

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

11 May, 2016
05
15/5615

SITE INFORMATION

RECEIVED: 23 December, 2015

WARD: Tokyngton

PLANNING AREA: Brent Connects Wembley

LOCATION: Former VDC and Careys site, South Way, Wembley, HA9 OHX

PROPOSAL: Erection of building, associated hard and soft landscaping and other associated works and access to provide a dual level coach and car parking facility with a capacity of up to 290 coaches

APPLICANT: Quintain

CONTACT: Signet Planning

PLAN NO'S: See condition 2

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

[When viewing this on an Electronic Device](#)

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_125794

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1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "15/5615" (i.e. Case Reference) into the search Box
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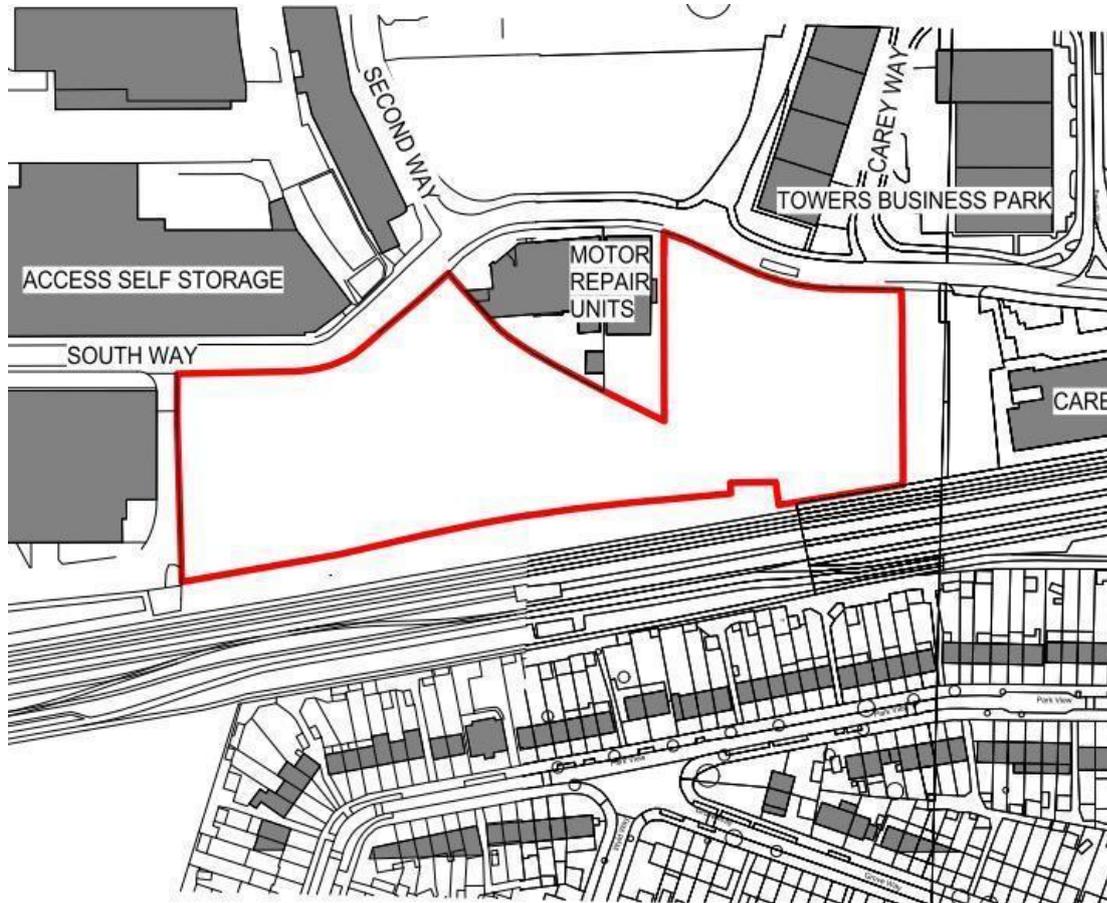
SITE MAP



Planning Committee Map

Site address: Former VDC and Careys site, South Way, Wembley, HA9 OHX

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This map is indicative only.

SELECTED SITE PLANS

SELECTED SITE PLANS

Plans and drawings have been incorporated into a separate document

RECOMMENDATIONS

To resolve to grant planning permission, subject to the Stage 2 referral to the Mayor of London and subject to the completion of a satisfactory Section 106 or other legal agreement and to delegate authority to the Head of Planning or other duly authorised person to agree the exact terms thereof on advice from the Chief Legal Officer., subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

The coach parking facility proposed within this application is to serve Wembley Stadium and would provide 290 coach parking spaces in addition to the 168 coach parking spaces that are proposed within the Green Coach Park (adjacent to First Way).

The proposed coach parking building is part single, part two-storey in height, making use of the change in levels within the site.

B) EXISTING

The application site is situated between South Way and the railway tracks within the Wembley Industrial Estate. The eastern elements of the site are within a designated Strategic Industrial Location whilst the western part is not. The land between the site and the railway tracks is a designated site of Grade I Importance to Nature Conservation and Wildlife Corridor and this designation extends partially into the southern part of the site. There are no conservation areas or listed buildings in proximity to the site.

C) AMENDMENTS SINCE SUBMISSION

A significant amount of pre-application discussion was undertaken prior to the submission of this planning application and amendments were made to this scheme during this process. The proposal is considered to be acceptable in the as-submitted form (subject to the conditions set out within this report). As such, revisions to the scheme were not considered necessary.

D) SUMMARY OF KEY ISSUES

Land use principles and location of coach park: The proposed use as a Stadium Coach Park is considered to be in accordance with policy which supports the general principle of the provision of stadium coach parking within the Industrial Estate subject to certain matters.

Highways considerations and crowd safety: The proposal is considered to be acceptable on highways grounds subject to the partial or full closure of South Way at key times on event days when the proposed coach park is in use. Conditions are recommended requiring a Parking Management Plan relating to all Stadium Parking locations.

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)
Sui generis	0	0	0	9608	9608

Monitoring Residential Breakdown

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

No relevant site history

CONSULTATIONS

Consultation letters: 63 consultation letters were sent to adjoining and nearby owners and occupiers on 19 January 2016.

The application was advertised in the press on 28 January 2016 and site notices were erected on 3 February 2016.

Careys

Careys, who occupy the adjoining site directly to the east of the VDC/Careys site object due to the size, location and design of the proposed multi-storey car park, which will be erected next to their land and allows no space within the application site for any access for maintenance of the car park façade. They highlight that the applicant has no rights over their land, whether for maintenance or for the passage of air for the purpose of ventilation. They are concerned that the applicant would have to trespass on Careys land or seek rights of access which they are not entitled to. They are concerned that the proposal would prevent their own free use of their land along the boundary which may be sterilised from use because of proximity to the car park.

The car park is proposed to be built to the boundary with the Careys property referred to above. Planning policy and guidance does not prevent the construction of buildings up to the boundary of a site and this is undertaken on a regular basis, both for non-residential and residential buildings. However, the grant of planning permission does not grant rights of access over land belonging to others. Such matters are controlled through other legislation and cannot be controlled through the planning decision.

Highways

No objection. See Detailed Considerations section of this report for further information.

Environmental Health Officers

No objection. See Detailed Considerations section of this report for further information.

Brent Local Lead Flood Authority

No objection. See Detailed Considerations section of this report for further information.

Network Rail

Network rail seek confirmation that access will be provided to the gate which accesses network rail land and a rail shed throughout construction and post completion.

The applicant has confirmed that such access will be maintained.

Network rail has provided information regarding matters that they request are covered through conditions or informative, including:

- The approval of a Risk Assessment and Method Statement to be secured through condition.
- A condition regarding that way that scaffolding is erected if within 10 m of the boundary to the railway line.
- A condition requiring a risk assessment and method statement if vibro-impact equipment is to be used.
- An informative that the development shall not encroach onto, over or under Network Rail land.
- An informative that tower crane usage adjacent to railway infrastructure is subject to agreement by the Asset Protection Engineer prior to implementation.
- A condition regarding the treatment of surface water and foul water.
- A condition regarding details of ground level, earthworks and excavations to be carried out within 10 m of the railway boundary;
- Network rail request that buildings and structures are more than 2 m from the boundary, but that specific details are required to be approved if this 2 m gap is not proposed (which is the case for the proposed development).

Letter from Clive Betts MP

Clive Betts MP has written in relation to the both the Masterplan (Ref: 15/5550) and this application following conversations that he had with the Football Association about the proposed developments adjacent to

Wembley Stadium. This letter seeks reassurance regarding the potential impact of the development on fans being able to get away from Wembley at the end of the games, about facilities for people with disabilities and about the potential for fans to be held back in “holding pens” at the end of the game.

These issues are identical to those reported in relation to the Masterplan application his letter was in objection to both applications. However, matters relating to the egress time from the Blue Car Park (onto the public highway) and relating to the time taken for disabled persons to get to the parking spaces do not apply to this application as the blue car park is within the Masteplan application and no disabled car parking is proposed within the VDC/Careys site. Potential disabled people coach passengers are discussed within the Detailed considerations element of this report.

