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| Location | Palace of Arts & Palace of Industry Site, Engineers Way, Wembley, HA9 0ES |
| Description | Erection of a part eight-storey and part ten-storey Brent Council Civic Centre building, comprising office space (Use Class B1), community and performance space (Use Class D1 and D2, including library, Registrars Office, Community Hall and Council Chamber), Use Class A1/A2/B1 floorspace at ground floor level, a cafe (Use Class A3), wedding garden and a winter garden area, with provision of 158 car-parking spaces, 250 bicycle-parking spaces and 32 motorcycle-parking spaces in basement, and associated landscaping to site |

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Revised/additional information

The applicants have submitted revised drawings in response to the comments from CABE and your officers:

- the treatment of the pergola over the basement ramp and substation (climbing plants over the steel pergola with stainless-steel cables)
- the green roof of the substation
- the additional width of the access way between the main building and the Wedding Garden
- indicative locations of feature planting and public art within the Wedding Garden
- the relocation of some surface-level cycle spaces
- Council branding at lower levels adjacent to the northern and southern entrances to highlight the presence of the entrances.

Your officers consider that the drawings represent an appropriate response to the suggestions made by the CABE Design Review Panel and result in further refinements in the development of the design of the building.

The applicants have also submitted an “Energy & Sustainability Q&A” sheet which provides further clarification regarding a number of matters including the choice of sustainability measures, the CCHP unit, the temperatures within the Atrium, the ability to connect to district wide heat and waste networks if they are introduced in the future, rainwater harvesting, levels of parking, Travel Plan measures, management of transportation on Stadium and Arena event days and vehicle access arrangements.

During the site visit, members also asked about the Flood Risk Measures incorporated into the proposal. The Environment Agency specified that, as the site is below 1 Hectare in size, the statutory referral of the application to the EA is not required. However, they specified that they were pleased that their comments regarding the reduction of flood risk had been taken into account. A number of measures to reduce the risk of flooding were incorporated into the proposal, including the incorporation of green roofs, rainwater harvesting and re-use and underground attenuation. These measures result in attenuation levels of 50 %.

Contributions toward bus stop improvements and funding relating to Travel Plan targets

The proposed maximum contribution toward bus stop relocation and/or upgrading is £20,000, which comprises £10,000 per bus stop.

The maximum level of funding (or value of measures) that would be made available should Travel Plan targets not be met is £50,000.

TfL have specified that they consider the level of these contributions to be appropriate.

Disabled parking

Transportation have suggested that additional disabled parking is provided. However, the disabled parking that is proposed is in accordance with the Council's standards and the GLA/TfL have also indicated that they consider the level to be appropriate.

Ramp geometry

Transportation have also recommended that the width of the ramp is increased on the bend, larger margins to be provided on the sides of the ramp and that the island at the bottom is removed to assist the tracking for servicing vehicles. However, the supporting information for this application shows that the vehicle tracking works for the ramp and basement.

Deliveries of fuel and treatment of adjacent footway and highway within Southern Frontage

It is currently proposed that fuel deliveries occur within the Engineers Way frontage and the plans detail a lay-by in this location. However, Transportation have commented that the treatment and nature of Engineers Way may change in the short to medium term, and it is therefore not possible to determine the optimal treatment of the road and footway at present. Servicing access may also be possible in the future on the north-western side of the building and there may be potential for fuel delivery to occur from that location in the future. The location of the fuel deliveries is secured through the "Delivery and Servicing Management Plan". However, it is recommended that an additional condition is added regarding the treatment of the footway/highway if fuel deliveries are required within the Engineers Way frontage.

Environmental Impact Assessment Screening Opinion

Environmental Impact Assessment (EIA) is a process for identifying the environmental effects, both positive and negative, of proposed developments before a planning application is determined. The onus is on the developer to undertake the EIA for their proposed scheme. EIA is a multi-stage process and the Council is required to determine whether a proposed development requires an EIA through the Screening process and then to establish the elements to be assessed in the EIA (if required) in the Scoping process.

