

# COMMITTEE REPORT

Planning Committee on  
Item No  
Case Number

11 May, 2016  
06  
**16/1024**

## SITE INFORMATION

**RECEIVED:** 9 March, 2016

**WARD:** Tokyngton

**PLANNING AREA:**

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

**PROPOSAL:** Use of the land for the provision of car and/or coach/mini bus parking for up to 1,312 cars; or 472 cars and 220 coaches and/or minibuses, or combination thereof, and associated hard and soft landscaping and infrastructure including lamp posts

**APPLICANT:** Quintain

**CONTACT:** Signet Planning

**PLAN NO'S:** See condition 2.

**LINK TO  
DOCUMENTS  
ASSOCIATED TO  
THIS  
APPLICATION**

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# SITE MAP



## Planning Committee Map

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

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

### A) PROPOSAL

The applicant seeks permission to use the site for a period of 7 years for the provision of car, coach and/or mini-bus parking for Wembley Stadium events. The car park would be used by up to 1,312 cars; or 472 cars and 220 coaches and/or minibuses; or a combination thereof. The proposal also involves works to the land, including hard and soft landscaping, and the provision of associated infrastructure, such as lamp posts, fences and gates.

### B) EXISTING

The application site is the Wembley Retail Park and 20-28 Fulton Road. This comprises the land between Engineers Way, Fulton Road, Rutherford Way and Fifth Way excluding Units 1 to 3 Junction Retail Park (Alisan, Moore Spice and an adjoining vacant unit) and 1-11 Rutherford Way. The site is within the Wembley Growth Area as designated within the Brent LDF Core Strategy and Wembley Area Action Plan (AAP) and Wembley Opportunity Area as designated within the London Plan. Wembley AAP Site Proposal W18 is applicable to this site.

The site is not within a conservation area and there are no listed buildings within or adjoining the site, with the nearest listed building being the Grade II Listed Wembley Arena situated approximately 250 m from the site.

The many of the existing buildings within the site are in the process of being demolished at present.

### C) AMENDMENTS SINCE SUBMISSION

No amendments were sought in relation to this application.

### D) SUMMARY OF KEY ISSUES

Land use principles and location of coach park: The proposed use of the site as a car and coach park for Stadium Coach Park for a temporary period is considered to be acceptable in principle. It would allow stadium parking to be provided whilst the permanent car and coach parking proposals (also being considered by the planning committee) are being constructed.

Highways considerations and crowd safety: The proposal is considered to be acceptable on highways grounds as discussed later within this report.

### 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	0	0

#### Monitoring Residential Breakdown

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

Various applications were approved previously regarding the use of the units within the retail park and the redevelopment and refurbishment of some of those units. Conditions on the previous consent restricted the ability to use the car park of the retail park for Stadium Parking unless otherwise agreed. If granted, this consent will supersede that consent and restriction.

In addition to this, prior approval was approved for the demolition of the majority of existing buildings on-site. This related to units 4-8 within the eastern terrace and units 14-17 (the western terrace).

**15/3619** Prior approval for the demolition of Units 14-17 inclusive, Wembley Retail Park.

**15/5386** Prior approval for the demolition of Units 6, 7 and 8 Wembley Retail Park

**16/1108** Prior approval for the demolition of Units 4 & 5 Wembley Retail Park

The site for this application also forms the North Eastern Lands character area within the Quintain Masterplan application that is also being considered by the Planning Committee.

**15/5550**

Hybrid planning application, accompanied by an Environmental Impact Assessment, for the redevelopment of the site including:-

Full planning permission for erection of a 10-storey car park to the east of the Stadium comprising 1,816 car parking spaces of which 1,642 are for non-residential purposes, up to 82 coach parking spaces and associated infrastructure, landscaping and vehicular access.

And

Outline application for the demolition of existing buildings on site and the provision of up to 420,000 sqm (gross external area) of new floorspace within a series of buildings comprising:

Retail/financial and professional services/food and drink (Use Class A1 to A4) up to 21,000 sqm;

- Commercial (Use Class B1) up to 82,000 sqm;
- Hotel (Use Class C1): up to 25,000 sqm;
- Residential (Use Class C3): up to 350,000 sqm (approx. 4,000 homes) plus up to 20,000 sqm of floorspace for internal plant, refuse, cycle stores, residential lobbies, circulation and other residential ancillary space;
- Education, healthcare and community facilities (Use Class D1): up to 15,000 sqm;
- Assembly and leisure (Use Class D2): 23,000 sqm;
- Student accommodation (Sui Generis): Up to 90,000 sqm.

