

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

11 May, 2016
07
14/4931

SITE INFORMATION

RECEIVED: 17 December, 2014

WARD: Tokyngton

PLANNING AREA: Brent Connects Wembley

LOCATION: Land Surrounding Wembley Stadium Station, South Way, Wembley

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

- outline planning permission for up to a total of 75,000sqm to 85,000sqm mixed floor space including up to 67,000sqm of C3 residential accommodation (approximately 725 units); 8,000sqm to 14,000sqm for additional C3 residential accommodation, C1 hotel and/or sui generis student accommodation (an additional approximate 125 residential units; or 200-250 bed hotel; or approximate 500 student units; or approximate 35 residential units and 200 bed hotel); 1,500sqm to 3,000sqm for Classes B1/A1/A2/A3/A4/D1/D2; together with associated open space and landscaping; car parking, cycle storage, pedestrian, cycle and vehicle access; associated highway works; improvements to rear access to Neeld Parade; and associated infrastructure
- full planning permission for a basement beneath Plots SW03 - SW05 to accommodate 158 car parking spaces and 9 motor cycle spaces; Building 3A within Plot SW03 to accommodate 188 residential units and 150 cycle spaces; and associated infrastructure, landscaping, open space, vehicular access and servicing

APPLICANT: Quintain (Wembley Retail Park) Ltd

CONTACT: Signet Planning Ltd

PLAN NO'S: See condition 4.

LINK TO
DOCUMENTS
ASSOCIATED TO
THIS
APPLICATION

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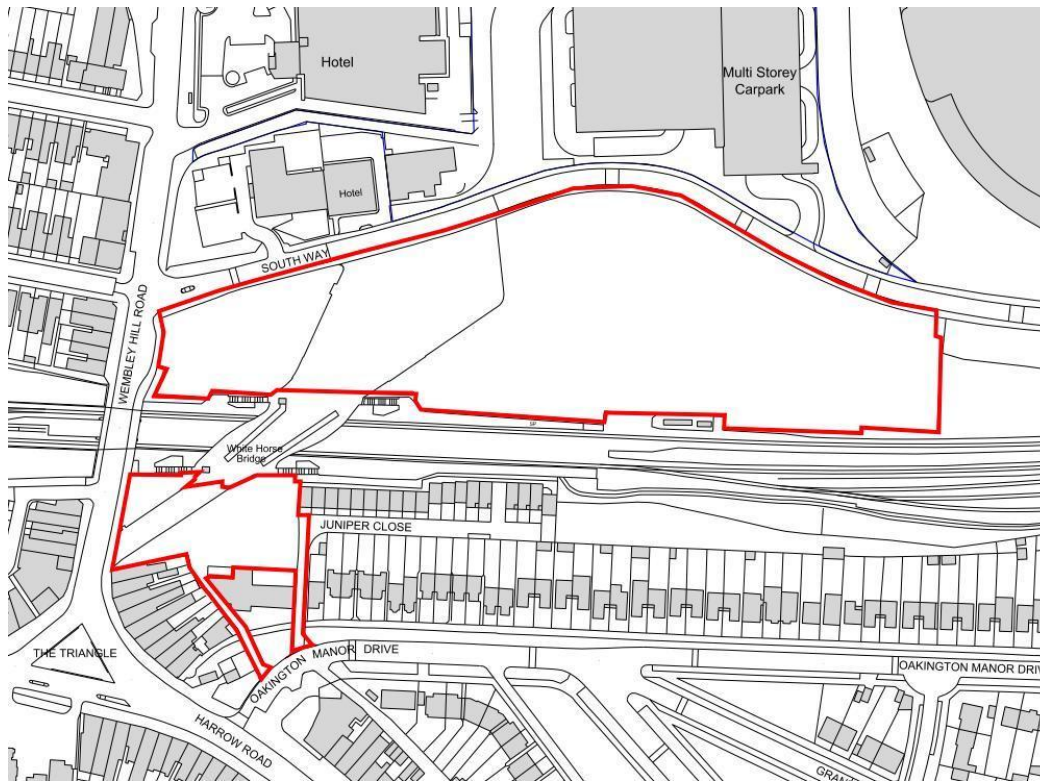
SITE MAP



Planning Committee Map

Site address: Land Surrounding Wembley Stadium Station, South Way, Wembley

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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

Overview

This application is partially in Outline and partially in full detail. The majority of the proposed development is in Outline, whilst areas submitted in full detail include:

- Plot SW03A (and the associated landscaping and infrastructure), situated directly east of Wembley Stadium Station Square;
- Basement parking within plots SW03B, SW04 and SW05 (the buildings and landscaping to be constructed above this submitted in outline).
- The access route from the western element of South Way, together with other works and landscaping directly to the south, west and north of plot SW03A.

Parameter Plan 2 shows the areas submitted in outline and in full detail.

Plot SW03A, submitted in detail, looks to provide 188 residential units non-residential units fronting Station Square. Basement parking for 158 cars and 9 motorcycles is proposed, together with cycle spaces, servicing bays, accesses and associated hard and soft landscaping. The parking is to serve the wider development and not just plot SW03A.

The plots, streets and open spaces

A total of 7 plots are shown on the parameter plans. However, Plot 3 is split into parts A and B.

Plots SW01 and SW02 are situated on the junction of Wembley Hill Road and South Way and also adjoin the railway and Station Square. These mixed use plots have been set back from Wembley Hill Road to allow for the road widening proposals set out within the Area Action Plan.

Plots SW03, SW04 and SW05 are situated to the east of Station Square, north of the railway. They reinforce the eastern edge of the square and the South Way frontage, and are arranged as a series of north-south finger blocks to maximise exposure to daylight and sunlight for flats. This element of the development is residential led, but includes non-residential floorspace to provide activity to the square and provide a buffer between this public open space and the residential within these plots.

Two plots are situated to the south of the railway, referred to as plots SW06 and SW07. SW06 is a small plot, situated between Wembley Hill Road and the pedestrian walkway between the Wembley triangle and the White Horse Bridge. This is proposed to be entirely non-residential. Plot SW07 adjoins this pedestrian walkway within its north-western frontage, but adjoins residential to the east and a Jehovah Witness hall to the south. Non-residential uses are proposed where the building within this plot adjoins the walkway and a new ticket hall is proposed within this plot. Residential units are proposed elsewhere within the plot.

Uses

Permission is sought for a maximum of total of 85,000 square metres (GEA) of floorspace within this application. Maximum levels of floorspace are proposed for each use. To allow flexibility in the delivery of the development, the sum of the totals exceeds the maximum total level of floorspace proposed. However, the total floorspace delivered could not exceed the maximum of 85,000 square metres.

Use Class	Maximum floorspace (sqm)
C3 residential (up to 725 homes)	67,000

Additional C3 residential (up to 125 homes); C1 hotel (approx. 200-250 hotel rooms); and/or sui generis student accommodation (up to 500 student units); or up to 35 homes and a 200 bed hotel)	14,000
B1 commercial, A1-A4 retail professional food and drink, D1 education, healthcare and community and/or D2 assembly and leisure	3,000

Maximum floorspace by use

The proposed potential uses within each building are set out within Parameter plan 8. The uses by plot are summarised as follows.

Plot	Residential (lower)	Residential (upper)	Student	B1 commercial (lower)	B1 commercial (upper)	Hotel	Assembly Leisure (lower)	Assembly Leisure (upper)	Retail, Professional, Food and Drink	Education/Health/Community
SW01		Y		Y			Y		Y	
SW02		Y	Y	Y		Y	Y		Y	Y
SW03	Y	Y		Y			Y	Y*	Y	Y
SW04	Y	Y					Y	Y		
SW05	Y	Y					Y	Y		
SW06				Y	Y		Y	Y	Y**	Y**
SW07		Y		Y			Y		Y	Y

Optional uses by plot

*only in SW03B and link building

** upper and lower

Heights

The heights of the proposed buildings vary, with maximum heights shown as precise "above ordinance datum" figures within the submitted parameter plans. To aid the interpretation of these figures, an approximation of the storey heights is as follows*:

Plot	Height (approx. storeys)
SW01	8
SW02	12 - 18
SW03	4 - 19
SW04	6 - 16
SW05	6 - 14
SW06	2
SW07	4 - 6

Approximate height of buildings

*The storey heights should be treated as approximations only, with the precise heights shown on the submitted parameters plans

Indicative timing of development

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The delivery of schemes is always market driven and it not possible to accurately set the total period of construction or the sequence of phasing for plots. However, indicative information has been provided regarding the potential timescales for delivery and phasing of plots.

The applicant has specified that they expect the development to be constructed over a period of 9 years. The indicative phasing plan is as follows:

Phase	When	Plots
Phase 1	2016 - 2018	Building 3A within Plot SW03.
Phase 2	2017 - 2019	Buildings 3B/3C within Plot SW03.
Phase 3	2018 - 2021	Buildings 4A/4B within Plot SW04
Phase 4	2019 - 2021	Buildings 5A/5B within Plot SW05
Phase 5	2022 - 2025	Plots SW01/ 02/ 06 and 07 commence

It should be noted that this should only be treated as indicative as discussed above.

B) EXISTING

The subject site comprises approximately 2.65 Hectares of land and is situated within the Wembley Opportunity Area as designated within the London Plan and the Wembley Growth Area as identified within the Brent Core Strategy and Wembley Area Action Plan (AAP). With regard to the AAP Site Proposals, the site falls within the Comprehensive Development Area. Site Proposal W6 is applicable to the proposed development. There are no conservation areas or Listed Buildings within or adjoining the application site. The eastern elements of the site, north of the railway, are within and adjoin a Site of Grade I Importance to Nature Conservation and a Wildlife Corridor.

The site is situated on both sides of the railway and Wembley Stadium Station (Chiltern Railway). However, the vast majority of the land within the site is situated to the north of the railway. There are significant changes in level across the site. The Railway is at a lower level to the main parts of the site, and the northern element of the site also rises to the east, as it approaches the Stadium.

C) AMENDMENTS SINCE SUBMISSION

Amendments to the scheme were submitted by the applicant in February 2016. These amendments included changes to the building on Plot SW03A, the basement parking, plant, levels, landscaping and to height.

With regard to the Plot SW03A building, which was submitted in detail, the amendments included amendments to the layouts of the residential units, the addition of internal communal amenity areas, the addition of refuse chutes to each core, amendments to balconies and to the general design, especially at levels 17 and 18. The changes have increased the number of apartments in the building on Plot SW03A from 183 to 188, and there has been a consequential amendment to the mix.

The proposed number of car parking spaces has been reduced from 284 to 158, and the basement car parking extent has been reduced. The number of cycle spaces has also been updated. These parking spaces serve the wider development and not just plot SW03A.

The original submission also proposed an alternative access to the basement car park under plots SW03 to SW05 through plots SW01/SW02 and under the access to the White Horse Bridge. Whilst this internal access road remains within the proposal allowing access to the Network Rail infrastructure adjacent to the tracks, the amendment results in the removal of the access from this road to the basement car park. The only proposed access to the residential parking is now directly from South Way.

Changes are also proposed to the landscaped courtyards.

Increases in the heights of elements of the buildings on Plots SW03B, SW04 and SW05 by one storey are proposed. However, the proposed ground level is also to reduce as a result of the changes to the car park, resulting in a relatively minor overall change.

D) SUMMARY OF KEY ISSUES

Land use: The proposed residential led redevelopment of the site with commercial or community uses on the lower floors is considered to be acceptable. The potential inclusion of a hotel within Plot SW02 is also considered accord with Council and Mayoral policy. However, the provision of student accommodation within this plot would result in the number of students within Wembley exceeding levels set out in the Wembley

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Area Action Plan and a condition is recommended to restrict this.

Housing mix and Affordable housing: The proposal incorporation of 30 % of units as Affordable Housing is supported by officers. The 50:50 split between Affordable Rent and Intermediate homes does not accord with London Plan or Brent policy, nor does the proportion of family sized (3-bed) private units. However, this results in a significant increase in the level of Affordable Housing and is supported on that basis.

Quality of accommodation: The submission has demonstrated that the parts of the scheme submitted in full detail meet the relevant standards for residential accommodation and sufficient commitments are made to achieving these standards for the remainder of the plots.

Layout, design and massing: The layout and massing is considered to be based on sound and robust design principles, reinforcing and defining the boundaries with the areas of public realm within and adjoining the site. The provision of taller buildings surrounding the square and reducing in height the further they are from this is supported. The dominance of the arch of the stadium is considered to be retained within the protected views. The design and appearance of plot SW03A (submitted in full detail) is considered to be good.

Impact on amenities of surrounding uses: Daylight and sunlight analysis has been undertaken for surrounding residential units, demonstrating that almost all potentially affected windows comply with BRE Guidance. Some windows of Juniper Close houses experience reductions in daylight beyond BRE Guidance levels. However, the level of reduction is less than that associated with the extant consent on the site. The sites directly to the north and east do not contain sensitive existing uses and will be redeveloped for similar medium to high density developments in the future.

Highways: The Council's Highways Officers considered the proposal to be acceptable on highways grounds. They highlight that the proposal has a similar level of floorspace to the extant consent but a considerably lower volume of off-street parking. They have no objection to the proposal on Highways ground subject to the various conditions and section 106 obligations.

Sustainability and energy: The submission demonstrates that the scheme will achieve that London Plan targets for CO2 reduction through energy efficiency and fabric measures and the incorporation of CHP, with a site wide heat network serving the plots north of the railway.

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)
Dwelling houses	0	0	0	18368	18368
Shops	0	0	0	459	459

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Flats û Market)										
EXISTING (Flats û Social Rented)										
EXISTING (Flats û Intermediate)										
EXISTING (Flats û Intermediate)										
PROPOSED (Flats û Market)	257	272	38							
PROPOSED (Flats û Social Rented)	42	50	29							
PROPOSED (Flats û Intermediate)	6	19	6							
PROPOSED (Flats û Intermediate)	36	54	0							

RELEVANT SITE HISTORY

The London Development Agency applied for and was granted Outline planning permission for the

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comprehensive mixed use re-development of the site, including the construction of the White Horse Bridge and Wembley Stadium Station Square in 2004 (04/0379).

The description of development for this consent is as follows:

Reference: 04/0379

Outline application for the demolition of 326-342 High Road, Nos. 1-19 Wembley Hill Road, Network House 10-12 Neeld Parade, AIB Bank 14 Neeld Parade and The Red House 34A Wembley Hill Road, and the erection of a comprehensive mixed-use redevelopment to provide:

- Business and Employment uses up to 21,747m² (Class B1)
- Retail and Food and Drink up to 7,475m² (Class A1, A2 & A3)
- Residential apartments up to 43,160m² (Class C3)
- Community cultural and leisure facilities up to 12,961m² (Class D1 & D2);

together with new means of access and circulation, new station facilities at Wembley Stadium Station, new pedestrian crossing at Wembley Hill Road, re-configuration of Wembley Triangle junction, car-parking, public square and open space, landscaping and other supporting works facilities and erection of a new bridge and platform access for which all matters are reserved, except for the bridge and the siting and means of access for the public square and approaches to the bridge

The CPO process that followed the grant of planning consent took some time and was only concluded shortly before the submission of this application.

As a part of the CPO process, REI and Network Rail, who owned the land before it was acquired from them under Compulsory Purchase, submitted three applications for certificates of Appropriate Alternative Development to establish the value of the site (reference 10/1368, 10/1369 and 10/1454). The Council concluded that the development shown with submissions would not have been granted planning permission, but as a part of that process, an alternative form of development was agreed as being appropriate. The Council concluded that a scheme of comprising approximately 74,500 sqm of residential floorspace (852 residential units) and 679 sqm of non-residential use (Use Class A1, A2 and/or A3) would have been granted consent.

Related application

An application has been submitted for minor works to a small element of land directly situated between the subject site and the railway land at Wembley Stadium Station which is proposed to form a part of the secondary pedestrian and vehicular access which runs alongside the railway land.

15/0170 - Outline planning application for infrastructure works for pedestrian and vehicular access beneath Wembley Stadium Station Square to access residential parking, utilities infrastructure and Network Rail installations.

CONSULTATIONS

Initial consultation: 225 consultation letters were sent to adjoining and nearby owners and occupiers on 9 January 2015.

The application was advertised in the press on 15 January 2015 and site notices were erected on 16 January 2015.

Additional consultation: Following the receipt of revised information, re-consultation was undertaken.

Re-consultation letters were sent on 30 March 2016. It was advertised in the press on 24 March 2016.

Objections were received from 4 local residents, citing the following issues:

Comment	Response
Objection to buildings over 12 storeys high around the Stadium, which will overshadow the Stadium and be a blot on the landscape. More should be done to protect the views of the Stadium.	The height of buildings and views to the Stadium are discussed in Detailed Considerations section of this report.

