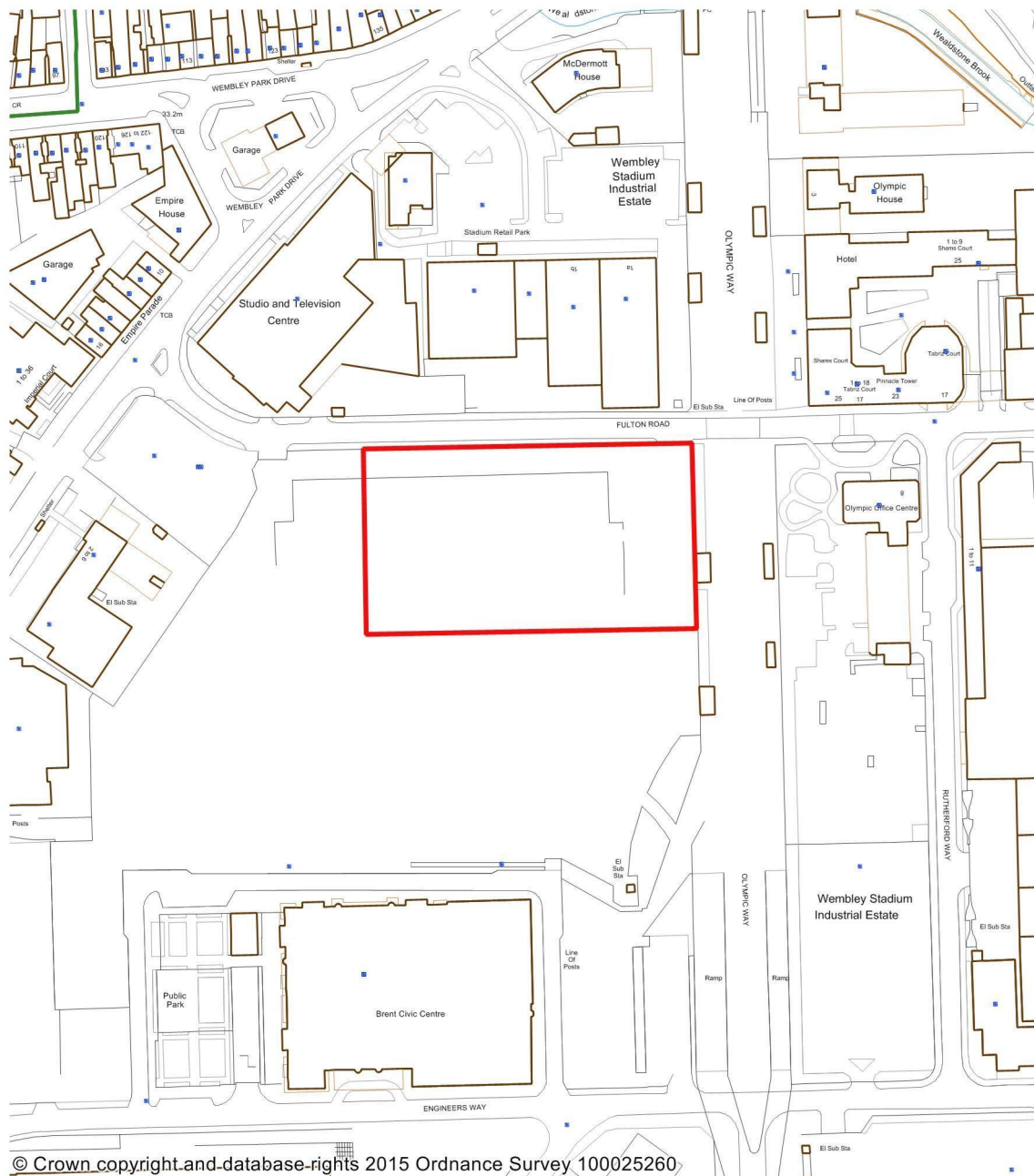




Planning Committee Map

Site address: Yellow Car Park, Fulton Road, Wembley

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This map is indicative only.

RECEIVED: 24 November, 2014

WARD: Tokyngton

PLANNING AREA: Wembley Consultative Forum

LOCATION: Yellow Car Park, Fulton Road, Wembley

PROPOSAL: Proposed erection of theatre (Use Class *Sui Generis*) on corner of Fulton Road and Olympic Way incorporating a restaurant, foyer, bar area, back of house facilities, and associated landscaping, bicycle parking and ancillary works for a temporary period of 10 years.

APPLICANT: Wembley Theatre Ltd

CONTACT: Signet Planning Ltd

PLAN NO'S:
(See Condition 2)

RECOMMENDATION

Grant planning permission subject to conditions listed after paragraph 75 of the Remarks Section.

CIL DETAILS

This application is not liable to pay the Community Infrastructure Levy (CIL). The proposal relates to a temporary use, the permission is for a time limited period only and is therefore not eligible for CIL.

CIL Liable?

Yes/No: No

EXISTING

The application site relates to land to the north of the Brent Civic Centre. The proposed theatre use is sited on part of the temporary yellow car park, on a prominent location at the corner of Fulton Road and Olympic Way. The application site is within an area that benefits from outline planning consent for comprehensive mixed use redevelopment (see history section below).

The application site is situated within the Wembley Regeneration Area, surrounding uses are mixed commercial uses, including Brent Civic Centre, Stadium Retail Park, Novotel hotel and Fountain Television Studio.

DEVELOPMENT SCHEDULE

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

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain
sui generis	0			6710	6710

TOTALS in sqm

Totals	Existing	Retained	Lost	New	Net gain
	0			6710	6710

PROPOSAL

Proposed erection of theatre (Use Class *Sui Generis*) on corner of Fulton Road and Olympic Way incorporating a restaurant, foyer, bar area, back of house facilities, and associated landscaping, bicycle parking and ancillary works for a temporary period of 10 years.

HISTORY

Outline planning consent was granted for the comprehensive re-development of the land surrounding the Brent Civic Centre in 2010. This plot relates to the part of the site that will eventually contain Plot NW10 and NW11.

10/3032 – ORIGINAL OUTLINE APPLICATION – Granted 24 November 2011

Outline application, accompanied by an Environmental Impact Assessment, for the demolition of existing buildings and the mixed-use redevelopment of the site to provide up to 160,000m² of floorspace (GEA, excluding infrastructure) comprising:

- a) Retail/financial and professional services/food and drink (Use Class A1 to A5): 17,000m² to 30,000m²
- b) Business (Use Class B1): up to 25,000m²;
- c) Hotel (Use Class C1): 5,000m² to 20,000m²;
- d) Residential dwellings (Use Class C3): 65,000m² to 100,000m² (815 to 1,300 units);
- e) Community (Use Class D1): 1,500m² to 3,000m²;
- f) Leisure and Entertainment (Use Class D2): up to 5,000m²;
- g) Student accommodation/serviced apartments/apart-hotels (*Sui Generis*): 7,500m² to 25,000m²;

and associated infrastructure including footways, roads, parking, cycle parking, servicing, open spaces, landscaping, plant, utilities and works to Olympic Way, and subject to a Deed of Agreement dated 24 November 2011 under Section 106 of the Town and Country Planning Act 1990, as amended

13/1323 – VARIATION APPLICATION – Granted 18 September 2013

Variation of condition 4 of Outline Planning Consent reference 10/3032 to allow minor material amendments to the parameter plans in relation to Plot NW01, situated in the south-western corner of the application site at the junction of Empire Way and Engineers Way.

13/2799 – RESERVED MATTERS FOR NW01 – Granted 16 December 2013

Erection of a series of 5- to 16 storey buildings within Plot NW01 situated on the corner of Engineers Way and Empire Way comprising 475 residential units and 1,061 square metres of commercial floorspace (Use Class B1 (Business), D1 (non-residential institution), D2 (leisure and assembly), A1 (retail), A2 (professional and financial services) or A3 (restaurant and café)) and associated residential parking spaces, private communal landscaped garden, ancillary spaces, and associated plant, cycle storage and refuse provision.

14/3054 – VARIATION APPLICATION – Granted 31 October 2014

Variation of condition 4 of outline planning permission reference 13/1323 to allow minor material amendments to the parameter plans in relation to plots NW06, NW07 and the proposed open space, namely: the siting, size and layout of plots NW06 and NW07, the heights of elements of the building within Plot N06, the siting of the open space, change to the vehicular access point for plot NW06.

