

# COMMITTEE REPORT

Planning Committee on  
Item No  
Case Number

11 May, 2016  
03  
15/3599

## SITE INFORMATION

**RECEIVED:** 14 August, 2015

**WARD:** Tokyngton

**PLANNING AREA:** Brent Connects Wembley

**LOCATION:** Red House building, South Way, Land and Pedestrian walkway between South Way and Royal Route, Wembley Park Boulevard, Wembley

**PROPOSAL:** A hybrid planning application for the redevelopment of the site including:-  
a) Full planning permission for the demolition of existing building and erection of a 13-storey building comprising a 312-bed hotel (Use Class C1) with ancillary and/or ground uses including a restaurant, bar, offices and gym (Use Classes A1-A4/B1 and/or D2) (referred to as Plot W11), on-site cycle parking and  
b) Outline planning permission for the demolition of existing building (The Red House, South Way) and erection of a 4-storey building comprising 1610sqm of and/or A1-A4/B1/D1 and D2 uses, with all matters reserved (referred to as Plot W12) and new pedestrian boulevard (outline).  
with associated service yard, landscaping and infrastructure works (as amended).

**APPLICANT:** Quintain Estates and Development Plc

**CONTACT:** Signet Planning Ltd

**PLAN NO'S:** (See Condition 4)

### LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

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Please click on the link below to view **ALL** document associated to case

[https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR\\_123656](https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_123656)

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2. Select Planning and conduct a search tying "15/3599" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

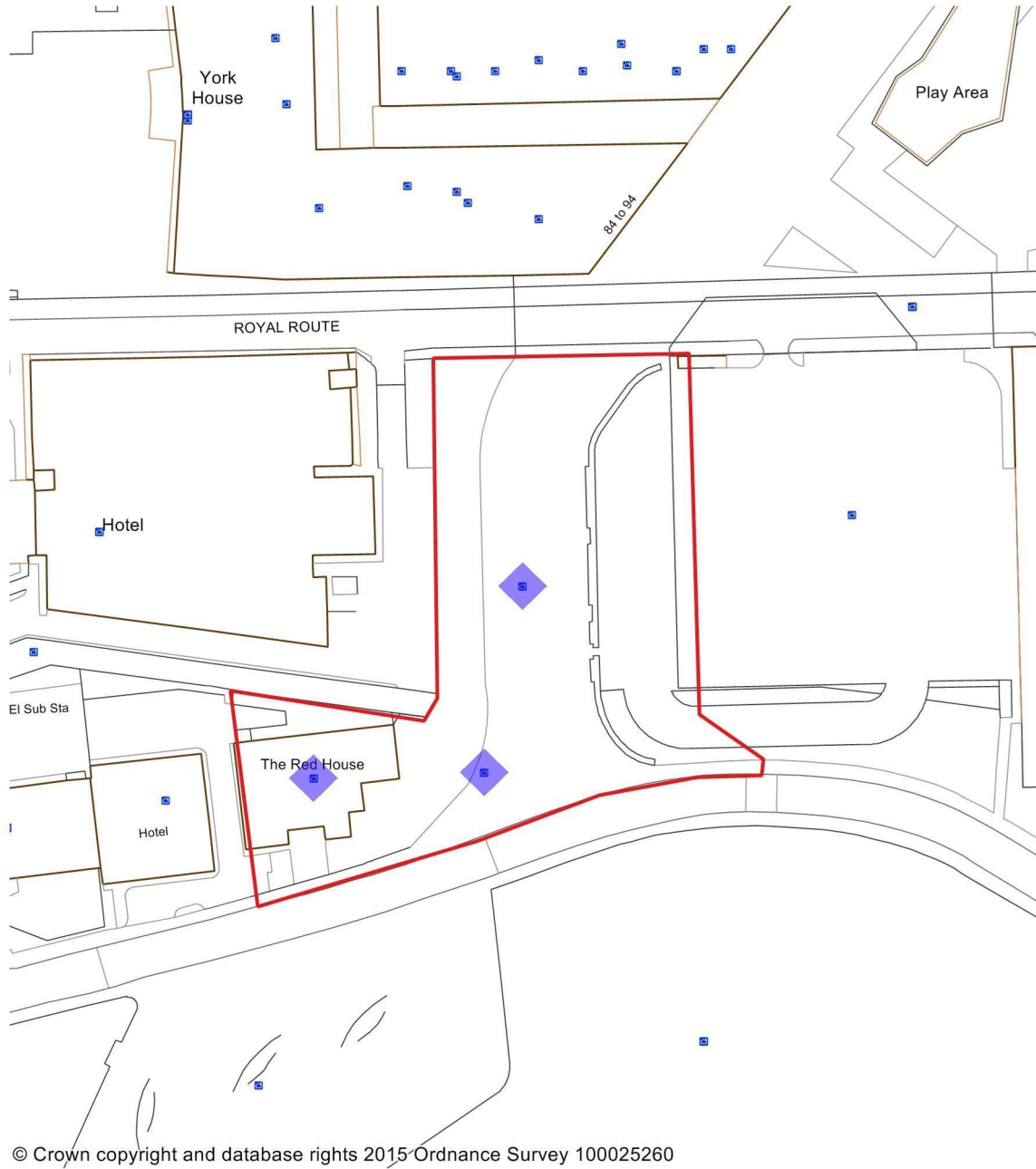
# SITE MAP



## Planning Committee Map

Site address: Red House building, South Way, Land and Pedestrian walkway between South Way and Royal Route, Wembley Park Boulevard, Wembley

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This map is indicative only.

## SELECTED SITE PLANS SELECTED SITE PLANS

CGI's showing proposed revised scheme:

View from South Way:



View from White Horse Bridge





View from White Horse Bridge in the context of South West Lands proposal



View from South Way in the context of South West Lands proposal



Proposed view from Wembley Park Boulevard

*Document Imaged*



Proposed Eastern Elevation to Wembley Park Boulevard



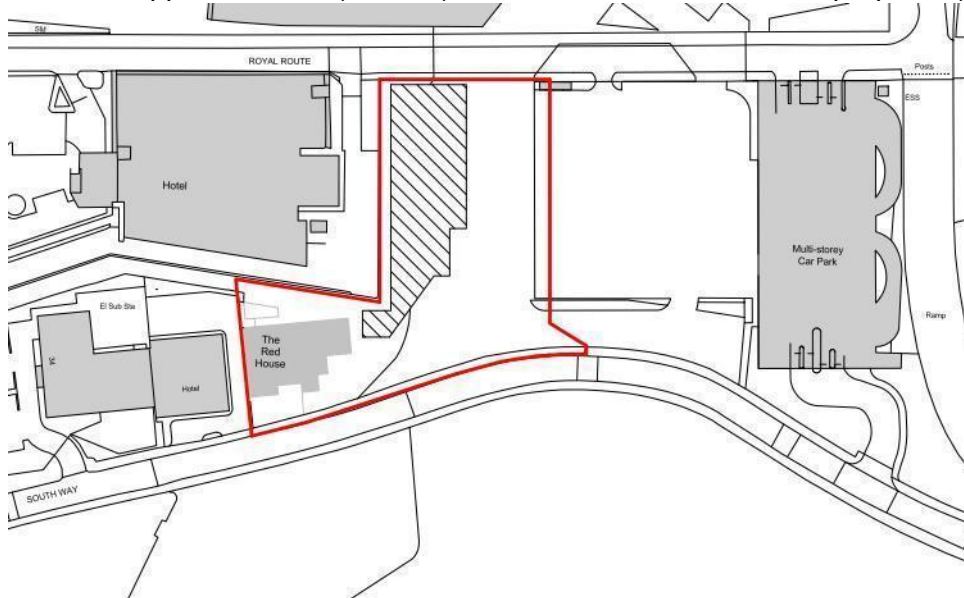
Proposed South and North Elevations



(N.B. The plans / images that appear below are those for the "original" scheme prior to the proposed revisions.)

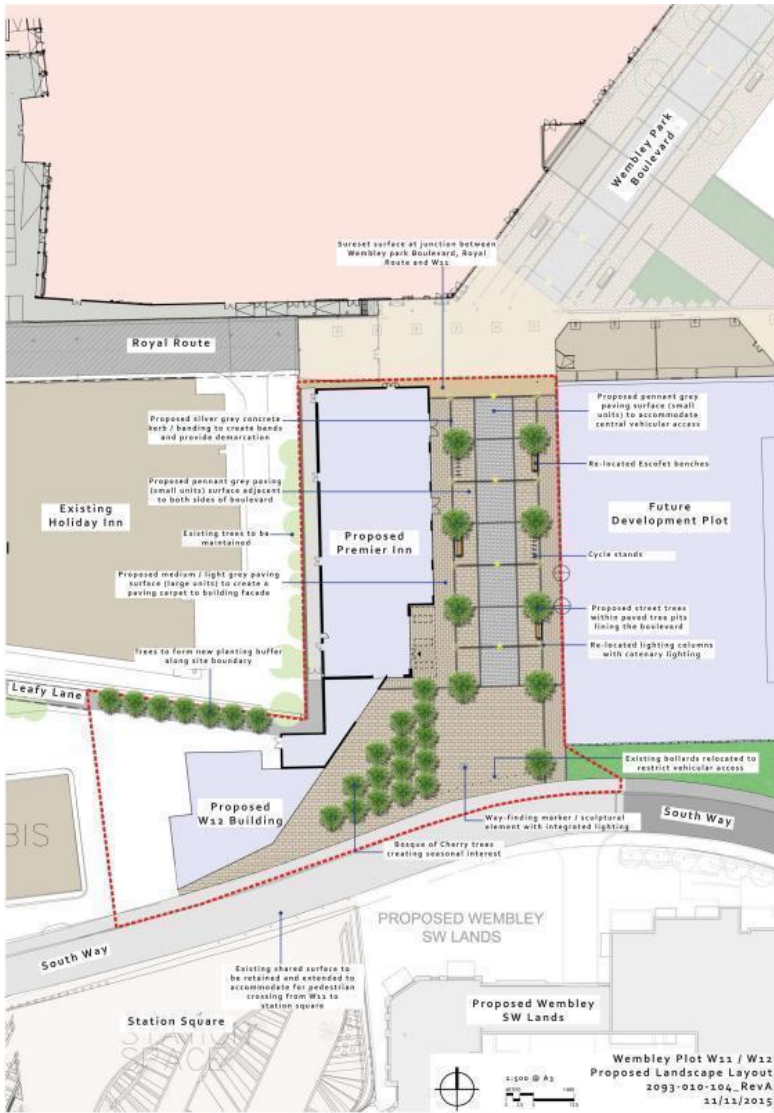
## SELECTED SITE PLANS SELECTED SITE PLANS

Extent of application site (red line) and Full Detailed element of proposal (hatched)



Permanent landscaping plan showing site layout





View from White Horse Bridge



View from White Horse Bridge of Proposed W11.

### View from South Way



View from South Way of Proposed W11

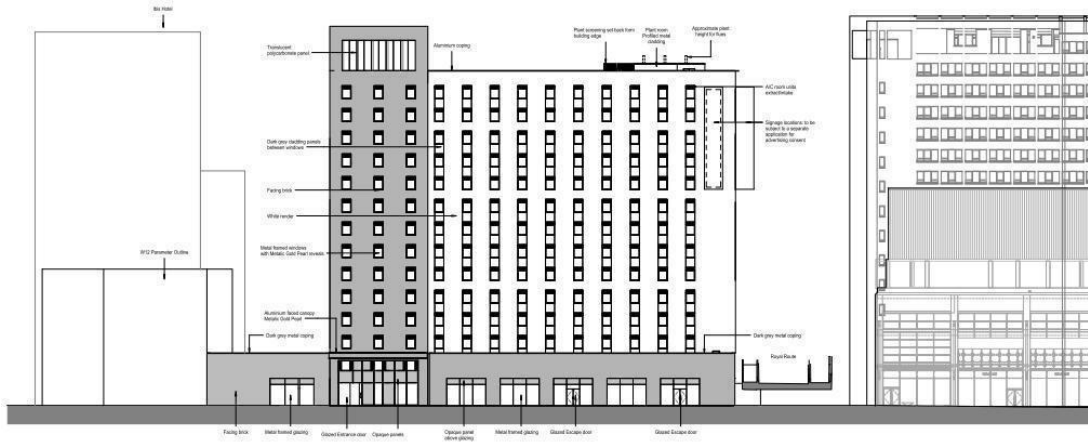
### View from Wembley Park Boulevard



View from Wembley Park Boulevard of Proposed W11

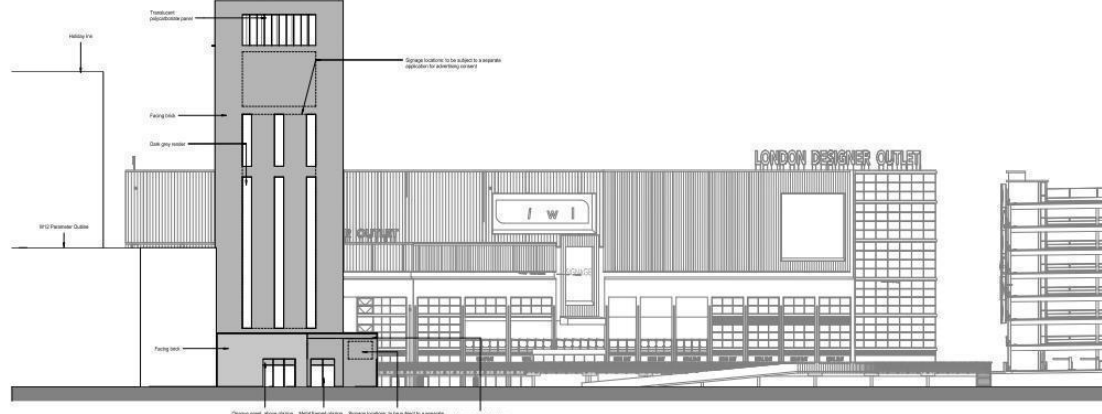
### Eastern elevation (to Boulevard)