And associated open space (including a new public park) and landscaping; car and coach parking (including up to 55,000 sqm of residential parking and 80,000 sqm non-residential parking) and cycle storage; pedestrian, cycle and vehicular accesses; associated highway works; and associated infrastructure including water attenuation tanks, an energy centre and the diversion of any utilities and services to accommodate the development.

## CONSULTATIONS

Initial consultation: 418 consultation letters were sent to adjoining and nearby owners and occupiers on 29 March 2016.

The application was advertised in the press on 31 March 2016 and site notices were erected on 24 March 2016.

No comments were received from local owners or occupiers.

### 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 Public Safety Team

Disabled parking within this area would increase the distance that disabled visitors would need to travel to the Stadium or Arena. It is suggested that the route from the car park is made suitable for wheelchair and ambulant disabled people.

Case officer response: Disabled parking to continue to be provided within the Green Car Park where it is currently provided until the permanent car park is constructed.

**Greater London Authority Stage 1 response**

Whilst the principle of development is strongly supported, a number of issues concerning the quantum of parking require further resolution, and consequently the application currently 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 applicant can meet its legal obligation to Wembley Stadium in terms of the maximum car and coach parking for events, during the 3 phases of construction. The pedestrian and vehicle access arrangements are acceptable providing that vehicle and pedestrian routes are kept separate in accordance with WAAP policy WEM17; and that the details of pedestrian and vehicle routing for every event are submitted to Brent Council in accordance with Condition 37(b) of the Stadium's Permission.

The points raised by the GLA relate to the Stadium's concerns regarding the approach to providing Stadium car and coach parking in the proposed locations and the potential effect that they consider this will have on the operation of the stadium and its ability to attract global sport and non-sport events. This concern relates to the three applications currently being considered, comprising this proposal, the Masterplan application (reference 15/5550) and the near-site coach parking proposal (reference 15/5615). This matter has been discussed at length within these three reports, with the means by which potential impacts may be mitigated discussed in these reports. Brent officers consider that the proposed developments are acceptable for the reasons discussed within these reports, subject to the mitigation measures set out in these 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	London Plan; the Mayor's Transport Strategy;
Crossrail	London Plan; Mayoral Community Infrastructure Levy; Crossrail SPG;

Local

**Wembley Area Action Plan**

- WEM 1 Urban Form
- WEM 8 Securing Design Quality
- WEM 17 Event Related Transport
- WEM 33 Flood Risk
- Site proposal W 18 Wembley Retail Park

**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

## **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 primarily relates to the use of the land for the provision of car, coach and/or mini-bus parking for Wembley Stadium events. Some works to the land are proposed, together with the provision of associated infrastructure.

The car and coach park is proposed for a temporary period of 7 years to allow the continuous provision of car, coach and mini-bus parking for stadium events up to the level specified within consent for Wembley Stadium (reference 99/2400) and the Quintain Stage 1 consent (reference 03/3200). The grant of planning consent would allow stadium car and coach parking to be provided to the required levels whilst parts of the “Green Car Park”, situated to the east of the Stadium, are developed to provide a permanent car and coach park and whilst the VDC/Carey permanent near-site coach park is being built. The former is contained within the Masterplan application (reference 15/5550) whilst the latter is within the VDC/Careys site application (reference 15/5615), both of which are also being considered at this planning committee meeting.

### **Land use**

As discussed above, Stadium event day parking is proposed for up to 1,312 cars; or 472 cars and 220 coaches and/or minibuses; or a combination thereof. The majority of this block would be cleared, with the only remaining buildings being 1-3 Wembley Retail Park and 1-11 Rutherford Way. The proposed temporary parking will replace the large out-of-centre retail park, most of which has been demolished or is in the process of being demolished. It also will replace five industrial units that front Fulton Road on the eastern side of the site.

The site is the subject of Wembley Area Action Plan (AAP) Site proposal W 18. This allocates the site for residential district, a new public open space and a new primary school. Whilst the proposal does not directly deliver any of those objectives, it facilitates the delivery of the Quintain Masterplan which, if approved, will deliver a large proportion of the homes, jobs and associated infrastructure set out within the Council’s planning policy and corporate strategies. This includes a primary school and a 2.5 Hectare Park.

This application facilitates the development by providing sufficient space to allow the continuous provision of the Stadium's car, coach and mini-bus parking requirements while the proposed permanent on-site car and coach parking facility is being constructed. Whilst this is taking place, the associated element of the existing Green Car Park could not be used for stadium parking.