14/4541 – PARK AND ACCESS ROADS – Granted following planning committee on 11 February 2015

Proposed construction of park (publicly accessible open space), a "pocket park", access roads and other associated hard and soft landscaping works and infrastructure and alteration to existing access roads, and access to Fulton Road.

14/4555 – ACCESS ROAD TO WEST OF NW06 – Currently being considered

Proposed hard and soft landscaping works involving the construction of a new access road adjacent to the rear boundary of the Quality Hotel and Dexion House including footway and loading bays, substations and other associated hard and soft landscaping works.

14/4330 - LAND ADJACENT TO DEXION HOUSE & QUALITY HOUSE, YELLOW CAR PARK - Granted following planning committee on 11 February 2015

Proposed erection of 1- to 20-storey building comprising 370 residential units, 693 sqm of non-residential floorspace (use class A1 (retail), A2 (financial and professional), A3 (cafe/restaurant), B1(Business), D1 (community) or D2 (assembly and leisure)) and associated residential parking spaces, private communal landscaped garden, ancillary spaces, and associated plant, landscaping, cycle storage and refuse provision.

This is a Reserved Matters application pursuant to the original outline consent 10/3032.

14/4687 - TEMPORARY MARKET USE ON OLYMPIC WAY & YELLOW CAR PARK (part of) - Application currently being considered

Use of land comprising the "Yellow car park" and Olympic Way between Fulton Road and Engineers Way from time to time for temporary markets and as temporary event space. No permanent structures are proposed.

POLICY CONSIDERATIONS

The policies relating to this application are as follows:

NATIONAL

National Planning Policy Framework 2012

REGIONAL

The Mayor of London

The London Plan 2011

The revised London Plan was adopted in July 2011 and sets out an integrated social, economic and environmental framework for the future development of London. Relevant Policies include:

- 2.1 London in its Global, European and UK context
- 2.13 Opportunity Areas and Intensification Areas
- 2.7 Outer London Economy
- 4.6 Support for and Enhancement of Arts, Culture, Sport and Entertainment Provision
- 5.1 Climate Change Mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.6 Decentralised Energy in Development Proposals
- 5.7 Renewable Energy
- 5.9 Overheating and Cooling
- 5.10 Urban Greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.15 Water Use and Supplies
- 5.21 Contaminated Land
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Building London's Neighbourhoods and Communities
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.14 Improving Air Quality
- 7.15 Reducing Noise

LOCAL

Wembley Area Action Plan 2015

- WEM 1 Urban form
- WEM 3 Public realm
- WEM 6 Protection of Stadium Views
- WEM7 Character of Olympic Way
- WEM 8 Securing design quality
- WEM14 Car Parking Strategy
- WEM 15 Car parking standards
- WEM 16 Walking and cycling
- WEM 25 Strategic Cultural Area
- WEM 28 Temporary Creative Uses
- WEM 29 Community facilities
- WEM 30 Decentralised Energy
- WEM 32 Urban greening
- WEM 33 Flood Risk
- Site W12 North West Lands

Brent Local Development Framework Core Strategy 2010

CP 1 Spatial Development Strategy

CP 3 Commercial Regeneration

CP 5 Placemaking

CP 7 Wembley Growth Area

CP 16 Town Centres and the Sequential Approach to Development

CP 19 Brent Strategic Climate Mitigation and Adaptation Measures

CP23 Protection of existing and provision of new community and cultural facilities

Brent Unitary Development Plan 2004

Strategy

The relevant policies in this respect include Policies STR3 (prioritising locations and land-uses to achieve sustainable development), STR5 and 6 (reducing the need to travel), STR9 (role of GLA Roads and London Distributor Road) and STR12-15 (protecting and enhancing the environment)

Policies

BE1 Urban Design Statements

BE2 Local Context & Character

BE3 Urban Structure: Space & Movement

BE4 Access for disabled people

BE5 Urban clarity and safety

BE6 Landscape design

BE7 Streetscene

BE8 Lighting and light pollution

BE9 Architectural Quality

BE12 Sustainable design principles

BE13 Areas of Low Townscape Quality

BE17 Building Services Equipment

EP2 Noise and Vibration

EP3 Local air quality management

EP6 Contaminated land

EP12 Flood protection

EP15 Infrastructure

TRN1 Transport assessment

TRN2 Public transport integration

TRN3 Environmental Impact of Traffic

TRN4 Measures to make transport impact acceptable

TRN10 Walkable environments

TRN11 The London Cycle Network

TRN12 Road safety and traffic management

TRN13 Traffic calming

TRN14 Highway design

TRN15 Forming an access to a road

TRN16 The London Road Network

TRN22 Parking Standards – non-residential developments

TRN24 On-street parking

TRN30 Coaches and Taxis

TRN34 Servicing in new developments

TRN35 Transport access for disabled people & others with mobility difficulties

Appendix TRN2 Parking and Servicing Standards

TEA1 Location of large-scale Tourist, Visitor and ACE uses

Brent Council Supplementary Planning Guidance and Documents

SPG12 Access for disabled people

SPG17 Design Guide for New Development

SPG19 Sustainable design, construction and pollution control

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

Wembley Masterplan 2009

Other Council Publications

Wembley Vision (2002)

Wembley From Vision to Reality (2007)

SUSTAINABILITY ASSESSMENT

A BREEAM pre-assessment has been submitted which demonstrates a commitment to a BREEAM score of 51.7%, rating 'Good'. A rating of 'Excellent' would normally be sought. However in this case the building is of a temporary nature, only envisaged to be on site for ten years. There is recognition that achieving a score of 'Excellent' is challenging and is not feasible for a temporary building.

The sustainability strategy for the building is based on the following:-

- Complying with energy performance standards under Building Regulations Part L. This target is proposed to be achieved through a range of energy efficiency measures and installation of roof mounted photovoltaic panels. Further details of the array of PV will be submitted as a condition of any approval, secured as part of a detailed sustainability strategy.
- The energy efficiency measures proposed include a high performance building fabric, high levels of air tightness, energy efficient plant, lighting, heating, ventilation and cooling systems and external shading and glazing to minimise summer heat gain and in turn minimise cooling loads.
- CHP and district heating is not feasible as the development phasing for this particular development will be in advance of the necessary infrastructure required, that is to be delivered at a later date through the North West Lands outline consent implementation.
- A range of renewable technologies were considered, some discounted for practical or technical reasons. Roof mounted PV panels were considered to be the most technically suited. Early analysis suggests that 150sqm of PV will be required. Final details of the array will need to be confirmed through condition, as part of a sustainability strategy.
- Achieving a SPG19 (Brent Sustainability checklist) score of 31.7%. The lower than expected score is again down to the temporary nature of the building.

The relatively short lifespan of the building means that a number of renewable energy options are not feasible. These would typically require investment that requires a longer building lifetime. On balance the strategy is considered to be appropriate for a temporary building. Through conditions there will be a requirement to submit a detailed sustainability strategy, demonstrating in full how the measures will be achieved. Following practical completion of the development, a review by a BRE approved, independent body shall be commissioned to determine whether the measures set out within the sustainability strategy have been implemented and that through reasonable endeavours the maximum feasible BREEAM rating has been achieved.

CONSULTATION

Statutory consultation carried out on 27/11/14.

Site notices displayed on 04/12/14

Press notice published on 04/12/14

To date two letters of support and one objection has been received.

Support:-

The Theatres Trust supports the application and the development of a new theatre and cultural facility at Wembley and make the following comments:-

- *The theatre itself is unique, due to the rotating auditorium, and that this introduces a new style of theatre building and theatre production to London and the UK that is currently not provided.*
- *This use would have the potential to be a tourist attraction, boost to the local economy and Wembley's cultural offer.*
- *The use is considered to be consistent with London Plan policies and Brent's Core Strategy, and is ideally located with good links to public transport.*

Network Housing Group, occupiers of 8 Olympic Way are of the view that the theatre proposal will contribute towards the regeneration aims for the area and will add vitality to the area, increasing daytime and nighttime activity.