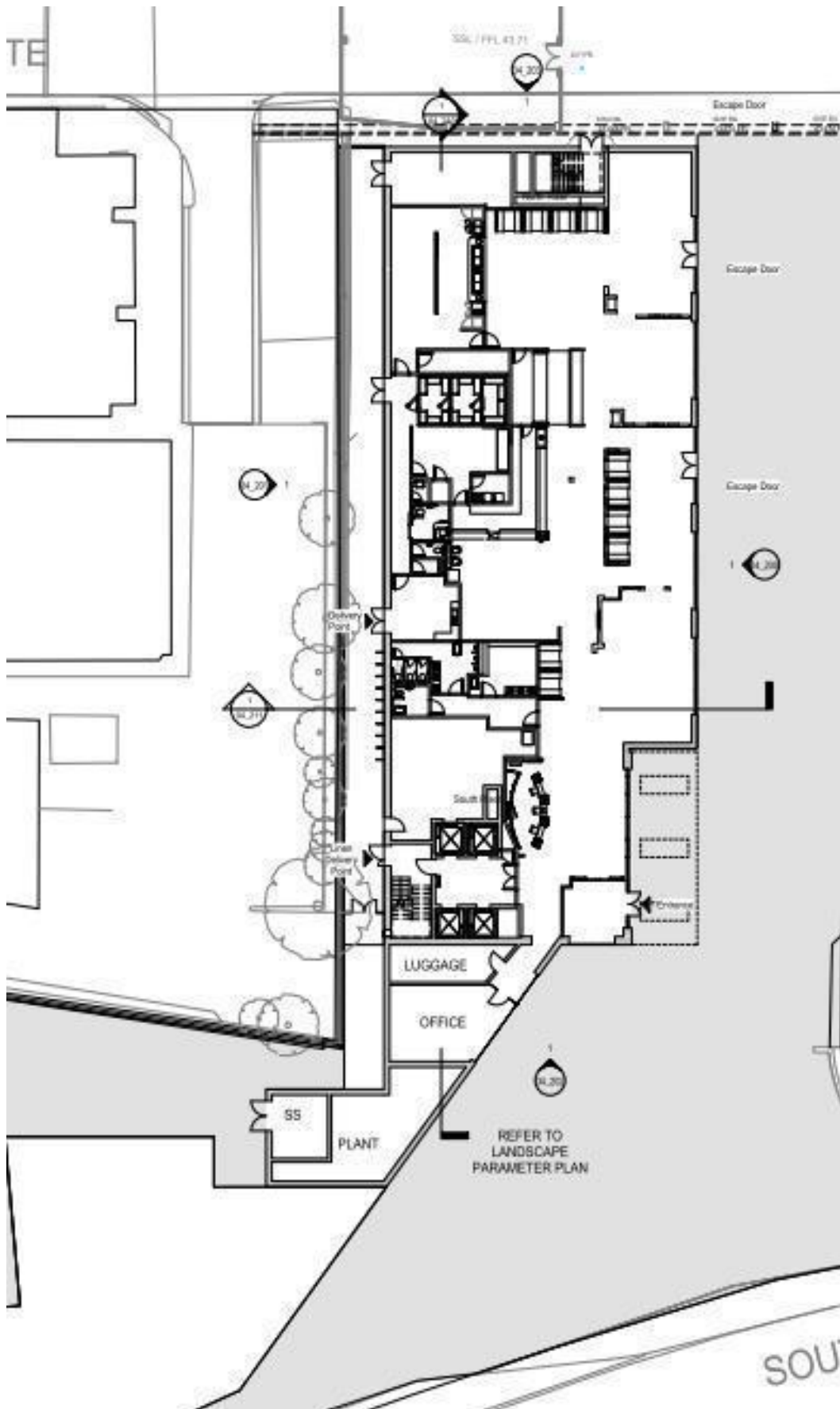
1 PL. East Elevation 1 : 200

Proposed South Elevation

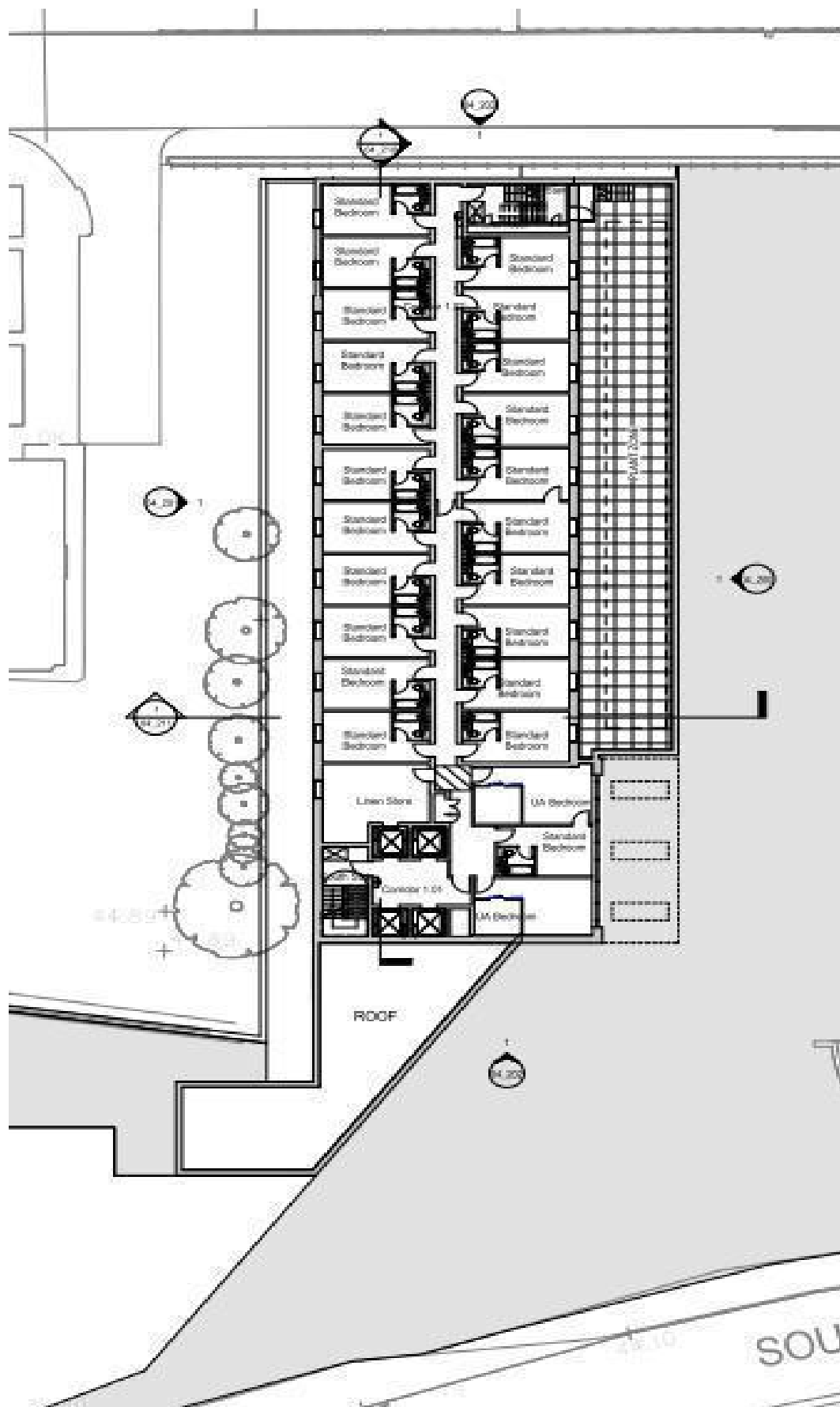


1 PL. South Elevation 1 : 200

Hotel: Ground floor plan



Hotel: First floor plan (typical upper floor layout)





## INTRODUCTION

The application is reported to the Planning Committee under the provisions of Clause 24 of the Planning Code of Practice following the resolution at a previous meeting on 16 December 2015 of 'minded to refuse', contrary to the Officer recommendation to grant consent and the decision taken at the meeting on 13 January 2016 to defer the application to a subsequent meeting to enable the applicant to review and reconsider the issues raised by the Planning Committee.

In making the resolution of 'minded to refuse' at the 16 December 2015 meeting, Members raised concerns about the development in relation to the reasons highlighted below. Further to this application being deferred from the 13 January 2016 meeting additional material and / or information has been submitted by the applicant to address the concerns raised, for Officers to comment on and for Member's consideration.

### **Additional information submitted and changes proposed;-**

At the meeting of the 16<sup>th</sup> December 2015 Members raised the following concerns with the proposed development;-

1. Its design, siting, scale and massing in relation to adjoining buildings, and its role as a "gateway" to the London Designer Outlet centre.
1. Its impact on Wembley Park Boulevard in terms of its width during construction and its future alignment to Stadium Station Square.

Members highlighted that they were considering this proposal in the absence of sufficient detail regarding the context of the proposal as the Masterplan proposals had not yet been submitted.

In response to these points, the applicant has reviewed the facing materials for the proposed building.

A dark grey brick was proposed for the southern element of the building and the plinth. This is a good quality material, which is considered to be successful within these facades and no change is proposed to this material.

The main body of the building was originally proposed to be finished in white render. The applicants have investigated the use of metal cladding to this element of the building, which has been successfully used to clad other buildings within the area, such as Felda House (North End Road) and within the taller elements of Emerald Gardens.

Following a review of different tones by the applicant it is proposed to use a bronze coloured aluminium cladding system, similar to that used on Emerald Gardens. It is considered this will provide a significantly greater level of visual interest to the building, and this material will vary in tone depending on lighting conditions. The bronze coloured cladding would be used to treat east, north and southern facades of the main body of the building.

Officers consider this represents a significant improvement to the use of white render and that it will enhance the quality of design and the appearance of the building. A high quality materials palette that seeks to provide additional interest is considered appropriate for a new gateway building on this prominent site, within the Wembley regeneration area.

Some precedent examples have been provided by the applicant to demonstrate that bronze cladding does work successfully with the dark coloured brick (refer to the addendum report to the Design & Access Statement for examples). To contextualise this, it is suggested that the bronze cladding proposed will be complementary to the brick colour that is proposed for the residential scheme on land south of South Way which is also being considered at this Committee meeting.

Gold colour window reveals are still proposed to the brick clad tower element, which is considered to provide a strong contrast to the dark brick. To the main body dark grey window systems are proposed with dark grey cladding panels between windows on different floors. This will provide a good contrast to the bronze.

Members raised concern regarding the relationship between buildings and spaces, and the lack of clarity regarding the building that would be situated on the opposite side of the Boulevard.

The applicant has presented a number of views of the development, showing the proposed development in its current context and taking into account the form of buildings proposed within the new Masterplan application (reference 15/5550). Members are referred to the addendum report to the Design and Access statement, which presents the proposed building within these contexts. In addition to these images, it shows the size of the space in comparison to existing buildings and spaces elsewhere. This serves to demonstrate that the scale of building proposed relates appropriately to its existing and emerging context.

It is notable to highlight some relationship distances to contextualise the proposal and how this compares to the existing pattern of development. The proposed building will maintain a separation of 16m to the neighbouring Holiday Inn hotel, and it will be 29m from the building envisaged opposite on plot W10. These relationships and separation distances are comparable to existing relationships in the immediate area, when you consider the distance between York House and the upper floors of the Holiday Inn is 36 m whilst the distance between the Wembley Arena and the Wembley Hilton is 17m. These demonstrate existing examples of tall buildings in the immediate locality that display comparable separation distances to those proposed. On balance it is considered the scale of development responds appropriately to the existing urban form and patterns of development found currently, and those envisaged as the regeneration continues.

Officers welcome the changes proposed to the building design. On balance the quality of the design is considered acceptable, the cladding system will add interest to the design and the scale of the proposed hotel responds appropriately to both the existing and future context. The proposed changes to the materials are considered to represent an improvement to the original scheme.