With regard to the Stadium's car and coach parking provision, 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.

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 were submitted in full detail. Car and coach parking was primarily to be provided at ground level, with a multi-storey car park (3-storeys 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
<b>Northern element</b>	80 disabled spaces 264 coaches/718 cars	
<b>Central element</b>	168 coaches/551 cars	625 cars
<b>Southern element</b>	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 coach park proposed within this application is a maximum of approximately 640 m from the centre of the Stadium, and approximately 50 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.

It is 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 site and it could be used by cars or mini-buses.

The policy also specifies that vehicles 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. There are numerous existing access and egress points to the public highway and the site can be managed to avoid conflict with event day pedestrian movement. Pedestrians can use the existing footways and crossing.

It is therefore considered that the temporary car, coach and/or mini-bus parking proposals within this application accord with Wembley AAP policy WEM 17.

**Design and appearance**

No buildings are proposed on site, with operational development limited to works associated with the

provision of the coach parking arrangements.

A grid of 12 m tall lighting columns is proposed, with light column location, designs and height shown within the submitted drawings and indicative details of the lighting columns shown in the design and access statement. Further details of the light columns, including details of light levels, spill and uniformity can be secured through condition.

Existing trees are to be retained and 8 new trees proposed together with ground cover and shrubs. Given the nature of the proposed use and the temporary nature of the proposals, this planting is proposed within the soft landscaped areas that exist around the edges of the site. Whilst this maintains the large areas of hard landscaping that currently exist within the site, it is considered acceptable on a temporary basis as it helps to facilitate the masterplan proposals which will deliver a significant amount of tree planting and a 2.5 hectare park..

Other works are proposed, including the widening of the Engineers Way vehicular access and the erection of new fences and gates in some locations.

Porous asphalt is proposed over permeable sub-base proposed on the former building footprints, with precast concrete pin kerbs used for edging and interfaces within the site.

The proposal is considered to be acceptable with regard to its design and appearance as it increases the level of planting in the area and whilst it retains the large areas of hard landscaping within the site, it facilitates the delivery of the Masterplan and the associated strategic benefits that it will deliver.

### **Accessibility**

The submission demonstrates that the disabled parking provisions can be accommodated on the elements of the existing Green Car Park that will continue to be available whilst the permanent car and coach parking facilities are being constructed. The majority of the Green Car Park will still be available while the Blue Multi-Storey Car Park in Materplan plot E05 is being constructed. Once works commence on the Green Coach Park within E03, the eastern parts of the Green Car Park remain available. As such, the locations that are currently available for disabled parking are still available for use.

Nevertheless, the applicant has confirmed that, should disabled parking (car or coach) be required to be provided on the temporary car and coach park (e.g. segregation of coaches where it is not possible to accommodate them on the Green Car Park), the associated spaces will be provided in the location that provides the easiest access to the Stadium. They have confirmed that accesses through the site (e.g. aisles between coaches and gradients) and the pedestrian accesses to the adjoining highway from those spaces will meet Part M requirements.

The public safety team commented that the temporary location is further than the current location. However, they appear not to have noted that disabled parking is still proposed on the existing Green Car Park and it is only in very limited circumstances that disabled visitors may have to use the temporary car and coach park.

Further detail regarding the strategy for disabled visitors, which should include assistance for such passengers in the limited instances where they need to park within the temporary car park, can be secured through the Parking Management Plan. This is to be secured through condition.

### **Flood risk and run-off**

The application is accompanied by a Flood Risk Assessment (FRA). Almost all of the site is located within Flood Zone 1 (low risk), with a small area of the site along the Fulton Road frontage within Zone 2. The new parking will retain the existing ground levels, so there will be no change in flood risk to the proposed development or nearby properties.

The proposed coach and car park will utilise the existing development's surface water drainage network by retaining the existing outfall connections into Thames Water's public sewer system. A combination of porous asphalt surfaces and underground cellular crate structures will provide the on-plot attenuation and form the SuDS strategy. The attenuation strategy for application site is to store and control the 1:100 year storm event on the site. This will be achieved by creating large, flat, porous areas across the car park and by introducing shallow speed humps to bund and control severe storm events up to the 1:100 year return period above the ground. Climate change has been considered in relation to a 5 year design life, with a 5 % increase being applied to peak rainfall intensities.

The FRA shows that a safe environment will be provided for the application site and adjacent and



downstream properties. It also demonstrates that improvement in the surface water discharge into the Thames Water sewers will be achieved.