Objection:-

A letter has been sent on behalf of Fountain television studios citing the following issues:-

Concern about the consequences of construction and any disturbance (noise or vibration) that would be caused to highly sensitive recording equipment. see paragraphs 68 - 74

Vehicles arriving to site for construction of the theatre may prevent or impede vehicles accessing the studios for production purposes. This would be detrimental to production timing and programming and there needs to be co-operation so that both parties can plan their activities to accommodate each other.	see paragraphs 68-74
Dissatisfied that the applicant has not sought to engage with Fountain studios prior to submission of the application.	see paragraphs 68-74
Vibration impacts from construction have the potential to disrupt studio operations. There should be robust processes in place to manage noise and vibration arising from construction so as not to prejudice the studio's operation.	see paragraphs 68-74
There should be sufficient control in place, with enforceable arrangements so that the construction of the proposal can go ahead without disrupting the studio operation.	see paragraphs 68-74
Visitors may park in the yellow car park adjacent to the theatre, resulting in further congestion.	see paragraphs 68-74
Proposed working hours for construction may affect studio operations if access is blocked by construction traffic.	see paragraphs 68-74

STATUTORY CONSULTATION:-

Transportation:-

This proposal can only be supported in its current form subject to a condition requiring the reinstatement of the existing crossovers (rendered redundant) to the site to footway with full height kerbs with further details of the servicing lay-by. Conditions are also recommended requiring implementation of the submitted Travel Plan, Construction Logistics Plan and Delivery and Servicing Plan.

Landscape Design:-

Concern has been raised with the proximity of the building and associated hard landscaping works to the existing corridor of Lime trees on Olympic Way. The roots of these trees will be vulnerable to trafficking and compacting during construction works. It is recommended therefore that a tree survey, tree report, tree protection plan and construction method statement are carried out to BS:5837 2012 and submitted for approval. This should describe how the existing trees and their roots will be protected.

New trees are required to be planted along the Fulton Road site frontage, *Tilia cordata* is put forward as a suggested species.

Further details of external landscape proposals are required by condition.

Safer Streets:-

The submitted noise assessment demonstrates that noise from the theatre production is not predicted to be of concern to current and future receptors, provided a minimum insulation specification is achieved. A condition is recommended to ensure said insulation specification is achieved.

It is noted the theatre will have a range of different plant equipment. To ensure that this does not cause noise or disturbance a condition is recommended to limit noise levels from any plant (or ancillary equipment).

Further details of the kitchen extraction equipment will need to be submitted for approval. This will be secured by condition.

Proposals to mitigate the impacts of dust from construction works are satisfactory. So are proposals for controlling construction noise, as set out within the Environmental Noise Report.

It is recommended that a site investigation be undertaken to establish if there is any risk from possible contaminated land. Conditions are recommended to secure this is carried out prior to commencement of any building works.

Thames Water:-

A 'Grampian' condition is recommended requiring the submission and approval of details of a drainage strategy detailing any on or off site drainage works, and any approval should be in conjunction with the sewerage undertaker.

Ward Councillors (Tokyngton ward);-

No representations have been received.

REMARKS**Site context;-**

1. The application site is situated within the heart of the Wembley regeneration area. The site, formerly occupied by the Palace of Arts and Palace of Industry but now referred to as the yellow car park was granted outline planning permission in 2011 (LPA ref; 10/3032) for mixed use development for land to the west of Olympic Way and the north of Engineers Way, referred to as the North West Lands. This outline permission comprises of retail, business, hotel, leisure and entertainment uses, open space student accommodation and a significant proportion of residential use. Some early plots of the outline consent have been built out but given the scale of development that has been approved the completion of this regeneration is phased to take place over a number of years. In advance of the full build out, and until individual development plots come forward some additional 'meantime' uses are envisaged to come forward in the regeneration area. The Power League football centre is an example of an existing 'meantime' use. The application site is currently operating as a temporary car park, for five years under planning permission 12/3361. The outline consent approved buildings NW10 and NW11 on the application site, both are mixed use buildings with residential units.
2. The Council vision for the development of Wembley is set out in the recently adopted Wembley Area Action Plan (AAP) (adopted Jan 2015), which covers existing town centres of Wembley and Wembley Park, the Wembley Masterplan area, including the Stadium and key development sites around it, and the industrial area extending as far as the North Circular Road. This sets out a strategy for growth and regeneration and a framework for delivering this vision over the next 15 years. The plan builds on the Council's vision to develop Wembley as a destination which will help drive the economic regeneration of Brent, and further promote its cultural and leisure offer attracting visitors throughout the day and evening. The plan aims to guide appropriate development to bring forward the delivery of new homes, jobs, shopping and leisure facilities.

Policy context;-

3. The National Planning Policy Framework has a presumption in favour of sustainable development. Planning applications that accord with the adopted plan should be approved without delay, unless material considerations indicate otherwise.
4. In the London Plan (2011) Wembley is designated as an opportunity area. In such areas intensification and regeneration will be supported as these areas have been identified as having sufficient capacity to accommodate new housing, commercial and other developments. Typically these are already built-up areas with good existing public transport links which can support redevelopment at higher densities. They have significant capacity for new jobs.
5. Strategic cultural areas are designated in the London Plan, and Wembley is identified as one of these. These areas are identified as being appropriate for London's major clusters of visitor attractions.
6. Support for and enhancement of arts, culture and entertainment provision is supported by London Plan policy 2.7 which seeks to promote opportunities for London's outer economy through leisure, arts, culture and tourism, recognising the contribution that theatres can make to the outer London economy. Policy 4.6 states that boroughs should encourage a diverse range of night time activities, expanding culture and leisure venues other than eating and drinking.
7. Brent's adopted LDF Core Strategy (2010) sets out the spatial structure of the borough, and seeks to support and deliver the overall vision and objectives for the borough. This focuses future development in Brent into five Growth Areas, each is key to achieving borough regeneration objectives. To reflect its status in the London Plan as a an opportunity area Wembley is designated as a growth area in the Core Strategy. It recognises that Wembley has the capacity to deliver the majority of the borough's development and employment growth. The vision is that Wembley will become a cultural focal point as the borough's main area for tourism, also being the location for large scale visitor attractions, reflecting its London Plan designation as a strategic cultural area for London. This is set out in policy CP7 of the document.
8. Brent's adopted UDP (2004) supports the development of tourist, visitor and arts, cultural and entertainment (ACE) facilities in the Wembley regeneration area.

9. This is considered to be an appropriate location for a proposed theatre. It is in a highly accessible location and this use is considered to comply with national, regional and local planning policy.

Proposal;-

10. Proposed erection of theatre (Use Class *Sui Generis*) on corner of Fulton Road and Olympic Way incorporating a restaurant, foyer, bar area, back of house facilities, and associated landscaping, bicycle parking and ancillary works for a temporary period of 10 years.
11. The theatre will have capacity to accommodate up to 1300 persons, with approximately 130 staff members. It will be operational up to 7 days a week. Performances will typically take place 6 nights per week from 19:00 - 22:30. With matinee performances planned to take place on Saturdays and on one day during the week between 12:00pm and 17:00 pm. Front of house bar and restaurant areas will be open to the general public.
12. A temporary permission is sought for a period of 10 years before the development of plots NW10 and NW11 within the North West Lands outline consent. The temporary nature of the proposal is so that a 'meantime' use can be brought forward to make effective use of the land and make a positive contribution to the area whilst the wider phased regeneration is delivered.
13. Amended plans have been submitted that incorporate the following changes;-
- *An increase to the size of the auditorium, increasing this in width by extending 7.5m further east above the plinth.*
 - *Alterations to the servicing lay-by layout.*
 - *Amendments to the wheelchair ramped access from Olympic Way.*
 - *Minor elevational changes.*
 - *Planting of trees along the northern and southern elevations.*
 - *New revolving door proposed at main entrance.*

Theatre concept;-

14. A Dutch company, Imagine Nation are behind the concept, staging and production. They have built a similar theatre in Amsterdam and are now seeking to expand internationally.
15. This is a unique theatre experience, using innovative staging technologies that will involve a rotating auditorium, rotating seats and panoramic video projection technologies. It would be the first theatre of its kind in the UK, and it is expected that the first production will be a stage show of the '*The Hunger Games*'.