#### Width of Interim Boulevard

The applicants still propose the temporary reduction in width of this during construction but have submitted additional information showing the level of use during a recent event. To summarise the previous position, the Council's Highways service commented that this width is acceptable given that this route is not heavily trafficked by pedestrians during event access or egress. The Council's public safety team specified that the information that was presented appeared to demonstrate that the proposed width will be acceptable, but this should be discussed by the Safety Advisory Group to the Stadium.

Additional information has been submitted to justify the proposed width as being acceptable. The applicant has carried out pedestrian flow surveys that looked at pedestrian flows through this section of the Boulevard on a major stadium event day. The analysis took place on the day of the England v Holland football match (29 March 2016). This attracted a crowd of approximately 90,000 spectators, so represents very much a worse case scenario in terms of spectator numbers. However, it should be noted that every event is different, with the profile of visitors varying between events of similar capacity.

To accurately reflect the proposed situation during the construction period barriers were installed on the day of the match to reduce the width of the Boulevard to approximately 6m along the relevant section. The video footage still shots taken from the evening of the match show that pedestrian egress between 21:40 and 22:19 hours was not affected along the Boulevard by the reduction in its width. It can be clearly seen from the evidence gathered that this reduction does not lead to congestion of pedestrian flows in either direction immediately after the end of the match, when it would be peak time for people leaving. Pedestrian flows to Wembley Stadium Station are not affected either by the reduction. Based on this data gained from a capacity event it does not indicate, nor does it suggest that the temporary reduction in width of the Boulevard proposed will be detrimental to pedestrian safety and crowd flow on a major stadium event day.

As discussed above, the Council's Public Safety Team previously specified that the reduced Boulevard width is likely to be sufficient, but recommended that this is discussed by the Safety Advisory Group (SAG) to the Stadium. They have since specified that, due to the departure of key members of staff, this still hasn't been discussed by the SAG.

The submitted information continues to show that the reduced width of the boulevard is sufficient and no evidence has been presented to suggest that it is not adequate. Nevertheless, additional physical space is available should it be required to provide a greater width of interim access, with the restriction in the width relating to the provision of the construction compound for this development.

In view of the above, if consent is granted, it is recommended that a condition is attached to the consent requiring further details of the width of the interim access to be approved prior to the commencement of works. This may include an increase in the width of the access if the information submitted demonstrates that this is required for safety reasons. The condition could also allow the reconsideration of the width of the temporary access should this be required during the construction period.

## Summary

Officers consider that the Boulevard will continue to be a high quality, legible route for pedestrians. The proposed works to re-align the Boulevard through this southern section of it will see it become wider at the southern-most end. The proposed splay of this route as it approaches South Way will help to reinforce the connection to Stadium Station Square and will draw pedestrians in as they approach from the south. Members are referred to the proposed CGI which show the proposed development within its emerging context (including the proposed new masterplan) as you approach this from Stadium Station Square.

**Recommendation: Officers continue to recommend that permission is granted subject to the conditions set out in the original report and Supplementary report, and subject to an additional condition regarding the approval of details relating to the width of the temporary Boulevard during construction.**

Should Members be minded to refuse permission they are reminded that any appeals are assessed by the Planning Inspectorate and that appeal performance is a planning 'quality' indicator. Appeals also involve costs in terms of staff time and legal advice and the appellant's costs can be awarded if an Inspector considers that a reason for refusal to be unreasonable. The test of unreasonableness is different from not agreeing with the Council's decision.

### (1) Design, siting, scale and massing in relation to adjoining buildings

The original report and supplementary discussed the relationship to existing buildings, the current masterplan and proposed future changes. Officers consider that the siting and scale issues are generally appropriate to development within the wider growth area and recognise the change in the applicant's ownership. However, if Members are minded to refuse on similar grounds then the following is a possible reason for refusal which concentrates on design issues and a "gateway" location:

*The proposal provides an unacceptable response in terms of its design, detailing (including materials) and siting to its prominent corner, gateway location and to its relationship to the primary pedestrian route from the High Road, including the legibility of the London Designer Outlet centre, and in the context of the wider masterplan and other development proposals. The proposal is accordingly detrimental to the character and appearance of the area, contrary to saved policies BE2, BE3, BE7, BE9, BE10 of the Brent Unitary Development Plan 2004, policy CP5 of the Brent LDF Core Strategy 2010 and Policies WEM1, WEM2, WEM5 of the Wembley Area Action Plan 2015.*

### (2) Impact on Wembley Park Boulevard in terms of its width during construction and its future alignment to Stadium Station Square

The original report explained the reasons for the realignment of the original route of the "boulevard" to link with Stadium Station Square to the south of South Way. Amendments were sought to the layout of the building to respond to this change and, on balance, the principle issue is the legibility of the route and its attractiveness and design for the function intended. If Members are minded to refuse on this ground then the following is a possible reason for refusal;

*The proposal, by reason of the reduced width of the interim "boulevard" during construction, fails to demonstrate that the proposal will not result in conditions prejudicial to pedestrian safety during Major Events at Wembley Stadium. This is contrary to saved policy TRN10 of the Brent Unitary Development Plan 2004.*

**The original report and supplementary report from previous Committee Agenda is set out below:**

## **RECOMMENDATIONS**

**Approval**, subject to the conditions set out in the Draft Decision Notice.

### **A) PROPOSAL**

A hybrid planning application for the redevelopment of the site including:-

- a) Full planning permission for the demolition of existing building and erection of a 13-storey building comprising a 312-bed hotel (Use Class C1) with ancillary and/or ground uses including a restaurant, bar, offices and gym (Use Classes A1-A4/B1 and/or D2) (referred to as Plot W11), on-site cycle parking and
- b) Outline planning permission for the demolition of existing building (The Red House, South Way) and erection of a 4-storey building comprising 1610sqm of and/or A1-A4/B1/D1 and D2 uses, with all matters reserved (referred to as Plot W12) and new pedestrian boulevard (outline).



with associated service yard, landscaping and infrastructure works.

## B) EXISTING

The site comprises an area of 0.53 hectares, located within the Wembley Regeneration area situated between South Way and the elevated Royal Route. It is adjacent to, and part of the site also comprises the Wembley Park Boulevard. An existing two-storey building is located within part of the site, this is known as the Red House building and is currently occupied by a children's play facility (Use Class D2). The existing occupiers of this are due to vacate the building on expiry of their existing lease.

## C) AMENDMENTS SINCE SUBMISSION

Since the application submission the following amendments have been made to the scheme:-

1. The fenestration of the hotel, namely the rendered section has been amended to remove individual vents that were initially proposed. These were considered a poor design feature. The window openings have now been amended to incorporate these vents.
2. Interim service arrangements have been proposed, this envisages a service lay-by being provided on the highway abutting the site (South Way).

## D) SUMMARY OF KEY ISSUES

In considering the proposals the following are considered to be key issues:-

- Principle of proposed uses and how these fit in with the wider regeneration aims and future growth in this area, within the context of the Wembley Area Action Plan and Opportunity Area designations.
- Effect of proposals on pedestrian connectivity through Wembley Park Boulevard, which has a high level of importance with regard to the connectivity between the LDO and the existing town centre and between the three stations.
- How the sites can be accessed and serviced by vehicles in the interim period and longer term.
- Building design, scale and massing on this prominent gateway site.

Sustainability credentials of the development, including reduction in carbon emissions and future connection to the District Heat Network

## E) MONITORING

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 (sqm)
Assembly and leisure	879		879	-879	
Hotels	0		0	11055	11055

### Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
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## RELEVANT SITE HISTORY

### The Quintain "Stage 1" consent

03/3200 - Granted

#### Outline planning application for:

- Works for the re-orientation of Wembley Arena
- Class A1 (Retail) comprising up to 14,200m<sup>2</sup> designer retail outlet, 11,800m<sup>2</sup> sports retailing
- Class A1/A2 shops/financial and professional services up to 8,000m<sup>2</sup> (including up to 2,000m<sup>2</sup> supermarket)
- Class A1 (Retail) comprising up to 400 square metres of hotel boutique retail
- Class A3 (Food and Drink), up to 12,700m<sup>2</sup>
- Class B1 (a) (b) and (c) Business, up to 63,000m<sup>2</sup>

- Class C1 (Hotel), up to 25,400m<sup>2</sup>
- Class C1/Sui Generis (Hotel apartments), up to 26,700m<sup>2</sup>
- Class C2 (Residential institutions) up to 5,000m<sup>2</sup>
- Class C3 (dwellings) up to 277,000m<sup>2</sup>, (up to 3,727 dwellings)
- Student accommodation (Sui Generis), up to 16,600m<sup>2</sup>
- Class D1 (Non-residential institutions), up to 8,200m<sup>2</sup>
- Class D2 (Assembly and Leisure), up to 28,500m<sup>2</sup> (including the existing Arena of 13,700m<sup>2</sup>)

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

AND;

Reserved matters relating to siting, design, external appearance and means of access for the 3-storey structure to provide car and coach parking

Key elements of the Stage 1 development which have been completed so far, or are currently under construction, comprise:-

- Refurbishment of Wembley Area and creation of Arena Square
- Construction of Wembley Park Boulevard
- Construction of Forum House (formerly plot W01) and Quadrant Court (formerly plot W04), these provide 500 mixed tenure units and commercial uses.
- A new 361 bed four star Hilton
- 660 unit student accommodation (formerly plot W05)
- The London Designer Outlet development (24, 000sqm) and nine screen cinema
- Multi-storey car park to serve the LDO.

Related applications

#### **The Quintain "South West Lands" application**

This site is situated on the opposite side of South Way from the site for this application.

#### **14/4931 - currently being considered**

A hybrid planning application, for the redevelopment of the site to provide seven mixed use buildings up to 19 storeys in height accommodating:

- outline planning permission for up to a total of 75,000sqm to 85,000sqm mixed floor space including up to 67,000sqm of C3 residential accommodation (approximately 725 units); 8,000sqm to 14,000sqm for additional C3 residential accommodation, C1 hotel and/or sui generis student accommodation (an additional approximate 125 residential units; or 200-250 bed hotel; or approximate 500 student units; or approximate 35 residential units and 200 bed hotel); 1,500sqm to 3,000sqm for Classes B1/A1/A2/A3/A4/D1/D2; together with associated open space and landscaping; car parking, cycle storage, pedestrian, cycle and vehicle access; associated highway works; improvements to rear access to Neeld Parade; and associated infrastructure
- full planning permission for a basement beneath Plots SW03 - SW05 to accommodate 284 car parking spaces and 19 motor cycle spaces; Building 3A within Plot SW03 to accommodate 183 residential units and 368 cycle spaces at ground floor; and associated infrastructure, landscaping and open space

#### **The Quintain "North West" Lands consent**

This scheme is situated at the opposite end of the boulevard and is therefore some distance from the application site but has been included within this section to provide context.

#### **10/3032 - Granted**

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 160,000m<sup>2</sup> of floorspace (GEA, excluding infrastructure) comprising:

- Retail/financial and professional services/food and drink (Use Class A1 to A5): 17,000m<sup>2</sup> to 30,000m<sup>2</sup>
- Business (Use Class B1): up to 25,000m<sup>2</sup>;
- Hotel (Use Class C1): 5,000m<sup>2</sup> to 20,000m<sup>2</sup>;
- Residential dwellings (Use Class C3): 65,000m<sup>2</sup> to 100,000m<sup>2</sup> (815 to 1,300 units);
- Community (Use Class D1): 1,500m<sup>2</sup> to 3,000m<sup>2</sup>;
- Leisure and Entertainment (Use Class D2): up to 5,000m<sup>2</sup>;
- Student accommodation/serviced apartments/apart-hotels (Sui Generis): 7,500m<sup>2</sup> to 25,000m<sup>2</sup>;

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

## CONSULTATIONS

Press Notice published on 10/09/15  
Site Notice(s) displayed on 11/09/15

Statutory consultation period of 21 days started on 01/09/15. In total 87 properties were notified of the proposal.

To date one objection has been received on behalf of Wembley National Stadium Limited (WNSL). Additional information received during the course of the application has been forwarded to WNSL on 17/11/15. Some of the information forwarded responds to the grounds for objection. Following this no further comments have been received.