### **Air Quality**

The Council's Environmental Health Officers have noted that the proposal does not result in a net increase in traffic within the area as the proposal re-provides displaced stadium event parking. They have no objections to the proposal with regard to Air Quality.

### **Construction noise and dust**

To mitigate potential impacts of construction, Construction Method Statement is recommended by the Council Environmental Health Officers, to be secured through condition.

### **Land Contamination**

The Council's Environmental Health Officers have examined the proposals and have recommended that a condition is attached requiring the approval of the potential risks posed to construction workers arising from the industrial use of the land and a measures to address any risks that are identified.

### **Highways considerations**

The comments from the Council's Highways officers are as follows:

#### **Highways discussion**

This application seeks to use this former retail park for Wembley Stadium event day car and coach parking for a temporary period pending redevelopment of the existing "Green" car park on the eastern side of the Stadium, in order to ensure that obligations to the Stadium continue to be met over the course of the redevelopment works.

Although previous planning consents for the retail park have prohibited its use for Wembley Stadium event parking, it has occasionally been used with the permission of Brent Council to assist with setting down and collection of visitors to the Stadium (particularly for concerts with a young audience profile) and where segregation of coach parking for supporters of rival football teams is required.

The existing buildings are all to be removed from the site and the existing kerbed islands are to be removed from the car park area, in order to provide a level surface across the site to flexibly accommodate up to either 1,312 cars or 472 cars and 220 coaches, or any combination thereof. This will thus accommodate all of the parking displaced during the redevelopment of the "Green" car park between June 2016 and December 2020, with up to 472 cars or 238 coaches still able to be accommodated within the northwestern part of the "Green" car park throughout redevelopment works.

Pedestrians will be signed to use ramps down to Perimeter Way and Olympic Way beneath the pedway to reach Engineers Way and the Retail Park car park, in order to minimise conflict with pedestrians travelling back to Wembley Park station. As Engineers Way is generally closed to through traffic at the end of Stadium events, there should be little conflict between pedestrians travelling back to the Retail Park and vehicles.

Vehicular access to the site will remain via the six existing access points onto Engineers Way, Rutherford Way and Fulton Road. This will provide plenty of flexibility in how the car parking is used and will help to allow the car park to be emptied quickly at the end of events, although plans indicate that generally only the main access from Engineers Way and the two rear service yard access from Fulton Road will be used regularly.

Tracking diagrams have been submitted to demonstrate that these three main access points can each be negotiated by 15m long coaches.

The new areas of the car park are proposed to be surfaced in porous asphalt, alongside the existing bitumen surface for the existing car park, which is fine.

The indicative coach parking layout is based upon 3.7m wide spaces for coaches, to allow pedestrians adequate 1.2m width to walk between vehicles. Wider aisles are included around the edge of the coach park for pedestrian access and emergency escape routes.

The indicative car parking layout is based upon spaces measuring 2.5m x 4.7m, with 6.7m aisle widths, which is also fine, but it is not expected that spaces would be individually marked anyway, in order to maintain maximum flexibility.

New 600mm high fencing and gates are proposed along the eastern Fulton Road boundary of the site, as

well as new gates at the Engineers Way access. These are all fine and would expect to be kept open on event days when in use. A total of 30 no. 12m tall lighting columns are also proposed within the car park, which is welcomed, although details of lanterns and resultant illuminance levels have not been submitted.

In terms of wider impact, the parking simply replaces displaced parking from existing car parks, so will not lead to any additional traffic on the network on Wembley Stadium event days. The location of the site on the eastern side of Olympic Way will also allow traffic to enter and leave the site via the Stadium Access Corridor (i.e. Great Central Way) to North Circular Road, which is welcomed.

Finally, conditions limiting the use of the car park for parking for Wembley Stadium events only and limiting the time period of the permission are recommended, whilst the use of the car park will be subject to agreement between the developer, Brent Council, Wembley Stadium and the Police on an event-by-event basis, as happens at present.

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

Momentum Town Planning have commented on behalf of Wembley National Stadium Limited, specifying that they have serious concerns over the operation of the parking arrangement that will be in place during the construction period of the Blue Multi-storey car park. They specify that this letter should be read in conjunction with the letters sent in relation to the Wembley Masterplan application (15/5550) and VDC/Careys application (15/5615).