Quantum;-

16. The theatre comprises of a 4500sqm auditorium and a 1760sqm front of house component which is expressed architecturally as a plinth. The main auditorium has an internal height of 13.25m (max height 16m). The front of house component is at a considerably lower scale. Where the front of house section meets Olympic Way this is to be 5.5m high.

Design;-

17. The theatre building comprises two distinct parts. There is the main auditorium, and a smaller front of house section which appears as a plinth upon which the auditorium sits. Both elements are clearly distinguishable from one another through the use of different materials.
18. The massing of the auditorium section is very much driven by the operational needs of the theatre, in order to meet staging, seating and production requirements. The facade of the auditorium has been broken up by expressing the structure through a series of visible columns, 7.5m width apart that run the length of the building. This rhythm of columns will give the building verticality, some visual interest and helps to break up the massing. It will be clad in black metal and a condition is recommended to agree the final materials. Windows or glazed sections cannot be provided within the auditorium for operational and production reasons.
19. The smaller front of house section is expressed with the use of a different material. This will be finished in concrete and this material will run along the base of the building forming a plinth for the auditorium box. This plinth is punctuated with windows to respond at street level along Olympic Way and Fulton Road. Some louvres and doors will also punctuate the plinth in other parts of the building. The front of house section includes a projecting roof overhang which introduces an interesting architectural feature, and will accommodate the foyer and bar areas, restaurant, box office and outside terrace/seating area.

The terrace will be enclosed by a glass balustrade treatment. Front of house will be the main point of ingress and egress to the theatre, and its prominent corner location and the use of glazing will provide activity and animation that addresses Olympic Way.

20. The design is considered to have a strong rationale and some subtle interventions help to articulate the building, break down the massing and provide some visual interest and is an appropriate approach along this key route within the Wembley regeneration area. The elevation along Fulton Road is to be softened by new tree planting, as discussed below.

Access:-

21. Inclusive access has been incorporated. The auditorium will be DDA compliant and wheelchair accessible, with dedicated ramped access provided from the Olympic Way frontage. This access point has been amended and opened up so that is more legible for users arriving along Olympic Way from either direction.
22. It is expected that the majority of the public will approach the building from Wembley Park London Underground Station, and along Olympic Way from the north of the site. The access routes will allow pedestrians to enter the building from either side of the foyer, from the steps on Fulton Road, or the level access on the southern side of the foyer.
23. Taxis, deliveries and drop off will be from the north side and the access arrangements for this are discussed in detail in the transportation section below.

Landscaping:-

24. The proximity of the building and associated external landscape works to the existing corridor of Lime trees on Olympic Way has been duly considered. Your landscape officers advise that the roots of these trees are likely to be just under the existing hard surface which will need to be removed in order to install new hard paving. The area will also be vulnerable to trafficking and compaction during construction without due care. As a result this area will need to be excavated and pulled back carefully to minimise damage and ideally supervised. To safeguard existing trees from construction works a tree survey, report, tree protection plan and construction method statement to BS:5837, describing how the trees and their roots will be protected shall all be required, and secured through condition. A draft Arboricultural Impact Assessment and Method Statement has been submitted, comments on this are awaited from your tree protection officer and any updates will be reported in any supplementary report.
25. Your officers sought landscaping improvements along the northern frontage of the site. Amended plans have been received, proposing six trees along this edge of the site. These are welcomed and will provide a soft edge to the building, and enhance the public realm along Fulton Road. Further details to confirm tree species and size will be secured through a landscape condition.
26. The external hard landscape works are minimalist and a palette of materials have been selected to reflect the design and appearance of the building. Further details will be secured through a landscape condition.

Transportation and servicing:-

27. The land is currently laid out as a temporary car park for up to about 1,000 cars (or 300 coaches) and is permitted for a period of five years under planning permission 12/3361. This is a temporary car park whilst the wider area is redeveloped.
28. This application relates to the northeastern corner of the car park, adjoining both Fulton Road (a traffic-calmed local access road) and Olympic Way (a pedestrianised street). The affected area of land can currently accommodate about 250 cars and the outline redevelopment parameter plans for the site (Plots NW10 & NW11) propose the erection of two mixed-use buildings of up to 14-storeys in height comprising retail/community uses at ground floor level and residential accommodation and a multi-storey car park above.
29. A 10m wide crossover with 2m kerb radii is located onto Fulton Road in the northeastern corner of the site, with a further 6.3m wide crossover onto Fulton Road in the northwestern corner.
30. The main pedestrian access will be provided directly from Olympic Way in the northeastern corner of the building via steps and a ramped access further south off Olympic Way. No off-street car parking will be provided within the site, but a servicing lay-by is proposed along the northern edge of the site. The servicing lay-by has been set back, and this servicing loop and footway to the south side of this are within

the application site. A total of 50 bicycle parking spaces are proposed to the north and south of the building.

31. On-street parking in nearby Fulton Road is prohibited at all times. Bus stops are located alongside and opposite the site. Public transport access to the site is very good (PTAL 5), with Wembley Park (Metropolitan and Jubilee lines) and Wembley Stadium (Chiltern line) stations within 960 metres and six bus services within 640 metres.
32. Although the site lies within the Wembley Masterplan area, there are no parking standards set out for this proposed use within the AAP. Car parking allowances for the proposed theatre are therefore set out in standard PS10 of the adopted UDP 2010. This allows up to one parking space per 60 patrons, one space per five employees and one space per 200m² of non-seating area. Based on the maximum capacity of the building, up to 21 visitor spaces and 26 staff spaces would be allowed, plus an additional space for the ancillary restaurant. As such, the total parking allowance for the theatre would amount to 48 spaces. With no off-street parking proposed within the site anyway, standards would be complied with. The wide range of public transport services in the area means that staff and visitors would be able to easily reach the site by rail or bus, whilst there is plenty of off-street car parking available in the area, such as the remaining spaces in the yellow car park area behind the site, the multi-storey red car park on Wembley Park Boulevard, and the green car park for those that do need to drive to the site. Overspill parking on nearby Fulton Road and Engineers Way would not be possible in any event due to the double yellow line waiting restrictions that are in place.
33. Standard PS16 requires one bicycle parking space per 50 seats for theatres, giving a total requirement for 26 spaces. The proposed provision of 60 spaces along the northern and southern sides of the building adjoining the site would be more than sufficient to satisfy requirements.
34. Coach parking provision exists within close walking distance in the nearby stadium car parks which is acceptable.
35. Servicing of the theatre is proposed to take place from a new lay-by to be constructed within the application site, the servicing loop is to be accessed via crossovers at either end with a level footway that loops around the back of this within the application site. A length of public footway (2.4m wide) is to be maintained along the Fulton Road frontage in between the two crossover access points. Generally this layout is considered to be acceptable, however Transportation require the installation of some bollards between the loop and the footway and further details of the raised levels of carriageways within the servicing area so that pedestrians on Fulton Road can continue on a level surface. Further details of the servicing lay-by will be secured as a condition.
36. Following initial construction and fit out works the majority of deliveries are likely to be for the restaurant or bar and would occur in rigid vehicles, with the largest vehicles therefore likely to make use of the loading lay-by area being refuse collection vehicles. Transportation are satisfied that day-to-day volume of delivery movements associated with a theatre are not expected to be significant and that the size and the layout of the servicing loop can cater for likely servicing demands of the restaurant and bar.
37. Tracking diagrams have been provided to show how this is intended to work. The lay-by is also in close proximity to a westbound bus stop on Fulton Road, but agreement has been reached with London Buses that there is no need to reposition the bus stop to facilitate the lay-by. A Safety Audit has also been undertaken on the lay-by design, which raised only one minor issue with regard to providing differentiation between the footway and the lay-by.
38. Any existing crossovers to the site that will no longer be required should be returned to footway with full height kerbs, and secured as a condition of any approval.

Transport Impact:-

39. The size and seating capacity of the proposed theatre means that the development could potentially have a significant impact upon local transport networks. In view of this, a Transport Assessment is required and this has been prepared by i-transport Consultants and submitted with the application.
40. Given the lack of comparable data held for similar theatres across the country, analysis of likely impact has been based upon first principles, using the worst-case assumption that the theatre is operating at full capacity (1,300 seats).