<p>Don't want 725 units looking in my back garden (of Oakington Manor Drive property)</p>	<p>The proposed buildings are approximately 60 to 65 m from the gardens of Oakington Manor Drive properties, with the railway separating them. This level of separation significantly exceeds the minimum set out in the Council's guidance (10 m to gardens and 20 m between habitable room windows) and the level of overlooking is not considered to be unduly detrimental.</p>
<p>Impact on privacy (to Elizabeth House flat)</p>	<p>The closest residential building (SW07) to the Elizabeth House site is approximately 100 m away and only a narrow end of this 4-6 storey plot is oriented towards Elizabeth House. Plot SW06 (non-residential) is a similar distance away and is only 2-storeys in height. The buildings on the north side of the railway are further from Elizabeth house, with the nearest (SW01) being over 150 m away. There will be no undue impact on the privacy of the Elizabeth House flats associated with this development.</p>
<p>Loss of light (to Elizabeth House flat) due to height</p>	<p>The proposed buildings are situated to the north-east of Elizabeth House so will not affect sunlight. As discussed above, the nearest buildings are 100 m away and are 2-storey and 4- to 6-storey in height. The proposed taller buildings are in excess of 150 m from Elizabeth House. They will be considerably under the 25 % degree line specified within BRE Guidance at which point it may be necessary to test impacts on daylight.</p>
<p>Didn't the Council learn from the lessons with high rise flats - Chalk Hill and Stonebridge.</p>	<p>The 1960s housing estates suffered from poor definition of spaces, poor natural surveillance and poor activity with the ground plane. The principle of providing buildings within parkland was seen to be appropriate at the time. However, schemes are now designed to address the issues associated with this.</p>
<p>Impact on visual amenity of area as a whole and the Stadium.</p>	<p>The appearance of the proposed buildings and views to the stadium are discussed in the Detailed Considerations section of this report.</p>

Area will be too crowded. Infrastructure is not sufficient to support the increased population. New schools, doctor's surgeries and public transport is needed.	The proposal will deliver some of the homes and jobs identified as being required within Wembley, in accordance with the London Plan, Brent Core Strategy and Wembley Area Action Plan. The number of people living and working in Wembley will increase, with new physical and social infrastructure to be delivered to support this
More trees are needed in the area, but very few have been delivered.	A large number of trees are proposed within the suite of Quintain applications, including trees within the plots, the public realm and within the park.
Inadequate levels of parking are proposed, which will result in additional parking in surrounding streets. We can't just tell people that they cannot have cars.	Council and Mayoral policy support the provision of low levels of car parking in schemes providing the potential impacts can be mitigated. New homes will not be eligible for on-street parking permits. The areas around Oakington Manor Drive and Vivian Avenue do not have permanent CPZs at present, so contributions are sought through the S106 contributions towards this.
The delivery of luxury flats has little impact on our housing issues.	In the London context, the new homes in Wembley are considered to be mid-range in terms of their price-point, with prices considerably lower than many other locations. However, homes are still not affordable for many and as such, officers seek to secure the maximum proportion of Affordable Housing whilst maintaining scheme viability. The proportion of Affordable Homes is discussed later in this report.

Brent Friends of the Earth

A comment was received from Brent Friends of the Earth. The points that were raised are summarised as follows:

- No objection to the general design of the development;
- While they are usually opposed to any high rise development of over 20-storeys, in this particular site they complement the stadium itself.
- Concern regarding the number of affordable dwellings to be provided.
- Main concern regarding the energy efficiency of the tower blocks, in particular, the likely absence of opportunities in tower blocks to install measures to increase supplies of renewable energy;
- This development appears to be an opportunity to explore all possibilities for increasing supplies of renewable energy, heat pumps as well as solar energy.
- The provision of District Heating, or as proposed with a CHP, may increase overall energy efficiency but it does not reduce the carbon emissions generated and all CHPs produce polluting emissions.
- It is suggested that advice be obtained from the Council's advisors and if applicable, conditions are introduced into any approval of the application.

The level of Affordable Housing is discussed later in this report, but in summary, this was originally proposed at a level of 10 %. However, after negotiations between Council Officers and the applicant, this has increased to 30 %.

The comments regarding energy efficient are noted and the energy and sustainability measures are also discussed later in this report. The proposal meets the carbon reduction targets without the use of renewables such as PV panels and as such, this approach is supported by officers. However, the scheme is primarily in Outline and the sustainability strategy must be submitted prior to the commencement of each part or phase of the development. As such, whether on-site renewables are required to meet the carbon reduction targets will be re-evaluated when the detailed design has been completed.

Comments from the Football Association (The FA) / Wembley National Stadium Limited (WNSL)

The FA have specified that they comment regularly on their support for the regeneration of the area surrounding the Stadium. However, they also highlight where they consider development proposals to have an effect on pedestrian and vehicular movement, car parking and the effective and safe operation of the Stadium. With regard to this proposal, they have commented on event day transport and parking, noise and views to Wembley Stadium.

These are discussed in detail at the end of the Detailed Considerations section of this report.

Natural England

Natural England have do not object to the proposals. The nature conservation and ecological implications of the proposal are discussed in the Detailed Considerations section of this report.

Network Rail

Initial comments:

- The principle of using the existing northern step free access for vehicles and pedestrians is acceptable subject to design criteria specified in their letter;
- It was agreed that Chiltern Rail will stay in the porta-cabin facilities (within the location of plots SW01 and SW02) for a maximum of 5 years after which time purposes built accommodation to an agreed specification and location will be provided.
- The development must ensure that all current rights of way in around the station are protected together with access to Chiltern’s generators and other operational railway equipment.
- No works should commence on site until the developer has received confirmation from Network Rail that all necessary legal agreements, land transfers, clearances, or rights of access and asset protection issues have been agreed between Network Rail, Chiltern and the developer
- Conditions and/or informatives are recommended regarding:
 - Drainage;
 - Excavations;
 - Risk Assessment and Method Statements;
 - Encroachment;
 - Piling;
 - Noise; and
 - Fencing.

Chiltern Railways

April 2016:

Chiltern Railways has received from Quintain details of the plans for the replacement of the Temporary Rail Facility with the Permanent Rail Facility adjacent to the down (Birmingham bound) platform of Wembley Stadium station. Chiltern Rail intend to hold further meetings with Quintain to refine the specification and agree the schedule and process for the transfer of their operations to this facility.

However, this replaces facilities lost as a result of development and does not address the growth in passenger numbers expected as a result of housing, leisure and employment growth. Chiltern Railways anticipate to see significant growth in the use of their facilities, and have requested that the impact of both applications 14/4931 and 15/5550 are considered as a whole and that the Section 106 contributions that are proposed are examined. They note that contributions to Wembley Park and Wembley Central stations are only listed in the Transport Assessment, with no contributions towards Wembley Stadium Station.

Chiltern Railways highlight that the platforms lack shelter (aside from the bridge) and are unwelcoming, that there is a lack of customer information on the staircase to the London boundary platform and associated need for a Customer Information Screen. They also provided data from the National Rail Passenger Survey within which respondents highlighted a number of factors as being poor at the station.

They request a total of £674,000 from the combined schemes (15/5550 masterplan and 14/4931 SW Lands) towards

Enhancement	Purpose	Estimated
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		Cost
Platform Shelters and Seating – One on each platform	To ensure that customers are able to wait in comfort on both platforms.	£190k per shelter
Customer Information Screens - Located at the top of the stairs leading to the London end of platform 1 and the top of stairs leading to the Birmingham end of platform 2	To ensure that customers are able to access accurate information at this unmanned station	£22k per CIS
Canopy for staircases and platform landing area - One for each platform	To increase safety on the staircase and provide shelter on the station. This will make it a more welcoming environment	£125k for each staircase

The applicant is due to meet with Chiltern Rail to discuss their suggested contributions and further information will be provided in the Supplementary Report.

Brent Highways Service

No objection. See Detailed Remarks section of this report for full comments.

Brent Environmental Health Officers

No objection. See Detailed Remarks section of this report for full comments.

Brent Public Safety Team

No objection to the layout, but concern raised regarding potential conflict between stadium crowds and vehicles entering the car park entrance between SW01 and SW02.

The Environment Agency

No objection. See Detailed Remarks section of this report for full comments.

POLICY CONSIDERATIONS

National

National Planning Policy Framework

Technical Guidance to the National Planning Policy Framework

Technical Housing Standards

Regional

The London Plan, consolidated with alterations since 2011

London Plan policies regarding housing mix, affordable housing, density, children & young person's play, urban design, access, sustainable energy and transport are applicable to this development.

Opportunity Areas	London Plan
Mix of uses	London Plan
Visitor infrastructure	London Plan
Housing	London Plan; Housing SPG; Housing Strategy; Shaping Play and Informal Recreation SPG;
Neighbourhoods:	Character and Context SPG
Shaping Neighbourhoods:	London Plan; Housing SPG; Housing Strategy; draft Interim Housing SPG.
Affordable housing	London Plan; Town Centres SPG
Retail/town centre uses	London Plan; Housing SPG
Density	London Plan;
Employment	London Plan;
Tourism/leisure	London Plan; Shaping Neighbourhoods: Character and Context SPG;
Urban design	Housing SPG; Shaping Neighbourhoods: Play and Informal Recreation SPG
Tall buildings/views	London Plan
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 2 Gateways to Wembley
 WEM 3 Public Realm
 WEM 4 Public Art
 WEM 5 Tall Buildings
 WEM 6 Protection of Stadium Views
 WEM 8 Securing Design Quality
 WEM 9 Offices
 WEM 12 Road and Junction Improvements to Stadium Access Corridor and Western Access Corridor
 WEM 13 Western Highway Corridor
 WEM 14 Car Parking Strategy
 WEM 15 Car parking standards
 WEM 16 Walking and Cycling
 WEM 18 Housing Mix
 WEM 19 Family Housing
 WEM 21 Wheelchair Housing and Supported Housing
 WEM 22 Private Rented Sector
 WEM 23 Student Accommodation
 WEM 24 New retail development
 WEM 25 Strategic Cultural Area
 WEM 27 Conferencing Facilities
 WEM 28 Temporary Creative Uses
 WEM 29 Community Facilities
 WEM 30 Decentralised Energy
 WEM 32 Urban Greening
 WEM 33 Flood Risk
 WEM 34 Open Space Provision
 WEM 35 Open Space Improvements
 WEM 36 Food Growing
 WEM 37 Sports Facilities
 WEM 38 Play Provision
 Site proposals
 Site W 6 South Way Site adjacent to Wembley Stadium Station

Brent Local Development Framework Core Strategy 2010

CP 1 Spatial Development Strategy
 CP 2 Population and Housing Growth
 CP 3 Commercial Regeneration
 CP 5 Placemaking
 CP 6 Design & Density in Place Shaping
 CP 7 Wembley Growth Area
 CP 14 Public Transport Improvements
 CP 15 Infrastructure to Support Development
 CP 16 Town Centres and the Sequential Approach to Development
 CP 18 Protection and Enhancement of Open Space, Sports and Biodiversity
 CP 19 Brent Strategic Climate Mitigation and Adaptation Measures
 CP 21 A Balanced Housing Stock
 CP 23 Protection of existing and provision of new Community and Cultural Facilities

Brent Unitary Development Plan 2004

Policies
 BE1 Urban Design Statements
 BE2 Local Context & Character
 BE3 Urban Structure: Space & Movement
 BE4 Access for disabled people

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BE5 Urban clarity and safety
BE6 Landscape design
BE7 Streetscene
BE8 Lighting and light pollution
BE9 Architectural Quality
BE10 High Buildings
BE11 Intensive and Mixed Use Developments
BE12 Sustainable design principles
BE13 Areas of Low Townscape Quality
BE17 Building Services Equipment
BE34 Views and Landmarks
EP2 Noise and Vibration
EP3 Local air quality management
EP4 Potentially polluting development
EP6 Contaminated land
EP12 Flood protection
EP15 Infrastructure
H11 Housing on Brownfield sites
H12 Residential Quality – Layout Consideration
H13 Residential Density
H14 Minimum Residential Density
H22 Protection of Residential Amenity
TRN1 Transport assessment
TRN2 Public transport integration
TRN3 Environmental Impact of Traffic
TRN4 Measures to make transport impact acceptable
TRN9 Bus Priority
TRN10 Walkable environments
TRN11 The London Cycle Network
TRN12 Road safety and traffic management
TRN13 Traffic calming
TRN14 Highway design
TRN15 Forming an access to a road
TRN16 The London Road Network
TRN17 Restrictions on New Roads
TRN22 Parking Standards – non-residential developments
TRN23 Parking Standards – Residential developments
TRN24 On-street parking
TRN25 Parking in Town Centres
TRN28 Restrictions on off-street public parking and contract parking
TRN30 Coaches and Taxis
TRN31 Design and Land Take of Car Parks
TRN34 Servicing in new developments
TRN35 Transport access for disabled people & others with mobility difficulties
Appendix TRN2 Parking and Servicing Standards
EMP2 Small and medium sized enterprises
EMP3 Childcare facilities in Employment Developments
EMP9 Development of Local Employment Sites
EMP10 The Environmental Impact of Employment Development
EMP14 Design of Business Developments
SH2 Major Town Centres
SH10 Food and Drink (A3) Uses
SH11 Conditions for A3 Uses
SH19 Rear servicing
TEA1 Location of large-scale Tourist, Visitor and ACE uses
TEA2 Location of small-scale Tourist, Visitor and ACE uses
TEA4 Public Art
TEA6 Large Scale Hotel Development
TEA7 Small Scale Hotel Development
OS18 Children's Play Areas
OS19 Location of Indoor Sports Facilities
CF1 Location of Large Scale Community Facilities
CF2 Location of Small Scale Community Facilities

CF4 Community Facilities Capable of Holding Functions
CF6 School Places
CF7 New Schools
CF11 Day Nurseries
CF13 Primary Health Care / GP Surgeries
CF14 Places of Worship

Brent Council Supplementary Planning Guidance and Documents
SPG3 Forming an access to a road
SPG12 Access for disabled people
SPG13 Layout standards for access roads
SPG17 Design Guide for New Development
SPG19 Sustainable design, construction and pollution control
Wembley Masterplan

DETAILED CONSIDERATIONS

Introduction

As discussed above, the majority of buildings within this application are put forward in Outline with all matters reserved. However, the building within Plot SW03A, the basement car park and other surrounding works and infrastructure have been submitted in full detail.. Full drawings have been provided for the detailed elements of the scheme whilst the remainder of the development is set out within the submitted parameter plans and development specification which establish the parameters within which the development, if approved, will come forward.

Both elements of the scheme (those in outline and full detail) are accompanied by a suite of supporting reports, including an Environmental Statement, Design and Access Statement, Planning statement, Regeneration Statement, Energy Statement, Sustainability Statement, Tree Constraints Report, Statement of Community Involvement, Utilities Strategy, Site Waste Management Plan and Financial Viability Assessment.

The submitted drawings and reports have been considered and the views of officers and comments received in relation to this application have been summarised in this report.

Land Use Principles

As highlighted previously, the subject site is located within the Wembley Growth Area and Wembley Opportunity Area. The site is located within the Wembley Main Town Centre. Wembley is also highlighted as a Strategic Cultural Area within the London Plan.

Town centre uses may be delivered on the lower floor(s) across the development site, with town centre uses adjoining Station Square and the pedestrian access to the White Horse Bridge reinforcing the connection between the High Road and the LDO. Residential floorspace may be delivered within the upper floors of buildings (except SW06) and the lower floors of the buildings in plots SW03 to SW05. Other non-residential floorspace may be delivered within the upper floors within plots SW02 to SW06. The upper floors of SW02 comprising Residential, Student Accommodation and/or Hotel floorspace. The upper floors of Plots SW04-SW06 may be used for residential and/or assembly and leisure purposes.

This approach is considered to be acceptable with regards to planning policy, given the town centre location of the site.

Residential Accommodation (Use Class C3)

The majority of the floorspace is proposed to be used for residential units (up to 67,000 sqm, plus a potential additional 14,000 sqm which may be delivered as homes, student accommodation and/or hotel floorspace).

No minimum level number of residential units has been specified. However, only 17,000 sqm of the maximum total of 75,000 to 85,000 sqm may be delivered for non-residential purposes, suggesting a minimum of 58,000 sqm to 68,000 sqm of residential floorspace proposed (with 67,000 sqm specified as equating to 725 homes).

The Brent LDF Core Strategy and London Plan set targets for the delivery of new homes within Wembley, specifying that 11,500 new homes should be delivered within the period to 2026. Site Proposal W 6 within the Wembley Area Action Plan specifies the site should be brought forward as a mixed use development, including residential. It specifies an indicative development capacity for this plot of 400 units. Whilst these

figures only provide an indication of the likely number of homes that can be accommodated on a plot, they are used by the Council to demonstrate that there is sufficient land to accommodate the projected number of homes in the borough and thus meet the housing targets referred to above.