Grounds for objection	Response
The submitted Transport Statement does not provide sufficient detail.	<p>TfL did not advise at pre-application stage that a detailed Transport Assessment would be required. Your Transport officers have not stated one as necessary to assess the impacts of the development either. In any event the application is supported by a detailed TS.</p> <p>The quantum of development proposed is not greater than that which could be implemented under the extant Stage 1 planning permission. In granting permission for this the transport impacts have been evaluated, and deemed to be acceptable by both TfL and the Council. On this basis a detailed TA is not considered necessary.</p>
Improper consideration has been given to access and vehicle movement on Stadium event days.	<p>Due consideration has been given to site access during construction, as set out in the Construction Phase Plan, and Construction Management Plan.</p> <p>The applicant is willing to accept conditions to restrict vehicles from visiting the site, via South Way for a period of 4 hours before and after a major Stadium event. This will fit in with the TMO which is in place along South Way during event days.</p> <p>Due consideration has also been given to access by other vehicles on Stadium event days and this matter has been considered by the Council's Highways officers.</p>
No details of a servicing and delivery strategy plan have been provided.	This is normally secured through condition. However, a Delivery and Servicing Plan has now been submitted, a copy of this was forwarded to WNSL on 17/11/15. Compliance with this is secured by condition.
In the event of approval then a condition should restrict event day vehicle access and egress to and from the development at specific times.	This is secured via an appropriately worded condition.
Further detail should be provided in the form of a Construction Logistics Plan	This is also normally secured through condition. However, a Construction Phase Plan has since been provided, a copy of this was forwarded to WNSL on 17/11/15. The plans is submitted in accordance with TfL guidance.
The effect of the development on Royal Route has not been addressed.	Your Transport officers have considered the potential impacts of the development and are of the view that the impacts would not warrant off-site improvements to Royal Route.



	<p>Any potential impact during the construction period is to be managed through adherence to the Construction Phase Plan.</p> <p>The final development does not impact on Royal Route.</p>
Further analysis on pedestrian movement is required.	<p>Wembley Park Boulevard has only been available for use for a little over two years. It is not one of the Stadium's critical egress routes.</p> <p>Pedestrian counts have been taken during a major Stadium event in March 2015 to establish peak demands. It is considered that even at the reduced width of 6m the boulevard will still be able to accommodate pedestrian movement.</p> <p>The final state boulevard will be 23.1m wide, this is an overall improvement on the existing width.</p> <p>Every day pedestrian access will be maintained during construction. This route will be well lit, as set out in the Construction Phase Plan.</p>
Any approval should include conditions to achieve acceptable internal noise levels for the hotel, due to its proximity to Wembley Stadium.	<p>This is captured via an appropriately worded condition.</p>

#### STATUTORY CONSULTEES

##### **Transportation;-**

No objection has been raised, subject to a number of things being secured by conditions and/or s38/278 agreement (see remarks section for detailed discussion).

##### **Landscape Design / Principal Tree Officer;-**

The tree removal plan clearly shows existing trees proposed to be removed or lost and this is accepted. It is felt that the number of trees within the boulevard could potentially be extended. The proposed group of Cherry trees to the boulevard is welcomed. A condition is suggested to secure the successful trans-relocation of existing trees, as indicated.

##### **Regulatory Services (Environmental Health);-**

The Land Quality Statement submitted considers the potential for ground contamination and any remedial measures required for the sites development. This is in the process of being reviewed by officers and an update will be reported in a Supplementary report.

##### **Sustainability Officer (internal);-**

This is considered to be supported by a thorough and detailed Energy Statement with explanation of the measures proposed to meet the Part L regulations. The report shows parallel calculations for (1) including a connection to the district heat network from the Wembley Energy Masterplan (in the longer term) and (2) not connecting to the network and therefore using renewable measures to achieve the target reductions in the short term. The report suggests that when connected to the district heating network the development will exceed the 35% requirement.

##### **Thames Water;-**

Thames Water recommend that conditions are attached related to drainage infrastructure.

##### **Greater London Authority (GLA);-**

The application is referable to the Mayor of London under the provisions of the The Town & Country Planning (Mayor of London) Order 2008. The application is referable under categories 1A, 1B and 1C of the Schedule to the Order 2008, namely the proposed building is more than 30 metres high.

The Stage 1 report was received from the GLA on 08/10/15. In their report it is stated that the principle of a mixed use development is strongly supported, but concerns relating to visitor infrastructure, urban design,

access, sustainable energy and transport mean the application doesn't fully accord with London Plan Policy. The following could address these deficiencies;

- **Urban Design;**- The parameter plans for the outline part of the application should be secured by condition and the palette of materials should be provided before stage 2 referral.
- **Sustainable Energy;**- Based on the submitted assessment the carbon dioxide savings exceed the target set within Policy 5.2 of the London Plan however whilst the proposals are broadly acceptable further information is required before the carbon savings can be verified. The applicant is required to provide further evidence of how the cooling demand from proposed mechanical cooling has been minimised. Given the site is within a district heating opportunity area and within close proximity to the Wembley district heating network the applicant should commit to providing a single site wide heat network compatible for future connection. Further information in respect of the air source heat pump (ASHP) proposed should be provided to show how this would operate when connected to a heat network. Further confirmation is also required in respect of the proposed use of PV panels.
- **Transport;**- Transport for London (TfL) has raised issues in relation to access to the cycle parking, the proposed arrangements for coach drop-off and taxi rank, and such issues need further discussion. A Delivery & Servicing Plan and Construction Logistics Plan should be secured by condition, and the full travel plan also needs to be secured.

It has since been confirmed by the GLA on 27/11/15 that the proposed energy strategy is now agreed. There are no further concerns related to energy and sustainability.

**Ward Councillors for Tokyngton and Wembley Central;-**  
No responses have been received.

**Wembley National Stadium Ltd;-**  
Objection raised - see table above for summary of this.

## **POLICY CONSIDERATIONS**

### **National Planning Policy Framework (NPPF) – 2012**

#### **London Plan (consolidated with alterations since 2011) - March 2015**

- 2.7 Outer London Economy
- 2.13 Opportunity Areas and Intensification Areas
- 4.1 Developing London's Economy
- 4.3 Mixed use Development and Offices
- 4.5 London's Visitor Infrastructure
- 4.6 Support for and Enhancement of Arts, Culture, Sport and Entertainment
- 4.7 Retail and Town Centre Development
- 5.1 Climate Change Mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design & Construction
- 5.5 Decentralised Energy Networks
- 5.6 Decentralised Energy in Development Proposals
- 5.7 Renewable Energy
- 5.10 Urban Greening
- 5.11 Green Roofs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.14 Water Quality and Wastewater Infrastructure
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.4 Enhancing London's Transport Connectivity
- 6.5 Funding Crossrail and Other Strategically Important Transport Infrastructure
- 6.7 Better Streets and Surface Transport
- 6.8 Coaches
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm

- 7.6 Architecture
- 7.7 Location and Design of Tall Buildings
- 7.14 Improving Air Quality

#### **Brent Unitary Development Plan (UDP) – 2004;-**

- BE2** Local Context
- BE3** Urban Structure: Space & Movement
- BE4** Access for disabled people
- BE5** Urban clarity and safety
- BE6** Landscape design
- BE7** Streetscene
- BE9** Architectural Quality
- BE10** High Buildings
- BE11** Intensive and Mixed Use Developments
- BE12** Sustainable design principles
- EP2** Noise & Vibration
- EP3** Local air quality management
- EP6** Contaminated Land
- EP12** Flood protection
- TRN2** Public transport integration
- TRN3** Environmental Impact of Traffic
- TRN4** Measures to make transport impact acceptable
- TRN6** Intensive development at selected transport interchanges
- TRN9** Bus Priority
- TRN10** Walkable environments
- TRN11** The London Cycle Network
- TRN12** Road safety and traffic management
- TRN13** Traffic calming
- TRN14** Highway design
- TRN22** Parking Standards – non-residential developments
- TRN30** Coaches and Taxis
- TRN34** Servicing in new developments
- TRN35** Transport access for disabled people & others with mobility difficulties
- PS1** Parking standards – Operation of these parking Standards
- PS11** Parking standards – Hotels (Use Class C1)
- PS15** Parking for disabled people
- PS16** Cycle parking standards
- PS21** Hotel Servicing Standards
- TEA6** Large-Scale Hotel Development

#### **Brent Core Strategy - 2010**

- CP1** Spatial Development Strategy
- CP5** Placemaking
- CP6** Density & Design in Place Shaping
- CP7** Wembley Growth Area
- CP14** Public Transport Improvements
- CP15** Infrastructure to Support Development
- CP18** Protection and enhancement of open space, sports and biodiversity
- CP19** Brent Strategic Climate Change Mitigation and Adaption Measures

#### **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
- SPD** Section 106 Planning Obligations

#### **Wembley Area Action Plan - January 2015**

- WEM1** Urban Form
- WEM2** Gateways to Wembley
- WEM3** Public Realm
- WEM5** Tall Buildings

**WEM6** Protection of Stadium Views  
**WEM8** Securing Quality Design  
**WEM15** Car parking standards  
**WEM16** Walking and cycling  
**WEM24** New retail development  
**WEM25** Strategic Cultural Area  
**WEM30** Decentralised Energy

### **Site proposal W8 - Land West of Wembley Stadium**

This identifies that the Boulevard connection is a key component in this area. This is critical in ensuring a connection to, and therefore integration with the High Road. The Boulevard connection should enable the use of buses, taxis and cycles. Sites should contain a mix of uses appropriate to a town centre location (retail, office, leisure, community and residential). At ground level their should be active frontages to the boulevard.

## **DETAILED CONSIDERATIONS**

### **Nature of application**

1. The application is submitted as a hybrid and seeks full detailed consent for the development of a new hotel on plot W11, and outline planning consent for a mixed use development on plot W12 and a new pedestrian boulevard. The site currently comprises of land partly within Wembley Park Boulevard, land to the east of existing Holiday Inn hotel, land to the west of the existing red car park and the Red House building located on South Way. In relation to the outline proposals all matters are reserved and the information that accompanies this application in respect of plot W12 and the boulevard is therefore indicative. However, a number of matters will be secured through condition and furthermore, parameters for the building and site are to be secured through a set of parameter plans.
2. The proposed development would be undertaken in phases. Phase 1 would be the construction of plot W11, and the hotel, which is to be operated by Premier Inn. Phase 2 would involve plot W12 and the final boulevard layout, these would follow on after the approval of Reserved Matters for both.

### **Site context**

3. The application site is to the west of Wembley Stadium and within the boundary of the Wembley Area Action Plan (WAAP) and the Wembley Opportunity Area. Existing Holiday Inn and Ibis hotels are to the west of the site and the new Wembley London Hilton hotel is approximately 20m to the north. It is within the Wembley regeneration area which has seen significant growth, change and regeneration in recent years.
4. There are many examples of tall and large buildings locally. Buildings of this scale are very much part of the local character and surrounding built forms. For example the LDO, Ibis hotel, Holiday Inn hotel, York House, and Red car park are all buildings within close proximity of the site that are 30m or higher.
5. The northern part of the site lies within land the subject of outline planning permission 03/3200, known as the "*Stage 1 Development*". This consent has been implemented to a large extent, resulting in the LDO centre, Forum House, Quadrant Court and the Wembley Hilton Hotel. This application puts forward alternative proposals for development on the site of the Red House.

### **General principle of the uses**

6. A number of uses are proposed within these two plots;
7. W11 is proposed to accommodate a 13-storey building comprising a 312-bed hotel (Use Class C1) and ground floor uses including a restaurant, bar, offices and gym (Use Classes A1-A4, B1 and/or D2).
8. W12 (outline) will accommodate a 4-storey building comprising 1610sqm of and/or A1-A4/B1/D1 and D2 uses, with all matters reserved and new pedestrian boulevard (outline).
9. An associated service yard, landscaping works, and infrastructure works including alterations to Wembley Park Boulevard are also proposed.
10. The principle of a mixed use development of a hotel and office/leisure/retail use is supported in this location. This complies with the London Plan, reflects London Plan Opportunity Area Planning Framework (OAPF) policy guidance, the WAAP aims and local site specific policies.
11. It is not known at this stage if the non-hotel uses for W11 will be ancillary to the hotel use, or if they will

operate as stand alone planning units within Use Classes A1-A4, B1 and D2 . The operator is not clear on this. In either event the mix of uses are considered to be acceptable in policy terms in this town centre location and these would be considered acceptable as ancillary or standalone uses.

### Policy context

12. The site is located within the Wembley Opportunity Area where development is guided by London Plan policy 2.13. This opportunity area is identified as having employment capacity for 11,000 jobs and 11, 500 new homes.
13. The WAAP, adopted in January 2015 sets out the strategy for growth and regeneration in Wembley over the next 15 years. The site is located within the Stadium Comprehensive Development Area (SCDA) and the area is designated as a strategic cultural area where leisure, tourism and cultural uses are all encouraged.
14. The site is specifically identified as site allocation W8 where major mixed use development is supported.
15. The hotel use is supported by London Plan policy 4.5 (London's visitor infrastructure) which seeks to achieve 40,000 net additional hotel bedrooms by 2031.
16. Other relevant policies are referred to in the policy section of this report.
17. In principle, the proposed uses are accordingly considered to be in accordance with current and planning policy at a regional and local level.

### Quantum of uses

Proposed Use plot W11	Floorspace (sqm)
Hotel (including ancillary uses)	11,055

Proposed Use plot W12	Floorspace (sqm)
A1-A4/B1/D1 and D2 Use Classes	1610

**Total** **12,586**

(N.B . The floorspace related to the outline part of the application (plot W12) is not calculated at this point for CIL liability purposes.)

### Layout and Height

18. This is considered in two parts due to nature of the application seeking full consent for a hotel on plot W11 and outline consent for plot W12.