41. Performances are generally proposed to take place from 7.30pm -11pm, with an additional Saturday afternoon matinee performances from midday – 4.30pm. Analysis of arrival and departure profiles for other theatres suggests that 70% of arrivals will occur between 7-8pm and 79% of departures between 10-11pm. For matinee performances, 65% of arrivals would occur between 1-2pm and 74% of departures between 4-5pm. As such, the majority of people arriving to the site would do so after the evening peak period has died down.
42. In terms of method of travel, data from the original estimates provided within the Wembley Stage 1 application for Wembley Arena have been used, adjusted to reflect changes to modal shift for journeys to work observed between the 2001 and 2011 Census. This arrives at a predicated modal share of 8% of visitors being car drivers, with 13% being car passengers. The proportion travelling by public transport is estimated at 71%, with a further 5% travelling by coach.
43. The resultant traffic flows estimates have then been added to existing surveyed traffic flows on Fulton Road for the existing network peak hours (5-6pm on a weekday and 2-3pm on a Saturday). As the majority of theatre traffic on a weekday will arrive after 7pm, the impact on Fulton Road has been assessed as being minimal (i.e. less than a 3% increase in flows), which is accepted. Ideally these surveyed flows would have looked at 1-2pm and 4-5pm on Saturdays too.
44. In mitigation though, it is recognised that the absence of parking within the site means that additional traffic would be more widely spread around the area rather than being concentrated along Fulton Road, so impact on any particular street (esp. Fulton Road) is likely to remain minimal.
45. Similar conclusions apply to the impact on public transport services, whereby the weekday evening performances would have an acceptable impact as visitors would arrive after the peak period, ideally further consideration would have been given regarding impact during the Saturday peak arrival and departure periods. Nevertheless, there are extensive public transport services available in the area and the nearest station (Wembley Park) has been specifically designed to handle vast passenger numbers for Wembley Stadium, so would be very capable of accommodating the predicted numbers of visitors to the theatre.
46. Nevertheless, in the interests of minimising impact on Wembley Stadium event days, it is advisable to co-ordinate performances so as not to conclude at the same time as Wembley Stadium events where possible. The Transport Assessment suggests that this is feasible with sufficient notice. Efforts to do so would therefore be welcomed and would also be in the theatre's best interests. In the event that the theatre operates to a full audience on the same day as a capacity Stadium event this would result in a 1.4% increase in crowd numbers above and beyond a full capacity Stadium crowd of 90,000 visitors. This is not considered to represent a significant increase, and as discussed there is parking capacity and extensive public transport services available in the area to cater for extra demand.
47. It is noted that the development will result in the loss of some parking space that is currently used by the Stadium on event days, but this is effectively reserve parking rather than the main core of the Stadium's parking provision, so does not affect overall parking requirements for the Stadium. The existing green car park retains capacity for 1700 vehicles and the multi-storey red car park capacity for 996 vehicles, to cater for event day demand.
48. To assist in keeping car trips to a low level, a Travel Plan has been prepared for the theatre. This sets out a range of measures to promote non-car use, including despatching leaflets showing transport options with each ticket, providing travel packs and transport noticeboards for staff etc., to be overseen by an identified Travel Plan Co-ordinator. The main aim will be to reduce the proportion of journeys made by car from 8% to 7% over the course of five years, with monitoring to be undertaken after three and five years.
49. The proposed Travel Plan has been assessed using TfL's ATTrBuTE software programme and has scored a PASS rating. Its implementation is to be secured as a condition of any approval.
50. Analysis of road accidents in the vicinity of the site has been undertaken for the 66-month period from January 2009 – June 2014 and has revealed a total of 13 personal injury accidents along or close to Fulton Road between its junctions with Empire Way and Rutherford Way. Only one of these was serious; five involved pedestrians. However, there was no particular recurring pattern of accidents observed that would be likely to increase as a result of this proposal.

51. A Delivery and Servicing Plan has also been included in the Transport Assessment. This anticipates 2-3 deliveries by 7.5t box vans per day for the restaurant/bar, with refuse vehicles also expected to visit the site once per day. As noted above, delivery vehicles will be able to make use of the proposed loading area on the Fulton Road footway to ensure traffic flow in Fulton Road is not obstructed. Suppliers will be encouraged to join TfL's Freight Operators Recognition Scheme and to also make use of main roads to access the site. Given the relatively low number of deliveries expected, these proposed measures are accepted.
52. Construction logistics have also been considered within the Transport Assessment. The construction period is anticipated to span 47 weeks commencing in March 2015 and to employ up to 75 staff. The construction site will be secured with hoardings and all activities and unloading will take place within the site compound. Delivery vehicles will access the site through the yellow car park and depart using the existing crossover onto Fulton Road in the northeastern corner of the site, reaching and leaving the site either via Great Central Way or via Empire Way. Up to about 10 deliveries (20 movements) per day by delivery lorry are anticipated and deliveries will be pre-booked to ensure deliveries are staggered throughout the day and that suitable arrangements are made for delivery of abnormal loads in order to minimise impacts on Fulton Road. No construction deliveries will be permitted to be made within four hours of a major Wembley Stadium event. A condition is recommended to secure the implementation of the submitted Construction Logistics Plan (CLP), if for any reason this CLP needs to be adapted once works have commenced for example to cater for staging deliveries being brought on site then any amendments to the plan would need to be submitted and approved in writing by the Local Planning Authority. Any temporary construction access that may be required at any stage would need to be approved through the approval of a revised CLP.
53. Wheel washing facilities will be provided close to the site entrances and Fulton Road will be regularly inspected for debris and swept as necessary, again this will be secured through the CLP condition.
54. No more than six car parking spaces will be provided within the site for contractors, with the remainder being encouraged through a Travel Plan to make use of alternative modes of transport to reach the site.
55. The above measures are all welcomed as a means of limiting the impact of construction traffic on the surrounding road network.
56. In conclusion, the proposal is considered acceptable in principle, subject to reinstating any existing redundant crossovers to the site to footway with full height kerbs. Conditions are also recommended requiring implementation of the submitted Travel Plan, Construction Logistics Plan and Delivery and Servicing Plan along with further details of the servicing lay-by layout.

Noise:-

57. The noise assessment considers noise from the theatre use, taking account of existing and future developments with regards to buildings in the vicinity of the theatre now, and those proposed in the future. It considers noise and vibration impacts from construction works. There is an existing commitment for development in this area to carry out fixed continuous noise monitoring, to operating within maximum noise levels with mitigation if monitoring finds that levels are being exceeded. The analysis also considers noise impact from any mechanical and electrical plant. All plant which has the potential to have an external impact will be designed to achieve BS 4142:1997 noise rating level of 10dB below the representative noise background level.
58. Your Safer Streets officers are satisfied that noise from the theatre use will not be problematic, provided the outer shell of the theatre has a minimum insulation specification. This will be controlled by condition. Noise from any plant is recommended to be dealt with by condition, as too are kitchen extraction details.
59. In response to the concerns raised by Fountain Studios to do with construction noise and vibration and the effects of these on their operations a response has been provided by the applicants acoustic consultant. This response report deals with construction noise and looks to address the comments received and provide reassurance that the works will not affect the operation of the studio. This sets out a number of measures to minimise the potential for noise to affect surrounding uses such as the studios and proposes engagement with the studios with regard to the implementation of those measures and scheduling of works. A condition was recommended to be attached to application 14/4330 for NW06 to secure the requirement for engagement with Fountain Studio, which is an approach members supported at committee on 11 February 2015. The same approach is considered to be appropriate for this application on a neighbouring site.

60. Your Safer Streets officers find the proposed noise management measures to be reasonable and welcome the commitment to engage with Fountain Studio and consult with them on the timing of potentially noisy works. Sufficient information has been submitted to demonstrate that the construction phase or theatre use will not be harmful to neighbouring uses, subject to certain conditions.

Air quality impact:-

61. Sufficient information has been submitted that demonstrates the proposals to mitigate the impacts of dust from construction will be effective. The applicant will however need to submit details of the commercial kitchen ventilation equipment to ensure it doesn't cause any nuisance, and this can be secured through condition

Ground contamination:-

62. A groundwater, soils and contamination desk study has been carried out. This considers the potential effects of existing ground conditions on human health and the environment. The study recommends that a detailed site investigation be undertaken to ascertain whether or not the site is contaminated. This approach is agreed by your Safer Streets officers, and conditions are recommended that deal with site investigation and remediation and verification of any contamination works carried out.