The amount of maximum amount of residential accommodation is expressed in terms of the floorspace for residential uses. However, an approximate number of homes has also been provided (725 plus up to 125 additional if SW02 is not delivered as hotel or student accommodation). The proposal is above the indicative capacity. This was based on the extant consent for the site which includes a considerably higher proportion of non-residential floorspace. The principle of the proposed residential provision within the application accords with policy and is considered to be acceptable. Other matters relating to the residential units are discussed later in this report.

Business (Use Class B1), Retail (Use Class A1), Financial and Professional (Use Class A2), Food and Drink (Use Class A3 and A4), Non-residential Institutions (Use Class D1) and Assembly and Leisure (Use Class D2)

Up to 3,000 sqm of floorspace within the above Use Classes is proposed within this application. This is proposed as an optional use within the lower floors of buildings across the site. Within the upper floors, Use Class D2 floorspace could be delivered within plots SW03 to SW06 whilst Use Class B1 floorspace could be delivered on the upper floors of Plot SW06.

The provision of this floorspace is considered to be acceptable given that this site is located within the designated town centre.

Student accommodation (Sui Generis)

A maximum of 14,000 sqm of student accommodation is proposed as an optional use within Plot SW02. The submission specifies that this corresponds to approximately 500 student rooms.

Policy 3.8 of the London Plan supports the provision of Student Accommodation that meets a demonstrable need. Policy CP 21 of the Brent Core Strategy supports the provision of “non-self contained accommodation to meet identified needs”, with the pre-amble to this policy identifying student housing a form of non-self contained accommodation. As such, a condition is recommended which requires the submission and approval of a Student Accommodation Demand Assessment for any Reserved Matters applications that include student accommodation.

Policy WEM 23 supports the provision of student accommodation within the Wembley Growth Area providing the total number of approved student bedrooms does not exceed 20 % of the projected increase in population within the Wembley Growth Area. This policy seeks to avoid over-concentrations of purpose-built student accommodation, maintain a balanced community and ensure that the need for conventional housing can be met.

The Core Strategy and London Plan set a target for the delivery of 11,500 homes. However, Wembley AAP site proposals together with approved consents prior to the adoption of the AAP show the total homes projected to be delivered to slightly exceed this, at 11,836. Based on the assumption that 11,836 new homes will be provided in the Wembley Growth Area, the expected increase in population within Wembley is 27,223. The maximum student population of the area can therefore be 5,444.

Consent has been granted for 4,525 student bedrooms within Wembley. Whilst not all of these have been completed and occupied, many student rooms are under construction at present and the consents for the Kelaty House site (599 rooms, reference 12/1293) and North West Lands (880 rooms, reference 10/3032) are still extant. In addition to this, 558 rooms have been proposed within the Apex House application (15/4708, currently being considered and recommended for approval) and 90,000 sqm of student accommodation has been proposed within the Quintain Masterplan application (reference 15/5550, currently being considered).

As such, only 361 additional rooms of student accommodation can be supported between both this application and the Quintain Masterplan application. A condition has been recommended for the Masterplan application that would allow up to 361 rooms of accommodation (unless otherwise agreed), resulting in the cap being reached.

The applicant have highlighted that whilst student rooms can be provided pursuant to the North West Lands consent, it is possible that they may not bring it forward in the remaining plots. Plot NW07 and NW08 have detailed approval for residential led redevelopment and works are likely to commence shortly on these plots. Plots NW09, NW10 and NW11 are to be superseded by this consent. Only plot NW04 would therefore

remain undeveloped within that consent. The upper floors of this plot may come forward for purposes within Use Class A3, A4, B1, C1, D2 or as student accommodation, with an estimated floor area of 11,550 which could potentially be delivered as student accommodation if not delivered for one of the other potential purposes.

A condition is accordingly recommended which specifies that no student accommodation can be delivered pursuant to this consent unless otherwise agreed by the Council. This would allow the delivery of additional rooms of student accommodation through this consent (if approved) if the 880 rooms that were approved through the North West Lands consent are not delivered pursuant to that consent and additional rooms are not delivered through the Quintain Masterplan application (reference 15/5550). This will ensure that the number of rooms allowed through consents does not breach the student accommodation cap set out within Wembley AAP policy WEM23.

As with all other consents for student housing, a condition is recommended which secures the provision of the accommodation for full-time students of a recognised Higher Education Institution, that 5 % of rooms are provide wheelchair accessible and 5 % as easily adaptable for wheelchair occupation, and that a student management plan which demonstrates how student arrival and departures will be managed at the start and end of each term.

Student accommodation summary

In order to ensure that the proposed provision of student accommodation will comply with Brent and Mayoral policy, conditions are recommended relating to student accommodation demand, the approval of a student management plan, the cap on the total number of student rooms (zero unless otherwise agreed) and securing that the rooms can only be provided as student accommodation.

Hotel (Use Class C1)

Up to 14,000 square metres of hotel floorspace is proposed, which would be delivered within plot SW02.

Policy CP1 of the Core Strategy establishes Wembley as the primary location for new hotels in the borough and Policy CP lists hotels as one of the appropriate uses within the Wembley Growth Area. The pre-ambule to Policy WEM25 of the Wembley AAP highlights hotels as an appropriate use in this designated Strategic Cultural Area whilst London Plan policy 4.5 highlights the aim to achieve an additional 40,000 hotel bedrooms within London by 2036.

The proposed potential locations for the hotel floorspace are within the designated town centre, fronting the Boulevard which is considered to be acceptable. In accordance with London Plan policy, a condition is recommended that requires 10 % of hotel rooms to be “accessible”.

Hotel summary

The proposed hotel floorspace is considered to accord with Brent and Mayoral policy and is supported subject to the condition discussed above relating to the proportion of accessible rooms.

Layout, scale and design

The discussion of scale within this section of the report relates to the principles of townscape and urban design. The protected views of the stadium and daylight and sunlight are discussed later in this report.

The layout of the proposed development is consider to represent an improvement from eh extant consent, resulting in a greater level of legibility, removing the new east-west street that was proposed and focusing east to west pedestrian movement onto the South Way footway. This scheme removes the east-west oriented buildings which would have resulted in a large proportion of single aspect units. It also increases the distance between the two buildings within plots SW01 and SW02 from that within the extant consent.

This application seeks to establish the design principles and layout for five plots and associated spaces within the application site area. It identifies five “character areas” and sets out the indicative design characteristics for each of those areas.

Character area 1 - Station square

This is seen to be the southern gateway to the area around the stadium. It promotes the provision of employment space at lower levels, providing active edges to the square. It seeks to achieve a safe and pleasant environment for those travelling between the Stadium and Wembley Central Station, particularly on event days. Active edges are p

Character area 2 - The terrace

Document Imaged

This is the area to the north of Plot NW03A (opposite the new termination of the Boulevard proposed within the Premier Inn application) and also the area immediately adjoining the western façade of Plot NW03A. It terminates the views from the north and looks to achieve the environment of a neighbourhood square.

Character area 3 - South way gardens

This character area comprises the frontages of the Plots SW01, SW02 and SW03B to SW05. A series of hard and soft landscaped spaces are proposed, structured as an urban street.

Character area 4 - Residential gardens

Within this character areas are the communal gardens of the residential buildings. The Design and access statement promotes layouts that maximise the usability and amenity of the spaces.

Character area 5 – The wilderness

This character area comprises the strip of land directly adjoining the southern façade of the buildings and podium decks. Landscaping is to be provided to screen the southern façade of the parking area which would otherwise be highly visible from the railway. Bio-diversity and ecological value are to be maximised in this area.

Layout principles

The layout of the proposed buildings and plots looks to define the interface between public and private space whilst providing activity within the numerous frontages and natural surveillance of the adjoining publicly accessible spaces.

The ground floor frontages to Wembley Hill Road, the pedestrian link to the White Horse Bridge and to Station Square are well defined with non-residential units whilst the inclusion of residential units on upper floors will help to provide natural surveillance of these spaces, increasing their safety and security outside of commercial hours.

The South Way frontage of plots SW01, SW02 and SW03A are also well defined and activated. However, the GLA has highlighted some concerns regarding the frontage of plots SW3B to SW05 as the indicative landscape drawings show amenity space projecting close to the footway, and the provision of a large amount of soft landscaping within these locations. Whilst a landscaped buffer will help to provide some degree of separation from the large crowds that travel along South Way on stadium event days, it is essential that high levels of natural surveillance of the footway are achieved, activity is provided through the incorporation of residential entrances and the interface between public and communal/private spaces is well defined. This can be achieved through the selection of appropriate plants (e.g. trees with high canopies that allow good levels of natural surveillance) and through the layout layout of external spaces, with communal gardens situated behind the building line. This can be secured through the consideration of the subsequent Reserved Matters applications.

Heights and massing

Plot SW06 and SW07 are situated on the southern side of the railway, within a different context from the remainder of the application site. Site Allocation W6 suggests that heights of 6- to 7-storeys are appropriate in this location, and the taller of the two plots, SW07, reaches approximately 6-storeys in height. Plot SW6 is approximately 2-storeys in height.

Map 4.4 of the Wembley AAP which supports policy WEM 5 (Tall Buildings) identifies the plots to the north of the Railway as being appropriate for tall buildings (buildings 30 m tall or higher), and the extant consent included buildings of up to 105 m AOD, with the tallest building situated in the location of plot SW01 and SW02.

This proposal continues to focus the taller buildings around the square and thus, next to the station. Officers consider this approach to be sound. The building on plot SW02 is proposed to be 105 m (AOD) in height (approximately 18-storeys, and the same height as the building within this plot as approved through the extant consent). The tallest building within the application site is proposed to be within plot SW03A, situated on the opposite side of the square. The maximum height of this plot is 112 m AOD, and it is approximately 2-storeys higher than plot SW02. Only the central element of this building is proposed at this height, with the elements to the north and south proposed to be considerably lower. This plot has been submitted in full detail, with the accommodation within the building situated over 19-storeys, with an additional storey comprising the lift and parapets surrounding the roof-top amenity space. These two buildings frame the square, providing a marker next to the open space and station.

The height of buildings decreases as the distance from the square increases. To the east of the square,

SW04 reaches a maximum of 16-storeys, whilst SW05 reaches 14-storeys. The height of these buildings, together with SW03, is focused towards the northern edge of the site, adjacent to South Way. The southern elements of Plots SW03B, SW04 and SW05 start at a height of approximately 7- to 8-storeys and step up as the building progresses north. This gives the appearance of a lower building when viewed from the south and also allows the provision of sunny south facing roof terrace.

To the west of the square, Plot SW01 is proposed at a height of approximately 8-storeys, providing a transition between the lower buildings on the opposite (western) side of Wembley Hill Road to the taller buildings adjacent to the square.

The proposal is considered to follow sound principles of urban design with regard to the height and massing of proposed buildings.

Design of Plot SW03A and adjoining public realm

The submission includes the detailed design of the building within Plot SW03A. The height, massing and general layout of this plot has been discussed above, and this section of the report will focus on the design of the building.

The proposed building is to be constructed predominantly of brick, framing the windows and bronze metal panelling to create robust visual forms. The bronze panelling is also used on the set-back upper floors and to provide a sense of verticality alongside the taller element of the building. The design and access statement provides details of stepped brick reveals around the fenestration and white stone coping at eaves level, providing visual interest and a strong termination of the building.

The tops of the building are defined using different architectural devices. Whilst the top floors of the lower elements of the building are set-back with metal cladding as discussed above, the top of the taller element of the building is defined through the grouping of windows and recessed balconies which are framed by brickwork.

Decorative brickwork coursing is used to define the lower elements of the building, and the brick grid that is established within the upper parts of the building are continued to ground level, adding definition to the commercial and residential entrances and grounding the building.

Non-residential units prevail within the western frontage, facing the square. A residential entrance is incorporated at the bottom of the taller element which helps to ground the building. However, the main residential entrance, with concierge, is situated within the northern frontage of the building, facing the proposed new termination point of the Boulevard. Above this main entrance, residents' facilities are proposed, including a business area, meetings rooms, a residents' lounge and a residents' gym. This will provide significant levels activity within the northern façade of the building.

The proposal also includes the details of the public realm adjoining Plot SW03A. The majority of this is situated to the north of the building, adjacent to South Way. The proposals have been revised since they were initially submitted in late 2014. Since submission, the applicant has developed their proposals for the Premier Inn and Southern element of the Boulevard, linking to South Way. This includes the realignment of the existing temporary southern element of the Boulevard so that it terminates opposite the northern façade of SW03A.

The design of the public realm looks to address this by providing a group of 10 trees that respond to the realignment of the route from the Boulevard to Station Square and the trees that are proposed on the northern side of South Way. Whilst the trees direct people towards the square, they also allow movement between them and activity underneath them and provide a setting for the proposed building within plot SW03A. The proposals create an extension to the square which spans South Way and links the existing square to the proposed boulevard.

The submission is considered to demonstrate that a high quality of design and detailing will be provided within Plot SW03A and within the adjoining public realm, and the proposals in relation to this building are supported by officers.

Townscape and views, including protected views

This part of the Environmental Statement includes an assessment of the protected views to the Stadium and other views within the locality which are not protected by policy.

Protected views

Document Imaged

Policy WEM 6 of the Wembley Area Action Plan sets out 13 protected views to the Stadium. The submitted assessment includes Accurate Visual Representations (AVRs) from the key locations with wire line drawings of the proposed buildings. The subject site is directly in the viewing corridor for protected views 3 (Horsenden Hill), 4 (One Tree Hill) and 13 (The White Horse Bridge).

The AVR for One Tree Hill shows that parts of the development, particularly SW03, will project above the roof of the Stadium. However, the dominance of the arch is maintained within this view. From the Horsenden Hill location, views to the arch are not directly affected, with the proposed buildings situated to the side of the arch within this view.

The White Horse Bridge AVR shows the taller elements of the SW03 buildings to obscure the view to an element of the arch on one side. However, the remainder of the arch continues to be visible and dominant. This is one of the key local views to the stadium, arguable second only to the views along Olympic Way, as the White Horse bridge provides one of the primary routes to the Stadium. Officers consider that the dominance of the arch is maintained, and that the proposed buildings on either side of this route will help to frame this view.

The remainder of the protected views are not considered to be materially affected by the proposal.

Other submitted views and townscape assessment

A number of other views of the proposed development have been submitted together with an assessment of the townscape effects of the development. This highlights the proposal will result in beneficial environmental effects. Officers agree that the proposal will generally be beneficial in townscape terms, providing high quality buildings with appropriate landscaped frontages and surroundings, reinforcing the surrounding streets and spaces.

Residential accommodation, size, mix and quality

Unit mix by tenure and size

Policy WEM 18 of the Wembley Area Acton Plan sets out the tenure and unit size mix that will be applied to residential development within the Growth Area. The policy mix for the “NW” area is applicable to this site.

This initial proposal was for 10 % of the homes to be delivered as Affordable Housing, calculated by area. As this was below the Council’s affordable housing target of 50 % as set out within Policy CP2 of the Brent Core Strategy, a Financial Viability Assessment (FVA) was submitted to support the application in accordance with London Plan policy 3.12 to demonstrate that the maximum reasonable amount of Affordable Housing was being provided.

The submission was accompanied by a Financial Viability Assessment which was reviewed by viability consultants appointed by the Council (BNP Paribas), who questioned a number of the key assumptions that fed into the applicant’s model.

Revised unit mix

Officers also negotiated with the application regarding the Affordable Housing mix to establish whether this would result in an increase in the level of Affordable housing. The applicant subsequently revised some of the parameters for the application including the mix of housing by size and tenure. The following mix (by unit, within each tenure) is now proposed:

	Studio	1-bed	2-bed	3-bed	4-bed
Private	4.6 %	40.7 %	48 %	6.7 %	0
Affordable Rent	0	34.7 %	41.3 %	24 %	0
Discount Market Sale (70% market value)	0	19.4 %	61.3 %	19.4 %	0
Intermediate Shared Ownership	0	40 %	60 %	0 %	0
Wembley AAP-Private	0	30 %	55 %	15 %	0
Wembley AAP-Affordable Rent	0	10 %	40 %	40 %	10
Wembley AAP Intermediate	0	40 %	40 %	20 %	0

Proposed housing mix by unit within each tenure

Based on the indicative scheme, this results in the following number of units of each size within each tenure:

	Studio	1-bed	2-bed	3-bed	Total	% total units
Private	26	231	272	38	567	70.1 %
Private total: 70.1 % by unit						
Affordable Rent	0	42	50	29	121	15.0 %
Discount Market Sale (70% market value)	0	6	19	6	31	3.8 %
Intermediate Shared Ownership	0	36	54	0	90	11.1 %
Affordable total: 29.9 % by unit						
Total	26	315	395	73	809	

Indicative* number of units by tenure and Affordable Housing mix.

*The number of units is only indicative as this is dependent on the final mix of units within the scheme. The scheme is primarily in outline, and the precise number of units will be established once the detailed design of the remainder of the buildings has been worked up.