<p>According to the analysis undertaken by the FA, the development could add two hours before fans can get out of the car park onto the roads leading away from the stadium. This amount of time is unreasonable and unacceptable, and could lead to reputational damage to Wembley Stadium, the FA and English Football and therefore an adverse effect on Brent Council.</p>	<p>The Transport Consultants acting on behalf of the Stadium have specified within their letter of objection that cars exiting the Blue Car Park would take 2 hours and 15 minutes using one ramp rather than additional 2 hours. Information has not been provided to Council officers to allow the FA's model to be verified. However, the objection letter specifies that this period of time is based on the use of one ramp to the car park whilst the use of both lanes for egress is now proposed.</p> <p>The Council's Highways officers have commented that the proposal does not unduly extend egress times for traffic leaving the Stadium car and coach parks, and that this has been confirmed by the Brent Council's Highways Network Management Team. It should be noted that cars exit from the current green car park via two lanes and they will egress via two lanes from the proposed Blue car park</p>
<p>The FA have advised that fans with disabilities would take an extra 40 minutes on top of the two hours to get away from the parking facilities that are proposed, which may be a contravention of the Disability Discrimination legislation. It is presumed that an equalities impact assessment will be undertaken.</p>	<p>This comment relates to access to the blue badge parking spaces within the Blue Multi-storey car park which is a part of the Masterplan application. Matters relating to accessibility in relation to this application have been discussed within the Detailed Considerations section of this report.</p>
<p>The FA has also advised that, because of changes to the flow of supporters necessitated by the proposed development, it would be necessary to hold some fans in an area for a period of time after the game had finished. This is a throwback to the problems football had 30 years ago where away fans were held for long periods of time after the games, with football fans effectively criminalised and held behind in certain areas. This would be a disaster both for the image of football, the image of the national stadium and the Council.</p>	<p>This application refers to Appendix K of the Transport Assessment of the Masterplan Appliation. This suggested that queueing would take on South Way, to the west of First Way, for stadium visitors returning to the near-site coach parking location within the VDC/Careys site, further east on South Way. The Transport consultants for the FA specified that this will result in the full closure of South Way immediately to the east of First Way for 30 minutes or more, and would affect inbound traffic or outbound traffic exiting the Stadium. The FA have specified that they do not consider the queueing to be safe or the associated delays to be acceptable.</p> <p>Highways officers have confirmed that the partial or full closure of this section of South Way when the near-site coach parking is to be used is acceptable, with such closures likely to be required for a period of 45 minutes, so if the entire width of the road is</p>

closed, it should be able to reopen within about 30 minutes of the end of an event. The full closure of this section of South Way, adjacent to the Pop-in centre will significantly increase the pedestrian flows, with more than double the potential pedestrian access width.

Objection from the Football Supporters' Federation

The letter of objection from the Football Supporters' Federation specifies that they represent more than 500,000 football supporters across England and Wales. They object to both the Masterplan application and the VDC/Careys application.

They highlight similar matters to the FA and Clive Betts MP, highlighting the importance of the experience for those visiting the Stadium. However, as highlighted above, no disabled car parking is proposed within the VDC/Careys and potential disabled people coach passengers are discussed within the Detailed Considerations element of this report.

Level Playing Field objection

Level Playing Field have sent a letter which objects to both this application and the Masterplan application (15/5550) on the basis of the impacts that they considered would result on stadium access and egress for disabled people. Please see the above paragraphs for the discussions regarding disabled access.

Greater London Authority Stage 1 response

Whilst the principle of development is strongly supported, a number of minor issues are raised, and consequently the application does not accord with London Plan Policy. The following could address these deficiencies:

- Principle of development: The Wembley AAP and London Plan policy support the provision of the coach parking facility to help facilitate the delivery of the Wembley masterplan. The applicant should however continue to work with Wembley Stadium to establish a parking solution that meets the requirements of both the delivery of the masterplan and the operation of Wembley Stadium.
- Transport: TfL is satisfied that the VDC-Careys site proposal for the most part complies with the principles for coach parking set out in policy WEMP 17 but is concerned that coach parking in the VDC-Careys site will result in conflict between pedestrian egress flows and vehicles at the junction of First Way/ South Way. The applicant should continue discussions with TfL to resolve this issue.
- Urban design: It is officer opinion that although the applicant's design & access statement indicates that the concrete structure will be dressed for special events, more effort should be made on permanently dressing the facade elevation in the manner of the nearby Blue Car Park.
- Access: The applicant's design & access statement establishes that the technical design of the coach park has taken account the requirements of inclusive design.

Brent officers responses: It is considered that these matters have been adequately addressed, with the minor issues discussed with the Detailed Considerations section of this report.

POLICY CONSIDERATIONS

National

National Planning Policy Framework

Technical Guidance to the National Planning Policy Framework

Regional

The London Plan, consolidated with alterations since 2011

The following London Plan policies and guidance documents are applicable to this development.

Urban design	London Plan; Shaping Neighbourhoods: Character and Context SPG; Housing SPG; Shaping Neighbourhoods: Play and Informal Recreation SPG;l
Access	London Plan; Accessible London: achieving an inclusive environment SPG;
Sustainable development	London Plan; Sustainable Design and Construction SPG; Mayor's Climate Change Adaptation Strategy; Mayor's Climate Change Mitigation and Energy Strategy; Mayor's Water Strategy;
Air quality	London Plan; the Mayor's Air Quality Strategy;
Transport	London Plan; the Mayor's Transport Strategy; Land for Industry and Transport SPG

Parking
Crossrail

London Plan; the Mayor's Transport Strategy;
London Plan; Mayoral Community Infrastructure Levy; Crossrail SPG;

Local

Wembley Area Action Plan

WEM 1 Urban Form

WEM 8 Securing Design Quality

WEM 12 Road and Junction Improvements to Stadium Access Corridor and Western Access Corridor

WEM 17 Event Related Transport

WEM 33 Flood Risk

Brent Local Development Framework Core Strategy 2010

CP 5 Placemaking

CP 7 Wembley Growth Area

CP 15 Infrastructure to Support Development

CP 18 Protection and Enhancement of Open Space, Sports and Biodiversity

CP 19 Brent Strategic Climate Mitigation and Adaptation Measures

Brent Unitary Development Plan 2004

Policies

BE1 Urban Design Statements

BE2 Local Context & Character

BE3 Urban Structure: Space & Movement

BE4 Access for disabled people

BE5 Urban clarity and safety

BE6 Landscape design

BE7 Streetscene

BE8 Lighting and light pollution

BE9 Architectural Quality

BE12 Sustainable design principles

EP2 Noise and Vibration

EP3 Local air quality management

EP6 Contaminated land

EP12 Flood protection

TRN1 Transport assessment

TRN3 Environmental Impact of Traffic

TRN4 Measures to make transport impact acceptable

TRN12 Road safety and traffic management

TRN15 Forming an access to a road

TRN22 Parking Standards – non-residential developments

TRN28 Restrictions on off-street public parking and contract parking

TRN31 Design and Land Take of Car Parks

TRN35 Transport access for disabled people & others with mobility difficulties

Brent Council Supplementary Planning Guidance and Documents

SPG3 Forming an access to a road

SPG12 Access for disabled people

SPG17 Design Guide for New Development

SPG19 Sustainable design, construction and pollution control

DETAILED CONSIDERATIONS

This application proposes the provision of parking for up to 290 coaches for Stadium events within a part single, part two storey parking building / structure and associated works. This application is linked to the Masterplan application (15/5550) as stadium coach parking is currently provided on the Green Car Park (the Eastern Lands within the masterplan application) and the provision of an off-site coach park with a capacity of 290 coaches is required to ensure that parking for a maximum of 458 coaches can be provided for stadium events. This proposal has been submitted in a separate application. Nevertheless, conditions are recommended to control the coach parking in a holistic way, managing all proposed coach parking spaces.

Land use

As discussed above, parking for up to 290 coaches for Stadium events is proposed within this application.

In addition to the coach parking proposed within this application, car and coach parking for stadium events is also proposed within Plots E03 and E05 as a part of the Masterplan application (reference 15/5550).. This includes coach parking for up to 168 coaches across the ground floor of both of these plots (referred to as Green Coach Park), and car parking within a multi-storey car park within plot E05 (Blue Car Park). A total of 1,642 car parking spaces are proposed within the Blue Car Park for use for Wembley Stadium events, including 104 disabled parking spaces. The balance of the Stadium Car Parking spaces are proposed to be situated within the Red Car Park, situated to the west of the stadium.

Maximum parking numbers were initially set within the Planning Consent for the Stadium itself (reference 99/2400), with a maximum of 2,900 cars; or up to 458 coaches, 1,200 cars and 43 mini-bus spaces; or combination thereof. Whilst the number of spaces was very high, it represented a significant reduction from the previous stadium provision.

The Stage 1 consent granted permission for stadium car and coach parking within the “Green Car Park” to the east of the stadium and within the multi-storey “Red Car Park” to the west of the Stadium. Whilst the stage 1 consent was primarily submitted in outline, the stadium car and coach parking arrangement was submitted in full detail. Coach parking was to be provided at ground level, with a multi-storey car park (3-stores above the ground floor coach park) within the central element of the site.

Within the Green Car Park, this approved a maximum of 2,146 car parking spaces; or 705 car parking spaces, 458 coach parking spaces and 43 mini-bus spaces. The proposals that were approved were as follows:

	Ground floor	Floors 1-3
Northern element	80 disabled spaces 264 coaches/718 cars	
Central element	168 coaches/551 cars	625 cars
Southern element	26 coaches and 43 mini-buses/172 cars	

The stadium car and coach parking arrangements covered almost all of the ground floor of the Eastern Lands area and buildings and a square were to be constructed on top of this. This resulted in poor levels of permeability and ground plane activity throughout the eastern side of the Stage 1 consent area.