Flood Risk and water:-

63. The site is in Flood Risk Zone 1 so is at low risk of flooding. The application site area is less than one Hectare as such, a Flood Risk Assessment (FRA) is not required. The original outline consent for the North West Lands is accompanied by an acceptable FRA, details of this are submitted in support of this application.

64. Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of this application. In the event of any approval Thames Water would like a 'Grampian Style' condition imposed to ensure that development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker.

Ecology:-

65. Prior to granting the North West Lands outline consent a detailed ecology assessment of the site and surrounding area was undertaken, comprising a desk based. This was accompanied by a Habitat Survey and an Extended Phase I survey. The assessment found the site to be of extremely low ecological value. Neither the presence of nor the habitat for protected species were found on site. The assessment accordingly concluded that any effects of the wider development will be of no ecological significance.

66. Since this time the site has been utilised as a temporary car park (known as the yellow car park). The site is fully hardsurfaced and remains extremely low in ecological value.

Environmental Impact Assessment (EIA):-

67. A screening opinion was requested and opinion received, confirming that there are no significant environmental effects relevant to the consideration of the development to warrant an EIA.

Objection from Fountain Studios:-

68. Fountain Studios have submitted an objection to the application as well as for both the nearby NW06 building (14/4330) and the application for the park and access roads (reference 14/4541) due to the potential for the construction impacts and access to affect the operation of the Studios.

69. In response to this, the applicants submitted a report regarding construction noise which looks to address these comments and provide reassurance that the works will not affect the operation of the Studio. This sets out a number of measures to minimise the potential for noise to affect surrounding uses such as the studios and proposes engagement with the Studios with regard to the implementation of those measures.

70. A significant amount of development is anticipated in the vicinity of the Fountain Studios and this always has the potential to result in some level of noise and disturbance. Fountain Studios are naturally concerned with their ability to operate in this environment and have requested that all measures are taken to reduce construction noise and disturbance in the vicinity of their building.

71. The response report has been forwarded to Fountain Studios and to Safer Streets officers. In accordance with advice provided by Safer Streets, given that the applicants are committing to comply with best practice and British Standards, adhering to noise limits, the proposed engagement with Fountain Studios

with regard to the timing of works and the proposed measures this is considered to be a reasonable way of dealing with noise management. As such, a condition has been recommended which requires the further approval of details of the measures to limit noise and disturbance prior to the commencement of works. These details should be submitted following engagement with Fountain Studios and should include an on-going commitment for monitoring and dialogue with the Studios throughout the construction period. It is understood this approach has been accepted by the Studios with both of the aforementioned applications that were reported to 11 February planning committee, and subsequently granted permission.

72. Construction access is controlled through the CLP which was approved within the parent Outline Consent, and the requirement to implement this is repeated for this application. One of the measures specified within the approved plan relates to the management of construction vehicles. This specifies that:

Site deliveries will be managed through a pre-booking regime to ensure that excessive numbers of vehicles do not arrive at site simultaneously, and that on-site handling and storage is carried out efficiently. Suppliers and contractors will be requested to adhere to this protocol to ensure minimum disruption to the surround area.

73. For the duration of the construction period no construction vehicles are permitted to site within four hours of the start time of a major event at the Stadium, unless otherwise agreed in writing by the Local Planning Authority.

74. There are double yellow lines within Fulton Road between the subject site and Fountain Studios. As such, the Brent Council Highways service have sufficient power to enforce unlawful stopping or parking if this does occur. Highways also have control over any road closures that are required to undertake the works to the highway associated with the proposed change to the vehicular access and can address issues relating to access to adjoining properties, such as Fountain Studios.

Summary;-

75. The theatre will provide a beneficial 'meantime' use for this site whilst the North West Lands outline consent is built out over a phased period. In land use terms this temporary use is considered to be consistent with national, regional and local policy. It will introduce an exciting and unique visitor attraction for Brents residents and visitors, and will make a significant contribution to the borough's cultural facilities, that in turn will 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, will introduce activity and vitality that responds appropriately to the vision for Olympic Way and wider area. The building design is minimalist but at the same time will deliver an interesting and contemporary piece of architecture to this prominent site, the final quality will be secured through the submission of materials through condition. The facility will be accessible for all members of the local community in a location with very good public transport accessibility. As such the proposal is considered to be in accordance with planning policy.

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

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

National Planning Policy Framework 2012
London Plan 2011
Brent Core Strategy 2010
Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance

Relevant policies in the Adopted Unitary Development Plan are those in the following chapters:-

Built Environment: in terms of the protection and enhancement of the environment
Environmental Protection: in terms of protecting specific features of the environment and protecting the public
Town Centres and Shopping: in terms of the range and accessibility of services and their

attractiveness

Tourism, Entertainment and the Arts: the need for and impact of new tourists and visitor facilities

Transport: in terms of sustainability, safety and servicing needs

Wembley Regeneration Area: to promote the opportunities and benefits within Wembley

CONDITIONS/REASONS:

- (1) This permission shall be for a limited period of ten 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 building(s) and/or works hereby approved shall be removed and the land restored to a 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):

A-00-100
A-00-101,rev3
A-10-099,rev3
A-10-100,rev3
A-10-101,rev3
A-10-102,rev3
A-10-103,rev3
A-10-104,rev3
A-10-200,rev3
A-10-201,rev3
A-10-300,rev3

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

- (3) The development hereby approved shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the Local Planning Authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed in full.

Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

- (4) Details of proposed measures to limit the impacts of noise and vibration from construction works shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works and the approved details shall be implemented in full during any demolition or construction works associated with the approved development.

The submitted details should include the following:

- Scheduling of any noisy activities in consultation with Fountain Studio;
- Ongoing construction noise monitoring and reporting;
- Mitigation measures.

Reason: To ensure that the proposal does not have an unduly detrimental impact on the amenities of nearby residents or the operation of nearby businesses.

- (5) Any existing crossovers rendered redundant by this proposal shall be reinstated to footway at the applicant's own expense and to the satisfaction of the Council's Director of Transportation prior to the occupation of the new development.

Reason: In the interests of traffic and pedestrian safety.

- (6) The Travel Plan hereby approved shall be implemented in full from first occupation/use of the development, unless otherwise agreed in writing by the Local Planning Authority. The travel plan shall be reviewed at years 1, 3 and 5 from first occupation, and the reviews shall be approved in writing by the Local Planning Authority as follows:

a) A review of the Travel Plan measures over the first 12 months from first occupation shall be submitted to the Local Planning Authority within 15 months of the commencement of the use and the review shall be approved in writing within 18 months and associated measures implemented unless otherwise agreed in writing by the Local Planning Authority;

b) A review of the Travel Plan measures over the first 3 years from first occupation shall be submitted to the Local Planning Authority within 39 months of the commencement of the use and the review shall be approved in writing within 42 months and associated measures implemented unless otherwise agreed in writing by the Local Planning Authority;

c) A review of the Travel Plan measures over the first 5 years of operation shall be submitted to the Local Planning Authority within 63 months of the commencement of the use and the review shall be approved in writing within 66 months and associated measures implemented unless otherwise agreed in writing by the Local Planning Authority;

Reason: In order to promote sustainable transport measures and in the interest of the free and safe flow of traffic on the local road network.

- (7) Construction of the development shall be undertaken in full accordance with the Construction Logistics Plan hereby approved unless a revised Construction Logistics Plan is submitted to and approved in writing by the Local Planning Authority and thereafter implemented in full.

Reason; In the interests of pedestrian and highway safety

- (8) For the duration of the construction period no construction vehicles are permitted to site within four hours of the start time of a major event at the Stadium, unless otherwise agreed in writing by the Local Planning Authority.

Reason;- In the interests of pedestrian and highway safety.

- (9) Use of the development shall be undertaken in full accordance with the Delivery and Servicing Plan hereby approved unless a revised Delivery and Servicing Plan is submitted to and approved in writing by the Local Planning Authority and thereafter implemented in full.

Reason; In the interests of pedestrian and highway safety

- (10) Details of materials for all external work shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out fully in accordance with the approved details thereafter unless otherwise agreed in writing by the Local Planning Authority.