The ratio of Affordable Rented Homes to Intermediate homes is 50:50, which differs from the ratio specified in the London Plan 60:40 and that specified within the Brent Core Strategy (70:30). However, this change has resulted in a significant increase in the proportion of Affordable Housing, with approximately 30 % by unit being achieved.

The proposal differs from the unit size mix specified within Table 7.1 of the Wembley AAP. The key difference is the proportion of 3-bedroom units within all but the Discount Market Sale tenure. Officers consider that a lower proportion of private family sized housing is acceptable as this increases the proportion of Affordable Housing that the scheme can afford.

The proportion of family sized Affordable Rent units is also considerably below the policy level. The proportion of intermediate family homes size homes, when averaged across both Intermediate tenures, is approximately 5 %. Whilst below policy levels, the low provision of 3-bedroom intermediate homes is considered to be acceptable due to affordability issues for family sized intermediate units.

It is considered that the change in the mix of Affordable Housing and the reduction in the proportion of family sized private homes will help to increase the proportion of Affordable homes within the scheme, whilst ensuring that a range of Affordable Housing products are provided to meet local housing needs. The revised Affordable Housing offer also represents a significant increase in the proportion of Affordable Housing versus the initial proposal.

Appraisal of Financial Viability Assessment

The applicant has submitted an addendum to the Financial Viability Assessment (FVA) which seeks to demonstrate that revised proposal represents the maximum reasonable proportion of Affordable Housing. The FVA addendum contends that the revised affordable housing proposals will result in a reduced profit level of 14.0 % (IRR based on a present day basis) if the site value is based on "Historic Costs", which meets their profit target, the consultants for the applicant concluded that the proposal represents the maximum reasonable proportion of Affordable Housing..

The Council's viability consultants, BNP Paribas, have reviewed the applicant's appraisal model and have undertaken their own assessment of the amended mix. BNP Paribas have commented that the assumptions that the applicant has used in the addendum to not be unreasonable. BNP conclude that they are in agreement to the applicant's viability conclusions that 30 % affordable housing is the reasonable maximum the scheme can afford. However, they recommend that a review mechanism is secured through the Section 106 agreement which would allow the opportunity to increase the affordable housing provision in the event that scheme performance improves. They highlight sensitivity analysis that shows that an increase in market housing sales values by 5% to 10 % could result in an increase in the profit levels to 17 % or 20.55 % respectively, demonstrating that a higher proportion of Affordable Housing may be achieved under certain circumstances.

Officers agree that the proposed provision of 30 % of the units as Affordable Housing represents the maximum reasonable proportion, but that a review mechanism is secured. The sensitivity analysis highlights the variability resulting from changes in market housing sales values. However, changes in sales rates and construction costs may also have a significant effect on viability (positive or negative), particularly over the

duration of a long consent. The scheme is predominantly in outline and as such, neither the precise mix of units nor the detailed design of the remainder of the buildings (aside from Plot SW03A) have been established yet. These factors will be expected to have a significant effect on scheme viability (positive or negative) over time.

As such, it is critical that an appropriate Affordable Housing review mechanism is secured through the Section 106 agreement to ensure that the consent provides the maximum reasonable proportion of Affordable Housing. Officers recommend that the reviews are undertaken with each residential Reserved Matters application (save for development that commences within 1 ½ years of the grant of outline consent).

The Affordable Housing review clause recommended by officers also specifies that the review mechanism is triggered for a plot (or part of a plot) if construction works on that plot (or part) do not meaningfully commence within 2 years of the approval of Reserved Matters. This allows the reconsideration of scheme viability if there are delays in the commencement of construction and the length of those delays may result in changes in the viability of the scheme. However, as the detailed design will have already been approved, it may be difficult provide any additional Affordable Housing in that plot and the applicant may therefore elect to provide any additional Affordable Housing in a subsequent plot.

Early delivery of affordable housing

In order to facilitate the early delivery of Affordable Housing, the developer has proposed to dispose of (sell) Plots SW01, SW02 and SW07 to a Registered Provider (RP) of Affordable Housing, with the early delivery of those plots as 100 % Affordable Housing as a requirement of the purchase of the land by the RP. This would result in the delivery of Affordable Rent and Intermediate Shared Ownership units within those plots considerably early than if they were delivered as a part of Plots SW03 to SW05. Plots SW01, SW02 and SW07 would not accommodate all of the Affordable Housing provision, and Affordable homes would still be provided in Plots SW3 to SW05. Officers are supportive of the proposal as it results in the early delivery of Affordable Housing.

Housing summary

The proposed mix of Affordable residential units and the proportion of family sized private units differs from the housing mix specified within the Brent Core Strategy and Wembley Area Action Plan. However, within the context of a constrained financial position, this mix helps to increase the overall proportion of Affordable Housing and this is supported by officers. The revised Affordable Housing proposals represent a significant improvement from the initial proposals, and the Council's viability consultants have undertaken an independent assessment and confirmed that the proposed provision of 30 % Affordable Housing by unit constitutes the maximum reasonable proportion.

As growth rates for values and costs can vary significantly over the duration of a consent of this size and these changes can have a significant impact on scheme viability (positive or negative). As such, a review mechanism is recommended, triggered by the submission of each reserved matters. The affordable housing proposal, in conjunction with the review mechanism, is considered to represent the maximum reasonable amount of Affordable Housing in line with planning policy. The proposal is considered to be acceptable with regard to the proposed mix of units and the proportion of Affordable Housing.

Residential quality and accessibility

The development specification confirms that play spaces for younger children, up to the age of 12, will be provided in the communal areas of each residential plot, as identified on Parameter Plan 11.

For the outline element of the scheme, a number of housing quality parameter have been captured within the submission documents.

For example, the Development specification confirms that:

- No more than 5 % of the units will be single aspect north facing (or within 45 degree of north);
- Balcony depths will be a minimum of 1.5 m, will have an area in accordance with the Mayor's housing SPG and balconies (or roof terraces) be provided for all residential units on upper floors;
- The dwelling sizes will meet the Mayor's minimum internal size criteria;
- All units will be delivered to the Lifetime Homes standards;
- 10 % of units across all tenures will be wheelchair accessible or easily adaptable;

The Development Specification does not confirm compliance with all of the parameters specified with the Mayor's Housing SPG. For example, it does not confirm that the residential block will aim to achieve a maximum of 8 units per floor per core and that the minimum finished floor to ceiling height will be a minimum

of 2.5 m. However, these matters can be secured through the consideration of the detailed design of the building.

With regard to Plot SW03A which is in full detail, the submission demonstrates that all units accords with these residential quality standards, including the number of units per-core per floor and the floor to ceiling height, with the exception of one criteria. The development specification confirms that no more than 5 % of units will have a sole aspect within 45 degrees of North.

The southern element of this plot is splayed along the orientation of the adjoin element of the square, which helps to define the edge of the square. As a result of this orientation, a number of units on the lower floors (1-11) are oriented approximately 35 degrees from north, corresponding to approximately 16 % of units. These units adjoin and overlook the square, and levels of daylight and sunlight will be very good. As such, the quality of these units is considered to be very good.

With regard to external amenity space, SPG 17 specifies that a minimum of 20 sqm of external amenity space should be provided per unit, resulting in the need to provide 17,000 sqm of external amenity space for the 850 proposed flats to meet these standards. A total of 12,750 sqm of amenity space would be required to meet the SPG17 standard on the basis that the scheme will deliver Housing SPG compliant balconies (as confirmed within the submission). Approximately 5,300 sqm of communal space is to be provided within the plots. Station Square is approximately 4,100 sqm in size, but has a wider role, acting as a public space which can be very busy on event days. The submission also specifies that terraces will be provided on roofs. The level of amenity space will reach 16 sqm per unit excluding roof terraces based on the assumption that balconies will be 5 sqm in size (i.e. the minimum standard). Officers consider this to be acceptable providing balcony sizes are maximised and roof amenity terraces are incorporated where feasible.

The scheme is supported by an assessment of daylight and sunlight to be received by units within the development. It shows that good levels of daylight and sunlight (to BRE standards) will be received by units within the outline elements of the scheme. With regard to Plot SW03A, submitted in detail, it shows that all but 6 rooms within the scheme will achieve levels daylight to BRE Standards. These rooms are located in a pinch-point in the building design, and represent a very small proportion of rooms given that this building includes 188 residential units.

Residential quality summary

The submission demonstrate a good standard of residential accommodation for the plot that is submitted in detail (Plot SW03A) and confirms that the proposed development can achieve good standards of residential accommodation for the plots that are in outline.

Play and recreation

The child yield of the proposed development has been estimated to be 230 children, calculated using the Mayor's SPG calculator tool). This comprises:

Age (yrs)	No. children
0-4	105
5-11	77
12+	48
Total	230

This results in a total requirement of 2,300 sqm of playspace to serve the development. The submission confirms that local play (for under 12s) will be provided within communal gardens within the application site. The submission highlights that existing parks are within 800 m of the site (King Edward Park and Sherrans Farm Open Space), and that new facilities are proposed within the other Quintain Schemes, including MUGAs and play areas.

This is considered to be acceptable in principle. However, consideration should be given to the size of the communal gardens within each plot, which varies significantly. For example, plot SW02 has a small amount of external space in comparison to the total floorspace in these plots. This can be addressed through the detailed design process, where play space and play provision to serve the plot is based on the mix proposed within that plot.

As such, a condition is recommended which requires the submission of details of play space with each Reserved Matters application that includes residential development. This should include details of play space within the plot and, if required, details of how the play space target will be met through off site provision.

Play and recreation summary

The submission demonstrates that the provision of play space can meet the Council and Mayoral policy and guidance. A condition has been recommended to secure the detail of that play space through the submission of Reserved Matters applications.

Noise and vibration

The applicant has submitted a noise assessment which examines the design parameter required to ensure that a satisfactory environment is provided for existing residents and the potential impact of noise generated from the development (e.g. plant noise). The assessment takes into account a number of sources, including traffic (including servicing), the railway, plant, construction, the stadium and retail and the general public. It also examines noise levels within the external within the development. The assessment looks at likely noise levels for both stadium event days and non-event days taking into account the sources highlighted above. Recommendations are made for design measures to mitigate potential impacts.

The Council's Environmental Health Officers have considered the information contained within Chapter 12 of the Environmental Statement. They agree with the methodology proposed for the assessments. They recommend that further information is secured through condition, to be provided prior to the commencement of works for each plot, regarding:

- The incorporation of suitable mitigation measures to address the potential impact of noise on future occupants (applied to residential, student accommodation and hotel rooms);
- The potential noise impact of noisy premises;
- The potential impact of plant noise, to ensure that plant noise levels are at least 10 dB below background noise levels;
- The potential vibration effects on dwellings that would be situated close to railway;
- The approval of a Construction Method Statement outlining measures that will be taken to control dust, noise and other environmental impacts of the development.

Noise summary

The submission demonstrates that a satisfactory environment can be provided for future residents providing suitable conditions are attached to the consent.

Daylight and sunlight – potential impact on surrounding uses

The submitted daylight and sunlight assessment analyses the potential impact of the scheme on the surrounding residential uses. At present, there are no residential units situated to the north or east of the elements of the subject site that are north of the railway (plots SW01 to SW05). There are residential units above the shops at 23-31 Wembley Hill Road (to the west of Plot SW01) and to the south of the railway. In relation to Plots SW06 and SW07, there are existing residential units above the shops at No. 9-19 Wembley Hill Road (opposite the site), above the Neeld Parade Shops within Juniper Close and Oakington Manor Drive.

The assessment shows that the proposed development will not result in losses in daylight beyond BRE Guidance levels for the existing homes fronting Wembley Hill Road or Oakington Manor Drive. The proposal will result in the reduction in daylight for some of the windows within Juniper Close properties beyond BRE Guidance levels. However, when compared to the extant consent, the affected north facing windows will receive greater levels of light.

The assessment also shows that all public and private opens spaces will continue to meet BRE guidance levels for sunlight.

Residential Density

The application site is within a "Central" location with a PTAL of between 3 and 4 depending on the location within the site. Table 3.2 of the London Plan therefore suggests densities of between 300 and 1,100 habitable rooms per hectare and between 100 and 405 units per hectare.

Officers have calculated the residential density based on the indicative mix, taking into account the proportion of residential floorspace to total floorspace. When taking into account the existing square which is within the application site but already present on site, the density is approximately 384 units per hectare or 976 habitable rooms per hectare. When removing the square from the site area, this increase to 422 units per hectare or 1072 habitable rooms per hectare. This is towards the upper end but within the London Plan range for developments within a central context with a PTAL of 4. Whilst parts of the site have a PTAL of 3, the site is located within the Wembley Main Town Centre and improvements to the bus services are secured through the stage 1 consent which are likely to increase the PTAL. Furthermore, the parts of the site that

adjoin but are not within areas with a PTAL of 4 are not noticeably less accessible than those other parts of the site that are such a short distance away.

This shows that the residential development capacity has been optimised in accordance with London Plan policy 3.4 and the density of development is considered to be acceptable.

Transport and Movement

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

Highways conditions:-

This site is located on the southern side of South Way (a local distributor road), to the east of the signalised junction with Wembley Hill Road.

The site largely comprises vacant land between South Way and the Chiltern railway line adjoining Wembley Stadium Station. Four separate disused crossovers of between 5m-6.5m width access the site from South Way. The application site also includes land on the southern side of the railway line.

The site formed part of an application by the London Development Agency in 2004 for redevelopment for mixed-use purposes in association with the construction of the White Horse Bridge and Stadium Station square (ref: 04/0379).

The LDA application included two alternative outline scenarios: either (i) a predominantly commercial or predominantly residential scheme providing either 282 residential units with 33,890m² commercial space; or (ii) 480 residential units with 7,419m² commercial space, supported by about 6,340m² retail space in both cases. Basement car parking for a total of either 503 or 568 spaces was proposed depending on the final scenario.

The bridge and square were constructed about ten years ago, so the above planning consent is still extant, but the compulsory purchase of the development land to either side has been protracted.

Nevertheless, the land is now available for redevelopment and this application seeks outline permission for an amended proposal to redevelop the site. A total floor area of up to 85,000m² is again proposed, but with a more residential oriented scheme, giving a resultant mix of up to 850 flats, or 725 flats and a 250-bedroom hotel or 725 flats and 500 bedrooms of student accommodation, or a combination thereof. Flexible commercial floorspace of between 1,500m² and 3,000m² is also proposed.

Of the above, detailed permission is sought for Plot SW03 on the eastern side of the station square, comprising four commercial units of between 55m² and 148m² and 188 flats (80 x 1-bed, 102 x 2-bed & 6 x 3-bed). Basement car parking for 156 cars (incl. up to 25 disabled) and 9 motorcycles is also proposed beneath the building and adjoining plots SW04 and SW05, along with 1024 secure bicycle parking spaces. Vehicular access to the car park is proposed via a 6m wide driveway with 6m kerb radii onto South Way.

A secondary access route from South Way (diverted from Wembley Hill Road) beneath the White Horse Bridge is also proposed to also provide access to the rear of plot 3, as per the 2004 application. No vehicular link between this access and the car park is proposed though.

Pedestrian access to the various parts of the development is to be taken from South Way, Wembley Hill Road and the station square and White Horse Bridge approach.

On-street parking along all site frontages is prohibited at all times. The areas to the west of the site are located within Controlled Parking Zones, with the nearest operating between 8am-9pm daily (midnight on Wembley Stadium event days).

Public transport access to the site is good to moderate (PTAL 3-4), with Wembley Stadium station (Chiltern line) within the site and five bus services within 640 metres (8 minutes' walk). Wembley Central (Bakerloo, London Overground and national rail services) is also within 960 metres (12 minutes' walk).

Highways discussion:-

Site Layout

The site is located within the Wembley Area Action Plan zone, so standards set out in that document apply to the residential and retail units within the development.

For the wholly residential option with 850 flats, at least 340 car parking spaces would be allowed, even if all flats were 1-/2-bed units and the whole site had a PTAL value of 4. With a number of larger flats proposed and with parts of the site having a lower PTAL value, more parking would actually be allowed in practice.

The hotel option has a similar parking allowance with 50+ spaces permitted for the hotel but 50 fewer spaces allowed for the reduced total of 725 flats. The allowance for the student accommodation would be slightly lower at 31 spaces lower. Additional parking would be permitted for the commercial floorspace.

Nevertheless, the proposed provision of 156 car parking spaces would accord with standards, whilst the provision of 25 wide spaces for disabled drivers would also satisfy standard PS15. This would provide a space for 10% of the units in Block SW03, but not for the total development. Further disabled parking may be provided at grounds level as part of reserved matters submission for other plots. Adequate headroom is shown in the car park for high-top conversion vehicles.

A total of 63 spaces (40% of the total) have been designated for electric vehicles, which is welcomed.