The Wembley Area Action plan acknowledged the difficulties associated within the provision of stadium car and coach parking and established a framework for the provision of stadium coach parking. Adopted policy WEM 17 specified that any new facility should

- Be within 960m crow fly distance from the centre of the Stadium;
- Vehicular access and egress from the coach park must not conflict with event day pedestrian movements
- Have an appropriately sized dedicated pedestrian route to the Stadium Be easily accessible from the major highway network especially the North Circular Road
- Be located away from the town centre to avoid the need for coaches to use town centre roads
- Be sufficiently large to allow coaches to manoeuvre easily
- Be flexible to allow use by cars if required

The submission shows that the total car parking requirement of 2,900 spaces can be accommodated within the red car park (as expanded by the proposal) and the car and coach park within E03 and E05. This includes 1,642 spaces within the E05 Blue (multi-storey) Car Park, 558 in the Green Coach Park (if not used by coaches) and 700 in the Red (multi-storey) Car Park. The remaining spaces within the Red car park would provide town centre parking for the LDO.

With regard to stadium coach parking, 290 coach parking spaces are proposed within this application site. In addition to this, up to 168 spaces are proposed within the Green Car Park referred to above. Whilst this is the subject of a separate planning application, the two proposals are linked as the Council looks to ensure that coach parking can continuously be provided to serve the stadium. As such, both applications are to be determined by the planning committee, and the provisions relating to stadium car and coach parking, will be associated with all stadium parking locations if granted.

Mini-bus parking is to be provided within the Green Coach Parking area, VDC/Careys, the disabled parking bay location of the Red or Blue car park and/or the parking spaces of existing parking areas 7 and 9 which are beneath the ramps that over-hang Perimeter Way on the western side of the stadium.

The coach park proposed within this application is a maximum of approximately 640 m from the centre of the Stadium, and approximately 365 m at its closet point (as the crow flies). It therefore complies with the distance set out within Policy WEM17. By way of comparison, Wembley Park underground station is approximately 790 m from the centre of the stadium.

Both coach parking locations are situated away from the town centre, and coaches will travel to the North Circular Road through the industrial estate. The applicant has provided information showing that coaches can manoeuvre within the coach parking locations. Both coach parking locations could be used by cars. However, use by cars is only proposed within the on-site "Green Coach Park" at present as this is likely to allow the majority of events to be accommodated within the on-site car and coach parking locations (based on analysis of previous events at the new stadium).

The policy also specifies that vehicle access and egress from the coach park should not conflict with event day pedestrian movement, and that the coach park should have an appropriately sized dedicated pedestrian route to the stadium. This is discussed in detail within the Highways section of this report. However, in summary, the Council's Highways officers have commented that it is reasonable to assume that some closure of traffic lanes in South Way will be required for stadium egress for the vast majority of occasions when the off-site coach park proposed within this application is in use, but that mitigation measures are proposed (e.g. management, variable message signage etc). This has implications for the routing of event day traffic for some stadium events when traffic is reversed (along South Way) during stadium egress. However, Highways officers consider that the partial or full closures will not unduly inconvenience local residents and businesses and will not unduly extend egress times for traffic leaving the stadium. As such, it is considered that the proposal does not result in vehicle access and egress from the coach park will not conflict with pedestrian movement provided the mitigation measures are put in place. Similarly, the size of the route to the coach park is considered to be acceptable given that the part or full closure of South Way can be implemented to accommodate crowd flows.

It is therefore considered that the coach parking proposals within this application and the car and coach parking proposals within the Masterplan application accord with Wembley AAP policy WEM 17. The interim car and coach parking proposals that are the subject of application reference 16/1024 (also being considered by the Planning Committee at this meeting) also meet the policy tests. These are discussed within the report for that application.

The eastern element of the site is situated within a designated Strategic Industrial Location. As discussed above, the Council's Wembley Area Action Plan highlights that it may be necessary to provide coach parking in a location that is up to 960 m from the centre of the Stadium, subject to certain provisions. Wembley AAP Site Allocation W 29 highlights land to the north of the application site as being potentially appropriate as a "satellite" coach park if replacement or additional coach parking is needed. It highlights that a dedicated, safe pedestrian route should be provided and that any new coach park should be used for non-parking activities on non-event days.

The majority of the land subject to site allocation W29 is now coming forward as a Costco Retail club and is not available for the provision of stadium coach parking. This allocation refers to the Costco site as a potential location, but does not specify that it is the only possible location, and policy WEM 17 sets a clear framework for the selection of a coach parking location. Alternative uses are not proposed for non-event days at this point in time. However, it would be suitable for certain activities, such as the HGV driver training that is sometimes undertaken on the existing green car park at present. The proposed provision of the car park is not considered to be contrary to this site allocation. This allocation does establish that a satellite coach park is acceptable in principle within a designated SIL and the proposed provision of the satellite coach parking facility is considered to be acceptable in principle within this location.

Design and appearance

Given the nature of the use and the number of coaches that the site must accommodate, the site is dominated by hard surfacing to be used for vehicular access and parking. Limited areas of soft landscaping are proposed within the street frontage. Whilst officers would have preferred to see more soft landscaping within the proposal, it would not be feasible to provide this due to the nature of the use and the facilities that need to be provided, such as the Security Check Point. Nevertheless, moveable planters are proposed to be used in locations that will only be used for access during event days to help soften the appearance of the building, and planting is to be incorporated along the upper deck of the car park, near to South Way. These measures will soften the appearance of the coach park significantly.

The western end of the car park will appear largely as an at-grade parking area as the lower level of parking is situated adjacent to the railway, making use of the changes in ground level through the site. The eastern

end appears as a two-storey structure. Its appearance is functional rather than aesthetic, but this is considered to be acceptable within the industrial estate setting.

The proposed design and appearance of the coach park is considered to be acceptable given its function and location.

Accessibility

The design and access statement confirms that coach operators pre-book the coach spaces and advise whether they will have disabled passengers. If they do, then priority will be given to parking in the Green Car Park. If this is not possible (e.g. due to fan segregation) then they will park on the upper levels of the proposed coach park, within close proximity to the exits onto South Way.

This approach is considered to be acceptable, and it should result in coaches carrying disabled passengers being parked within the Green Coach Park (within the on-site Masterplan Coach parking location). However, it is considered that assistance should be given to disabled persons who are in coaches that park within the VDC/Careys coach park, and this can be secured through the Parking Management Plan to be required through condition.

In addition to this, the submission demonstrates that the proposal:

- Will be compliant with Part M;
- Will incorporate appropriate floors that are firm, non-reflective and slip resistant;
- Will incorporate a 13 person capacity life that exceeds Part M dimensions;
- Includes walkways between coaches that will be sufficient for a wheelchair user;
- Will include safe refuge zones in all fire protected stair cores which allow people with disabilities and impairments to await assistance from parking management staff who will use a two way system of communication to complete evacuation.

Ecology

The site adjoins a designated Wildlife Corridor and Grade I Site of Importance to Nature Conservation, with parts of the Wildlife Corridor projecting slightly into the southern element of the application site. As such, the application has been accompanied by an ecological assessment.

This specifies that land adjoining the application site is dominated by butterfly bush, so this section is of limited ecological value.

It specifies that the site itself is dominated by hardstanding and butterfly bush, a non-native invasive species. It has been assessed as having negligible ecological value. No notable fauna species were encountered and the site was assessed as having negligible potential to support any species of a raised conservation status.

The assessment concludes that the site has negligible biodiversity value and the proposals would result in a negligible ecological impact.

Highways considerations

The following comments have been provided by the Council's highways officers:

Site Layout

This coach parking facility is proposed to accommodate displaced coach parking from the existing "Green" car and coach park along the eastern side of Wembley Stadium, to facilitate its redevelopment. This is in broad compliance with the Wembley Area Action Plan, which supports satellite coach parking within walking distance of the Stadium, subject to safe walking routes between the remote parking and the Stadium being created.

A total of up to 290 coaches are proposed to be accommodated on this site, with the remaining balance of 168 spaces from the maximum 458 coaches to be retained on the existing coach park.

The layout of the facility shows up to 290 no. 12m long coaches in 2.5m wide bays, with 1.2-2m wide spaces between coaches for pedestrians to circulate, plus less frequent 3m-5m wide gaps for emergency access. Tracking for 15m length coaches has been provided to demonstrate how each of the spaces would be accessed.

The spaces are split between 118 on the lower level and 172 on the upper level. Headroom for the lower

deck varies from 4.65m at the western (VDC) end of the site to 5.5m at the eastern (Careys) end of the site. This is sufficient for the tallest 'highbridge' double deck buses, so will accommodate all types of vehicle on either deck.

The main vehicular access to the facility is to be located about 15m west of the junction of South Way and Second Way, in the same position as the existing main site access and has been designed to a width of 8m. Tracking for 15m coaches at the access has been provided and this indicates that the kerb radii of at least 4m are required on both sides of the access. Coaches would sweep across the entire width of the entrance, but as no traffic is to leave from this access, there would be no conflict of traffic movements.

Ramps of gradients of 8% up to the upper deck and 6.7% down to the lower deck are indicated from this access, which are fine.

Separate egresses for the upper and lower decks are proposed. The upper deck will be provided with a 6% gradient, 6m wide ramp with gates to South Way near the western end of the site. Again, radius kerbs of at least 4m will be required on either side, depending on whether exiting traffic will turn left or right from the site in future.