They specify that there are inaccuracies in the Transport Statement, relating to sections 1.6.2, 3.1.9 and 2.3.1. They specify that details of the pedestrian modelling referred to in Section 5.2.10 should be provided for WNSL and LBB to review. They highlight that no detail is provided regarding the signage and wayfinding strategy referred to in the TS, and specify that the pedestrian movement strategy has not been developed with the Stadium. They specify that the proposal involves re-routing up to 11,000 pedestrians via the B2 stairs up to the external concourse, and that this will severely impact on access to the Club Wembley main entrance. WNSL highlight that reference is made to the routing of pedestrians via Royal Route, which is not near to the coach parking location.

The letter highlights concern with the pedestrian routes between the proposed parking location and the stadium, affecting large queues on Olympic Way, with another route conflicting with Blue Badge vehicles using Rutherford Way.

They highlight issues with the number of parking spaces, reference to closure of Engineers Way and that the submission does not show how the Reverse Flow scheme on South Way could be operated with these proposals in place.

They highlight the additional distance that blue badge guest would need to travel, and highlight that there is no provision of blue badge parking on the phase 3 drawings.

These matters have been considered by the Council's Highways service and the implications of the proposal are discussed above.

## **SUSTAINABILITY ASSESSMENT**

The proposed development is a Major Development solely because of the site area. As such, the standard sustainability and energy requirements set out within the Core Strategy and London Plan are not applicable.

Only lamp columns are proposed, and the submission confirms that low energy lighting will be used. No water use is proposed (save for any watering of plants). Surface water run-off has been discussed previously in this report.

**DRAFT DECISION NOTICE**



**Brent**

**DRAFT NOTICE**

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 16/1024

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

I refer to your application dated 09/03/2016 proposing the following:  
Use of the land for the provision of car and/or coach/mini bus parking for up to 1,312 cars; or 472 cars and 220 coaches and/or minibuses, or combination thereof, and associated hard and soft landscaping and infrastructure including lamp posts  
and accompanied by plans or documents listed here:  
See condition 2.  
at The Junction Wembley Retail Park, Engineers Way, Wembley, HA9 0EG

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 three years beginning on the date of this permission.  
  
Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.
  
- 2 The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):  
  
3603/AP(02)1000 Existing Site Plan  
3603/AP(04)1200 Proposed Site Plan  
3603/AP(05)1250 Proposed Elevations  
3603/AP(06)1300 Proposed Sections  
5119\_PL\_001 Illustrative Landscape Masterplan  
5119\_PL\_002 Landscape General Arrangement  
5119\_PL\_003 Landscape Site Sections  
  
SUPPORTING REPORTS  
Design and Access Statement dated March 2016  
Transport Statement dated 4 March 2016  
Flood Risk Assessment Revision 01 dated 12 February 2016  
Tree Constraints Report dated 6 October 2016  
  
Reason: For the avoidance of doubt and in the interests of proper planning.
  
- 3 This permission shall be for a limited period of seven years only from the date of this consent when (unless a further application has been submitted to and approved in writing by the Local Planning Authority) the use hereby approved shall be discontinued.  
  
Reason: The land is situated within an area to be redeveloped and is acceptable on a temporary basis in the interests of the regeneration plans for Wembley.
  
- 4 In the event that unexpected contamination is found at any time when carrying out the approved development that was not previously identified, details of that contamination shall be submitted in writing to the Local Planning Authority within 7 days of that contamination being identified. The details shall identify the part of the site that is affected by the unexpected contamination. The works on the affected part of the site shall be halted if so instructed by the Local Planning Authority. If the developer is notified by the Local Planning Authority following the identified of unexpected contamination, a subsequent site investigation and remediation strategy shall be submitted to and approved in writing, and any remediation measures identified within this strategy shall be fully implemented prior to the commencement of the use.  
  
Reason: To ensure the safe development of the site.
  
- 5 Details of any lighting shall be submitted to and approved in writing by the Local Planning Authority prior 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, light spill and uniformity. 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 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 hereby approved, 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.

- 8 Prior to the commencement of works, 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.

- 9 Prior to the commencement of works, 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

- 10 An assessment of the risks posed to construction workers working on the development from historic contamination arising from the industrial use of the property shall be undertaken and a report of the risk assessment shall be submitted and approved in writing by the Local Planning Authority prior to the commencement of works. The report shall contain recommendations to remove any identified unacceptable risks from contamination. All recommendations within the approved report shall be carried out in full prior to construction of the development.

Reason: To ensure the safe development of the site.

- 11 The development hereby permitted shall not be commenced until a detailed surface water drainage scheme for the site, based on the 'Wembley Retail Park Flood Risk Assessment' revision 01, reference 034957 dated 12 February 2016 has been submitted to and approved in writing by the local planning authority. The drainage strategy shall include the measures 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

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