Assessment must demonstrate that the development will be resistant and resilient to all relevant sources of flooding including surface water. Proposed development must pass the sequential and exceptions test as required by national policy. The design and layout of proposals requiring a Flood Risk Assessment must contribute to flood risk management and reduction and:

- f) minimise the risk of flooding on site and not increase the risk of flooding elsewhere;
- g) wherever possible, reduce flood risk overall;
- h) ensure a dry means of escape;
- i) achieve appropriate finished floor levels which should be at least 300mm above the modelled 1 in 100 year plus climate change flood level; and

j) not create new basement dwellings in areas of high flood risk.

124. Proposals that would fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

125. The site allocation Policy BCSA8 highlights that more vulnerable uses should be restricted to areas of lowest flood risk and on upper floors. Ground floors should be designed to be resistant and resilient to flood risk. Development must be informed by a detailed Flood Risk Assessment and Drainage Strategy, reduce flood risk overall and not increase the risk of flooding on adjoining sites.

126. Parts of the application site are located within Flood Zone 3 for surface water flooding, and within a high-risk area of surface water flooding. A Flood Risk Assessment (FRA), alongside its accompanying appendices, have been submitted with the application.

127. The FRA has been reviewed by the Local Lead Flood Authority (LLFA). The FRA submitted identifies low fluvial and surface-water flood risk, and the intention to connect to existing surface-water infrastructure serving adjacent phases of Wembley Park.

128. Given the short operational duration and absence of new permanent buildings of significant footprint, the LLFA raise no objection in principle, subject to run-off rates and attenuation details being secured via a proportionate surface water drainage condition. It has also been confirmed that inspections, maintenance and management of main storm sewers and chambers inclusive of pipework from paved areas and buildings (excluding internal building drainage) will be undertaken every year. This is considered to be acceptable.

Sustainable Drainage

129. Policy BSUI4 highlights the need to achieve greenfield run off rates for surface water, unless clearly justified by the applicant. Major development proposals or minor developments and changes of use which would impact on the current drainage regime must be accompanied by a drainage strategy.

130. Proposals that would fail to make adequate provision for the control and reduction of surface water run-off will be refused.

131. Proposals for minor developments, householder development, and conversions should make use of sustainable drainage measures wherever feasible and must ensure separation of surface and foul water systems.

132. The application has been accompanied by a Flood Risk Assessment & Drainage Strategy Report, with a further Technical Note to address comments provided by the LLFA. As advised above, a proportionate surface water drainage condition will be secured.

Fire Safety

133. Policy D12b highlights that all major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor.

134. The statement should detail how the development proposal will function in terms of:

- the building's construction: methods, products and materials used, including manufacturers' details
- the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach
- features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans
- access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these
- how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building
- ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

135. A Fire Statement for the Plot 02 was submitted during the course of the application which sufficiently addresses the matters set out within policy D12b of London Plan. It should also be noted that the development would still be subject to building regulations where a detailed assessment of fire safety would need to be carried out.

136. With regard to Plot 01, the proposed sports pitches would be open air, while the pavilion building would be relatively small in size. The absence of a fire safety statement for this plot is therefore considered acceptable, and it is again noted that the development would still be subject to building regulations where a detailed assessment of fire safety would be carried out.

Employment and Training

137. Policy BE1 sets out the requirement for an Employment, Apprenticeship and Training Plan (EATP) for all developments of 5,000sqm or more or sites capable of providing 50 or more residential units, to be prepared in partnership with Brent Works or any successor body. As the proposal does not meet this threshold, an Employment, Apprenticeship and Training Plan is not required. Nevertheless, the applicants are encouraged to employ local residents wherever possible and engage with the Council's Brent Works Team.

Equalities

138. In line with the Public Sector Equality Duty, the Council must have due regard to the need to eliminate discrimination and advance equality of opportunity, as set out in section 149 of the Equality Act 2010. In making this recommendation, regard has been given to the Public Sector Equality Duty and the relevant protected characteristics (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, and sexual orientation).