It is noted that spaces will be made available for residents only, with hotel and commercial visitors able to make use of nearby public parking in the multi-storey "Red" car park. The parking on-site must not be made available to Wembley Stadium visitors and a condition to this effect is recommended. A Car Park Management Plan is proposed for the site, which is welcomed.

Where full residential parking standards are not met though, consideration needs to be given to the impact of overspill parking from the site on traffic and parking conditions in the area. To this end, the operation of a CPZ in the closest residential streets to the site offers protection to existing residents and any planning consent should be subject to a 'car-free' agreement secured through the S106 Agreement to withdraw the availability of on-street parking permits in any existing or future CPZ from future occupiers of these flats.

A financial contribution towards CPZ reviews in the area would also be sought, as there are streets close to the site, such as in the Oakington Manor Drive area that are not within a year-round CPZ and are vulnerable to overspill parking from the development. A sum towards subsidising of existing residents permits for an introductory period of 2-3 years is also recommended, so that they do not need to pay for the inconvenience of having a CPZ introduced to deal with parking issues from this development.

Provision for Car Club parking within the site should also be included, given the large scale of the development and the limited parking proposed. A proposal for agreement has been produced between the applicant and ZipCar and through the proposed travel plan, Zipcar will commit to a contractual obligation to operate the car club in the vicinity of the site for a minimum of three years after the completion date of the final development phase.

As part of the proposals, ZipCar has offered a 'membership only' package, subject to a developer contribution, to provide each residential unit, a free two-year club membership, and one-year free membership business account for commercial entities linked to the development. This proposal is laudable and should be conditioned as part of any planning consent for this low-car development. It advised that the developer assess the expected demand from residents and, if need be, consider allocating car parking spaces within the development's internal car park or off the site at Red MSCP for ZipCars. This should be captured in the Travel Plan Car Club provisions, in order to promote and keep it attractive to the residents to sign up.

Plenty of bicycle parking is also indicated within the car park, more than satisfying residential requirement of one space per flat. Five public accessible bicycle stands are also indicated within an area of new public space on the South Way frontage of the site, which is more than sufficient to serve the proposed commercial units. Further publicly accessible cycle parking should be secured to serve any further commercial floorspace provided in later plots, as reserved matters details.

The proposed access to the car park is fine in terms of width and gradient and with the adjoining plots to be set back from the highway boundary, sightline requirements of 2.4m x 43m would be met along this traffic calmed street. A speed table should be provided at the entrance to the site, to allow pedestrians using the South Way footway to remain at footway level.

An existing crossover just west of the car park access will become redundant and as with all other crossovers that are no longer required, this will need to be reinstated to footway with full-height kerbs at the developer's expense.

The proposed hotel, if developed, would require coach parking for 4-5 coaches. Being close to the junction of South Way and Wembley Hill Road, it is essential that adequate provision is made off-street. As an outline element of the proposal at present, limited details of coach parking have been provided, but a half-width lay-by is indicated in the footway of South Way outside Plot SW02. This is not considered to be sufficient to serve a hotel of this size, with coaches tending to congregate in numbers outside hotels in the morning when collecting guests. It may be possible for coaches to access and stand alongside the station service road between plots SW01 and SW02, but in any case, the submission and approval of further details of coach parking and servicing will be a key element of any future reserved matters application for the hotel. Collection of guests by taxis will also need to be considered.

Student accommodation generally has little impact on vehicular traffic, other than at the start and finish of term when students are moving into and out of the building. A student management plan to cover this scenario is also required as a condition of any reserved matters submission.

The original application proposals, with two levels of parking, provided a secondary means of access from the rear of the car park, via the station service road, to South Way. This was useful on Wembley Stadium event days to retain a means of access to the site, as South Way is closed from the Ibis Hotel eastwards for most of the day.

The applicant has suggested that a remote area of car parking could be retained at nearby York House for use by residents on Wembley Stadium event days, but this is not considered to be an acceptable arrangement. There remain concerns that drivers would still try to travel to and from the site by breaching the road closure and trying to drive through the crowds on South Way on event days. Retention of a ramp to provide secondary access to the car park may be costly due to the amount of excavation, but a car lift could be relatively easy to provide instead.

Even so, it is accepted that the car park may be difficult to access for an hour or so after the finish of events, due to the volume of pedestrians in South Way.

In terms of the new junction bell mouth access into Plots SW01-SW02, the junction's configuration as a priority junction will have to be designed properly and consider the operation of Wembley Hill Road/South Way signalised junction due to its proximity. A give-way gap for vehicles turning right into the development and leaving will have to be provided on the South Way carriageway. This will prevent vehicles from blocking right turning vehicles leaving the junction from queuing back. A raised footway ramp across the bell-mouth access to flush with the footway at the same level should be considered.

Refuse storage is shown around the building and car park for Plot SW03 in various locations, with one large communal refuse store indicated at the front of the building to allow easy collection from South Way. This length of South Way is on a fairly steep gradient though which makes unloading of large Eurobins difficult. The refuse vehicle would instead stand off-street in front of the storeroom, using the car park access to turning into the space. The access road has been widened by 2m for the first 15m to help to accommodate this.

Fire access will also be retained to the rear of Block SW03 via the existing diverted station service road from South Way beneath White Horse Bridge, with tracking provided to show fire tenders accessing the rear of the site and turning in this space, which is to be surfaced in reinforced grass. With access also available for fire appliances from the station square, fire access requirements for building SW03 are fully catered for.

Deliveries to the site in general will otherwise be subject to a Delivery & Servicing Management Plan, including co-ordination of trips, use of loading bays on site and use of concierge to aid delivery of goods.

Landscaping proposals to the front of detailed Plot SW03 include a lay-by measuring 12m x 3m in front of the site. This is assumed to provide an area for delivery vehicles to stand when delivering to the four commercial units, with standard PS17 generally requiring a transit sized (6m long) bay for every two units. Construction of the lay-by will need to be through a S278 Highway Agreement, with a footway to the rear offered for adoption under a S38 Agreement.

Otherwise, planters and seating are indicated within this landscaped area, which are welcomed. The area fronting Plot SW03 should be replaced by an enhanced scheme in view of the entry treatment proposals at the access to Plot SW03 (in the form of a raised table). This can be a project combining a shared-surface scheme with a reduced speed limit scheme of 20mph along this section of South Way. It is considered that the crossing area between Station Square and Wembley Park Boulevard of a different colour to make it

conspicuous and distinctive.

The Wembley Area Action Plan indicates a requirement for land along South Way on the approach to the Wembley Hill Road signalised junction to be secured for highway widening, to allow two lanes to be provided at the signalised junction to cater for increase traffic flows through the redevelopment of the wider area. The parameter plans show the building on plot SW01 set back to facilitate this and the transport assessment makes a commitment to deliver these works. The land therefore needs to be safeguarded for use as highway at no cost to the Council upon the serving of a notice.

It is also likely that bus services will be routed onto South Way in the future to serve the wider redevelopment area (although original proposals to route buses along Wembley Park Boulevard no longer appear likely, due to the restricted headroom beneath Royal Route and the difficulties involved in removing that structure). A lay-by was previously secured with the earlier planning consent for a bus stop, so as not to obstruct traffic flow on the approach to the Wembley Hill Road traffic signals. A lay-by should again be provisionally secured, possibly alongside the station square where there is more space available and where it would nest serve the station.

Transport Impact

The scale of the development is sufficient to warrant the production of a Transport Assessment and a suitable document has been prepared by i-transport and submitted with the application.

This takes into account the extant 2004 permission for a similar scale of development on the site, but which included a much larger volume of off-street car parking.

Based upon comparisons with similar developments elsewhere in London, the latest assessment produces estimated peak hour person trips totalling 169 arrivals/481 departures in the morning (8-9am) and 344 arrivals/242 departures in the evening (5-6pm).

Vehicular traffic

With the restricted level of parking proposed, only a limited amount of these trips would be by car, with estimates of 42 arrivals/127 departures in the am peak hour and 83 arrivals/51 departures in the pm peak hour.

These predicted vehicular flows are much lower than the flows that were estimated for the extant development proposals from 2004 and on that basis, this application, with its low car parking ratio, is considered to have a positive impact on the local highway network compared with the previous permission, particularly if land is delivered for the junction improvements at South Way/Wembley Hill Road.

Public Transport

The development is predicted to add 110 journeys in the morning peak hour on the Underground/ London Overground networks and 109 journeys in the evening peak hour, whilst national rail services are predicted to receive an additional 36 and 34 passengers in each peak hour respectively. With local stations designed to accommodate Wembley Stadium crowds, there are no concerns with regard to station capacity, whilst Transport for London have confirmed that there is sufficient spare capacity on the local services to accommodate these increased flows.

With regard to buses, 138 trips in the morning peak hour and 135 in the evening peak hour are estimated to be made to and from the site. The greatest increases would be on services 83 and 224 and Transport for London have requested a contribution towards service enhancements through a S106 Agreement, which the developer has agreed to (subject to further discussions).

Pedestrian/Cyclist

About 140 walking trips in each peak hour (in addition to walking trips to public transport stops) and 6-8 bicycle trips are predicted in each peak hour.

The condition of the pedestrian network in the vicinity of the development is in a fairly reasonable state and a PERS assessment has been undertaken to identify any deficiencies which may affect accessibility to the development. The audit has highlighted important issues such as the lack of suitable rest points at certain along the routes, as well as personal security around the Wembley Stadium Station.

It is necessary that these issues are addressed by the Applicant as part of the delivery of the development with the aim to enhance the pedestrian environment in order to make it more attractive and secure and the introduction of seating areas is thus welcomed.

The introduction of active frontage/public realm schemes along South Way is also welcomed, but should be accompanied by improved pedestrian areas/footways and lighting fronting the Plots SW01-SW02 along South Way, as part of the proposed highway widening works.

It should be noted that the area of land at Station Square up to the north end of White Horse Bridge is planned for adoption by LBB as Public Highway in the near future through an agreement. The Applicant is advised to open discussions with LBB for the details to be agreed with the developer. LBB considers the adoption of this area important and to fall under its jurisdiction in order to have uninterrupted access, to the White Horse Bridge and gain control of Station Square during Events. An obligation must be placed on the applicant to work with LBB on this.

The pedestrian crossing and facilities around the development will need further improvements although it is acknowledged that some work has already been undertaken between the Station Square and Wembley Park Boulevard previously such as a raised table.

Road Safety

Personal Injury Accident data for a three year period of assessment showed a total of thirty accidents in the vicinity of the site, comprising five serious and twenty-five slight, with no fatal categories. In summary, four accidents were recorded at the South Way/A479 Wembley Hill Road/Mostyn Avenue junction and nine at The Triangle junction.

LBB do not consider these to be related to any specific concern which will require the developer to address. Nonetheless, it is noted that a significant number involved pedestrians. The Applicant must be therefore note that the pedestrian environment and safety needs to be improved especially at the junctions areas where the accidents occurred, with the development being likely to produce a significant number of additional pedestrian trips onto the highway network.

A corridor study is being progressed by Brent Council for the High Road/Wembley Hill Road corridor to look at junction improvements, particularly the Wembley Hill Road/South Way junction and the Wembley Triangle junction and funding towards implementing recommended improvements should be taken from the CIL.

Travel Plan

As required, a Travel Plan has been submitted by the applicant to try to minimise vehicular trips to the development and manage trips by other modes of transport.

This has been assessed by travel plan officers from WestTrans and is considered to be of a generally good quality as an area-wide Travel Plan, which needs to be linked to the other Travel Plans for the area (although those have not received a great deal of attention as the development has been built out). Individual Travel Plans should then be developed for any of the major users in the development (e.g. the hotel).

Given the size of the development, the timeframe for monitoring should be extended beyond five years to match that for the other development in the area, whilst some of the targets could be a little more ambitious. In addition, the use of remedial measures to boost results in the event that targets are not met should be strengthened, including details of how additional measures might be funded.

Servicing and Construction Management

The applicant has submitted a Construction Logistics Plan (CLP), which is welcomed. This incorporates among other things; an indicative programme for construction, a Vehicle Routing Strategy and a CLP Implementation Action Plan. The CLP also confirms that deliveries will be co-ordinated to avoid congestion at the site and for confirmation; deliveries must not arrive or leave within four hours of the start of an event at Wembley Stadium.

Only limited parking will be provided for staff, which is welcomed, whilst registration with the Considerate Constructors Scheme and Fleet Operators Recognition Scheme will be made.

Submission and approval of final Construction Logistics Plans for each phase of the development should be secured by condition.

The Applicant has supplied a Delivery and Servicing Plan (DSP) to assess the servicing and delivery implications of the proposed development. Comments are as follows:

Delivery and Service Plan (DSP):

- The DSP has been reviewed by LBB, and it is considered that the overall presentation and methodology is acceptable. However, a few issues have been outlined herein needs to be rectified by the Applicant.
- DSP analysis is predicated on Scenario 3 in the TA, and refer to this in the DSP as the 'worst-case' scenario. This includes a 200-bed Hotel and a total of 761 residential units. This figure underestimates the 850 residential units that has been submitted for determination in the planning application. Also in contrast, the TA refers to the Scenario 1 as the worst case, and based all assessments on this scenario. LBB therefore considers this as not a robust and not fit for purpose.
- Daily Servicing trip rates by Land Use need to be revised under Table 3.3 in the DSP. Also servicing arrival and departures profiles should be estimated and split into time of day. Measures need to be put in place in the event where a number of HGVs arrive to the site at the same time and need to be managed. It must be ensured that on such occasions, servicing vehicles are prevented from parking on the highways in waiting.
- A booking system is needed and important for the site. An outline of this must be submitted as part of the DSP to fully address servicing arrangements to the site. The booking management system should be conditioned as part of the DSP.
- As proposed by the Applicant in the DSP, a Site Management Company (SMC) be appointed. It should be noted that LBB require that the SMC is appointed and granted responsibilities to manage the site before first occupation of the site (and not within one-month of site occupation as suggested in the DSP). Details of the SMC must be shared with LBB in order that issues relating to the site can be appropriately deal with, before occupation.
- Deliveries should be prohibited by the SMC to serve the site on Event days. It should be noted that the site is strategically positioned, and traverses one of the busiest areas around Wembley National Stadium during events in terms of transport access by all modes.
- SMC can achieve good coordination of the site deliveries by implementing the booking system, discussed above in order to minimise or to avoid delivery time clashes.
- Based on the above discussion, the DSP is considered not acceptable and needs to be updated. The applicant should revise and reissue as part of the application.
- DSP is to be secured through Planning Condition, should the development be approved.

Construction Logistics Plan (CLP):

- The site is expected to be constructed in phases over a 10-year period of construction activities. A profile of the construction trip rates are broken down per month for expected worst-case activities. These trip rates should have been captured in the overall trip generation of the development in order to determine the impact of highway including parking.
- Accordingly, LBB requires that the site's external environment is constantly maintained during the construction period and secured and lit as well as way-finding for pedestrians thoroughfare routes maintained – and especially during Events. Signage and detailed way-finding information should be provided as part of the approval of the CLP.
- Under Section 5 'Working Hours' it is suggested that the Applicant adds another an additional condition on 'No Working 4-hours Before and After an event at Wembley Stadium'.
- A condition must be put in place to secure the requirements discussed herein.

CIL

Finally, the development is subject to a CIL payment and it is recommended that a significant proportion of this (at least £2.5m) should be used towards improvements to highway infrastructure in the vicinity of the site (i.e. the South Way/Wembley Hill Road junction works, widening of Wembley Hill Road railway bridge and alterations to the Wembley Triangle junction).

Highways recommendations:-

The Council's Highways officers consider that the proposed development is acceptable subject to:-

- i. A financial contribution of at least £2.5m towards sustainable transport and highway improvements in

- the vicinity of the site, which can be taken from the CIL;
- i. A S38/S278 Agreement to provide:- (i) construction of the car park access from South Way, including a raised entry treatment across the footway; (ii) removal of all existing redundant crossovers to the site and reinstatement to footway with full height kerbs; (iii) construction of a servicing bay in front of plot SW03 and adoption of a 2.5m minimum width footway to the rear; (iv) construction of a bus stop lay-by alongside the western end of station square, with adoption of a minimum 3.5m footway to the rear; (v) widening of South Way in accordance with the Wembley Area Action Plan proposals; (vi) formation of a new access junction with radius kerbs and a raised entry treatment for the station service road access from South Way between Plots SW01 and SW02;
 - ii. Submission and approval of a revised Framework Travel Plan for the site, plus an individual Travel Plan for any future hotel;
 - iii. Submission and approval of a Delivery & Servicing Plan;
 - iv. Submission and approval of a Construction Logistics Plan;
 - v. Financial support for a Car Club on the site in broad compliance with the Zipcar proposal dated September 2014;
 - vi. Amendments to the layout to retain access to the car park from the station service road to the rear via a ramp or car lift for use on Wembley Stadium event days;
 - vii. Submission and approval of further details of coach parking and setting down arrangements for any future hotel within the development;
 - viii. A condition prohibiting the use of the car park by visitors to Wembley Stadium;
 - ix. A S106 'car-free' agreement, withdrawing the right of future residents to on-street parking permits in any existing or future CPZ in the area;
 - x. Funding towards the implementation of CPZ extensions and subsidised permits for existing residents in those areas;
 - xi. Submission and approval of a student management plan for any future student housing within the development.