The Council were required to adopt a screening opinion under the provisions of regulation 5 of S.I. 1999 No. 293 Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999, for this development. The Council's letter of response on the 17 July 2009 gave the opinion (under officer's delegated powers), based on the details submitted, that the development did not fall within Schedule 1 of S.I. 1999 No. 293, but falls within Schedule 2 development of S.I. 293, being an Infrastructure Project exceeding 0.5ha (Section 10(b) Urban development).

The Council's conclusion was that, having regard to the characteristics of the development, its location and potential impact, it did not have significant environmental effects and therefore does not require an Environmental Impact Assessment (EIA). This opinion was formed based on whether the proposal was likely to have any significant impact on the environment in terms of the following: Traffic impacts on movement, safety and noise; contamination, ground and water quality; archaeology and architectural context; open space, ecology and nature conservation; air quality; and other impacts.

Additional comments from Wembley National Stadium Limited (WNSL)

WNSL have submitted further comments received late on the 15th of March (yesterday). They raise the following issues:

The committee report does not address the issue of whether or not the Empire Way/Engineers Way junction has sufficient capacity to cope with extra traffic generated by

special events held at the Civic Centre.

It will be the responsibility of the Council to manage any such special events to be held at the Civic Centre. Since the events are likely to be held outside peak hours officers are satisfied that the junction has sufficient capacity to cope with any additional traffic generated.

WNSL consider that the Travel Plan does not sufficiently address Event Days, and that an "Event Day Management Plan" should be required. They consider that this should address the impact of stadium and arena events on the operation of the Civic Centre, and that it should encourage the use of public transport on event days, reduce the need for visitor parking on event days and prevent Civic Centre visitors from using Stadium visitor parking on event days.

Your officers do not consider the WNSL's suggestion to be necessary. The Travel Plan promotes the Civic Centre as a public transport destination on every day of the year, and the level of parking associated with the Civic Centre is accordingly low, particularly compared to the 2900 car parking spaces associated with the Stadium for events. The Council does not have any control whatsoever over the formal Stadium event day parking and therefore the ability to prevent Civic Centre users or any other visitors to the area rests solely with those who control the official stadium car parks. Event Day parking restrictions preventing on street parking will of course apply to users of the Civic Centre.

WNSL also consider that the condition regarding the provision of off-site parking should be amended to state that the scheme for off site parking standard shall be approved by the Council "following consultation with Wembley National Stadium Limited".

This Condition has been removed on the advice of the Council's legal adviser. See below for an explanation.

Comments from Legal Services

Page 143 – **Condition 10.** Add at the end of this: "The approved Sustainability Strategy shall be fully implemented".

Condition 11. Amend the start of this to say "following practical completion of development, a review by a BRE-approved, independent body shall be commissioned to determine..."

Then amend the end so as to say "the owner shall submit for approval of the Council proposed measures for remedying such shortcomings and/or carrying out compensatory works. The review, together with such proposed measures (if required), shall be submitted to the Council within 6 months of practical completion of the building. Any remedial/compensatory measures required by the Council shall be fully implemented".

Page 146 - **Condition 21.** This condition refers to the provision of off-site auxiliary car-parking. This is one of the measures proposed in the Green Travel Plan and is intended to supplement on-site parking for a temporary period while the measures to control car-usage begin to take effect. As the auxiliary parking is already part of the submitted Travel Plan, the implementation of which is covered by Condition 15 there is no requirement for a further condition relating specifically to parking. Officers therefore recommend that Condition 21 be removed.

Page 146 – **Condition 23.** Delete "for the associated phase of development".

Additional Condition 27:

The development hereby approved shall not be occupied unless details of the undertaking and adoption of highway works under Section 38/278 of the Highways Act 1980 have been submitted to and approved in writing by the Local Planning Authority. The details shall demonstrate the extent of land to become adopted highway, the provision of a loading area for fuel-delivery vehicles (if required in this location) and the incorporation of a 10m kerb radii onto Engineers Way, and shall set out the programme for the implementation of the proposed measures, unless otherwise agreed in writing by the Local Planning Authority. The approved details shall be implemented in full.

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

Revised drawing numbers:

3101 Rev. D, 4000 Rev. D, 4003 Rev. D

Recommendation: Remains approval, subject to revisions to condition 10, 11 and 23 and additional condition 27.

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