The lower deck is to be provided with a 60m wide dropped kerb area across a proposed security checkpoint lane, to allow coaches from as many as 12 lanes to exit simultaneously under the supervision of traffic marshals. This will enable rapid emptying of this level of the coach park.

With the number and width of egress points proposed onto South Way, coach dispersal should be relatively free flowing.

Coaches are to be block parked, as is the existing practice on the "Green" coach park, which is fine as coaches generally depart at much the same time, particularly if they are segregated for opposing teams. There are six spaces shown close to the upper deck exit ramp though which would be particularly obstructive if these vehicles were not ready to leave and these should be repositioned further from the exit ramp.

In the case of the 60m wide lower deck exit across the security lane, please note that a bus stop is located on this length of South Way, which will require high kerbs to be retained for passengers (esp. elderly and disabled passengers) to board and alight the vehicle safely. As such, either the over-runnable kerbed area needs to be reduced to retain high kerbs for the bus stop (which will restrict the width of the exit area) or the bus stop needs to be relocated. There appears to be scope for a new position immediately east of the site, but any final location needs to be agreed with TfL/London Buses, Brent Council and the Police and funded by the developer. Consideration should be given to incorporating a shelter at the developer's expense if the stop is to be relocated.

The design of the proposed security checkpoint lane and associated kerb detail also needs consideration to ensure pedestrian safety is not compromised on other days. To this end, a line of collapsible bollards should be provided behind the highway boundary to ensure that the only vehicles driving over the kerbs are coaches when exiting the coach park.

The main pedestrian access and egress to and from the upper deck is proposed via a 15m wide, 5% gradient ramp with 1.5m long level resting areas to South Way at the western end of the site, which provides adequate access for disabled and wheelchair use along the main desire line. Two further stair cores are indicated towards the eastern end of the site.

From the lower deck, a stair/lift core is indicated at the western end to the upper level, from where pedestrians can then use the ramp down to South Way. It is assumed that egress will also be available at the eastern end in the 60m length set aside for coach egress, but further details of how this would work in practice are sought, given the presence of the security check lane and the landscaping in this area.

To minimise travel distances for disabled persons, coaches carrying disabled passengers should be allowed access to reserved spaces at the western end of the coach park on the upper deck.

Highways discussion: Crowd Management

The relocation of 63% of the coach parking spaces for the Stadium to this site has significant implications for crowd management between the Stadium and the site, with pedestrians required to walk 160 metres along South Way between the main pedestrian access and the Stadium access at First Way/South Way.

For arriving fans, the steady arrival of coaches over two hours or so means that pedestrians are generally able to use the southern 2.1m wide South Way footway without undue difficulty, allowing a flow of up to 172 pedestrians per minute (i.e. 3.4 coachloads). However, observations have shown that up to four coaches can arrive per minute and if the number of coaches booked into this coach park is significant, then a 0.7m wide strip of carriageway along the footway should be cordoned to increase the footway sufficiently to accommodate 246 pedestrians per minute (4.9 coachloads). This would in turn reduce the carriageway width of South Way to 6.3m, which still provides two adequate 3.15m wide traffic lanes.

The footway of South Way is not particularly attractive at present and consideration should therefore be given to resurfacing it in block paving, alongside a permanent increase of 0.7m to its width, as a condition of any approval. However, the future design of the road will need further consideration in line with proposals for introducing a scheme of two-way operation around the Wembley Industrial Estate access roads, as mentioned below, so a financial contribution towards the wider study of the area and provision of funds towards works through the CIL may be a better approach.

At Stadium egress though, very large numbers of spectators will on occasion need to get back to the coach park within a short time frame. The implications that this would have on crowd safety and traffic flow depends upon the number of coaches expected at any event and on whether coach-based supporters of opposing teams require segregation into separate parking areas or not.

Analysis undertaken by the applicant suggests that, after existing background pedestrian counts are taken into account, the existing southern footway of South Way would be able to safely accommodate only an additional 300 pedestrians (i.e. six coachloads) before queueing starts to take place. It may be that a significant proportion of the existing background flows are already heading to the unofficial parking on the VDC Careys site though and these pedestrians would no longer be using this route if the site is used instead for coach parking. The figure of six coaches may therefore in reality be a little pessimistic.

Nevertheless, it is reasonable to assume that some closure of traffic lanes in South Way will be required for Stadium egress for the vast majority of occasions when this remote coach parking site is in use.

An analysis of previous coach demand for events suggests that 55% of events either do not generate more than 168 coaches (which could be accommodated within the remaining "Green" coach park), or do not require any segregation of supporters. This leaves the VDC Careys site being required for 45% of events in a year (17 in total).

Further analysis has therefore been undertaken regarding the impact of both closing one lane to traffic along South Way and of closing the entire road.

The closure of one lane would increase the width for pedestrians to 5.8m, which could accommodate 3,850 pedestrians before any further crowd management is required. Again assuming that background pedestrian flows do not alter, this would be sufficient to cater for up to 57 coaches on the VDC Careys site. The remaining traffic lane could then be kept open, either for incoming or outgoing traffic. Analysis suggests that this is expected to occur for 17% of events (6 per year), taking into account crowd segregation.

Above a total of 58 coaches, the analysis suggests that the entire width of South Way would need to be closed to allow pedestrians to use both footways and the entire carriageway width. If more than 148 coaches are anticipated, then a crowd queueing system would also be required on South Way in the vicinity of the Cemex plant to manage the flow of pedestrians into South Way. The closure of the entire width is anticipated for 29% of events (11 per year), with the queueing system for 8% (3 per year).

The operation of a queueing system will require pedestrian movement on the concourse to be managed through signing and stewarding, in order to direct pedestrians towards South Way on the southern side of the Stadium. To assist this, it has been suggested that spectators on coaches using the VDC Careys site be seated on the western side of the stadium, so that they would naturally head towards the coach park via South Way.

Concern has nevertheless been raised that spectators on the eastern side of the concourse would instead circumvent the queueing system using the steps from the concourse, accessing South Way in the vicinity of Gate 5. This would be a concern if traffic is in the area, but as long as South Way is fully closed, then crowd management in the area should ensure the safety of spectators is maintained. However, it is not recommended that the queueing system be used when only half of South Way is closed to traffic and if more than 58 coaches are using VDC Careys, it is recommended that the entire road be closed instead.

The complete closure of South Way has significant implications for traffic flow though, as no inbound route into the area would be available from the North Circular Road for a period of time. Submitted crowd modelling results for the closure are inconclusive regarding the minimum length of time that the road would need to remain closed when VDC Careys coach park is fully occupied (290 coaches carrying 14,500 passengers), as the modelling assumed that one traffic lane would be kept open and crowds on South Way managed in blocks. Nevertheless, even under this scenario, a closure period of 45 minutes had been calculated, so if the entire road is closed, then it should be able to reopen within about 30 minutes of the end of an event.

To help address difficulties in accessing the area during Wembley event dispersal, proposals within the Wembley Area Action Plan include the removal of the one-way system from the Wembley Industrial Estate to allow two-way flow on First Way, Second Way, Fourth Way, Fifth Way and South Way. Short-, medium- and long-term strategies involving various areas of highway widening and junction realignment have been identified, with the short- and medium-term strategies (which do not involve third party land take), being sufficient to deliver an alternative route into the area along Hannah Close, Atlas Road and Fifth Way. This would help to maintain access for local residents and businesses to and from the east, providing the scope to close South Way to inbound traffic.

It would also then allow the operation of South Way to be reversed during Stadium egress, to allow quicker dispersal of traffic along both lanes of the road directly to Great Central Way from both the VDC Careys coach park and from the retained "Green" coach park/multi-storey car park, once the road is able to be reopened to traffic. This could have a positive impact to the dispersal times from the car and coach parks, particularly if used as a regular system in future (i.e. when VDC Careys coach park is also not in use).

A strip of land of up to 5m width is required from the frontage of this site at its western end to allow the bend in South Way to be eased to accommodate parallel flow by two coaches in this area though, as shown on map 20.4 at Appendix C of the Wembley Area Action Plan. This directly conflicts with the area indicated for the westernmost security check lane, as well as land to either side. The western security check lane therefore needs to be removed from the proposals and instead dedicated as highway to allow South Way to be widened in future as part of any S106 Agreement for this site, in order to ensure the Wembley Area Action Plan proposals are not compromised. The boundary of the upper level of the coach park may also need to be slightly readjusted in this area, but not to any significant degree.

Further work will be required, to be undertaken by the Council, to develop the short-/medium-term proposals for the two-way flow around the industrial estate to help to support this proposal and financial support towards the relevant studies and implementation of the findings will be available through the CIL for the overall Masterplan.

Other proposals in the Wembley Area Action Plan that may assist the flow of traffic into and out of the area for local residents and businesses include the proposed connection of North End Road to Bridge Road, in order to provide a link into the area from the west that is not compromised by the need to close traffic routes at Stadium egress times. Again, the Masterplan as a whole will assist in delivering this scheme through the CIL contributions, in order to provide an overall benefit to local residents.

The above proposals will not allow the Pop-In Centre to be accessed when South Way is closed to traffic though. With a community hall and club within the building, there are likely to be occasions when visitors would seek to arrive at the same time that crowds are leaving the Stadium. If so, these vehicles will need to be held for a period of time until crowds have subsided sufficiently to allow safe access into or out of the site.

The developer also proposes to improve CCTV coverage for the area and to introduce a system of variable message signing on estate roads to help to manage traffic flows to and from the Stadium. In particular, variable message signing for a reverse flow along South Way allowing the flow to be quickly and easily changed in the event that tidal flow is introduced along the route would be beneficial in helping to close and reopen the road quickly. Funding for a suitable scheme, to be agreed with Brent Council, should be secured through this application.