Brent Public Safety Team

The Public Safety Team have commented that they have no concerns regarding the proposed general site layout, but they feel there is likely to be a problem concerning public ingress and egress on Major Event Days at the Stadium Due to conflict between stadium crowds and vehicles accessing this entrance.

They specify that this section of South Way which is used by large crowds of pedestrians / spectators who need to travel to and from Wembley Hill Road Junction in order to reach Wembley High Road and Wembley Central Station. At present the whole of Station Square area is used by Chiltern Line to create a barrier queuing system to divide and control the spectators leaving the Stadium for passengers wishing to travel via the North and South bound platforms. This barrier system and barriers at the Wembley Hill Road (at the access/egress to White Horse Bridge) restricts access to pedestrian supporters from being able to walk to and from South Way and Wembley Hill Road via White Horse Bridge.

They highlight that during the egress from the Stadium on major event days the section of South Way between the Stadium and Wembley Hill Road becomes tightly packed on both the pavements and roadway with pedestrians. The people wishing to reach Wembley Central Station will need to pass the proposed new vehicular access/egress road to the Car Park. Their concerns are for the public safety during access and egress if there was a mixture of vehicles and the pedestrians on the same section of roadway.

They have specified that at present there is normally a Traffic Management Order applied by Brent Transportation Department on Major Event Days which restricts access to South Way for a period of time prior and post start times of the event, in order to preserve a safe route for pedestrians that use the pavement and roadway. If there is not a planning restriction on major event days for the residents who have the use of the proposed new car park, there is a risk of vehicles and the crowd flows of pedestrians both trying to use South Way at the same time which in our opinion would put the public in danger.

The applicant has proposed that this vehicular route no longer provides access to the car park under plots SW03 to SW05, and it only provides access to the servicing area and the small number of car parking spaces to be provided on these plots. The car park serving Plots SW03 to SW05 would not be accessible during the road closures and a reservoir of car parking spaces is proposed at the York House site to be made available for those who return to the car park at the wrong time.

Whilst this would have addressed the concern raised by the Public Safety Team, Highways have recommended that this access is reinstated. A condition is accordingly recommended that requires the provision of the access to the car park under plot SW03 to SW05 "unless otherwise agreed in writing". This will allow the access to be secured if required, but allows the Council to agree to waive this requirement if,

following further discussions between the Council's Highways Service (who operate the road closures on event days) and the Public Safety Team (who deal with Stadium event safety), it is concluded that this access should not be provided.

Accessibility and inclusive design

As discussed above, the proposal makes a number of commitments with regard to accessibility, including

- 10 % of residential units across all tenures will be provided as wheelchair accessible or easily adaptable.
- 10 % of parking spaces will be Blue badge and will be within 50 m of residential cores, and an active management regime will be adopted.
- All residential units will be provided to Lifetime Homes Standards.
- Level access will be provided to residential gardens.
- 5 % of the student accommodation will be provided as fully wheelchair accessible and a further 5 % will be provided as easily adaptable for wheelchair occupation.
- 10 % of hotel rooms will be wheelchair accessible.

Accessibility and inclusive design summary

The submission demonstrates that the proposed development will be compliant with Brent UDP and London Plan policy regarding accessibility and inclusive design

Microclimate – wind environment

A boundary layer wind tunnel study was undertaken and the results of that study were analysed and presented in the Wind chapter of the Environmental Statement. The study was based on the illustrative scheme shown within the application submission.

The submission confirms that the wind conditions are suitable for the intended uses, including pedestrian safety throughout the site, for pedestrian transit and strolling at all thoroughfares, at all entrances and for recreational purposes at the multi-use games areas.

A condition is recommended which requires the submission of a wind microclimate assessment with all Reserved Matters Applications unless otherwise agreed by the Council

Air quality

The submission is accompanied by an Air Quality assessment which forms a part of the Environmental Statement. It highlights the location of the site within an Air Quality Management Area, looks at the potential effects of air quality on proposed uses and examines the potential effects of the development on air quality and the mitigation measures that are required.

The Council's Environmental Health Officers have commented that they have considered the information contained within Chapter 13 of the Environmental Statement and are in agreement with the methodology used and the conclusions of this chapter. They recommend that conditions are attached relating to:

- That an Air Quality Neutral Assessment is submitted to and approved by the Council, including mitigation measures as required;
- The approval of evidence demonstrating that the measures described in the Air Quality Impact Assessment have been implemented;
- That the Combined Heat and Power unit meets or improves on the emissions set out in the Air Quality Impact Assessment, and that details of the emissions from the unit shall be approved, including details of tests undertaken on the installed unit to demonstrate the unit meets the emissions standards set out in the Air Quality Impact Assessment.

The proposal is considered to be acceptable with regard to the potential impact of air quality on the proposed units and the potential emissions resulting from the development subject to the conditions discussed above.

Ground condition, soils and contamination

This section of the Environmental Statement examines the ground conditions of the site, demonstrating whether suitable and safe conditions may be achieved for end users of the proposed development. The submission examines the risks associated with the phases of the development, including construction and operational phases. This chapter of the ES is accompanied by a previous Phase 1 site investigation report and desk study dated 2004, and a Preliminary Environmental Site Assessment dated 2014.

The Council's Environmental Health Officers have considered the information provided within the Environmental Statement together with the supporting reports. They agree with the methodology used, but note that the information provided within the 2004 reports is now out of date. They accordingly recommend

that conditions are attached, should permission be granted, regarding approval of details of the site characteristics, the remediation scheme, the implementation of the approved remediation scheme and the reporting of any unexpected contamination.

Water resources and flood risk

The application was accompanied by a Flood Risk Assessment

The submission is supported by the Water Resources and Flood Risk chapter of the Environmental Statement, a Drainage Strategy and Flood Risk Assessment, and associated plans and calculations.

The site is within Flood Zone 1 (low probability). However, the area falls within a Critical Drainage Area (CDA) as identified in the Brent Surface Water Management Plan, with the main source of flooding in this CDA is surface water ponding in topographic depressions. However, the only Local Flood Risk Zone identified within this CDA, which corresponds to the significant area of ponding to the south of the CDA at Wembley Central Station and along the railway line.

The proposal looks to incorporate a number of SuDS measures to attenuate excess flow during heavy rain events. This includes green roofs, permeable paving and underground attenuation tanks. Infiltration systems were not considered for the site due to the underlying geology (clay) and proximity to Network Rail land and infrastructure.

Rainwater discharge will be restricted to greenfield run-off rates up to the 1 in 100 year + climate change event. The measures will attenuate surface water flows to 5 l/s as required by Thames Water, and this discharge to the sewer in Wembley Hill Road via a pumping station. Foul water will also discharge to a sewer in Wembley Hill Road via a pumping station.

Plots SW06 and SW07 will drain via a new on-site gravity system to the sewers to the rear of the properties on Neeld Parade.

Thames Water have commented that following initial investigation, they have identified an inability of the existing waste water infrastructure to accommodate the needs of this application. Should the Local Planning Authority look to approve the application, Thames Water request that a condition is imposed regarding the approval of a drainage strategy detailing any on and/or off site drainage works.

Thames Water also recommend conditions / informatives regarding surface water drainage, impact piling, petrol/oil interceptors and the use of non-return valves.

The submitted details are considered to be acceptable, and it is recommended that the implementation of the Flood Risk Assessment and the approval of drainage measures and SuDS are secured through condition.

Archaeology

A desk-based archaeological assessment has been included within the Environmental Statement. The report highlights that the site is not within a designated Archaeological Priority Area or a Conservation Area, and that there are no Scheduled Ancient Monuments within the Search Area. The results of archaeological assessments and field work undertaken on six plots to the north of the site was examined, together with the results of fieldwork that took place on the application site 1986 and a watching brief was undertaken during the site investigation in 2014.

A search was undertaken the Greater London Environment Records database, which included a reference to the presumed site of the medieval chapel of St Michael Tokyngton. However, the Taxatio Database contains a grid reference indicating that the Chapel was not located on the application site. Furthermore, archaeological evaluations undertaken in 1986 found no trace of the chapel. No archaeological features or finds were discovered during the 2014 Watching Brief. The submitted report specifies that no further archaeological evaluation or mitigation measures will be required. Officers agree with this conclusion.

Ecology and Nature Conservation

Parts of this site are situated within a designated Grade I Site of Importance to Nature Conservation (SINC) and a Wildlife Corridor. The submission looks at the potential effects of the proposed development on ecology and nature conservation and in particular, on habitats, protected species and species of 'raised' conservation concern such as those with a restricted local or national distribution or those that have shown significant declines in their population. The assessment is based on a desk study, an Extended Phase 1 Habitat Survey, a badger survey and a reptile survey.

The assessment did not find any evidence of badger activity, nor any evidence of reptiles. The habitats were identified as being of poor quality for badge foraging, and it was concluded that reptiles were absent from the site.

The proposed development would result in the loss of 0.4 hectares (2 %) of the land within this designated SINC which, in the absence of mitigation would result in a minor permanent adverse effect. The loss of broad-leaved woodland at the eastern end of the site and of semi-improved grassland was also identified as having an adverse effect if not mitigated. However, the removal of invasive species (Japanese Knotweed) would result in a beneficial effect.

However, the application proposes to create a mosaic of habitats along the railway corridor, strengthening the connectivity of the habitats and creating a woodland of greater value in the medium to long term compared to the existing wooded area, resulting in a moderate permanent beneficial effect. Other habitats are also proposed to be created, including a species rich wildflower meadow and areas of scrub. When compared to the extant consent, the submission sets out that the current proposal will result in greater long term benefit due to the greater emphasis placed on the creation of high quality habitats.

Officers consider that the proposed loss of land of nature conservation value within a designated SINC and Wildlife corridor is acceptable on the basis that the mitigation measures that are proposed will provide good quality habitats, that will have a greater ecological value than those that would have been delivered pursuant to the extant consent.

Operational site waste management plan

The applicant has submitted an operational waste management strategy which provides outline estimates of the anticipated waste generation from the development and information of access and management arrangements. It confirms that collection points will comply with the Council's Waste Guidance and that centre management will arrange for the bins to be moved within the site and taken to the relevant collection points. Drawings have been submitted to show that collection vehicles may park off the highway whilst collecting the refuse bins.

The plan accords with the Council's waste guidance and is considered to be acceptable. Full details for the plots submitted in outline will be considered within the Reserved Matters applications when submitted.

Site Waste Management Plan

A Site Waste Management Plan Framework has been submitted which documents actions taken to design out waste before construction begins and makes recommendations for waste reduction during the construction phase. The recommendations from this framework will be incorporated into the site waste management plan developed by the principle contractor and waste management company.

The submission estimates levels and types of demolition and construction waste, with an 94,860 tonnes of excavation waste estimated to be produced. Using benchmark data, the applicant has been estimated that 15,680 tonnes of construction waste would be generated. The estimated costs associated with this quantity of waste have not been specified. However, the report highlights that the costs would be significant.

The applicant has considered a number of waste minimisation measures including prefabrication, use of sustainable materials, reuse of demolition waste as aggregate and take back of packaging by suppliers. The applicant estimates that construction waste could be reduced to 13,824 tonnes using these measures. Further reductions are possible through the implementation of segregation, potentially reducing construction waste down to 1,300 to 3,900 tonnes, representing a significant reduction from initial estimates. With regard to soil investigation, the report highlights that it is estimated that between 50 % and 80% may be able to be recycled off-site based on previous proposals of a similar nature.

The submitted Site Waste Management Plan is considered to show due consideration of the means by which waste can be reduced through the construction of the development and the associated benefits of such measures.

Secured by Design and the resilience against terrorism

This scheme has been submitted primarily in outline and as such, only the detailed design of Plot SW03A has been submitted. Nevertheless, a number of key design parameters have been submitted through documents such as the Parameter Plans, Development Specification and Design and Access statement.

The submission demonstrates that active frontages will be maximised within the ground plane wherever possible through the use of a number of measures, such as the incorporation of commercial or community

units at ground floor level in many locations and the incorporation of residential entrances adjoining areas of public realm in other locations. The submission also shows that natural surveillance of the areas surrounding the buildings will be maximised, and the building typologies shown within the submission clearly differentiate the public realm, communal spaces and private spaces. The scheme follows a number of key principles of Secured by Design.

Measures to ensure that the scheme is suitably resilient against terrorism in accordance with London Plan Policy 7.13 can be secured through the detailed design of the development, and a condition requiring the approval of any measures has accordingly been recommended.

Mayor of London Stage 1 comments

London Plan policies on housing, urban design, inclusive design, climate change and transportation are relevant to this application. Whilst the principle of mixed use development is supported, a number of strategic concerns are raised, and consequently the application does not accord with London Plan Policy. The following could address these deficiencies: (note: a response was provided by the applicant and an update to these comments from Brent officers is written in italics)

Principle of development: The principle of a residential led mixed use development on the applicant's site is strongly supported as it reflects London Plan OAPF policy guidance, the Wembley AAP strategic aims and site specific policies and, with less material weight, the unimplemented 2004 planning permission.

Housing mix: The housing mix for masterplan has only 10% three bedroom units, this offer is very low and should be reviewed by the applicant to provide a greater proportion of larger units. As the final quantum of residential units is subject to development phasing options, the applicant should agree a fixed percentage by unit type/size and this should be secured by condition.

A revised housing mix has been provided. The proportion of family sized private units is below Wembley AAP targets. However, this is considered to be acceptable in this instance due to the significant increase in the proportion of Affordable Housing.

Affordable Housing: The applicant should provide clarification on the affordable housing offer and its delivery before stage 2 referral. The current 10% offer appears to be low. There needs to be assurance that the phase 1 Building 3A delivery with no affordable housing is linked to the remaining phases of the scheme. Once a finalised offer is made, a viability assessment should be independently reviewed on behalf of Brent Council and its finding shared with GLA officers.

Brent Officer update: The proportion of Affordable Housing has increased to 30 % by unit. The financial viability assessment has been independently reviewed and the proposal is considered to represent the maximum reasonable proportion.

Urban Design – outline Masterplan: The overall approach to the masterplan is supported but GLA officers believe the approach to defining South Way and its relationship with the residential development requires further consideration. Further assurance is required in the securing of design quality for the phased development through reserved matters, it is requested additional design coding is provided which, with the parameter plans, is secured by condition.

Additional information has been provided within the addendum to the Design & Access Statement.

Urban design – detailed phase 1, building 3A: The adopted approach to the design is supported, but the applicant is required to explore improvement options to improve the overall design quality. These relate to key a prominent inactive ground floor frontage in the north of the building facing The Terrace public space and the reconsideration of the floor plans to create a better quality layout and possible increase in dual aspect units.

The layout of the scheme has changed to address this.

Access: The applicant has responded positively to the comments made at the pre-application stage in its design & access statement, both the outline masterplan and detailed application set out clear guidelines to meet requirements of London plan policy.

Conditions are required to secure the 10% wheelchair accessible units, Lifetime Homes compliance, 10% wheelchair accessible hotel rooms and 5% (and 5% adaptable) wheelchair accessible student rooms.

Children & young person's play: As the majority of outline masterplan will be developed through reserved matters applications it is required that the applicant agree to a condition that secures a quantum of floorspace based on a maximum and minimum figure basis. Furthermore Brent Council should consider if funds should be provided for the enhancement of existing facilities for off site play provision.

Sustainable energy: Based on the submitted energy assessment the carbon dioxide savings exceed the target set within Policy 5.2 of the London Plan however the comments set out in this report should be addressed in full before compliance with London Plan energy policy can be verified. This should be completed before stage 2 referral.

Additional detail has been provided regarding thermal bridging as requested.

Flood risk/surface water run—off: The adopted approach is compliant with London Plan Policy 5.13 and the mitigation measures should be secured via an appropriate condition attached to any planning permission.

Transport: Further consideration needs to be given to the proposed route below White Horse Bridge, taxi facilities and bus infrastructure around the site. Mitigation should also be secured to cover bus impacts and the council must consider how highway mitigation is secured and delivered. These issues must be resolved prior to the application being referred back to the Mayor at Stage 2

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

First letter, dated February 2015

The FA have expressed concern regarding event day transport and parking, noise and views to the Stadium.

Event day transport and parking

The FA's concerns regarding event day transport and parking relate to the secondary access to the larger of the car parks, which was originally proposed to run between SW01 and SW02, leading to the car park under plots SW03-SW05. As discussed within the section regarding the public safety comments team (above), the applicant no longer proposes the link between this vehicular access to the SW03-SW05 car park. However, the Council's Highways service consider that this should be reinstated in the proposal.