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

- (11) Prior to installation details of the extract ventilation system and odour control equipment for the commercial kitchen, including all details of external ducting, must be submitted to the Local Planning Authority for approval. The approved equipment shall be installed prior to the commencement of the use of the kitchen and shall thereafter be operated at all times during the operating hours of the kitchen and maintained in accordance with the manufacturer's instructions.

Reason: To protect the amenity of nearby residents

- (12) Prior to the commencement of works on site a detailed Tree Survey, Arboricultural Impact Assessment report, Tree Protection Plan and Construction Method Statement, carried out to BS: 5837:2012 shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the works shall be carried out in full accordance with the approved details and protection measures unless otherwise agreed in writing by the Local Planning Authority.

All trees indicated as showing to be retained on the approved Tree Protection Plan shall not be lopped, topped, felled, pruned, have their roots severed or be uprooted or their soil levels within the tree canopy altered at any time without prior approval in writing of the Local Planning Authority. Any such tree which subsequently dies, becomes seriously diseased or has to be removed as a result of carrying out this development shall be replaced in the next planting season with a tree of a similar species and size in the same position or in such position as the Local Planning Authority may otherwise in writing approve.

Reasons: To ensure that the existing trees are not damaged during the period of construction, as they represent an important visual amenity which the Local Planning Authority considers should be substantially maintained as an integral feature of the development and locality and kept in good condition.

- (13) Prior to the commencement of works on site, a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present. The investigation shall be carried out in accordance with the principles of BS 10175:2011. A report shall be submitted to the Local Planning Authority, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors. The written report is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure the safe development and secure occupancy of the site

- (14) Any contamination remediation measures required by the Local Planning Authority shall be carried out in full. A verification report shall be provided to the Local Planning Authority stating that remediation has been carried out in accordance with the approved remediation scheme and the site is suitable for end use (unless the Planning Authority has previously confirmed that no remediation measures are required).

Reason: To ensure the safe development and secure occupancy of the site

- (15) Any plant shall be installed, together with any associated ancillary equipment, so as to prevent the transmission of noise and vibration into neighbouring premises. The rated noise level from all plant and ancillary equipment shall be at least 10 dB below the measured background noise level when measured at the nearest noise sensitive premises. The method of assessment should be carried out in accordance with BS4142:1997 'Rating industrial noise affecting mixed residential and industrial areas'. It should be assumed that each item of plant incurs a +5dB(A) penalty to account for tonal qualities, unless it can be demonstrated that tonal qualities do not apply. An assessment of the expected noise levels and any mitigation measures necessary to achieve the required noise levels shall be submitted to The Local Planning Authority, in writing, for approval. The plant shall thereafter be installed and maintained in accordance with the approved details.

Reason: To protect acceptable local noise levels, in accordance with Brent Policy EP2

- (16) Prior to the commencement of works on site further details of the sound insulation specification of the outer shell of the theatre are to be submitted to and approved in writing by the Local Planning Authority. Such details shall demonstrate sound insulation of at least Rw25dB is to be achieved. The development shall be completed in full accordance with these approved details thereafter.

Reason: To protect current and future nearby residents from noise from the theatre.

- (17) Details of any external lighting shall, including the external lighting fixtures and a light contour plan for the land surrounding the building shall be submitted to and approved in writing by the Local Planning Authority, prior to the commencement of any works on site and the approved details shall be implemented in full unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of safety and the amenities of the area

- (18) Notwithstanding the plans hereby approved, and prior to the commencement of works on site further details of the servicing lay-by area, including surface treatments, levels and bollards shall be submitted to and approved in writing by the Local Planning Authority, and the development implemented fully in accordance with the approved details thereafter. The works shall be carried out in full (including works to the highway at the applicant's own expense and to the satisfaction of the Council's Director of Transportation) prior to the occupation of the new development.

Reason; In the interests of pedestrian and highway safety.

- (19) The development hereby approved shall not commence, unless a detailed Sustainability Strategy has been submitted to and approved in writing by the Local Planning Authority. The Strategy shall demonstrate the way that the measures set out in the;-

- Energy Strategy and Sustainability Statement
-

hereby approved will be incorporated into the proposal. If it is not possible or feasible to incorporate any of the measures that are proposed within these documents, then details of alternative measures or alternative means by which the impacts of the failure to implement the measures will be mitigated shall be submitted to and approved in writing by the Local Planning Authority. The approved Sustainability Strategy shall be fully implemented.

Reason: To ensure a sustainable development.

- (20) Following the practical completion of development, a review by a BRE-approved, independent body, shall be commissioned to determine whether the measures set out within the Sustainability Strategy have been implemented and that through reasonable endeavours a maximum feasible BREEAM standard for the development has been achieved. If the review determines that any of the measures set out within the Sustainability Strategy have not been implemented and/or the maximum feasible BREEAM standard has not been achieved, 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.

Reason: To ensure a sustainable development.

- (21) Notwithstanding any details of landscape works referred to in the submitted application, a scheme for the landscape works and treatment of the surroundings of the proposed development (including species and plant sizes) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any site clearance, demolition or construction works on the site. Any approved planting, turfing or seeding included in such details shall be completed in strict accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. Such a scheme shall include:-

- (a) the identification and protection of existing trees and shrubs not directly affected by the building works and which are to be retained;
- (b) proposed walls and fences indicating materials and heights;
- (c) details of tree planting along the northern and southern frontage of the site;
- (d) further details of all hard landscape works and proposed materials for this;

(e) details of the proposed arrangements for the maintenance of the landscape works.

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

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

INFORMATIVES:

- (1) Prior consent may be required under the Town and Country Planning (Control of Advertisements) Regulations 1990 for the erection or alteration of any
 - (a) illuminated fascia signs
 - (b) projecting box signs
 - (c) advertising signs
 - (d) hoardings

- (2) Aa Wembley Stadium major event is any event with a projected capacity of at least 10,000 people.

REFERENCE DOCUMENTS:

The following extracts are some of the submitted plans. All submitted details can be viewed on the Council's website www.brent.gov.uk by searching with the application reference.

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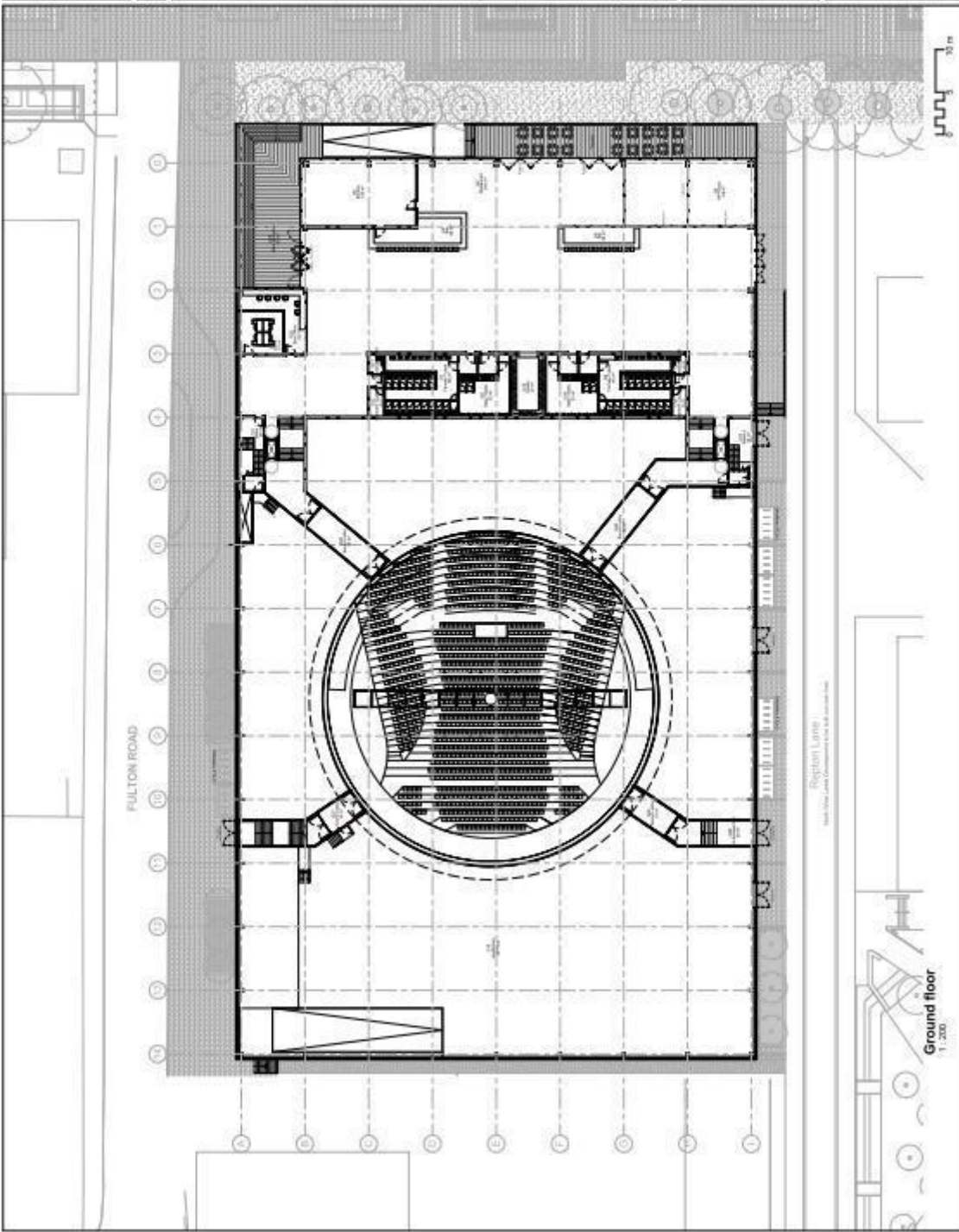
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Architect	Flanagan Lawrence
Project Name	Region Lane
Client	Region Lane
Address	
City	
State	
Zip	
Scale	1:200
Date	11/200