#### Plot W11:-

19. The proposed hotel will be built on land south of the elevated Royal Route, north of South Way, east of the existing Holiday Inn hotel and partly on the existing boulevard link. The hotel will be situated on the western side of the boulevard to continue the strong built edge and activation along this route that is evident with buildings to the north such as the LDO centre.
20. At ground level the hotel proposes to have main reception, restaurant and bar facilities to activate the boulevard, with back of house functions situated to the western side, conveniently placed for the servicing arrangements . Principle pedestrian access will be from the boulevard at the base of the taller element. In this position it is considered the entrance will be prominent, visible from more than one direction and legible. On the upper floors the layout of bedrooms is repeated across each of the 13 floors. All bedrooms are east or west facing. Each floor will have a total of 24 bedrooms, 2 of which will be designed for full wheelchair access. The southern end of the building accommodates the circulation core and larger wheelchair accessible rooms. At roof level the majority of plant is proposed to be located.
21. The building comprises three distinct elements; the plinth, the main body and the tower. The plinth accommodates the ground floor uses, and notably the precedent for a plinth is seen in the adjacent LDO centre to the north. The main body is arranged over 13 floors and the tower element projects slightly above this to articulate the mass of the building and provide a strong gateway element to the building as you approach this from the south-west. The building would be 50.2m high on the tower element, stepping down to 44.2m high on the main body of the building. Tall and large buildings of a similar scale are part of the established local character, and within this context the scale of the proposal is considered appropriate.



*Plot W12;-*

22. The outline plans define the parameters within which reserved matters will come forward. The indicative plans show how the floors could be arranged, within a maximum 1610sqm of floorspace. It is proposed to have retail uses (A1 - A4) at ground floor, which is welcomed as this would further activate the boulevard. Upper levels could accommodate a mix of office, non-residential institutions (Use Class D1) and / or leisure uses. This range of uses are appropriate in policy terms, and can be supported by the London Plan and Brent Core Strategy and WAAP.

**Design and external appearance**

*Plot W11;-*

23. The building design comprises of these three distinct elements mentioned (the plinth, the body and the tower) with each emphasised differently in their external appearance with the use of materials and fenestration. The plinth element is intended to provide a solid base level for the building and is to be demonstrated by the use of a dark grey brick, there is precedent for this approach on the adjacent LDO development. The main body proposes a light render treatment, which will contrast with the darker more solid plinth and tower elements. Again there is precedent for this external finish locally on a number of new buildings within the regeneration area. Projecting dark coping is proposed as a 'top' to this element. For the tower element a dark grey brick finish is also proposed. This will contrast with the render finish on the main body and the tower will interrupt the plinth so that this strong feature element is grounded at the main hotel entrance.
24. The arrangement of fenestration is also different on each of the building elements. At base (plinth) level large glazed openings are proposed. These will activate the boulevard, provide sight of activity within the building and reflect the design of the lower levels of the adjacent LDO development. This activation is welcomed and this is considered an appropriate response to this route. The main body, which is where the majority of hotel bedrooms will be accommodated has an ordered arrangement of windows/openings which is reflective of the consistent floor layouts. Windows have been grouped into vertical recessed slots with dark metal panels between glazing. The scheme has also been amended to incorporate the AC room units extract and intake ventilation grille as part of the window opening. The reveals to this windows will be metallic gold finish, which it is considered would add an interesting detail to the building. The tower element incorporates individual punched windows with deeper recesses. The southern elevation proposes recessed slots which add interest to this prominent elevation and provide articulation. At the top of the tower an opening has been created on all sides with translucent polycarbonate. This will be back light and will glow to make this an interesting feature element. At the base of this is a large glazed opening to the main hotel entrance, and this is covered with a canopy to emphasis this as the main entrance point.
25. The GLA welcomes the treatment at ground floor which will activate the frontage. It is considered that the design creates a strong feature of the tower, which is appropriate for a building on this gateway point. The approach to the massing, in terms of a base, main body and tower is considered to have a sound rationale. The palette of materials is considered logical as it breaks the building down into these three distinct elements.

*Plot W12;-*

26. All matters are reserved, however precedent images have been submitted to demonstrate the palette of materials and external finish that is envisaged. The detailed design of this would be secured by condition. What is clear is that the parameter plans demonstrate a building of appropriate height, mass and layout that could sit comfortably next to the hotel building.

**Transport impact and servicing considerations**

27. A detailed Transport Statement and Travel Plan have both been submitted by i-Transport in support of the proposals, and due consideration has been given to the national, regional and local policy context.

*Existing site conditions;-*

28. South Way, which is located south of the site provides a continuous east-west link for pedestrians with footways of 2m - 2.5m wide on both sides of South Way. To the site's northern boundary is the elevated Royal Route, continuous footways of 2m are present along here, with the exception of the southern side as it passes the Holiday Inn hotel. The site's eastern boundary is the current temporary extension to Wembley Park Boulevard, this route is important for pedestrian connectivity. Pedestrian wayfinding signage exists within the vicinity of the site, in addition Quintain's private estate also has a comprehensive pedestrian wayfinding strategy. The boulevard provides an important connection for pedestrians between South Way and Engineers Way to the north, this route is currently 18.9m wide through this section.

29. The site is served by seven bus routes, all of which stop within 640m walking distance. Wembley Stadium station is approximately 100m from the site, Wembley Central station approximately 850m and Wembley Park station approximately 500m.
30. There are two existing TfL appointed taxi ranks within close proximity to the site. These are within Quintain's estate at the following locations:-
- Northern end of Wembley Park Boulevard, outside Wembley Arena (Arena Square)
  - Within the set-down and pick-up areas for the Wembley Hilton hotel on Lakeside Way.
31. There are existing double yellow lines 'no waiting restrictions at anytime' along South Way. There are also traffic calming raised tables along the carriageway of South Way within close proximity to and abutting the site boundary. South Way is also subject to a Traffic Management Order (TMO) on major Stadium event days, this prohibits vehicles from using this route.

*Proposed changes to transport networks;-*

32. It is considered by your Transport officers that the impact of the development does not warrant any concerns for significant off-site improvements, with the exception of the highway immediately abutting the site. Nor does it impact on future works planned to the highway network.

*Assessment of impact;-*

33. The proposed hotel floorspace is within the floorspace quantum previously approved within the Stage 1 Lands application (03/3200), and not yet built out. The floorspace associated with the proposed hotel on plot W11. This level of impact was therefore assessed previously and accepted by the highway authority as having an acceptable impact on the highway subject to the mitigation measures that were secured within that consent.
34. Pedestrian access to the hotel will be provided on the eastern elevation of the building. Access to plot W12 (outline) is expected to be along the southern elevation, fronting South Way. This detail will be confirmed in a later Reserved Matters application. Cycle access will be gained from the boulevard, or from South Way. The development will easily link into the established pedestrian and cyclist connections.
35. In terms of access to public transport the access to these existing services will not be affected by the proposals. The development will maintain the existing high quality connections for pedestrians between the site and bus, rail, underground and overground services. As discussed previously there will be an interim period whereby the width of the boulevard is reduced for construction works, however upon completion of the hotel the applicant will be required to instate the boulevard to the interim width, which for the avoidance of doubt is proposed to be 15m. The final state boulevard will be 23.1m, which is an improvement on the current interim (temporary) layout.
36. Your Transport officer does not consider that the proposal will prejudice the potential delivery of future public transport proposals on South Way and Wembley Park Boulevard. There are TfL plans to introduce buses along South Way, at present there are no bus routes on South Way or Royal Route so there would be a benefit to linking the development with a bus stop. To this end improvements to bus services is an important consideration. A new bus stop is indicatively shown to be located on the eastbound side of South Way abutting the site. This is indicative only at this stage and its final location will be subject to consultation between the local authority and TfL Buses, should it be decided that buses will use South Way in the future. The current proposal does however demonstrate that the proposed works will not be prejudicial to future delivery of a bus stop lay-by Your officers have suggested a possible location to the east of where the boulevard connects with South Way, abutting the boulevard and The Red car park and request that further details of this be secured through condition. As the delivery of this would require works to be carried out within the highway and footways outside of the highway boundary then a section 38/278 agreement would need to be entered into with the applicant/owner, and this is secured by condition.
37. The extant Stage 1 consent proposed a possible bus route along the boulevard itself. This has not been implemented to date, and a study has recently been commissioned by the Council to examine the feasibility of providing access to the boulevard for buses, either by removing or reconfiguring Royal Route. A number of options were proposed, these have now been examined and the Council is in the process of putting forward preferred options to TfL for further discussion. Although it still remains inconclusive at this time your officers have been able to advise that the choice of preferred options being explored will not prejudice or be detrimental to the design and delivery of plot W11 and W12. Crucially it is not expected that the delivery of a bus route through the boulevard (if agreed and delivered) would

have a significant impact on the proposed development. A condition is recommended which will capture the submission and approval of further details of the final state boulevard to demonstrate the construction specification of this route, including the sub-surface treatment in order to ensure this would be constructed to a standard that would be able to accommodate buses at a future point.

#### *Pedestrian infrastructure*

38. The proposed hotel is in the location of the current interim pedestrian link between Station Square and Wembley Park Boulevard to the north. The permanent boulevard was intended to continue along the alignment of the existing boulevard, with a bend in the boulevard adjacent to the Ibis Hotel so that it terminates at a right angle to South Way, directly opposite Wembley Stadium Station Square. This layout relied upon the use of part of the Holiday Inn site which at the time of the stage 1 consent was owned by Quintain. However, Quintain sold this site during the construction of the LDO and the original alignment could no longer be delivered. The connection between the LDO and Stadium Station Square is considered to be of significant importance. The expansion of the town centre boundary to include the LDO was predicated on the strength of the connection between the existing and new centre and proposals must therefore maintain or improve that connectivity.
39. The proposal looks to alter the alignment of the boulevard from the original approval so that the bend in the road takes place where it meets Royal Route. The Boulevard will terminate further east than was previously envisaged and will not be opposite Station Square. To address this, the southern end of the boulevard includes an area of public realm that is chamfered towards the square. The South West Lands application (currently being considered) also extends the square to the east, resulting in the creation of an open space that spans South Way, connecting the Boulevard with Station Square. The extension of the existing raised table on the highway is also proposed so that the table will run from the western end of Station Square to the eastern end of the Boulevard. This work will be undertaken at the applicant's expense. Whilst the proposed layout alters the connection between the LDO and Stadium Station Square, the proposed public realm layout is considered to maintain the strength of that connection.
40. The central element of this connection would be a paved boulevard framed with trees along either side. The treatment of this section of the boulevard and the furniture used will be reflective of the existing section of boulevard to the north. Towards the southern end as you approach South Way the boulevard widens out significantly, and this is where the bosque of trees is proposed (with new seating) which will enhance the public realm.
41. Construction work for plot W11 will require a temporary narrowing of the boulevard along the section between the elevated Royal Route and South Way to 6m. This is required to accommodate a hoarded compound for the storage of materials, receiving of deliveries and to accommodate cranes for construction. Whilst unfortunate, this interim position is a necessary consequence of the build and is required for practical construction reasons.
42. The existing width of the current (interim) pedestrian link between the Boulevard and South Way is 18.9m. During construction an interim walkway width of 6m will be provided to maintain adequate width for pedestrian flows, which is considered acceptable based on the peak observations from a major Stadium event in March 2015. Upon completion of the hotel the temporary hoardings will be removed and the boulevard is proposed to be provided at an interim width of 15m, with the delivery of this is secured by condition. Once the remaining building within Plot W10 comes forward (adjacent to the Red Car Park), the boulevard will be delivered in its final state, involving an increase in width to 23.1 m. A condition will secure the implementation of the interim boulevard width of 15m prior to occupation of the hotel development, and further details of interim landscaping are also to be agreed.
43. It is crucial that the existing boulevard route, which is to be made narrower is protected and remains unimpeded and attractive at all times during the construction programme. How this will be secured is set out in the Construction Phase Plan. Traffic calming measures in the form of a raised table to aid pedestrians crossing South Way currently exists, and your officers advise that this table will need to be extended as a result of the footprint of the hotel development and the proposed boulevard realignment works. Further details of this modified table will need to be captured as part of a section 38/278 agreement and secured through condition, with delivery required prior to occupation of the hotel.
44. New footways adjacent to South Way are to be secured as part of any s38/278 agreements and are to be provided at a width of 2.4 m - 2.5 m.

#### *Parking*

45. Vehicle parking is not proposed on site for the development. Visitors to the development will be able to

use the adjacent red car park, or other nearby public car parks and pay the appropriate tariff for their length of stay. Blue badge parking can also be accommodated within these existing car parks, this is available free of charge, 24 hours a day in the adjacent red car park, and the approach is acceptable to the GLA and has been accepted on earlier consents within the local vicinity.