Conclusion

139. The proposed use would provide a beneficial 'meanwhile' use for this site whilst the North East Lands area is redeveloped over a phased period. In land use terms this temporary use is considered to be consistent with national, regional and local policy. It would add to the commercial and leisure facilities on offer for Brent's residents and visitors and would in turn be of benefit to the local economy. The use is in keeping with the vision for how development in the Wembley regeneration area is to take place and would introduce activity and vitality that responds appropriately to the vision for the area. The pot's design would deliver an appearance appropriate for the range of uses proposed. The facilities would be accessible for all members of the local community in a location with very good public transport accessibility. The submitted scheme accords with the relevant planning policies and guidance, and it is therefore recommended that planning permission is granted, subject to conditions.

DRAFT DECISION NOTICE



DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: **25/3070**

To: Ms Carney
CarneySweeney Planning
Office 3.01, Scott House
Suite 1, The Concourse
Waterloo Station
London
SE1 7LY

I refer to your application dated **31/10/2025** proposing the following:

Temporary use of land for meanwhile land uses comprising of; an outdoor sports facility (Use Class F2) to provide 5 no. 5-a-side floodlit all weather football pitches with a single storey pavilion building and an ancillary support area; a temporary building for use as a leisure, entertainment and events venue with storage buildings and external plant equipment in an ancillary support area; boundary treatment; shared informal public realm (with new seating, lighting and CCTV) along with provision for cycle parking, accessible car parking, and an internal vehicular access route with vehicular drop off.

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

at North Eastern Lands (Plots NE04, NE05 and NE06) - Land bound by Engineers Way to the south and Fulton Road to the North and East, Wembley

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

Date: 03/02/2026

Signature:

David Glover
Head of Planning and Development Services

Notes

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

DnStdG

SCHEDULE "B"Application No: **25/3070****SUMMARY OF REASONS FOR APPROVAL**

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

National Planning Policy Framework
London Plan 2021
Brent's Local Plan 2019-2041

1 This permission shall be for a limited period of three years only from the date of this consent when (unless a further application has been submitted to and approved in writing by the Local Planning Authority) the use hereby approved shall be discontinued and the buildings/fixed infrastructure shall be removed from the site and the site left in a safe and satisfactory condition in accordance with a scheme of work to be submitted to and approved in writing by the Local Planning Authority.

Reason: The land is situated within an area to be redeveloped and is acceptable on a temporary basis in the interests of the regeneration plans for Wembley.

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

- 3674-LJA-NE-00-D-A-1101 Rev.P01 Site Location Plan (1:1250)
- 3674-LJA-NE-00-D-A-1102 Rev.P01 Block Plan (1:500)
- 3674-LJA-NE-00-D-A-1103 Rev.P01 Existing Plan
- 3674-LJA-NE-00-D-A-1104 Rev.P04 Proposed Layout Plan
- 3674-LJA-NE-00-D-A-1105 Rev.P01 Proposed Elevations
- TPHS-441-DR-001 Rev A Proposed Site Access Strategy - Road Markings Details
- TPHS-441-TR-001 Rev D Proposed Servicing & Deliveries: Swept Path 12m Rigid Vehicle
- TPHS-441-TR-002 Rev D Proposed Servicing & Deliveries: Swept Path 16.5m Articulated Vehicle

Plot 01

- (03)01 Proposed Pitch Plan + Elevations

Football Pavilion Building

- FOOTBALL5S-1-100 Rev.A Proposed Plan, Front & Side Elevations + 3D View
- FOOTBALL5S-1-100 Rev.A Proposed Elevations

Plot 02

- 25-32421-01e General Arrangement (Plans & Elevations)
- 25-32421-01e Extract North

- 25-32421-01e Extract South
- 25-32421-01e Extract East & West

Supporting Documents

- Estate Operational Management Plan – North East Lands Meanwhile Use Area, dated October 2025, prepared by Quintain
- Flood Risk Assessment & Drainage Strategy Report (Version 1.0), dated 2025.10.24, prepared by Link Engineering
- Lighting Report, prepared by Polaris Light, dated 11th April 2025
- Operational Management Plan for Plot 1 (Rev.A) – NEL Meanwhile Uses, dated January 2026
- Planning Fire Safety Strategy for Plot 2, prepared by Hybred Events, dated 08 January 2026
- Technical Note [WNEL-LE-GEN-XX-RP-CE-102], prepared by Link Engineering, dated 2025.12.22
- Transport Statement [TPHS/441/TN-TS/01], prepared by Transport Planning & Highway Solutions, dated October 2025

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

3 Materials to be used in the development hereby approved shall be as follows, unless otherwise approved in writing by the Local Planning Authority:

- a) the section of replacement fencing fronting Fulton Road shall match the immediately adjacent palisade fencing in terms of its design, materials, height and colour,
- b) the pavilion building (Plot 01) and Plot 02 (Indoor immersive exhibition) shall be finished in external materials as detailed on the drawings and document.