The FA considers that the Event Day access management plan for the development will impact on Event Day traffic and crowd flow operations for Wembley National Stadium. They believe it will adversely impact the safety of the current Event Day operations and will in turn lead to a reduced passenger provision at Wembley Stadium Station. They submit that, if the Council is minded to grant consent, that then a planning condition is required which restricts Event Day access and egress to and from the development site for a period of at least 3 hours before and at least 3 hours after any event with a anticipated capacity of greater than 30,000 and events where the Police require a cordoned area for public order and crowd safety.

The FA highlights instances when large crowds formed in Station Square, resulting in pedestrians using the western end of South Way, including the 2007 FA Cup Final, England vs Poland in 2014, the Women's England v Germany in 2014 and difficulties with a "barrier lorry" in 2013/2014.

They highlight that the South Way closure is in place from first thing in the morning for some events, such as the UEFA Champions League Finals, and that the planning condition would need to include the flexibility to extend this closure period. They understand that conditions of this nature may have been applied to developments in the vicinity of the Emirates Stadium, such as the Queensland Road development.

The FA highlight that the Transport and Parking Strategy Report approved pursuant to Condition 37a of the Stadium specified that "South Way will remain closed for the duration of major events to provide a safe emergency exit route away from the stadium". They also highlight sections of the Green Guide which refer to "unimpeded passage through an exit system until they reach the boundary of the ground, or, in emergency situations, a place of safety". Reference is made to the Wembley Stadium Event Day Traffic Management Report 2013 which refer to the closure of South Way for through traffic because of security concerns as it passes close to the Stadium, and to the period of closure, from 4 hour before to 2 hours after an event.

The FA refer to the paragraphs within the Wembley AAP which refer to the use of Station Square as a holding area for passengers boarding rail services and that car parking access should not conflict with pedestrian movements and the closure of South Way on event days.

The comments also question a number of statements and assumptions within the Transport Assessment for this application. These comments were provided to the Council's Highways service so they could be taken into account in their consideration of the submitted TA.

As discussed above, the applicant has removed the secondary (event day) access to the SW03-SW05 car park. However, Highways have requested that it is reinstated in the proposal. A condition has been recommended which requires its reinstatement in the proposals "unless otherwise agreed in writing by the Council". This allows the Council to consider, following further discussions, whether this access should be included or not. Officers do not consider it necessary to place a planning condition on the consent, if granted, restricting the ability for vehicles to use this access if it is delivered as this is controllable through the TMO. A TMO can be enforced with immediate effect whilst the enforcement of a planning condition, if a breach occurs, typically takes a number of months. As such, it is not a useful mechanism to secure this. Notification of residents of the dates of Wembley Stadium Events and the associated implications for transport and access should be incorporated as a measure within the Travel Plan.

Noise

Document Imaged

The FA have commented that, if permission is granted, they expect conditions to be attached that are similar to those attached to the Stage 1 consent regarding noise (conditions 12, 13 and 14). Similar conditions have been recommended.

Wembley Stadium Protected Views

The FA query whether a key views assessment was submitted. They were subsequently informed that this was submitted.

Second letter dated April 2016

WNSL specify that they have conducted a detailed review of the planning application. It has concluded that the proposed development, as envisaged by the applicant in its current form, would cause huge difficulties for Wembley Stadium, resulting in the National Stadium becoming synonymous with transport problems and poor supporter experiences, in contrast to its current reputation as a global iconic venue. The iconic status of the stadium is enshrined in Brent Council policy.

WNSL note the key differences between the extant consent and the current proposal including:

- An increase from 495 to 850 residential units;
- Increase in maximum height of plots SW03-SW05 from 91 m AOD to 112 m AOD
- The effect on event day movement.

They object to key aspects of the proposal including:

2. Transport
3. Quantum of Accommodation
1. Increase in the height of the development and lack of protection of the key views of the Stadium;
2. Lack of detail about noise mitigation measures.

WNSL discuss these 4 key objections within their objection letter.

Transport

With regard to issue 1), the matters raised relate to those discussed above in relation to the closure of South Way. They comment that the applicant refers to the basement car park being open throughout the duration of an event. However, if the access ramps (or a car lift) is not provided to the SW03-SW05 car park from the road leading under the White Horse Bridge then such access would not be allowed. They query whether vehicles would access it via the White Horse Bridge, which would be of concern. However, this is not proposed. They specify the need to fully close South Way during various Stadium events. The secondary vehicular access (or lack thereof in the revised proposals) and closure of South Way is discussed above.

Quantum of development

WNSL highlight that the proposed quantum of residential accommodation significantly exceeds the Wembley AAP Site Proposal and the extant consent, and that the consequences of such an increase must be assessed.

The proposed quantum of accommodation and associated implications has been assessed and has been discussed at length within this report.

WNSL highlight that the proposed student accommodation will result in the number of student rooms exceeding the 20 % cap specified in Wembley AAP policy. This is confirmed by officers within this report and a condition restricting the ability to deliver additional student rooms has been recommended.

WNSL specify that the cumulative impacts of this application and the new masterplan submitted by Quintain need to be considered. They recommend the reduction in the number of student units and repositioning of residential uses, to enable the building heights to be reduced and potentially key views of the stadium to be maintained. The views to the stadium have been discussed above. It is not considered necessary to re-position the residential uses.

Heights and views

Concern is raised by WNSL regarding the height of SW03 within this view as it punctuates the stadium arch whilst the developments on plots SW04 and SW05 extend beyond the shoulder of the Stadium.

They ask for the view from Great Central Way at the River Brent Bridge to be reviewed in the context of whether the development on plots SW03 and SW04 would be seen by dotting the development proposals at the South West Lands onto the view for verification purposes.

WNSL consider that the increase in height on Plot SW03 above the extant consent would impact on the protected views of the stadium and unacceptably harm its iconic presence in the area. They recommend that it is reduced of the "shoulder" height of the Stadium. They consider that a more sensitive approach to the

height and massing of plot SW3 is required, more akin to the previous proposals.

The views to the stadium have been discussed at length previously in this report. It is acknowledged that the proposed buildings project above the roof of the stadium. However, the dominance of the arch is considered to be maintained. Given the location of the proposed development, it is not considered necessary to undertake further analysis on the specified view from Great Central Way.

Noise

Consultants for the Stadium have reviewed the submission and have concluded that:

3. There is insufficient evidence to support the conclusions in the ES.
4. Low frequency noise is mentioned in the ES as being elevated but there is no discussion on the means to mitigate the amount of low frequency noise.
1. The predictions underestimate the noise levels from events at the Stadium and therefore sound insulation measures are likely to be inadequate to meet the internal target noise levels.

The application submission and comments from the Stadium were considered by the Council's Environmental Health Officers. 1) They consider that sufficient information has been provided to enable the application to be determined. 2) The conditions that are recommended by officers are considered sufficient to mitigate any potential impacts from the low frequency noise highlighted in the assessment. 3) They see no reason to believe that the predicted noise levels are incorrect.

SUSTAINABILITY ASSESSMENT

This application is accompanied by a Sustainability Statement, an Energy Statement and an addendum to the Energy Statement setting out how the proposal will comply with Brent and Mayoral Policy and guidance regarding sustainability and CO2 reduction.

Energy Statement

The energy statement has demonstrated that the proposal will broadly follow the London Plan energy hierarchy. The proposal includes a number of building fabric and energy efficiency measures, including air permeability and heat loss improved beyond the Building Regulations, the use of energy efficient lighting and reductions in thermal bridging. The applicant estimates these measures to result in CO2 reductions of approximately 2 % below 2013 Building Regulations.

The Energy Statement highlights that there is no existing or planned heat network in the area, and that the nearest centralised plant is within the Stage 1 consent area, but there is no excess capacity in that system. This was true at the time of submission in late 2014. However, the applicant has now submitted the new Masterplan application (reference 15/5550) which proposes the provision of a heat network that would link to the land directly to the north of Plot SW03. Whilst the heat network is not likely to reach this point for a number of years, it allows the potential for this site to connect to a wider heat network in the long term. A heat network routing drawing is provided in the Addendum to the Energy Statement, which shows the provision of pipework along the southern boundary of plots SW01 to SW05, with a "external connection" point adjacent to the Wembley Hill Road footway. A "potential" spur is shown running up the western side of plot SW03A with a connection point shown adjacent to the South Way footway. A connection point adjacent to South Way would allow future connection to the masterplan heat network.

The energy centre is to be located in Phase 1 of the masterplan (Plot SW03A). This will serve all plots to the north of the railway. The report sets out that it is not feasible to serve Plots SW06 and SW07 from this energy centre due to their location on the Southern side of the railway. The Addendum to the Energy Statement, submitted in March 2016, specifies that E.On has now been engaged to design the energy centre for this development, with additional information provided regarding the CHP Engine size. The incorporation of CHP results in a 35 % reduction in CO2 from 2013 Building Regulations.

The feasibility of a range of renewable energy technologies has been investigated by the applicant. However, no on-site renewables are proposed as the total combined reduction of the energy efficiency measures and CHP is 36% below 2013 Building Regulations and as such, this exceeds the London Plan standard. Full details of the energy centre and the site-wide heat network can be secured through the Section 106 agreement.

Other matters discussed in the Sustainability Statement

In addition to the above commitments the Sustainability Statement confirms that:

- That the residential units will meet a target of 105 litres per hear per day or less.
- That all fully-fitted out, non-residential floorspace comprising more than 10% of the plot area is to be constructed to BREEAM "Excellent" Standard where connected to the heat network, and BREEAM

“Very Good” Standard prior to connection*.

- That all non-residential floorspace which is not to be fully fitted out by the Applicant will be designed so as not to prejudice the BREEAM “Excellent” Standard.

Energy and Sustainability Summary

The submission demonstrates that the proposal can achieve the levels of carbon reduction and water consumption required by London Plan policy and BREEAM “Excellent” for non-residential floorspace in accordance with the Brent Core Strategy.

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

Affordable Housing

- Minimum 30% Affordable Housing by unit in line with the following mix:
 - 15% Affordable Rent
 - 15% Discount Market Sale at 70% Open Market Value AND Shared Ownership (precise proportions to be agreed with LBB)
- Should development come forwards (start on site of an RMA with build contract placed) within an agreed period of time post grant of outline approval the subject plot(s) will be advanced at the minimum 30% by unit base Affordable Housing level, with no review due.
- Thereafter LBB will require FVA reviews at each RMA or delivery of an agreed amount of units. FVA reviews will incorporate the initial minimum 30% by unit base Affordable Housing level. If the return exceeds a 20% IRR hurdle rate then a surplus will be generated which can be converted at LBB's discretion into:
 - Additional onsite Affordable Housing
 - Lower rental or sale subsidy for any of the existing Affordable Housing units
 - Payment of the surplus as a commuted sum
 - Any other approach agreed between the parties
- All FVA reviews will assume appropriate apportionment of the agreed Benchmark Land Value for the site of £13.7m and infrastructure costs.
- Affordable Rent units will be required to be disposed to a Registered Provider, with LBB securing 100% nomination rights to such units to meet their statutory housing duties
- LBB will own the unsold 30% equity in the Discount Market Sale (DMS) units, and QED will be required to dispose of the remaining 70% equity to a Registered Provider, or with agreement from LBB dispose of the remaining 70% equity in the marketplace themselves. DMS units will be prioritised for owner occupiers and first time buyers.
- Shared Ownership units will be required to be disposed to a Registered Provider.

Highways works and adoption

- Delivery of the Highways works pursuant to Section 278 of the Highways Act (or contributions relating to the delivery of those works) and the adoption of land as public highway pursuant to Section 38 of the Highways Act, (unless otherwise agreed), including:
 - Construction of the car park access from South Way, including a raised entry treatment across the footway;
 - Removal of all existing redundant crossovers to the site and reinstatement to footway with full height kerbs;
 - Construction of a servicing bay in front of plot SW03 and adoption of a 2.5m minimum width footway to the rear;
 - Construction of a bus stop lay-by alongside the western end of station square, with adoption of a minimum 3.5m footway to the rear;
 - Widening of South Way in accordance with the Wembley Area Action Plan proposals;
 - Formation of a new access junction with radius kerbs and a raised entry treatment for the station service road access from South Way between Plots SW01 and SW02

Financial contributions towards Highways/public transport:

- Payment of [amount TBA] towards bus services provision;
- Payment of [amount TBA] towards improvements to facilities at Wembley Stadium Station;

- Payment of [amount TBA] towards the local consultation and/or implementation of Controlled Parking Zone extensions in the vicinity of the development;

Other obligations recommended by Highways:

- The submission and approval of a Framework Travel Plan for the site and an individual Travel Plan for any hotel floorspace. The implementation of Travel Plans, including the appointment of a Travel Plan co-ordinator and requirements for baseline surveys, targets, monitoring and initiatives which shall include a car club membership package which shall include financial support for a car club on the site in broad compliance with the Zipcar proposals dated September 2014.
- That the units within the scheme are “parking permit restricted”, where future owners and occupants are not eligible for on-street parking permits.

Neighbourliness

- That the developer joins and adheres to the Considerate Constructors Scheme

Public realm - open space, roads, etc

- That the new areas of public realm to the north and west of Plot SW03A are completed prior to first occupation of the building within that plot;
- That the square and new area public realm so designated on the approved drawings are publicly accessible and so maintained for the life of the development;
- The public realm is retained and maintained for the life of the development;

Sustainability

- Prior to the commencement of works on the relevant part of the development, an assessment undertaken by a suitably qualified person, shall be submitted to and approved by the Local Planning Authority, demonstrating:
- That levels of CO2 associated with the relevant part of the development shall be a minimum of 35 % below 2013 Building Regulations;
- The delivery of energy centre and site wide heat network, including specification, location of the energy centre, heat network and associated infrastructure, timing of delivery of the network, and provision of a connection point adjacent to South Way to allow future connection to the heat network to be delivered through the Masterplan application (reference 15/5550).
- That the residential units will meet a target of 105 litres per hear per day or less.
- That all fully-fitted out, non-residential floorspace comprising more than 10% of the plot area is to be constructed to BREEAM “Excellent” Standard where connected to the heat network, and BREEAM “Very Good” Standard prior to connection (providing BREEAM “Excellent” would be achieved if points were awarded for connection to a heat network).
- That all non-residential floorspace which is not to be fully fitted out by the Applicant will be designed so as not to prejudice the BREEAM “Excellent” Standard.

Employment and training

- That occupiers notify Brent Works, or any replacement local employment agency, in the first instance of all direct employment opportunities in the end phase of the development to ensure employment needs are met as far as is possible through the provision of local labour;
- To use reasonable endeavours to target the provision of a minimum of 15 % of overall jobs in the end phase of development for Brent residents;
- To encourage this approach to local recruitment along the supply chain;
- To use all reasonable endeavours to advertise all unallocated subcontractor packages to local SMEs via the Brent First website or any subsequent replacement thereof;
- 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;

CIL DETAILS

This application is liable to pay **£5,017,126.98*** 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): 18827 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
Dwelling houses	18368	0	18368	£200.00	£35.15	£4,231,200.00	£743,633.40
Shops	459	0	459	£40.00	£40.00	£21,146.79	£21,146.79

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)	258	
Total chargeable amount	£4,252,346.79	£764,780.19

*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.



DECISION NOTICE – APPROVAL

Application No: 14/4931

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

I refer to your application dated 17/12/2014 proposing the following:

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

- outline planning permission for up to a total of 75,000sqm to 85,000sqm mixed floor space including up to 67,000sqm of C3 residential accommodation (approximately 725 units); 8,000sqm to 14,000sqm for additional C3 residential accommodation, C1 hotel and/or sui generis student accommodation (an additional approximate 125 residential units; or 200-250 bed hotel; or approximate 500 student units; or approximate 35 residential units and 200 bed hotel); 1,500sqm to 3,000sqm for Classes B1/A1/A2/A3/A4/D1/D2; together with associated open space and landscaping; car parking, cycle storage, pedestrian, cycle and vehicle access; associated highway works; improvements to rear access to Neeld Parade; and associated infrastructure
- full planning permission for a basement beneath Plots SW03 - SW05 to accommodate 158 car parking spaces and 9 motor cycle spaces; Building 3A within Plot SW03 to accommodate 188 residential units and 150 cycle spaces; and associated infrastructure, landscaping, open space, vehicular access and servicing

and accompanied by plans or documents listed here:

See condition 4.

at Land Surrounding Wembley Stadium Station, South Way, Wembley

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

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

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 relevant part of the development as hereby permitted shall not commence until the Reserved Matters of the relevant part of the proposed development have been submitted to and approved in writing by the Local Planning Authority and that part of the development shall be carried out and completed in all respects in accordance with the details so approved before the building(s) are occupied. Such details shall include:-
 - i) Layout;
 - ii) Scale;
 - iii) Appearance;
 - iv) Access;
 - v) Landscaping.