46. Further clarification in terms of wayfinding for pedestrian routes from the proposed developments to the red car park, and for demonstration of how access can be provided that is accessible for all users is to be secured through condition..
47. Motorcycle parking spaces are to be available in the adjacent red car park.
48. Cycle parking for the hotel will be provided for 22 cycles, in the form of Sheffield stands. Details of cycle parking for plot W12 will be submitted as part of the Reserved Matters application. The location of hotel cycle parking has been clarified at the request of the GLA, with long-stay cycle parking proposed to the rear of this hotel, with direct access provided from the hotel entrance in a safe and convenient way via a set of doors to the southern stairwell. Visitor cycle parking for both plots will be delivered within the nearby public realm (i.e the boulevard) and further details of cycle parking will need to be secured by condition.

*Coach parking, servicing and taxi drop-off/pick-up*

49. Coach drop off and pick up will in the long-term take place from a shared service yard, which is to be shared in the context of other delivery and servicing activity taking place for both plots. This off-street service yard won't be delivered upon completion of the hotel development. The timing for this is dependant on gaining vacant possession of the Red House and the demolition of the building. A condition is recommended to capture timescales for the demolition of the existing building and the delivery of the off-street service yard.
50. TfL had raised concern regarding the use of the servicing yard for coaches from a pedestrian safety perspective In response to concerns raised the applicant submits that coach demands are anticipated to be low, and established using the TRICS survey. The coach demands are anticipated to be up to a maximum of three per day. This final state servicing solution requires the demolition of the existing Red House building in order to provide the shared service yard, and it has now been demonstrated that a safe pedestrian route direct from service yard to ground floor can be provided. This should overcome pedestrian safety concerns raised by TfL with regards the long-term servicing arrangements.
51. As the development will be phased, and due to the fact the Red House building will be contained within phase 2, after the approval of Reserved Matters an interim service solution is required to serve the hotel development when this comes forward initially. The interim arrangement proposes the formation of a shared lay-by on the northern side of South Way (on adopted highway land) which is capable of accommodating a 15m coach and/or a 12m rigid HGV servicing the hotel. It has been demonstrated that such a bay can be delivered on land which is wholly within the public highway with additional adopted footway to be provided through the dedication of land within Quintain's ownership. The Council's Highways officers do not object to this interim arrangement but do advise that sufficient footway width must be provided at the back of the lay-by and that this footway will be the Council's responsibility, as such an adoption agreement will need to be established under sections 38/278 of the Highways Act 1980. The use of this service lay-by will be restricted through condition, as part of the condition to secure the implementation of a Delivery & Service Plan for the hotel operations, and the removal of the lay-by may be required once the final stage off-street servicing solution has been delivered on site.
52. A Delivery and Service Plan (DSP) has been reviewed and considered acceptable by your Transport officers, subject to further clarification on a booking management system to ensure the hotel operator effectively co-ordinates the arrival of delivery vehicles and coaches, in order to ensure that the interim lay-by is only used by one vehicle at a time. The requirement for a booking management system will need to be secured by condition. It is anticipated that only two servicing vehicles will be required, and that these will generally take place between 06:30am and 18:00pm and as such is it is anticipated the lay-by / service area will be empty for the majority of the day. No service vehicles are anticipated in the evenings, on Sundays or Bank Holidays. In addition servicing will be restricted to specific hours either side of a major Stadium event. This will need to be consistent with the Stadium Event Management Traffic Management Plan, which stipulates that service vehicles will not be permitted between four hours before the start to four hours after the end of a Stadium event. This restriction on timings will be secured by condition.
53. The final service yard solution, and the interim shared lay-by in so far as these relate to coach drop off

and pick up will need to be arranged directly with the hotel operator. This will enable the hotel to co-ordinate coach times with anticipated service times. In the interim period hotel guests will be able to safely disembark from coaches onto the southern end of the boulevard. In any event a fully detailed Delivery and Servicing Management Plan will be secured by condition.

54. TfL commented that the proposed hotel should be provided with a formal taxi rank. The applicant has provided further justification for not providing a formal rank as part of the proposals. The justification put forward is that the surrounding area is currently well served by two existing TfL appointed taxi ranks located outside the Wembley Hilton and on Wembley Park Boulevard, adjacent to Arena Square. Combined these two ranks provide nine spaces. The walking distance to each of these, from the hotel entrance is 350m. Furthermore the existing rank at the Hilton was surveyed on a non event day, and over the course of the day at no point was the rank used by a taxi. This suggests that there is sufficient capacity within the existing taxi rank provision to meet any increased demand that may follow this development. It is also noteworthy that provision for taxis has been incorporated into the proposals for the south-west lands application, to the south of the site. This application (14/4931) is currently under consideration. In addition your Transport officers do not support the provision of a formal taxi rank on South Way, there is considered to be sufficient provision for this locally. On balance, given the provision locally and the proximity to the red car park which would provide further drop off and pick up opportunities it is not considered necessary to secure an additional taxi rank facility.

#### *Construction Phase Plan (CPP)*

55. The submitted CPP details matters such as working hours, site access and traffic management, site security and hoardings specification, site traffic and pedestrian management, deliveries, storage of materials, vehicle holding area and vehicle access routes.
56. **Working hours** - Mon - Friday between 08:00am and 18:00pm. On Saturdays 08:00 - 01:00pm. On Sundays some allowances may be made for critical works subject to prior agreement.
- **Hoardings specification** - 2.4m hoarding is proposed around the exposed boundaries of the site. Along the eastern boundary the hoarding will be installed to the underside of the red car park, with appropriate points of pedestrian access provided. This hoarding will be required to be removed upon practical completion of the hotel development.
  - **Site traffic & pedestrian management** - There is a commitment to employing a traffic marshal to manage the entrance and exit of delivery vehicles on site and control the pedestrian interface with South Way. The 6m wide temporary walkway will be lit to 50 lux, with signage.
  - **Site access & traffic management** - It is proposed all materials offloading will take place within the site compound. Construction traffic will not be permitted on Royal Route other than for special deliveries (including delivery and collection of scaffold and hoardings for the north boundary of the site). If at any time access to the Stadium is deemed to be at risk then the Stadium will be consulted in sufficient time in order to agree suitable arrangements.
  - **Deliveries** - Timings of deliveries to and from the site will need to be effectively managed. A vehicle booking management will be put in place, all deliveries will need prior arrangement. Vehicles will be guided by a banksman/signal man at all times.
  - **Storage of materials** - All materials will be stored within the site compound in designated areas.
  - **Vehicle holding area** - This can be accommodated within the site compound, as shown in Appendix 2 - Construction Management Plan.
- Your Transportation officers consider that details submitted in relation to site access and traffic management are broadly acceptable. Deliveries and vehicle activities to and from the site will not be permitted 4 hours before and after a Stadium event, and this restriction will be captured by condition. In any event the applicant acknowledges this restriction, as referred to in their Delivery and Servicing Plan. With regards the erection of temporary hoardings it is accepted that there is a necessity for the boulevard to be reduced to a temporary 6m width whilst construction works are carried out. It is crucial that this route is consistently maintained and appropriately lit at all times, to this end the provision of lighting will be secured by condition. It is not clear how long the hoardings will need to be in place for, as such further details of a phasing plan showing timelines from start of construction through to the end position will need to be secured through condition.
57. Compliance with the submitted Travel Plan is secured through condition to ensure an on-going commitment to sustainable modes of travel to site.

#### **Access**

58. Level access into the hotel is provided, this will be an accessible facility for all users. It is proposed that 10% of rooms within the hotel will be wheel chair accessible, and this satisfies London Plan policy 4.5.



### **Landscape works & impact on the boulevard**

59. The development will require the removal of some protected trees and details of compensatory planting has been provided. Proposed new planting comprises of nine new street trees that will line the boulevard, a bosque of cherry trees and the translocation of seven existing lime trees to provide a buffer along the service area boundary. This planting approach represents an overall increase in tree coverage and is agreed by your Principal Tree officer.
60. External seating is to be provided within the bosque of cherry trees and in other places along the boulevard.
61. The interim boulevard width of 15m which will be provided upon practical completion of the hotel development will need an appropriate landscape treatment and further details of this will be captured by condition.
62. The details submitted do indicate that the new final state and realigned boulevard through this section will be finished to an acceptable standard in order to maintain this important pedestrian route as a high quality public space. As the proposal in so far as it relates to the boulevard is submitted in outline only at this stage, with all matters reserved then further details will be secured by condition.

### **Daylight/Sunlight effects**

63. There are no residential units around the site at present. The study has therefore considered the impact of the development on residential units that are being proposed as part of the south-west lands application. To clarify this application has not been determined. The units within this scheme with rooms facing north are the only ones that required testing. The analysis found that off all the rooms tested these will retain higher levels of daylight than the British Standard requirement in order to achieve BRE compliance.

### **Noise**

64. A noise report has been submitted considering all acoustic matters related to plot W11. A noise survey was carried out to assess the suitability of the site for a hotel use, with noise from Wembley Stadium being a consideration. Relevant to this is the fact that nearby planning consents required noise mitigation to achieve levels of 33dBA at night and 38dBA during the day. Premier Inn have their own internal noise criteria which goes beyond these levels, which should ensure an acceptable environment is achieved. A condition is recommended to ensure suitable ambient noise levels are achieved internally.

### **BREEAM**

65. A bespoke pre-assessment has been carried out due to the nature of the hotel use. This approach is recognised by BREEAM. Plot W11 is targeting a BREEAM 'Excellent' rating, which satisfies Brent Core Strategy policy CP19. Verification of the level achieved will be secured by condition. Plot W12 will come forward at a later stage and will be registered and assessed under the appropriate assessment type for its future occupancy type at the relevant time. This will be secured by condition.

### **Flood risk**

66. The site is located in Flood Zone 1, classed as having less than 1 in 1000 chance of flooding occurring each year. As the site is less than 1 hectare in size it was not necessary to consult the Environment Agency. No flood issues are presented.

### **Summary**

67. It is considered the proposed development would provide further regeneration benefits to the Wembley growth area and it would bring activity to the southern end of the Wembley Park Boulevard pedestrian route. The principle of a hotel development is deemed to be acceptable in this location, as are the other range of uses sought. The scale and massing of the building is acceptable in this location and fits in with its immediate context. This will deliver a highly sustainable scheme that will also safeguard this important pedestrian connection.
68. Officers consider that the application can be supported, subject to referral to the London Mayor for his Stage 2 response. As things stand the Mayor considers that the application does not fully comply with the London Plan for the reasons set out above. He states that there are remedies that could address these deficiencies. If the Council decides to make a decision on this application it must consult the Mayor, once again, and give him a period of 14 days within which to allow the draft decision to proceed unchanged, to direct the Council to refuse the application or to issue a direction that he is to act as the Local Planning Authority and proceed to determine the application, otherwise known as the Stage 2 response. The

applicant has addressed the Mayor's concerns in respect of Energy and this is all agreed with the GLA. A response to the Transport matters has also been provided, as set out in this report.

Members are therefore asked to delegate the final decision to approve the scheme to the Head of Area planning provided that the GLA's stage 2 response does not require any significant changes to the scheme.

## **SUPPLEMENTARY REPORT**

### **Agenda Page Number: 21-56**

Members visited the site on 12 December 2015. Further clarification was sought on the points listed below:-

#### **Confirm the distance between the existing IBIS and Holiday Inn hotel buildings to the proposed hotel building.**

*Response*;- At the closest point will be separation distance of 39m between the proposed hotel building and the IBIS building. The western facade of the Holiday Inn will be 14.2m from the hotel building, and it should be noted there are no windows within the facing flank wall.

#### **Confirm the width of the hotel and the remaining boulevard.**

*Response*;

##### Proposed hotel building

- At ground floor the hotel building is to be 21.1m at its widest part. On the upper floors it is set back, so there is a resulting reduced width of 16.6m, this reduces down further to 15.5m above ground floor level.

##### Existing boulevard

- The existing boulevard between Royal Route and South Way is 18.9m wide.
- The boulevard adjoining the Outlet Centre is 21 m wide (face of building to concrete seats). It will be 25 m wide when the buildings on the eastern side are constructed.

##### During construction works

- The boulevard adjacent to the proposed hotel will be reduced to 6m wide during construction.

##### Upon completion of the hotel building and removal of hoardings

- The boulevard will be 19m wide, reaching the edge of the lower level of the existing temporary red car park;

##### Final layout

- The boulevard adjacent to the hotel will be 23.1m wide. This will be delivered when the temporary two-storey car park has been demolished and the site redeveloped.

#### **Can the service yard accommodate coaches manoeuvring and service vehicles?**

*Response*;- The off-street service yard can accommodate a coach and a servicing vehicle at the same time, as demonstrated on tracking drawings that accompany the Delivery and Servicing plan. Only two servicing vehicles are anticipated to visit each day. Up to three coach visits may occur per day, though the number of times this number of coaches would visit daily is anticipated to be low. It is anticipated therefore that up to five servicing vehicles will use the service yard daily, and that it will be empty for long periods. As such it does not give rise to any highway safety concerns.