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Client Name	
Site Address	
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Architect	Thomas & Moore
Project Manager	John C. Moore
Project Number	100-1000
Revision	1.0
Date	10/15/2000

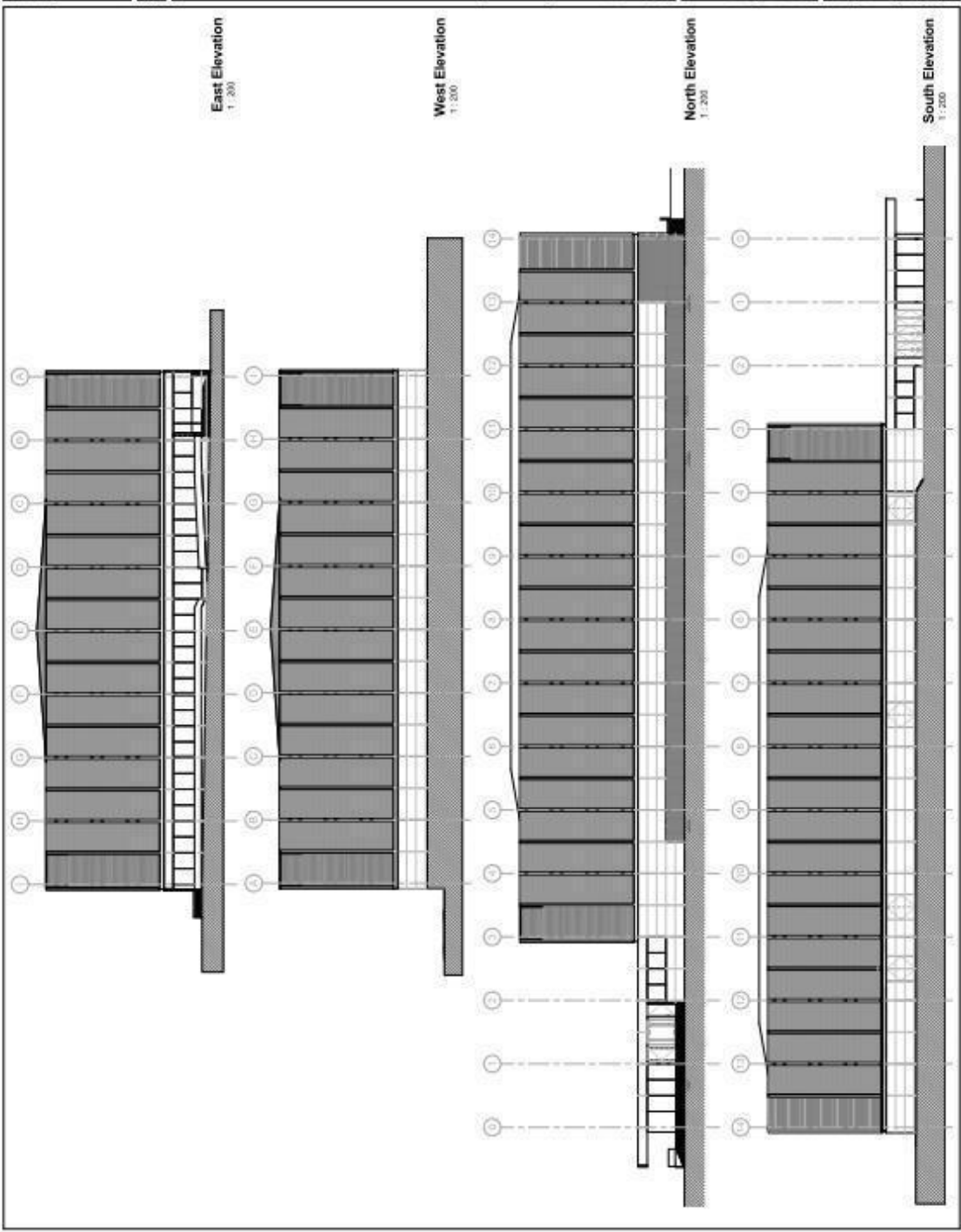
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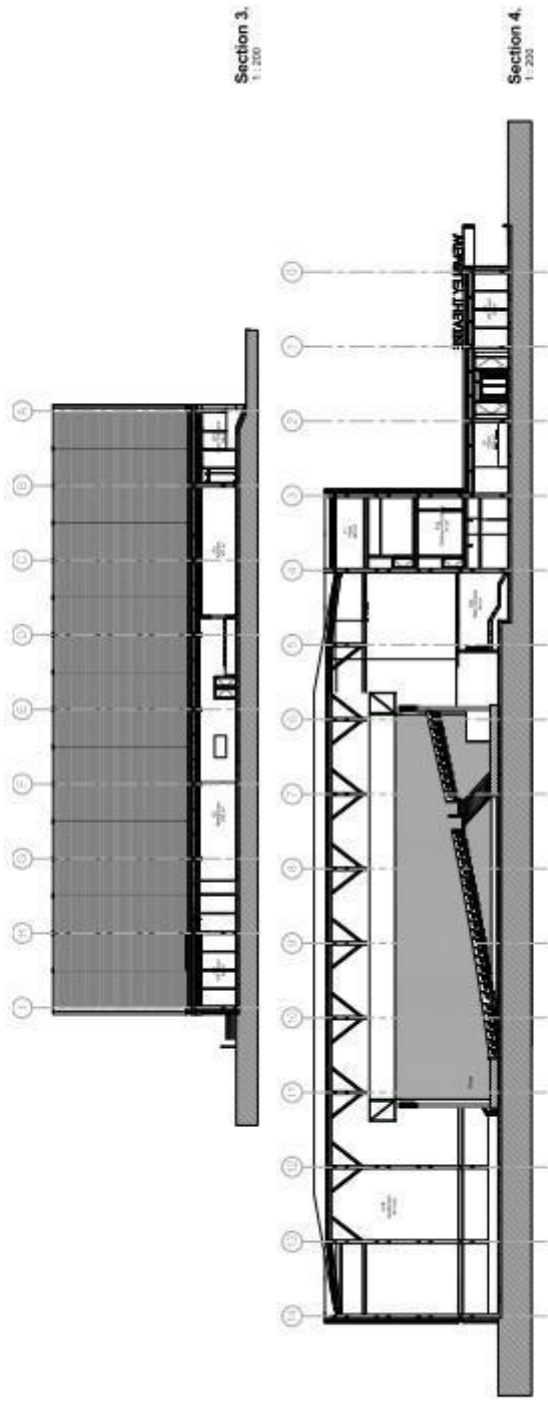
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Proposed Sections

Appendix A : Proposed Sections





Any person wishing to inspect the above papers should contact Gary Murphy, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5227