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

4 Plot 01 of the development hereby approved, as identified on drawing ref: 3674-LJA-NE-00-D-A-1104 Rev.P04, shall not be used other than for Outdoor Sports (Use Class F2) with ancillary functions and facilities notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) and the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification).

Reason: In the interests of proper planning and to ensure the use of the development is appropriate for the location.

5 Plot 02 of the development hereby approved, as identified on drawing ref: 3674-LJA-NE-00-D-A-1104 Rev.P04, shall not be used other than as a Leisure, Entertainment and Events Venue (Use Class Sui Generis) with ancillary functions and facilities notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) and the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification).

Reason: In the interests of proper planning and to ensure the use of the development is

appropriate for the location.

6 The uses hereby permitted shall not operate other than in full accordance with the measures outlined within the approved Estate Operational Management Plan – North East Lands Meanwhile Use Area, October 2025, prepared by Quintain ('OMP').

No variations to the OMP shall take place without the prior written approval of the Local Planning Authority.

Reason: In the interests of public safety, amenity and pedestrian and highway safety.

7 The uses hereby permitted shall not operate other than in full accordance with the measures outlined within the approved Operational Management Plan for Plot 1 (Rev.A) – NEL Meanwhile Uses, dated January 2026 ('OMP').

No variations to the OMP shall take place without the prior written approval of the Local Planning Authority.

Reason: In the interests of public safety, amenity and pedestrian and highway safety.

8 The uses hereby permitted shall not operate other than in full accordance with the measures outlined within the approved Operational Management Plan for Plot 2 (Version 1) – NEL Meanwhile Uses, prepared by The Luna Cinema, dated October 2025 ('OMP').

No variations to the OMP shall take place without the prior written approval of the Local Planning Authority.

Reason: In the interests of public safety, amenity and pedestrian and highway safety.

9 The development hereby approved shall not be used except between the hours of:

Plot 01:

08:00 and 22:30 Monday to Sunday, including bank holidays.

Plot 02:

09:00 and 21:00 Monday to Sunday, including bank holidays.

This is except for ancillary purposes in connection with the premises such as cleaning, maintenance, administrative work and other similar activities.

Reason: To ensure an acceptable impact upon local residential amenity.

10 One of the football pitches on Plot 01 of the development hereby approved, identified on drawing ref: 3674-LJA-NE-00-D-A-1104 Rev.P04, shall be made available for subsidised use (free of charge) in accordance with the approved Operational Management Plan by charities, community groups, youth groups and schools for the lifetime of the development, unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interest of the provision of facilities to meet the needs of the local community.

11 The external floodlights related to Plot 01 of the development hereby approved shall not be operated other than between the hours of 08:00 and 22:30 and shall remain switched off outside of these hours.

Reason: In the interest of the amenities of neighbouring occupiers.

12 All external lighting for the public realm areas and access road within the site, shall comply with the following maximum lux levels:

Access Road: 15 lux (pre-curfew) / 7.5 lux (post-curfew)

Public Realm: 10 lux (pre-curfew) / 5 lux (post-curfew)

The external lighting shall be erected and maintained in accordance with these details to minimise light spillage and glare outside the designated area.

Reason: In the interest of pedestrian and highway safety.

13 The development shall be carried out in accordance with the Flood Risk Assessment & Drainage Strategy Report (Version 1.0), dated 2025.10.24, prepared by Link Engineering, unless alternative details are first agreed in writing by the Local Planning Authority, through the submission of an application for approval of details reserved by condition.

Reason: To ensure that the proposed development does not adversely increase flood risk.

14 The development shall be carried out in accordance with the Lighting Report, prepared by Polaris Light, dated 11th April 2025, unless alternative details are first agreed in writing by the Local Planning Authority, through the submission of an application for approval of details reserved by condition.

Reason: To safeguard the residential amenities of the neighbouring occupiers.

15 All works in close proximity to existing and retained trees shall be undertaken in accordance with BS 5837:2012.

Reason: To safeguard the health of existing trees which represent an important external amenity feature in accordance with Policies DMP1 and BGI2 of the Brent Local Plan and G7 of the London Plan.