Otherwise, future outline event day traffic management arrangements will need to be developed over time to suit the various event day scenarios and a condition is recommended requiring an overarching Event Day Parking Management Plan to be agreed for this site, which can be amended as necessary to suit each event.

Overall, it is therefore considered that the proposed use of the VDC Careys site for coach parking for an estimated 17 occasions per year can be safely managed in a way that does not unduly inconvenience local residents and businesses and does not unduly extend egress times for traffic leaving the Stadium car and coach parks, subject to financial contributions towards delivering WAAP aspirations to help to maximise the

flexibility of the local road network. This has been confirmed by Brent Council's Highway Network Management Team.

Please note that in the event that this permission is granted, it must not be used as a means of accommodating additional parking in the area. At present, the physical size limitation of the Green car park means that if it is full of coaches, no cars can be accommodated on the site. As such, the maximum overall parking capacity of the existing car/coach parks is naturally capped at 2900 cars or 458 coaches, 43 minibuses and 1200 cars (or any combination thereof).

By providing this satellite coach park, plus the multi-storey car park above the green car park, the opportunity could be taken to provide 458 coaches and 2900 cars, which would significantly worsen the congestion in the area before and after Stadium events. A planning condition keeping the overall parking capacity for the Stadium at 2900 cars or 458 coaches, 43 minibuses and 1200 cars (or any combination thereof) is therefore required.

In this way, if all 458 coach parking spaces are used, then only 550 cars may be accommodated above the "Green" car park (one third of its proposed capacity). This will help to ensure that the "Green" car/coach park can still be emptied within a reasonable time period when South Way is closed.

It will also mean that the VDC Careys site cannot be used for excessive car parking when not required for coach parking. The exception to this would be for use by parents collecting children after concerts, where the provision of an off-road collection area near to the Stadium would benefit overall traffic movement at the end of events.

On non-event days, the coach park would be available for other uses, similar to those that take place on the existing "Green" car/coach park, such as motorcycle/HGV driver training.

Highways Recommendations:-

There are no objections on transportation grounds to this proposal, subject to:-

- i. Safeguarding of land along the north-western frontage of the site for highway widening in accordance with Map 20.4 of the Wembley Area Action Plan;
- ii. Repositioning of the bus stop away from the eastern frontage of the site and provision of a new bus shelter, in order to facilitate safe egress from the proposed coach park;
- iii. Submission and approval of a Coach Parking Management Plan for the site, linked to the Stadium's Event Day Management Plan, setting out how traffic and pedestrians to and from the site and on the wider highway network will be safely managed before and after events at Wembley Stadium for various typical event day scenarios;
- iv. Capping of the total number of parking spaces for Wembley Stadium events at 2900 car parking spaces, or 458 coach, 43 minibus and 1200 cars (or any combination thereof);
- v. Provision of funding towards a study of future arrangements for the one-way system within Wembley Industrial Estate; with the aim of introducing an alternative inbound route to the area from the North Circular Road via Fifth Way; widening and resurfacing of the southern footway of South Way to the front of Pop-In Centre and provision of enhanced variable message signing and CCTV coverage, to assist with the safe management of crowds between this site and Wembley Stadium;
- vi. Minor amendments to the layout to remove any overlap with land required for highway widening including deletion of the westernmost security check lane, provision of kerb radii of at least 4m at all proposed access points, repositioning of coach parking spaces away from the upper deck egress point and provision of collapsible bollards across the proposed 60m wide lower deck egress from the site.
- vii. Construction of the proposed site accesses and removal of all existing redundant site accesses at the developer's expense through an agreement under S38/S278 of the Highways Act 1980 prior to use of the site.

These matters have been secured through condition.

Matter raised by the Football Association / Wembley National Stadium Limited (WNSL)

Letters have been received from Nathaniel Litchfield & Partners on behalf of WNSL citing a number of concerns that they have regarding the Masterplan application (15/5550) and this application. As the letter has been submitted in relation to both applications, a number of matters are not applicable to this application (e.g. the heights of buildings).

Topic	Comment	Response / Paragraph
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Submission detail	Insufficient information provided to allow full assessment of the impact on the Stadium's operation in terms of access, parking and pedestrian safety.	This submission refers to Appendix K of the Transport Assessment for the Masterplan. The submission initially omitted Appendix K of the Transport Assessment which included pedestrian flow information for stadium events. This was subsequently submitted and re-consultation was undertaken. Officers consider that sufficient information has been provided.
Submission detail	Lack of critical detail on the Parameter Plans	This comment relates to the Masterplan only.
Submission detail	Development Specification lacks content and does not provide certainty over the development to be provided (e.g. no quantum on individual plots or zones, lack of design detail).	This comment relates to the Masterplan only.
Submission detail	No phasing plan or reference to the timing of the scheme. For WNSL, this is critical to the continued operation of the Stadium)	An indicating phasing plan was submitted for the masterplan and discussed within the report for that application. The Parking Management Plan, to be secured through condition, will look to ensure that stadium car and coach parking is continuously provided as required for stadium events.
	WNSL has concluded that the proposed development (in its current form) would cause huge difficulties for Wembley Stadium, including transport problems and poor supporter experiences in contrast to its current reputation as a Global Iconic venue.	This has been discussed in the Detailed Considerations part of this report.
	The iconic status of the Stadium is enshrined in the key planning policies that are relevant to these applications and must be a basis for their determination.	Officers consider that the proposals do not diminish the status of the Stadium.
	Insufficient provision and inadequate operation of the replacement coach parking facilities and car parking facilities which are required by Policy WEM 17 and W19. WNSL has serious concerns about the impact the proposed developments will have on the Stadium's operations	This has been discussed in the Detailed Considerations part of this report.
	Lack of protection of key views of the Stadium (Policy WEM 6).	This comment relates to the Masterplan only.
	Overall increase in the height of the development (Policy WEM 5) and the impact on the Stadium arch.	This comment relates to the Masterplan only.
	Concerns about the proposed noise mitigation measures.	This comment relates to the Masterplan only.

	Lack of detail within the application documentation to fully assess the development proposals and control the future detailed design of development.	This comment relates to the Masterplan only.
Highways	The detailed design for plot E03, which contains coach parking spaces linked to E05, should be submitted now rather than being in Outline.	This comment relates to the Masterplan only.
Highways	MTP have modelled the proposed development and have carried out comprehensive modelling of vehicular and pedestrian movements. They identified a number of serious adverse effects.	This has been discussed in the Detailed Considerations part of this report.
Highways	The development does not enable Wembley Stadium to meet the minimum operational and safety requirements expected for a National Stadium.	This has been discussed in the Detailed Considerations part of this report.
Highways	WNSL has serious concerns about the proposed layout and operation of the blue car park (Plot E05) and VDC/Carey's in terms of crowd movement and vehicle operation.	This has been discussed in the Detailed Considerations part of this report.
Highways	The application does not provide a holistic view of how the proposed parking and Event Day parking operation will be delivered. The current proposal involves a series of separate planning applications pursuant to an outline consent, which the applicant states will be subject to changing market conditions.	This has been discussed in the Detailed Considerations part of this report.
Highways	Errors and inaccuracies in the Transport Assessment - the assumptions about how the Stadium car/coach park currently operates are especially concerning.	This has been discussed in the Detailed Considerations part of this report.
Highways	Significant and unquantified impact on the highway network of the proposed development on Every Day (Non Event day) transport which severely impacts on the capacity of local highway junctions and potentially the A406 North Circular Road.	This comment relates to the Masterplan only.
Highways	The methodology used to calculate vehicular trip rates for the Masterplan. This error in terms of input data wholly undermines the outputs the applicant relies upon to reach conclusions about the applications.	This comment relates to the Masterplan only.

Highways	There are no design controls in the Development Specification for the remainder of the coach parking to be provided on Plot E03. This aspect should be part of the detailed application, as explained above.	This comment relates to the Masterplan only.
	The DAS refers to options for removing the Pedway and introducing steps, but WNSL understand that a separate application would be required for any Pedway alterations. WNSL consider that the use of the stairs would not allow the Stadium to fulfil its safety responsibilities in case of an Emergency Evacuation and the loss of the Pedway would make it difficult to comply with the Guide to Safety at Sports Grounds (2008). Section 6.40 of the WAAP states that the option to remove the ramps could only be considered providing that access to the Stadium and emergency egress are integral to the design.	This comment relates to the Masterplan only.
Highways	A fundamental redesign of the car/coach parking proposals is required as the scheme does not work in its current form.	This has been discussed in the Detailed Considerations part of this report.
Views	A number of key views of the Stadium which are significantly adversely affected by the proposed development, including AAP views 5 (Submission view 5), 10 (submission view 9) and 11 (Submission view 38) and submission views 13, 14, 29 and 33 (not AAP views).	This comment relates to the Masterplan only.
Views	The proposed heights of buildings has a significant adverse effect on views to the stadium, within plots E01 and E03 exceeding the heights of associated buildings within the Stage 1 consent and plots NW01, NE04 and NE05 above the general 2003 Masterplan heights.	This comment relates to the Masterplan only.
Views	The submitted views assessment should be updated to include the Stage 1 development and NW Lands permissions for the views referred to above.	This comment relates to the Masterplan only.
Noise	There is insufficient evidence to support the conclusions in the ES regarding noise.	This comment relates to the Masterplan only.
Noise	Low frequency noise is mentioned in the ES as being elevated but there is no discussion on the means to mitigate the high levels of low frequency noise.	This comment relates to the Masterplan only.