#### **What is the future of the children's play centre currently being run from the Red House building?**

*Response*;- This was always envisaged to be a meanwhile use of the building until such time that the site came forward for development, and that alternative premises would then need to be found. There is no specific policy protection afforded to the existing D2 use. It is however understood that vacant premises may be available for them to re-locate to within the nearby Wembley Retail Park on Engineers Way.

It has been confirmed that the current occupiers have an existing lease which means that vacant possession of the building cannot be achieved until May 2018.

Aside from the above site visit queries consultation responses have been received from Regulatory Services (Environmental Health) and the MET police which require additional conditions to be attached. These are as follows:-

#### **Contaminated Land condition 1**

Following the demolition of the building ("The Red House") and prior to commencement of building works related to (b) Plot W12 / Phase 2, 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.

### **Contaminated Land condition 2**

Post remedial works verification report to be provided, stating that such works have been carried out in accordance with the approved remediation scheme and that the site is suitable for end use.

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

### **Control of noise and vibration from plant**

Prior to installation further details of the plant equipment to be installed within the ground floor sub-station shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include, but are not limited to proposed mitigation measures to guard against and eliminate exposure of end users to electromagnetic frequencies, noise and vibration. Thereafter the development shall be carried out in accordance with the approved details.

Reason; To ensure the safe development and secure occupancy of the site.

### **MET Police condition**

The MET Police have requested that conditions are added to the consent regarding measures that may be required to ensure that the proposed development is suitable resilient to terrorism. It is accordingly recommended that an additional condition is attached to the consent requiring the submission and approval of details relating to the resilience to terrorism. This submission, when received by the Council, will be discussed with the MET Police.

Recommended condition:

Details of any proposed counter-terrorism measures shall be submitted to and approved in writing by the Local Planning Authority in consultation with the MET Police prior to the commencement of works to the superstructure for the hotel (plot W11) and the superstructure for plot W12, the approved details shall be implemented in full thereafter prior to completion of the development hereby approved.

Reason: To ensure that the development accords with Policy 7.13 of the London Plan 2011.

### **Additional condition relating to public access**

It is recommended that the following condition is added regarding public access to the new element of the boulevard that is proposed:

Following first occupation of any building approved pursuant to this consent, the areas within the application site to the east and south of the land identified as W11 and W12 within drawing 3559\_01\_0204\_ Rev A shall be made public accessible on foot and by cyclists on every day of the year subject to:

- Partial closure for such periods as are reasonably required for the purposes of maintenance, cleaning, construction;
- Partial closure to allow market stalls or other similar buildings or uses;
- Other periods of temporary closure, details of which shall be submitted to and approved in writing by the local planning authority prior to the closure and no such closure shall take place unless the submitted details have been approved;

An unobstructed route of a minimum width of 10 m shall be maintained between South Way and the Boulevard to the north of the site throughout any closure pursuant to this condition unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the area is sufficiently permeable in the interest of sustainable transport, placemaking and the linkage between the London Design Outlet Centre and the Wembley High Road.

**Recommendation: Remains approval, subject to the additional conditions being attached.**

## **SUSTAINABILITY ASSESSMENT**

Sustainability and energy measures which are coming forward as part of this proposal, are outlined in the applicant's supporting Energy Strategy and Sustainability Statement. The energy statement sets out measures as to how the development will comply with London Plan policy 5.2, which requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy to;

Be Lean: use less energy

Be Clean: supply energy efficiently  
 Be Green: Use renewable energy

The GLA confirmed in their Stage 1 report that the applicant has broadly followed the energy hierarchy, however further information was required in order to verify the proposed carbon savings.

The approach is based on range of passive design features and demand reduction measures, proposed to reduce the carbon emissions of the building. It is noted that both air permeability and heat loss will be improved beyond the minimum values required by building regulations. Other features include mechanical ventilation with heat recovery. The demand for cooling will be minimised through solar control glazing and internal blinds. Mechanical cooling is proposed throughout, and the GLA requested further verification of this.

The site is within the Wembley opportunity area and within the vicinity of the proposed district heat network (DHN) and is proposing to connect to this once available. This is a long-term solution. In the interim the development will adopt a standalone solution. Further information in respect of this future connection was requested by the GLA.

A communal heat network is proposed for domestic hot water of the hotel (plot W11) and a separate centralised heating system for the hotel (VRF space heating). A separate heating system is proposed for plot W12. Further verification of this was required by the GLA.

A range of renewable technologies have been considered, and some discounted for feasibility reasons. The strategy proposes the use of air source heat pumps (ASHP) to provide hot water in the interim period before connection to the DHN. A separate VRF space heating/cooling network is also proposed. Roof mounted PV panels are proposed on the roof of the hotel, with a layout also provided.

*Applicants response to GLA Stage 1 queries;*

- The applicant has provided evidence of how the cooling demand has been minimised, including the BRUKL document.
- The applicant has provided evidence to show that all areas of the building will pass the Part L solar gain criteria.
- Further information was submitted on future connection to the DHN. The GLA understands that the DHN will be delivered as part of the Wembley Masterplan, and at this stage has yet to appoint an operator for the network. It has been clarified that connection from the DHN to the application site is likely to be in Phase IV of the Wembley Masterplan (which is currently proposed to be between 2031 and 2035).
- It has been confirmed that plots W11 and W12 will connect to the DHN once available at the site boundary.
- Information has been submitted to the GLA to verify how the ASHP will connect to the DHN, and the GLA are satisfied with this.
- It has been confirmed that the PV modelling has taken into account the taller raised element to the south of the building, as such no further information is required.

With the additional information and verification that has been provided since issuing their Stage 1 report the GLA have now confirmed they are able to support the proposed energy strategy. This will achieve carbon dioxide savings in excess of the target set within London Plan policy 5.2 in the long-term. In the interim period the standalone strategy which is based on the use of air source heat pumps, a VRF system for space heating and cooling and PV panels results in very minor shortfall below the 35% target. The proposed interim strategy is predicted to achieve 34.5%, and on balance this would broadly be policy compliant. As sufficient evidence has been submitted to demonstrate the strategy will achieve the necessary targets the implementation of the energy strategy and future connection to the DHN will be secured by condition.

**CIL DETAILS**

This application is liable to pay **£1,700,785.52\*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible\*\* floorspace which on completion is to be demolished (E): 767 sq. m.  
 Total amount of floorspace on completion (G): 11055 sq. m.

Use	Floorspace on	Eligible* retained	Net area chargeable	Rate R: Brent	Rate R: Mayoral	Brent sub-total	Mayoral sub-total
<i>Document Imaged</i>							

	completion (Gr)	floorspace (Kr)	at rate R (A)	multiplier used	multiplier used		
Hotels	11055		10288	£100.00	£35.15	£1,258,442.86	£442,342.66

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	274	
<b>Total chargeable amount</b>	£1,258,442.86	£442,342.66

\*All figures are calculated using the formula under Regulation 40(6) and all figures are subject to index linking as per Regulation 40(5). The index linking will be reviewed when a Demand Notice is issued.

\*\***Eligible** means the building contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development.

**Please Note : CIL liability is calculated at the time at which planning permission first permits development. As such, the CIL liability specified within this report is based on current levels of indexation and is provided for indicative purposes only. It also does not take account of development that may benefit from relief, such as Affordable Housing.**

**The building which is subject of Plot W12 has not been calculated for CIL liability purposes at this stage. The quantum of different uses will be established at Reserved Matters stage, at this point the CIL liability of this building will be calculated.**

**The proportion of the eligible reduction for the hotel building calculated on a pro-rate basis is 767sqm and for plot W12 is 112sqm.**



**DRAFT DECISION NOTICE**



**Brent**

**DRAFT NOTICE**

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 15/3599

To: Miss Paula Carney  
Signet Planning Ltd  
56 Queen Anne Street  
London  
W1G 8LA

I refer to your application dated 14/08/2015 proposing the following:

A hybrid planning application for the redevelopment of the site including:-

- a) Full planning permission for the demolition of existing building and erection of a 13-storey building comprising a 312-bed hotel (Use Class C1) with ancillary and/or ground uses including a restaurant, bar, offices and gym (Use Classes A1-A4/B1 and/or D2) (referred to as Plot W11), on-site cycle parking and
- b) Outline planning permission for the demolition of existing building (The Red House, South Way) and erection of a 4-storey building comprising 1610sqm of and/or A1-A4/B1/D1 and D2 uses, with all matters reserved (referred to as Plot W12) and new pedestrian boulevard (outline).

with associated service yard, landscaping and infrastructure works (as amended).

and accompanied by plans or documents listed here:

(See Condition 4)

at Red House building, South Way, Land and Pedestrian walkway between South Way and Royal Route, Wembley Park Boulevard, 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:

Signature:

Head of Planning, Planning and Regeneration

**Notes**

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

DnStdG

**SUMMARY OF REASONS FOR APPROVAL**

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

National Planning Policy Framework 2012  
London Plan (consolidated version 2015)  
Brent Core Strategy 2010  
Brent Unitary Development Plan 2004  
Wembley Area Action Plan 2015

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 Site-Specific Policies

- 1 The development to which this permission relates referred to as part (a) must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

- 2 Application for approval of the Reserved Matters shall be made to the local planning authority before the expiration of three years from the date of this permission.

Reason: To ensure planning applications are carried out within a reasonable time period in accordance with Section 92 of the Town and Country Planning Act 1990.

- 3 The development to which the outline planning permission relates shall commence either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: To ensure planning applications are carried out within a reasonable time period in accordance with Section 92 of the Town and Country Planning Act 1990.

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

Plots W11 and W12 Parameter Plans;  
3559\_01\_200\_revA  
3559\_01\_201\_revA  
3559\_01\_202\_revA  
3559\_01\_203\_revB  
3559\_01\_204\_revA  
3559\_01\_205\_revA  
3559\_01\_206\_revA  
3559\_01\_207\_revA  
3559\_01\_208\_revA

Plot W11 (hotel) detailed plans;

3559\_02\_200\_revA  
3559\_02\_201\_revA  
3559\_02\_202\_revA  
3559\_02\_203\_revA  
3559\_02\_204\_revA  
3559\_02\_205\_revA  
3559\_02\_206\_revA  
3559\_02\_207\_revA  
3559\_02\_208\_revA  
3559\_02\_209\_revA  
3559\_02\_210\_revA  
3559\_02\_211\_revA  
3559\_02\_212\_revA  
3559\_02\_213\_revA  
3559\_02\_214\_revA  
3559\_02\_215\_revA

Plot W11 (hotel) proposed elevations;

3559\_04\_200\_revB  
3559\_04\_201\_revB  
3559\_04\_202\_revB  
3559\_04\_203\_revB  
3559\_04\_210\_revB  
3559\_04\_211\_revB

Landscape parameter plans;

2093-010-100 revA  
2093-010-102 revA  
2093-010-104 revA  
2093-010-106 revA  
2093-010-107 revA  
2093-010-109  
2093-010-110  
2093-010-112

Other;

3559\_07\_310\_  
3559\_SK\_013\_  
3559\_SK\_023 rev1

ITL10209-SK-046

ITL10209-SK-056 revB

Construction Management Plan, Issue 2, McAleer & Rushe (5.3 Appendix 3)

Construction Phase Plan, Issue 3, McAleer & Rushe (dated 13/11/15)

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

- 5 Approval of the details of the following reserved matters shall be obtained from the local planning authority in writing in respect of part (b) of the development, which for the avoidance of doubt part (b) relates to Plot W12 and the new pedestrian boulevard (hereinafter called "the reserved matters")

(a) Access

(b) Appearance

(c) Landscaping

(d) Layout

(e) Scale

Reason: To ensure the development is carried out in accordance with the prevailing relevant policy

- 6 Approval of the drawings and particulars of the Reserved Matters for part (b) works referred to in Condition 5 shall be obtained from the Local Planning Authority in writing prior to the commencement of any part of the development to which those Reserved Matters relate except that this shall not prevent works of site clearance, ground investigation and site survey works, interim boulevard work, erection of temporary boundary fencing or hoarding and works of decontamination and remediation (hereafter 'preparatory works') and shall be carried out only as approved.

Reason: To ensure full details of each phase are provided to ensure an acceptable standard of development

- 7 Prior to the commence of works on the superstructure of the hotel building in part (a) (plot W11), a drainage strategy detailing any on and/or off site drainage works, shall be 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.

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

- 8 Construction of the part (a) (plot W11) development shall be undertaken in full accordance with the Construction Phase Plan and Construction Management Plan (Appendix 3) hereby approved unless a revised details are submitted to and approved in writing by the Local Planning Authority and thereafter implemented in full for the duration of construction, unless otherwise agreed in writing by the Local Planning Authority.

Reason; In the interests of pedestrian and highway safety

- 9 For the duration of the construction periods for the development hereby approved (parts (a) and (b)), no construction vehicles shall access or egress site during the period starting four hours before the start time to four hours after the end time of a Major Event at Wembley Stadium unless otherwise agreed in writing by the Local Planning Authority.

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

- 10 No servicing, delivery vehicles or coaches shall access or egress the site during the period from four hours before the start time and four hours after the finish time of a major event at Wembley Stadium, unless otherwise agreed in writing by the Local Planning Authority.