16 No equipment for external amplified sound (such as a public-address system) shall be installed or used on the site unless details of the system(s) and the hours of operation have been submitted to and approved in writing by the Local Planning Authority and the systems shall thereafter be installed and operated in accordance with the details so approved.

The use of equipment for internal amplified sound or music shall not take place unless it is not audible from the site boundary.

Reason: To ensure a satisfactory development that does not have an unduly detrimental impact on surrounding residents or occupiers.

17 The cycle parking spaces hereby approved shall be installed prior to the first use of the development and thereafter retained for the life of the development. The short-stay spaces shall be provided as London-style stands.

Reason: In the interest of promoting sustainable transport modes.

18 Within three months of first use or occupation, details of a proportionate surface water drainage verification for the temporary meanwhile layout shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Local Lead Flood Authority. The verification shall include:

- a) The total impermeable area associated with the temporary development;
- b) The calculated peak runoff rate from this area for the 1 in 1 year, 1 in 30 year, and 1 in 100 year plus climate change rainfall events;
- c) Confirmation of how and where runoff from the temporary development connects into the approved masterplan drainage network;
- d) Evidence that the existing receiving network has sufficient capacity to accommodate this additional runoff without increasing flood risk elsewhere; and
- e) Demonstration of how surface water will be safely managed on site during the 1 in 100 year plus climate change event, including when the wider masterplan system is

at or above capacity.

The approved details shall be implemented and retained for the lifetime of the temporary development.

Reason: To ensure that surface water runoff from the temporary development is managed safely and does not increase flood risk on or off site, in accordance with national and local flood risk and drainage policies.

19 Within three months of first use or occupation, a landscaping plan shall be submitted to and approved in writing by the Local Planning Authority, through the submission of an application for approval of details reserved by condition.

The proposed landscaping plan shall show further details for the central public realm area, including landscaping features, such as details of the raised planters, incorporating trees, shrubs, and perennial plants. Details relating to pedestrian routes through the site and wayfinding/signage shall also be indicated.

The approved landscaping works shall be implemented in full within 3 months of the date of approval (or within a timescale otherwise agreed in writing by the Local Planning Authority) and shall be retained and maintained for the duration of the three year meanwhile use. Maintenance shall include watering, weeding, litter removal, keeping plants in a healthy condition and replacing any planting that fails within this three year period with plants of a similar size and species, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance and setting for the development, that the proposed development enhances the visual amenity of the area and that pedestrian access routes to and through the site are prioritised and fit for purpose.

20 Within three months of first use or occupation, a Delivery and Servicing Management Plan shall be submitted to and approved in writing by the Local Planning. The Delivery and Servicing Plan shall include details of how arrangements can be made for safe and efficient operations without detrimental impact on pedestrian movement, and confirmation that there would be specific areas for refuse storage on the day of collection identified, which otherwise could have an impact on amenity. The plan shall include a strategy for the management of delivery and servicing on event days at Wembley National Stadium which shall be worked on up in consultation with the stadium and shall ensure that no deliveries take place between four hours prior to the start of an event, to four hours after the end of an event.

The development shall thereafter operate in accordance with the approved delivery and servicing management plan unless an alternative arrangement is first agreed in writing by the Local Planning Authority.

Reason: To minimise negative impacts associated with servicing demand of the proposed development.

INFORMATIVES

1 - Based on the information available, in accordance with the Environment Act 2021 and the Town and Country Planning Act 1990, this development is exempt from Biodiversity Net Gain (BNG) requirements. This exemption applies as the development falls within the specified criteria outlined in legislation and regulations. The applicants are advised to review the statutory guidance for further details on exemptions and any other environmental obligations that may apply.

2 - The applicant is advised to apply for the relevant licences via the Council's website:
<https://www.brent.gov.uk/business/licences-and-permits>

3 - The applicants are to encourage all staff undergo the free ACT (Action Counters Terrorism) and SCaN (See, Check & Notify) counter terrorism awareness workshops by Claire Blennerhassett (Claire.V.blennerhassett@met.police.uk)

4 - The applicant is reminded that the advertisements introduced to the site would require advertisement consent in line with the Town and Country Planning (Control of Advertisement) Regulations 2007.

Any person wishing to inspect the above papers should contact Jasmin Tailor, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5341