Noise	The predictions underestimate the community noise levels and therefore sound insulation measures are likely to be inadequate to meet the internal target noise levels.	This comment relates to the Masterplan only.
Consultation and engagement	WNSL also consider that Quintain did not engage adequately with them prior to the submission of the planning application, specifying that minimal engagement took place. WNSL also consider that the Council should be proactive and positive about driving the scheme rather than just leaving this to Quintain. WNSL highlight the expectations set out within the NPPF and NPPG for applicants to work closely with those affected by their proposals and to work collaboratively with interested parties.	Quintain met with the FA / WNSL a number of times prior to the submission of the planning application and the letter from WNSL specifies that 5 meetings were held. It is clear that engagement did take place, but that agreement on some key matters was not reached. The NPPF and NPPG does not and could not require agreement to be reached, and this application must be determined on its merits. A PPA was entered into for these applications and a large number of pre-application discussions took place for a period of over a year, with the Council working pro-actively and positively throughout this period. The applicant was advised by the Council to engage and work closely with WNSL with regard to the coach parking arrangements together with other bodies and stakeholders.
Linked applications	The Masterplan application and the VDC/Careys application are intrinsically linked and should be determined together.	These applications are being determined together.
Application decision	The Council cannot reasonably determine the application on the information provided, unless to refuse the application.	Officers do not share this opinion, and the application is recommended for approval for the reasons set out within this report.
Description of development	The description of development does not provide any certainty regarding the overall quantum of spaces to be provided within the Outline Application	This comment relates to the Masterplan only.
Description of development	The description should refer to up to 4,000 units, as referred to in the DAS rather than approximately 4,000 units	This comment relates to the Masterplan only.
Submitted drawings	Site Location Plan does not include "blue line" around other land owned by the applicant.	Application validation guidelines specify that other land should be outlined in blue. However, this is not a statutory requirement to do so. Officers consider that the proposed submission can be considered and determined in absence of the "blue line" denotation on the drawings.

Land use	Inaccuracies relating to the proposed A1-A4 uses proposed.	This comment relates to the Masterplan only.
Submitted drawings	The submission only includes detailed layout plans for the coach park under the multi-storey (Blue) car park and does not include plans showing the layout of the remainder of the Green Coach Park. Full details are required, including access, traffic flows etc.	This comment relates to the Masterplan only.
Counter Terrorism	A statement in Wembley AAP Site Allocation W19 specifies "since outline planning permission was granted for this site, concerns about the security of basement coach parking being situated so close to the Stadium have arisen; this means that the consented basement coach/car parking is no longer suitable for the site". However, non-residential parking is proposed below the C3/D1 use on plot E03 and below the D1 use on plot YH1. WNSL request confirmation from the MET officers that this is acceptable	The MET Police Architectural Liaison Officers and Counter Terrorism Security Advisors (CTSA) have considered the scheme and the CTSA officers have provided some comments on the application. These matters cannot be discussed in a committee report. However, they are not considered to prevent the delivery of the parking underneath these plots. A condition has been recommended regarding measures to ensure the development is suitably resilient to terrorism.
Height	The heights parameter plan refers to the lines being indicative only. There are no guarantees that the plots will be subdivided and if the lines are indicative, how can the critical distances be secured.	This comment relates to the Masterplan only.
Height	The additional heights of 2-3 m and 5 m are excessive. The parameter plan refers to a construction tolerance of +/- 1 m and it is not clear if this could result in a 3 m high parapet.	This comment relates to the Masterplan only.
Design control and quality	WNSL have specified additional design controls are included within the critical dimensions parameter plan (A-00-009) to ensure that Plots E01 and E02 to ensure they are two individual blocks rather than one long terrace. The recommended design controls also specify the proportion of the buildings at specific heights	This comment relates to the Masterplan only.
Design control and quality	A critical distance should also be specified between the buildings and the Stadium.	This comment relates to the Masterplan only.
Environmental controls	Lack of a demolition plan	This comment relates to the Masterplan only.
Land use	The proposal would increase the number of student rooms beyond 20 % of the projected population increase as highlighted within Brent Policy	This comment relates to the Masterplan only.
Land use	There is no justification provided within in the planning statement for the quantum of development proposed.	This comment relates to the Masterplan only.

Land use	It is unclear how the GLA Stage 1 report concluded that the proposed quantum of development is below the total floorspace figure for existing consents.	This comment relates to the Masterplan only.
Design control and quality	Design parameters need to be established which ensure that building the energy centre in E03 which is in such close proximity to residential use is acceptable.	This comment relates to the Masterplan only.
Housing mix	Further information should be provided regarding housing mix, and indicative range should be provided for the different zone/areas.	This comment relates to the Masterplan only.
Residential Density	No detail has been provided to demonstrate how the specified residential densities have been calculated. No detail has been provided which identifies where density levels will be higher and what the densities will be. There is no detail in the Development Specification which controls the distribution of housing mix and density.	This comment relates to the Masterplan only.
Design control and quality	No detail or assessment is provided to show how a high quality of residential environment will be achieved, nor does the development specification provide any detailed control regarding this. It is not clear what design controls are in place to ensure that high quality design for residential units adjacent to the stadium can be achieved, or how two different uses can operate side by side successfully.	This comment relates to the Masterplan only.
Land use	The documentation does not clarify whether Affordable Housing will be distributed throughout the development or contained on certain plots.	This comment relates to the Masterplan only.

Land use	WNSL questions whether there is demand for the proposed offices given London Plan and WAAP policy. No assessment has been provided in the planning application to justify that there is a demand for office space in this area and the provision of a sizeable quantum of B1 floorspace is not in accordance with planning policy. WNSL question whether other employment uses, such as a major leisure attraction have been explored.	This comment relates to the Masterplan only.
Development Specification	No detail is provided in the Development Specification regarding the treatment of the plots fronting the Stadium.	This comment relates to the Masterplan only.
Development Specification	WNSL have a number of other comments about the Development Specification, including that the design controls are residential focused, querying whether activity to the boulevard is only provided through entrances, that there is limited design information regarding the park, regarding the nature of key primary routes through the sites, regarding the need for design controls for uses next to each other, that controls regarding the quality of homes may change over time, that the proportion of residential parking spaces with passive charging points is below London Plan standards and that there are no design controls on the actual design of the development in terms of roof forms, massing and space between buildings.	This comment relates to the Masterplan only.
Development Specification	WNSL note that in some instances, the detail referred to above is further defined in the DAS, but that this should be incorporated into the Development Specification.	This comment relates to the Masterplan only.
Regeneration	There is comparatively limited impact assessment within the Regeneration Statement. A breakdown of the type of jobs to be provided in accordance with the uses should be provided. Further detail should be provided on the existing capacity within community infrastructure and the level of demand to be generated by the masterplan scheme to demonstrate whether the proposed provision will meet the additional needs.	This comment relates to the Masterplan only.
Regeneration	A development of this size should clearly demonstrate how the economics benefits of the development will be maximised through the mixed use development in accordance with the key objections of the WAAP.	This comment relates to the Masterplan only.

Regeneration	Policy W19 of the Wembley AAP envisages the provision of a major leisure attraction as part of a mixed regeneration to complement and add to Wembley's offer on Stadium non-event days. However, no D2 leisure use has been identified within the W19 area of the masterplan. The Regeneration Statement has not demonstrated how this can be put to one side and it is unclear how Brent is getting 'best' economic benefits from this site.	This comment relates to the Masterplan only.
Highways	A number of detailed highways and crowd flow comments have been provided by transport consultants on behalf of WNSL.	These are set out and discussed in detail within the Highways section of this report.

Letter of objection from the FA

A letter was received from Martin Glen, Chief Executive of the FA raising issues which are summarised as follows:

- viii. The proposals which look to develop high rise blocks close to the stadium will severely damage the iconic view and status of the Stadium.
 - Whilst regeneration is vital, it needs to be balanced with Brent's and the FA's duty to protect the spirit of what is a great venue.
 - Wembley is a part of a national identity and positive celebrations of this should not merely be unhindered, but enhanced.
 - The aim of the FA's objection is to retain the visual power of the stadium to help stimulate every aspect of life in Brent, retaining the emotional response Sir Norman Foster intended for the stadium.
 - If the Stadium is to continue to hold a special place in fans' hearts, it needs to continue to provide a world class experience. All regeneration plans must place supporters at the heart of every day and that development need to ensure their safety and free movement.
 - Currently the development does not do this. The parking options and pedestrian and traffic flow are not adequate and need to be reconsidered to ensure Wembley Stadium remains the best venue in the World.

Planning policies at a local and national level look to ensure that proposed developments do not have an unduly detrimental impact on existing uses. In the case of the Stadium, the Council has developed numerous planning policies which look to promote regeneration whilst ensuring that the Stadium can continue to operate as a world class venue.

The council's highways officers have considered the potential impacts of the proposed development on stadium crowd and traffic flow and safety and have advised that the development is acceptable subject to the implementation of the measures discussed in the Highways section of this report.

The need to protect key views to the Stadium is relevant to the Masterplan application but not this application.

Response to letters from MTP sent on behalf of the Stadium

The letter dated 12/04/2016 submitted by WSNL is based on the as review of the Appendix K submitted by the Applicant, known as 'On-Site and Near-Site Pedestrian Flow Analysis' by Movement Strategies on behalf of Quintain, the Applicant.