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

- 11 No vehicle access to the boulevard is permitted other than for emergency vehicle access purposes, unless otherwise agreed in writing by the Local Planning Authority.

Reason; In the interests of pedestrian safety.

- 12 Upon delivery of the final state off-street servicing yard the interim lay-by shall be offered by the applicant to be reinstated to footway at the applicants own expense at no cost to the Council in accordance with an agreed programme of works and within a timescale agreed with the Local Highway Authority.

Reason; In the interests of highway flow and safety.

- 13 Prior to the commencement of works on the relevant part of the development described as part (b) within the description of development, a detailed landscaped scheme shall be submitted to and approved in writing by the Local Planning Authority. Such landscaping work shall be

completed prior to first use or occupation of the relevant part of the development hereby approved and thereafter maintained.

The submitted scheme shall include details of:

- a) The planting scheme for the site, which shall include species, size and density of plants, sub-surface treatments;
- b) Details of any trees to be trans-located;
- c) Any walls, fencing and any other means of enclosure, including materials, designs and heights;
- d) The treatment of areas of hardstanding and other areas of hard landscaping or furniture, including materials;
- e) details of levels and contours within the site and adjoining the site;
- f) a landscaping maintenance strategy, including details of management responsibilities;

Any trees and shrubs planted, trans-located in accordance with the landscaping scheme and any shrubs which have been identified for retention within the development which, within 5 years of planting, are removed, dying, seriously damaged or become diseased, shall be replaced to the satisfaction of the Local Planning Authority, by trees and shrubs of similar species and size to those originally planted as soon as practicable as those trees or shrubs have been affected.

Reason: To ensure a satisfactory standard of appearance and to ensure that the proposed development enhances the visual amenity of the locality.

- 14 Not less than 10% of rooms within the hotel shall be wheel chair accessible.

Reason; To ensure suitable facilities for disabled users, in accordance with the London Plan policy 4.5.

- 15 The hotel building shall achieve internal noise criteria of stated in paragraph 5.3.1 (table 10) of the Planning Noise Report, which for the avoidance of doubt states the following internal ambient noise criteria:-

Period	Noise Level
Daytime (07:00-23:00)	L Aeq,1hour 35 dB
Night-time (23:00-07:00)	L Aeq,1hour 30 dB L AFmax 42 dB

Reason: To safeguard the amenity of future occupants of the development

- 16 A permanent and unimpeded route to the ground floor of the hotel shall be provided for pedestrians arriving by coach and disembarking within the final state off-street service yard. This shall be provided upon first use of the off-street service yard.

Reason: In the interests of pedestrian safety

- 17 Prior to commencement of works to the superstructure on part (a) (plot W11) further details of the interim boulevard shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include and demonstrate:-
- The detailed layout of the interim boulevard;
  - Details of how the interim boulevard will be appropriately landscaped with details of planting;
  - Details of street furniture, including but not limited to benches/seating and cycle parking;
  - Details of sub-surface treatments, which shall include silva cell root management systems (or similar) for the trees and a sub-surface treatment for the central hardsurfaced areas suitable of accommodating buses and emergency vehicles, unless otherwise agreed in writing by the Local Planning Authority;
  - The width of the interim boulevard, which shall be to the edge of the temporary red car park, or as otherwise agreed in writing by the Local Planning Authority;
  - The provision of cycle routes including signage of the routes;
  - Details demonstrating the extent to which those works can be retained within the final design and layout of the Boulevard; and
  - A schedule of timescales for implementation of works hereby referred to in (a) (b) and (c);
- Thereafter the works shall be carried out fully in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority and thereafter maintained save for

those alterations required to deliver the final boulevard.

Reason; To ensure adequate pedestrian routes are maintained to ensure a strong connection between the LDO and Stadium Station Square, in the interest the vitality and viability of the town centre, the visual amenity of the area and connectivity and sustainable transport within Wembley.

- 18 Prior to first occupation of the hotel hereby approved a detailed phasing programme for the implementation of works for the final future boulevard width shall be submitted to and approved in writing by the Local Planning Authority and the works shall be carried out in accordance with the approved details.

Reason; To ensure adequate pedestrian routes are maintained to ensure a strong connection between the LDO and Stadium Station Square, in the interest the vitality and viability of the town centre, the visual amenity of the area and connectivity and sustainable transport within Wembley.

- 19 Prior to commencement of works on the superstructure of Phase 1 (plot W11), further details regarding the extension to the existing raised table across South Way, including drawings detailing the design and layout, surface and subsurface treatment and any street furniture that may need to be removed or installed shall be submitted to and approved in writing. The developer shall enter into an agreement with the Local Highway Authority to agree the extent of such works and to provide this modified raised table.

The new hotel shall not be occupied (unless alternative timescales have been agreed in writing by the Local Planning Authority) until the above works have been completed to the satisfaction of the Local Highway Authority, at no cost to the Council, and have been certified in writing as being substantially complete by or on behalf of the Local Planning Authority.

Reason: In the interests of highway and pedestrian safety.

- 20 Details demonstrating that the developer or constructor has joined the Considerate Constructors Scheme shall be submitted to the Local Planning Authority prior to commencement of works on the relevant part of the development and the developer or constructor shall thereafter adhere to the requirements of the Scheme for the period of construction for that part of the development.

Reason: In the interest of the amenities of the adjoining and nearby owners and occupiers.

- 21 Within 3 months of practical completion of the new hotel building (part (a) - plot W11), a Energy Assessment Review shall be submitted to and approved in writing by the Local Planning Authority. This review by an approved independent body shall verify that the hotel development has met or exceeded the following:

- (i) Minimum 34.5% improvement on Part L 2013 Building Regulations Target Emission Rate ("TER") for CO2 emissions;
- (ii) 108sqm of photovoltaic (PV) panels

If the review specifies that the development has failed to meet the above levels, and it has been satisfactorily demonstrated that it has not been possible or feasible to incorporate any of the measures proposed within the Energy Statement and/or the Sustainability Strategy 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 within 2 months of the review, and implemented in full thereafter in accordance with a timescale agreed with the Local Planning Authority.

The approved Sustainability and Energy Strategies (or as amended) shall be fully implemented and maintained for the lifetime of the Development unless otherwise agreed in writing with the Council.

Reason: To ensure a satisfactory development which incorporates sustainability measures.

- 22 Following the practical completion of part (a) (plot W11) development, a review by a BRE-approved, independent body, shall be commissioned to determine whether the measures



set out within the Sustainability Strategy (or within a Sustainability Strategy that is subsequently approved in writing by the Local Planning Authority) have been implemented and a BREEAM 'Excellent' standard for the development has been achieved. If the review determines that a BREEAM 'Excellent' standard has not been achieved, proposed measures to remedy the identified shortcomings and/or compensatory works shall be submitted to and approved in writing by the Local Planning Authority. 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 approved pursuant to this condition shall be fully implemented within 12 months of the date of practical completion and thereafter maintained.

Reason: To ensure a sustainable development.

- 23 Prior to the commencement of works on the superstructure of the buildings hereby approved, details demonstrating how the buildings can be easily connected to a District Heat Network at the site boundary in the future shall be submitted to and approved in writing by the Local Planning Authority. Any works identified within the approved details as being required to be carried out during the construction of the building(s) shall be completed in full prior to first occupation of the building(s).

Reason; In the interests of sustainable development.

- 24 Prior to commencement of works on part (b) (plot W12 and the boulevard) a Construction Phase Plan / Construction Management Plan relating to the relevant part of the development shall be submitted to and approved in writing by the Local Planning Authority, and thereafter implemented in full for the duration of construction unless otherwise agreed in writing by the Local Planning Authority.

Reason; In the interests of pedestrian and highway safety

- 25 Use of the hotel development within plot W11 shall be undertaken in full accordance with a revised Delivery and Servicing Plan that shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of use. The revised plan shall include details of a booking management system to demonstrate how the different servicing demands (including coaches) will be appropriately managed by the hotel operator on site in both the interim period which is reliant on the interim lay-by being provided on South Way and the final state solution which is reliant on a service yard within the site. Thereafter the approved plan shall be implemented in full for the life of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason; In the interests of pedestrian and highway safety

- 26 The uses hereby approved in relation to Plot W12 shall not commence until an updated Delivery and Servicing Plan has been submitted to and approved in writing, by the Local Planning Authority which shall include further details to demonstrate how the different servicing demands will be appropriately managed on site. Thereafter the approved plan shall be implemented in full for the life of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason; In the interests of pedestrian and highway safety

- 27 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.

- 28 Notwithstanding the plans hereby approved, the hotel for Phase 1 (plot W11) shall not be occupied until such time as Certificates of Substantial Completion have been issued for the alterations to the existing adopted highway under an Agreement pursuant to Sections 278 of the Highways Act 1980 and the construction of the interim service lay-by and the new areas to be constructed as new footway to an adoptable standard, and those elements of new footway within the site have been offered to the Local Authority for adoption as public highway pursuant to Section 38 of the Highways Act 1980, unless otherwise agreed in writing by the Local Planning Authority. Details submitted shall be accompanied by a Stage 2 road safety audit. The works and land to be offered for adoption shall be in accordance with drawing ITL10209-SK-056 revB (or other such plan as is approved in writing by the Local Planning Authority pursuant to this condition), and shall include the installation of any required signage as well as the submission of details to demonstrate how this interim lay-be could be easily adaptable in the future to a bus stop lay-by. The works shall be carried out at the developers own expense and the land shall be offered for adoption at no cost to the Council.

Reason; In the interests of highway flow and safety and to ensure adequate servicing and coach parking facilities in the interim period.

- 29 Prior to commencement of works to the the superstructure for the hotel (plot W11) a detailed phasing plan for development as a whole shall be submitted to and approved in writing by the Local Planning Authority. The phasing plan shall include details setting out the timeframe for delivery of the off-street servicing yard and coach area, and a timeframe for demolition of the existing Red House building.

Reason; In the interests of highway safety

- 30 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 to the superstructure for the hotel (plot W11). The work shall be carried out 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.

- 31 Further details of the number and location of visitor cycle parking spaces shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the superstructure for the hotel (plot W11). Such details shall confirm the location of all external cycle spaces. Thereafter the development shall not be occupied until the approved cycle parking spaces have been delivered in accordance with the details as approved and these facilities shall be retained thereafter.

Reason: To ensure satisfactory facilities for cyclists.

- 32 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 in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound'.

An assessment of the expected noise levels and any mitigation measures necessary to achieve

the required noise levels shall be submitted to and approved in writing by the Local Planning Authority prior to the installation of any plant and 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

- 33 (a) Prior to the commencement of development on the relevant part of the site, or in relation to Plot W11, prior to the commencement of work on the Superstructure, a Training & Employment Plan shall be submitted to and approved in writing by the Local Planning Authority which shall include but not be limited to the following (unless otherwise agreed in writing by the Local Planning Authority):

1. Details of the Training & Employment Co-ordinator;
2. A methodology to target:
  - i. 1 in 10 of the projected number of construction jobs being held by Brent Residents and
  - ii. the provision of training for a previously unemployed Brent Resident or School leaver for 1 in 100 construction jobs;
3. Details of the procedures to report the provision of jobs and training to the Council's Head of Employment;
4. A commitment to offer an interview to any job applicant who is a resident in Brent provided that they meet the minimum criteria for the particular job;

The approved Training and Employment Plan shall be implemented throughout the construction phases of the development for the lifetime of the construction of the Development.

(b) Prior to occupation of the relevant part of the development, a Training & Employment Verification Report shall be submitted to and approved in writing by the Council. The report shall set out how the measures approved pursuant to part (a) of this condition have been implemented and shall evidence the number of jobs and training opportunities held by Brent Residents during construction.

Reason: In the interest of providing local employment opportunities.

## INFORMATIVES

- 1 A Wembley Stadium major event is any event with a projected capacity of at least 10,000 people.
- 2 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at [www.brent.gov.uk/CIL](http://www.brent.gov.uk/CIL).
- 3 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
- 4 Attention is drawn to the provisions of s151 of the Highways Act 1980, which requires that all construction vehicles leaving the site must be cleansed as necessary to avoid depositing mud and other material onto neighbouring roads.
- 5 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website [www.communities.gov.uk](http://www.communities.gov.uk)

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For the avoidance of doubt:

The part of the development referred to as part (a) within the conditions relates to:

"Full planning permission for the demolition of existing building and erection of a 13-storey building comprising a 312-bed hotel (Use Class C1) with ancillary and/or ground uses including a restaurant, bar, offices and gym (Use Classes A1-A4/B1 and/or D2) (referred to as Plot W11), on-site cycle parking"

The part of the development referred to as part (b) within the conditions relates to:

Outline planning permission for the demolition of existing building (The Red House, South Way) and erection of a 4-storey building comprising 1610sqm of and/or A1-A4/B1/D1 and D2 uses, with all matters reserved (referred to as Plot W12) and new pedestrian boulevard (outline).

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