In general, it is LBB's view that the issues raised within the WNSL letter can be dealt with the by conditioning any planning consent. The Council's Highways officer have provide some responses below, as a summary to some of the issues raised in the WNSL letter.

1. Planning Applications: These planning applications involving the Wembley Park Masterplan and VDC Careys, although submitted separately, will be linked by condition and ensured that one compliments the other.

2. Olympic Way: Whilst it is acknowledged that the current operation is a pedestrian 'pen' Olympic Way cannot necessarily be directly compared to the proposals for South Way, there are some similarities that could be used in operating a future one ease to the Stadium. It should be noted that the proposed VDC Carey Coach Park can also be considered as a major public transport location, due to the high number of Coaches proposed in this location. Through employment of adequate marshalling resources and policing strategy, a similar scheme to the Olympic Way can be operated.
3. Worst Case Scenarios Testing: The Applicant will be asked to satisfy a worst-case scenario case in the provision of a workable management plan for the stadium event operation and provision of adequate infrastructure and resources.
4. Policy WEM 17 (WAAP): LBB through the implementation of the WAAP strategy (involving the highway network operation East of the Stadium), which we have now determined that this can be brought forward as soon as possible. As envisaged, the implementation of the strategy will significantly support the Applicant's plans for using VDC Careys as a Coach Park, as well as the operation of the Blue/Green Car Park. WNSL should noted that this view has not been necessarily reflected in or taken account of in the Applicants documents. To this end, although the Planning Application will not be contingent on the WAAP delivery, LBB, by way of conditions and the CIL provisions associated with the applications will be able to secure the necessary funding for an immediate implementation.
5. Planning Assumptions: In regards to the assumptions of a 20-minute departure, it is acknowledged that this may be not be a realistic proposition. However, based on the information submitted by the Applicant, we envisage that a more realistic egress time will be between 45mins to 60mins via South Way. The Blue/Green Car Park will be conditioned in a manner that will restrict its use to a maximum, at period or events when Coach Parking are expected to be at its maximum. Furthermore, it is likely that the egress time would be similar to existing (Base situation i.e. time taken for the vehicles to exit) – or for the Stadium to empty out. It should be noted that Modelling cannot possibly be provided to prove or fully depict all particular scenarios. However, all things being equal (and with the implementation of the WAAP strategy) and with traffic routed away from the car park via First Way/Fifth Way/Fourth Way (as per the majority of current events), exit times should be no different to at present, with two exit lanes from the car park remaining available as per the current Green car park. Indeed, we believe that it is possible that the future Egress times from Blue/Green car/coach park will be improved for many events. This is due to the fact that the Coaches will now be sparsely distributed across the Network in a better way in term of dispersal purposes than existing (i.e. at VDC Careys and Blue/Green MSCP). Also, there will be less cars parked at Blue/Green MSCP when Maximum Coach Arrivals are expected. Operation of a reverse tidal flow along South Way in association with two-way flow around the Industrial Estate could further help to reduce exit times.
6. Blue Car Park: Lifts access modelling which shows queuing at the entrance to Blue Car Park (BCP) do not fully reflect: (i) the proposed scenarios and design provisions; and (ii) a realistic use of lifts related to such facilities. In general, it is envisaged that extra marshalling and management plans to be implemented during events will enable a sufficient use of these lifts. In terms of Blue Badge holders, they will prioritised to easier use of the lifts and reduce their time for waiting. As indicated, LBB will seek to Condition any planning consent to ensure that Applicant do not operate the BCP during Events for which the maximum Coach Parking is expected. Hence, it is expected that only about 700 cars will be expected to park at BCP, i.e. 500 stadium parking spaces and 500 LDO at Red MSCP. Relating to concerns that an Event requiring Stadium parking may coincide with other events at Wembley Arena, an effective management plan (also to be established by the Applicant through a condition) will enable mitigation of this issue.

7. **Parking Management (Arrivals & Departures):** Issues relating to the arrivals and departures of vehicles and pedestrians along South Way to and from the VDC Careys are noted. However, these will be resolved and mitigated with the establishing of a Wembley Park Parking Management Plan (WPPMP). This will be a more comprehensive document, which will deal with ALL parking issues associated including car and coach parking and pedestrian movements for the overall development and events. This document will contain a framework for establishing events-related parking scenarios with corresponding crowd management plans (including allowance for extra logistics, marshalling and cost-sharing for funding these). LBB will ensure that this document is submitted for consideration and approval by the Event Traffic Management team in LBB, and possibly the Metropolitan Police and other stakeholders. The highway issues as highlighted will be covered through the implementation the WAAP strategy as discussed above. It is expected that discussions will be held with the developer for the early implementation of the 'Gate 5' (i.e. South Way/First Way improved junction) to incorporate a mitigation involving an improved pedestrian access into South Way, towards VDC Careys. Proposed queuing strategy details as well as Emergency Services access during Event Days, will be coordinated and discussed with various Stakeholders, including Met Police prior to the implementation – in accordance with WPPMP.
8. **Reverse Flow:** To address this issue, the Applicant has submitted further information in support of the closure of the South Way section between First Way, and the proposed VDC Careys site. In effect, it has been estimated, at full Capacity of the VDC Careys coach park (290), there will be a closure time of up to 40minutes for pedestrians or spectators to have full access to South Way. This will imply that vehicles and coaches leaving the Blue/Green MSCP will have in the north direction on First Way, upon exiting. This phenomenon is only expected to occur for a few minutes until the South Way is also reopened again to allow the Reverse Flow scenario to occur. In effect, LBB officers do not believe that the closure time of 40mins will severely affect the existing overall time taken for vehicles to exit the network, during dispersal or Stadium Egress, for the following reasons: (i) there will be less Coaches and Vehicles parked at the Blue/Green MSCP as compared with the existing Green surface level car park; (ii) an improved network via the WAAP Strategy will mean that, vehicles will be able to exist in a smoother way than currently happens; (iii) the time taken for spectators to get into their coaches and vehicles at the Blue/Green MSCP and begin to leave could nullify the 40-minute closure or wait, hence, a reopening/reverse flow can start again before majority of vehicles start to leave the Blue MSCP; and (iv) the sparse distribution of the Coach Parking across the Network, imply that dispersal will take place in a better way than the existing, hence improving the overall egress times.

SUSTAINABILITY ASSESSMENT

The proposed development is a Major Development and would therefore normally attract the sustainability and energy requirements set out within the Core Strategy and London Plan, including a 35 % reduction in CO₂ from 2013 Building Regulations and targets for water use. However, the proposal is for an open sided car park and as such, there will no significant energy use associated with the proposal. Conditions are recommend regarding the approval of details of lighting, including the use of low energy lighting. There are no toilets or bathrooms and as such, no significant water use. Surface water run-off has been discussed previously in this report.

As such, the proposal is considered to be acceptable with regard to the sustainability and energy requirements subject to the condition regarding low energy lighting.

S106 DETAILS

The application requires a Section 106 Agreement, in order to secure the following benefits:-

- Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance Safeguarding of land along the north-western frontage of the site for highway widening in accordance with Map 20.4 of the Wembley Area Action Plan;
- Works to repositioning of the bus stop away from the eastern frontage of the site and provision of a new bus shelter, or the payment of contributions for this work to be undertaken, in order to facilitate

- safe egress from the proposed coach park
- Provision of funding towards a study of future arrangements for the one-way system within Wembley Industrial Estate; with the aim of introducing an alternative inbound route to the area from the North Circular Road via Fifth Way; widening and resurfacing of the southern footway of South Way to the front of Pop-In Centre and provision of enhanced variable message signing and CCTV coverage, to assist with the safe management of crowds between this site and Wembley Stadium;
- The construction of the proposed site accesses and removal of all existing redundant site accesses at the developer's expense through an agreement under S38/S278 of the Highways Act 1980 prior to use of the site.
- That the developer joins and adheres to the Considerate Constructors Scheme
- To work with the College of North West London, or other similar body as notified by the Council, to ensure that construction related and/or work based training opportunities target local students;
- The submit details of the Construction Liaison Officer, or equivalent, and HR/Audit Officer, or equivalent, to the Council and to have these officers in position for the duration of construction of this development;

And, to authorise the Head of Planning, or other duly authorised person, to refuse planning permission if the applicant has failed to demonstrate the ability to provide for the above terms and meet the policies of the Unitary Development Plan and Section 106 Planning Obligations Supplementary Planning Document by concluding an appropriate agreement.

CIL DETAILS

This application is liable to pay **£883,211.11*** 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): sq. m.
Total amount of floorspace on completion (G): 9608 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Sui generis	9608	0	9608	£40.00	£35.15	£470,105.71	£413,105.40

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	
Total chargeable amount	£470,105.71	£413,105.40

*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.



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

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Application No: 15/5615

To: Miss Carney
Signet Planning
9 Mansfield Street
London
London
W1G 9NY

I refer to your application dated 23/12/2015 proposing the following:
Erection of building, associated hard and soft landscaping and other associated works and access to provide a dual level coach and car parking facility with a capacity of up to 290 coaches and accompanied by plans or documents listed here:
See condition 2
at Former VDC and Careys site, South Way, Wembley, HA9 OHX

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 the:-
National Planning Policy Framework
London Plan (consolidated with alterations since 2011)
Wembley Area Action Plan 2015
Brent LDF Core Strategy 2010
Brent Unitary Development Plan 2004
Council's and Mayoral Supplementary Planning Guidance

- 1 The development to which this permission relates must be begun not later than the expiration of five 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 The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

3585-01-700
3585-01-701
3585-02-700
3585-02-701
3585-04-700
3585-04-701
3585-04-702
3585-04-703
3585-04-704
3585-04-705
3585-04-706
4898-PL-003
4898-PL-004
4898-PL-005

Illustrative landscape drawings:
4898-PL-001
4898-PL-002

Supporting reports
Design and Access Statement dated December 2015
Transport Statement dated 22 December 2015
Phase I Geoenvironmental Desk Study dated 10 September 2015
Flood Risk Assessment dated 17 December 2015
Ecology Assessment dated December 2015

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

- 3 Access from the highway to the gate within Network Rail Boundary identified in drawing 3585_02_700_ shall be maintained throughout construction and post completion to unless otherwise agreed in writing by the local planning authority.

Reason: In the interest of the ongoing operation of the railway.

- 4 Prior to commencement of works, details of external materials (with samples where appropriate to be made available for viewing on site or at another location as agreed) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be completed out in accordance with the approved details, unless alternative materials are agreed in writing by

the Local Planning Authority.

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

- 5 Details of any lighting shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of construction works unless otherwise agreed in writing with the Local Planning Authority. This shall include details of the lighting fixtures (which shall be low energy lighting fixtures), luminance levels and details of any automatic timers or sensors. The approved details shall be implemented in full prior to the commencement of the use hereby approved.

Reason: In the interests of safety and sustainability.

- 6 Prior to the commencement of works, a scheme for the landscape works and treatment shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be fully implemented prior to the commencement of the use hereby approved or in accordance with a programme agreed in writing with the Local Planning Authority. Such a scheme shall include:-

- a) a planting plan, (including species, plant sizes and planting densities);
- b) subsurface treatments, including details of root management systems for all trees;
- c) proposed walls and fences, indicating siting, materials and heights;
- d) any proposed contours and ground levels;
- e) areas of hard landscape works and external furniture, and proposed materials;
- f) measures to enhance the ecological value of the site;
- g) Details of any Sustainable Urban Drainage Systems;
- i) Details of the proposed arrangements for the maintenance of the landscape works.

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

Reason: To ensure a satisfactory appearance and setting for the proposed development, to ensure that it enhances the visual amenity of the area and to ensure a satisfactory environment for future residents, occupiers and other users.

- 7 Prior to the commencement of works, a Flood Risk Assessment and drainage strategy shall be submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall include a restriction in run-off and surface water storage on site as outlined in the Flood Risk Assessment. The scheme shall subsequently be implemented in accordance with the approved details prior to the commencement of the use hereby approved.

Reason: To minimise the risks and impact of flooding.

- 8 Notwithstanding the drawings hereby approved, unless otherwise agreed in writing by the Local Planning Authority, revised drawings shall be submitted to and approved in writing prior to the commencement of works which detail minor amendments to the layout to remove any overlap with land required for highway widening including deletion of the westernmost security check lane, provision of kerb radii of at least 4m at all proposed access points, repositioning of coach parking spaces away from the upper deck egress point and provision of collapsible bollards across the proposed 60m wide lower deck egress from the site. The development shall be implemented in accordance with the approved details.

Reason: In the interest of vehicular and pedestrian flow and safety.

- 9 A Stadium Event Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with Wembley National Stadium Limited / The FA prior to the commencement of the use, and the plan shall thereafter be implemented in full. The Plan shall include:

- Details of the Stadium Event Car and Coach Parking Spaces, comprising the location of space, the maximum number of car, coach and mini-bus parking spaces within each area;

- Scenarios for the allocation of the parking spaces (should the allocation of spaces be proposed to vary from event to event), including the number of cars and coaches to be parked in each area for each scenario;
- The means by which parking spaces are booked and allocated;
- Access and egress routes and arrangements for vehicles between the Stadium Event Car and Coach Parking Spaces and the wider network;
- Access and egress routes and arrangements for pedestrians travelling between the parking areas and the Stadium;
- Event day management procedures, including the marshalling of vehicles and pedestrians during stadium access and egress;
- The means by which the number of parking spaces will be limited so that the cumulative total number of Stadium Event Car and Coach Parking Spaces does not exceed 2,900 cars; or 1200 cars and 458 coaches and 43 minibuses; or combination thereof;
- The location of blue badge parking spaces, the number of spaces within each area and the route between the parking spaces and the Stadium including any management measures to assist disabled visitors (such as the provision of prioritised access for those parking within the blue badge spaces within the Blue multi-storey car park;
- The means by which the relevant authorities and bodies will be notified which scenario will be implemented for each event;

The areas designated for stadium car, coach and/or mini-bus parking shall only be used for the purpose of stadium car, coach and/or mini-bus parking on Stadium Event Days unless otherwise agreed by the Local Planning Authority.

Reason: In the interest of highway flow and safety, disabled access, access and egress associated with Stadium Events and the regeneration of the area.

- 10 Prior to the commencement of works on the relevant part of the development, a Construction Logistics Plan (CLP) shall be submitted to and approved in writing by the Local Planning Authority and the approved CLP shall be implemented for the duration of demolition and construction.

Reason: In the interest of highway and pedestrian flow and safety.

- 11 Prior to the commencement of the development, a Construction Method Statement (CMS) shall be submitted to and agreed by the Local Planning Authority outlining measures that will be taken to control dust, noise and other environmental impacts of the development. The CMS shall include details of a dust monitoring plan, to be implemented during construction and demolition works. The CMS shall confirm that:

- The best practical means available in accordance with British Standard Code of Practice BS5228-1:2009 shall be employed at all times to minimise the emission of noise from the site;
- The operation of the site equipment generating noise and other nuisance causing activities, audible at the site boundaries or in nearby residential properties shall only be carried out between the hours of 08:00 – 18:00 Mondays-Fridays, 08:00 -13:00 Saturdays and at no time on Sundays or Bank Holidays unless otherwise agreed in writing by the Local Planning Authority;
- Vehicular access to adjoining and opposite premises shall not be impeded;
- All vehicles, plant and machinery associated with such works shall be stood and operated within the curtilage of the site only;
- A barrier shall be constructed around the site, to be erected prior to demolition;
- A suitable and sufficient means of suppressing dust must be provided and maintained.
- A wheel washing facility shall be installed and operated to ensure that dust/debris is not carried onto the road by vehicles exiting the site.

The approved plan, or a revised plan as subsequently approved pursuant to this condition, shall be fully implemented throughout the demolition and construction of the proposed development.

Reason: To safeguard the amenity of the neighbours by minimising impacts of the development that would otherwise give rise to nuisance

- 12 The relevant part of the development hereby approved shall not commence unless a site investigation is carried out and remediation strategy is prepared by an appropriate person to determine the nature and extent of any contamination present. The investigation and strategy shall be carried out in accordance with a scheme, which shall be submitted to and approved by

the Local Planning Authority prior to the commencement of works, that includes the results of any research and analysis undertaken as well as details of remediation measures required to contain, treat or remove any contamination found. Any proposed remediation must be sustained for the life of the development and this must be justified by the applicant. If during works new areas of contamination are encountered, which have not previously been identified, then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the Local Planning Authority;

Reason: To ensure the safe development and secure occupancy of the site proposed for use in accordance with UDP policy EP6.

- 13 Prior to first occupation of, or the commencement of the use within the relevant part of the development hereby approved unless a verification report, written by a suitably qualified person, has been submitted to and approved in writing by to the Local Planning Authority stating that remediation has been carried out in accordance with the remediation scheme approved pursuant to condition **11** and the site is safe for end use.

Reason: To ensure the safe development and secure occupancy of the site proposed for use in accordance with UDP policy EP6

- 14 A risk assessment and method statement (RAMS) for the proposed development shall be submitted to and approved in writing by the Local Planning Authority in consultation with Network Rail prior to the commencement of works and the development shall be constructed in accordance with the RAMS. The RAMS shall consider all works to be undertaken within 10m of the operational railway.

Reason: To ensure that works on site follow safe methods of working and have taken into consideration any potential impact on Network Rail land and the operational railway.

- 15 Any scaffolding which is to be erected /constructed within 10 metres of a boundary to a railway line must be erected in such a manner that at no time will any poles over-sail the railway line. Prior to the erection of any scaffolding within 10 m of the boundary with the railway line, a method statement giving details of measures to be taken to prevent construction materials from the development reaching the railway (including protective fencing) shall be submitted to and approved in writing by the local planning authority in consultation with Network Rail and the approved details shall be implemented in full for the duration that the scaffolding is erected.

Reason - In the interests of railway safety

- 16 Prior to any vibro-impact works taking place during the construction of the development on site, a risk assessment and method statement shall be submitted to and approved in writing by the Local Planning Authority in consultation with Network Rail and the approved details shall be implemented in full for the duration of those works.

Reason: to prevent any piling works and vibration from de-stabilising or impacting the railway.

- 17 Prior to the commencement of the development details of the disposal of both surface water and foul water drainage, showing that such water is directed away from the railway shall be submitted to and approved in writing by the Local Planning Authority in consultation with Network Rail and the approved details shall be implemented in full.

Reason: To protect the adjacent railway from the risk of flooding and pollution.

- 18 Prior to the commencement of the development details of ground levels and earthworks and excavations to be carried out within 10 m to the railway boundary shall be submitted to and approved in writing by the Local Planning Authority in consultation with Network Rail and the approved details shall be implemented in full.

Reason: To ensure that construction works do not affect the safety or operation of the adjacent railway.

Document Imaged

Any person wishing to inspect the above papers should contact David Glover, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5344