Reason: These details are required to ensure that a satisfactory development is achieved.

- 2 All applications for Reserved Matters pursuant to Condition No. 1 shall be made to the Local Planning Authority, before the expiration of 15 years from the date of this permission.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 and since a period of 15 years is considered to be a reasonable time limit in view of the extent and timescale of the proposal.

- 3 The development to which this permission relates shall begin not later than whichever is the later of the following dates: (a) the expiration of three years from the date of this outline planning permission or (b) the expiration of two years from the date of approval for the final approval of reserved matters, or in the case of different dates, the final approval of the last such matter to be approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

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

EXISTING / LOCATION PLANS

00882_PP_01 Rev P1 Plan 01: Site Location Plan
00882_PP_02 Rev P2 Plan 02: Extent of Reserved Matters
00882_PP_03 Rev P1 Parameter Plan 03: Existing Ground Levels

PARAMETER PLANS and DEVELOPMENT SPECIFICATION

00882_PP_04 Rev P2 Parameter Plan 04: Proposed Ground and Podium
00882_PP_05 Rev P1 Parameter Plan 05: Proposed Plot Extent
00882_PP_06 Rev P2 Parameter Plan 06: Proposed Extent of Parking and Servicing Areas beneath Podium Level
00882_PP_07 Rev P2 Parameter Plan 07: Proposed Access and Circulation Plan
00882_PP_08 Rev P1 Parameter Plan 08: Proposed
00882_PP_09 Rev P2 Parameter Plan 09: Proposed Heights
00882_PP_10 Rev P2 Parameter Plan 10: Proposed Critical Dimensions
OX5193-110 Rev P1 Parameter Plan 11: Proposed Open Space
Development Specification dated February 2016

RESERVED MATTERS PLANS

OX5193-1-100 Rev P01 Plot 3A: Landscape Layout Plan
OX5193-1-101 Rev P01 Access Route from South Way
00882_3A_P_00 Rev P4 Basement Plan
00882_3A_P_01 Rev P4 Ground Floor Plan
00882_3A_P_02 Rev P5 Mezzanine Level Plan
00882_3A_P_03 Rev P5 Level 01 Plan
00882_3A_P_04 Rev P6 Level 02 Plan
00882_3A_P_05 Rev P5 Levels 03-06 Plan
00882_3A_P_06 Rev P5 Level 07 Plan
00882_3A_P_07 Rev P4 Level 08 Plan
00882_3A_P_08 Rev P4 Level 09 Plan
00882_3A_P_09 Rev P4 Level 10 Plan
00882_3A_P_10 Rev P4 Level 11 Plan
00882_3A_P_11 Rev P4 Tower Plans
00882_3A_P_12 Rev P4 Roof Plan
00882_3A_E_01 Rev P4 Northwest Elevation
00882_3A_E_02 Rev P6 Southeast Elevation
00882_3A_E_03 Rev P5 North Elevation
00882_3A_E_04 Rev P4 West Elevation
00882_3A_E_05 Rev P5 East Elevation
00882_3A_E_06 Rev P4 Southwest Elevation
00882_3A_X_01 Rev P4 Section A-A
00882_3A_X_02 Rev P4 Section B-B
00882_3A_X_03 Rev P4 Section C-C

OTHER PLANS

OX5193-120 Rev P01 Tree Removal Plan

SUPPORTING REPORTS

Environmental Statement dated 10 December 2014
Environmental Statement Addendum dated February 2016
Design & Access Statement dated 11 December 2014
Design & Access Statement Addendum dated February 2016
Planning Report dated December 2014

Transport Assessment Addendum Ref: SAW/JLB/DF/ITL9328-011A R dated 1 March 2016

Sustainability Statement Revision 00 dated 11 December 2014
Energy Statement Revision 0100 dated 11 December 2014
Energy Statement - Addendum dated 2 March 2016
Operational Site Waste Management Plan Doc. No 490434-005-C-RPT-003 Ver.03 dated December 2014
Initial Site Waste Management Plan dated December 2014
Regeneration Statement – South West Lands, Wembley
Tree Constraints Report Ref: GLP/SWL/TCR/01a dated 3 September 2014
Utilities Statement Doc. No 490434-005-C-RPT-002Ver.04 dated December 2014

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

- 5 No individual retail unit with a floorspace in excess of 2,000 square meters (Gross External Area) within the development hereby approved shall be used for food retailing unless otherwise agreed in writing by the Local Planning Authority.

Reason: Sequentially preferable sites are identified in the Wembley Area Action Plan

- 6 A Student Accommodation Demand Assessment shall be submitted and to and approved in writing by the Local Planning Authority in relation to each Reserved Matters Applications within which Student Accommodation (Sui Generis) is proposed.

Reason: In the interest of the provision of a mixed and balanced community

- 7 The number of rooms of Student Accommodation that may be delivered pursuant to this consent shall not exceed 0 (zero) unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a mixed and balanced community and to ensure that the delivery of student housing does not affect the delivery of conventional housing against the Council's housing targets.

- 8 The student accommodation hereby approved shall be occupied by Students for a period of not less than 39 weeks in any year unless otherwise agreed in writing by the Local Planning Authority. For the purpose of this condition, Students are defined as any person enrolled on a full time UK accredited and based further education course at a recognised higher education institution for not less than 80 % of the course time unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the accommodation meets an identified need and contributes towards a balanced community.

- 9 Works on plot SW01 or SW02 shall not commence unless the Station/Railways facilities required by condition 12 have been completed in accordance with this condition and the facility is ready for use by the Railway operator unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of sustainable transport.

- 10 No goods, equipment, waste products, pallets or materials shall be stored in any open area within the site and the loading areas indicated on the approved plans shall be maintained free from obstruction and not used for storage purposes (whether temporary or permanent) unless prior written approval has been obtained from the Local Planning Authority.

Reason: To ensure a satisfactory environment for future users.

- 11 All existing crossovers rendered redundant by this proposal shall be reinstated to footway at the applicant's own expense and to the satisfaction of the Council's Head of Transportation, or other duly authorised person, prior to the occupation of the relevant part of the development.

Reason: In the interests of traffic and pedestrian safety.

- 12 The construction tolerances referred to within drawing 00682_PP_09 Rev P2 "Parameter Plan 09 Proposed Heights" shall only relate to the final constructed heights of building and the buildings as proposed within applications for the approval of Reserved Matters shall be designed to comply with the maximum heights as denoted on this drawing, as altered by the additional height specified for lift motor rooms, plant and extract, and the additional height specified for parapet levels.

Reason: In the interest of visual amenity and townscape.

- 13 Prior to first occupation of any plots that include Student Accommodation, a Student Management Plan detailing measures to manage the use of any associated servicing bay(s) during key periods including the periods when students will load and unload possessions at the start and end of the college year, the pre-booking of arrival times and staff resourcing to assist this and having regard to Stadium Event day conditions, shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be implemented in full for the life of the development.

Reason: In the interest of highway and pedestrian safety and flow, and parking saturation in the locality.

- 14 Prior to the commencement of works on relevant part of the development as hereby permitted, details of the following as they relate to that part of the development shall be submitted to and approved in writing by the Local Planning Authority, either within the Reserved Matters

applications (if specifically referenced within that submission) or under separate cover, unless otherwise agreed in writing by the Local Planning Authority, with the exception of plot SW03A which shall only be subject to the submission and approval of paragraphs a) to k) below.

- a) An indicative phasing plan, including projections for the commencement and completion of the elements of the development that have not already been completed;
- b) Details of materials for all external surfaces, including samples which shall be made available for viewing on site or in another location as agreed;
- c) Details of any plant, including locations, external appearance and any proposed screening;
- d) Highway, footpath and cycle way layout, within the relevant part of the development including connections and traffic management measures, sub-surface details, surfacing materials and street furniture;
- e) Details of cycle storage, including the number of spaces (which shall accord with London Plan standards), structures, layout, equipment, access, security and weather proofing appropriate to the type of cycle storage;
- f) Details of any motorcycle and car parking provision, including layouts, allocation, cumulative (site-wide) parking provision and projected future provision, which shall not exceed 0.4 car parking spaces per residential unit, but shall include disabled parking provision comprising 10 % of allocation for residential parking spaces and 5 % allocation for commercial premises;
- g) Details of electric vehicle charging points, which shall comprise a minimum of:
 - i. 20 % of car parking spaces with active and 20 % with passive charging points for residential development;
 - ii. 20 % active and 10 % passive for office development; and
 - iii. 10 % active and 10 % passive for retail parking spaces.
- h) Details of any CCTV;
- i) Measures incorporated to mitigate the impacts of wind within the development.
- j) Details of the on plot connections to the site wide heat network and relative to the indicative or actual routing of the site wide network.
- k) The location of services, including the grouping of services where feasible;
- l) The internal layout of buildings and layout and detailed design of roof terraces or other areas of external space, including internal circulation areas, refuse-storage areas, any plant room(s), any other internal area and any areas of external space.
- m) Means of access for vehicles, pedestrians and cyclists to and from the relevant part of the development;
- n) Details of the levels of daylight received for Habitable Room windows of any Residential Dwellings within the relevant part of the Development.
- o) Details of the provision of private external amenity space for residential units, including the size, location of private balconies, terraces and gardens and access between the dwellings and their associated space(s).

The approved details shall be implemented in full prior to first occupation or use of the relevant part of the development.

Reason: To ensure a satisfactory development, in the interest of residential amenity, design quality and visual appearance, highway flow and safety and sustainable development.

- 15 The relevant part of the development hereby approved shall not commence unless a scheme for the landscape works and treatment has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be fully implemented prior to the earlier of first occupation or first use of the relevant part of the development 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) the detailing and provision of green/brown roof(s);
 - g) measures to enhance the ecological value of the site;
 - h) 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.

- 16 Station / Railway facilities, up to a maximum of 400 square metre, to shell finish, shall be provided within Plot SW07 prior to first occupation of that plot, in accordance with details to be submitted and approved in writing by the Local Planning Authority unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of sustainable transport.

- 17 A parking allocation plan shall be submitted to and approved in writing by the Local Planning Authority in relation to the relevant part of development, demonstrating how parking will be allocated between uses and tenures within that part of the development. The car parking spaces shall be used in accordance with the approved parking allocation plan for the life of the development, and shall only be used for purposes ancillary to the development hereby approved and shall not be used for any other purpose, such as the provision of Stadium Parking.

Reason: In the interest of highway flow and safety.

- 18 Prior to first occupation of the relevant part of the development, a revised Delivery and Servicing Plan (DSP) shall be submitted to and approved in writing by the Local Planning Authority and the approved DSP shall be implemented for the life of the development.

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

- 19 Prior to the commencement of works on the relevant part of the development, a revised 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 duration of demolition and construction.

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

- 20 Notwithstanding the drawings hereby approved, unless otherwise agreed in writing, revised drawing detailing the provision of the secondary access to the car park within Plots SW03 to SW05 from the Station Service Road shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be implemented in full prior to the commencement of the use of the car park, and the access made available for use on Wembley Stadium Event Days;

Reason: In the interest of pedestrian and vehicular flow and safety on Wembley Stadium Event Days.

- 21 Prior to the commencement of works on the relevant parts of the development that include hotel floorspace (Use Class C1), details of coach parking and setting down arrangements shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be implemented in full prior to first occupation of the hotel and thereafter retained.

Reason: In the interest of highway flow and safety.

- 22 A site management plan, detailing the maintenance and cleaning regime for the public and communal external spaces within the development, shall be submitted to and approved in writing prior to first use of the public or communal spaces within the development and the approved plan shall be implemented for the life of this development.

Reason: To ensure a good quality of environment is provided.

- 23 Applications for the approval of Reserved Matters for part of the development that include residential floorspace (within Use Class C3) shall be accompanied by details of the provision of

play and recreational space and any associated equipment within the communal parts the relevant part of the development together with details of any play space that is to be provided within locations outside of the relevant part of the development required to meet the minimum standards for play space as set out within Wembley AAP Policy WEM 38, including a programme for the delivery of the play space. The approved play and recreational space and any associated equipment situated within the relevant part of the development site shall be implemented in full prior to first occupation of the relevant part of the development or in accordance with the approved programme of delivery unless otherwise agreed in writing by the Local Planning Authority. The playspace shall thereafter be retained and maintained in accordance with the manufacturers specifications.

Reason: To ensure that a good quality of accommodation is provided for future residents.

24 A minimum of

- 10 % of hotel rooms;
- 5 % of student accommodation rooms;
- 10 % of Affordable Rented residential units;

shall be provided as wheelchair accessible accommodation whilst 10 % of all private and intermediate residential units and 5 % of student accommodation rooms (in addition to the 5 % of student accommodation rooms referred to above) shall be "easily adaptable" for residents who are wheelchair users. Reserved matters applications that include such accommodation shall demonstrate that these minimum targets for accessible and easily adaptable rooms and units will be achieved.

Reason: To ensure that the development is suitably accessible.

25 Details of any proposed counter-terrorism measures shall be submitted to and approved in writing by the Local Planning Authority in consultation with the MET Police prior to the commencement of constructions works on the relevant part of the development and the approved details shall be implemented in full prior to completion of the relevant part of the development hereby approved.

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

26 Prior to the commencement of the relevant part of the development, until a detailed surface water drainage scheme for the site, based on the agreed 'DRAINAGE STRATEGY AND FLOOD RISK ASSESSMENT produced by CH2M HILL ref 490434-005-C-RPT-001Ver.03 dated Dec 2014' has been 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 first occupation of the relevant part of the development.

Reason: To minimise the risk of flooding.

27 Any plant shall be installed, together with any associated ancillary equipment, so as to prevent the transmission of noise and vibration into neighbouring premises. The rated noise level from all plant and ancillary equipment shall be 10dB(A) below the measured background noise level when measured at the nearest noise sensitive premises. Prior to the installation of plant, an assessment of the expected noise levels of any plant shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall be carried out in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' and shall include any mitigation measures necessary to achieve the above required noise levels. The plant shall thereafter be installed and maintained in accordance with the approved details.

Reason: To protect acceptable local noise levels in the interest of the amenities of sensitive uses, and in accordance with Brent Policy EP2.

28 A scheme of sound insulation measures to address potential noise transfer between commercial uses and residential uses within the building shall be submitted to and approved in writing by the Local Authority the Local Planning Authority. The approved measures shall thereafter be implemented in full.

Reason: To protect acceptable local noise levels in the interest of the amenities of sensitive uses, and in accordance with Brent Policy EP2.

- 29 Prior to the commencement of construction works on the relevant part of the development, details shall be submitted to and approved in writing by the local planning authority demonstrating that residential units, rooms of student accommodation, and hotel rooms (unless the relevant part does not include such uses) will be constructed so as to provide sound insulation against externally generated noise such that the resultant internal noise levels between the hours of 11.00pm and 7.00 am shall not exceed 30 dB L Aeq 15 min and 35 L Aeq 15 min from 7.00am to 11.00pm (unless otherwise agreed in writing by the Local Planning Authority. This criterion applies with windows shut and with an appropriate ventilation system that does not give rise to a noise level greater than 30 dB(A) at night or 35 dB during the day or a sound level in any 1/3 octave band in the range 50Hz to 8kHz that is more than 5dB above immediate adjacent 1/3 octave bands.

Reason: To safeguard the amenities of residents and other occupiers around the site

- 30 Unless otherwise agreed in writing, details demonstrating that the relevant part of the development will be designed to ensure the following vibration levels stated in BS6472:2008 Evaluation of human exposure to vibration in buildings (1Hz to 80 Hz), as set out below, are not exceeded in relation to residential development (Use Class C3) or Student Accommodation (Sui Generis) shall be submitted to and approved in writing prior to the commencement of the relevant part of the development and the relevant part of the development shall be carried out in accordance with the approve details.

Place	Vibration dose values - Low probability of adverse comment (m/s ^{1.75})
Residential buildings 16 h day	0.2 to 0.4
Residential buildings 8 h night	0.1 to 0.2

Reason: To ensure that the occupiers and users of the proposed development do not suffer a loss of amenity by reason of excess vibration from transportation sources

- 31 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

- 32 An Air Quality Neutral Assessment that is in accordance with relevant guidance published by the Greater London Authority (GLA), and which includes mitigation measures should the development be found to not be air quality neutral, shall be submitted to and approved and writing by the Local Planning Authority prior to the commencement of works on the relevant part

of the development. The approved assessment shall be carried out in full in relation to the relevant part of the development.

Reason: To protect local air quality, in accordance with Brent Policy EP3

- 33 Prior to the installation of the Combined Heat and Power (CHP) unit, details demonstrating the emissions standards of the CHP unit, which shall meet or improve upon the emissions standards and technical details described in the Air Quality Impact Assessment, shall be submitted to and approved in writing by the Local Planning Authority and the unit shall be installed in full accordance with the approved details and the unit shall be maintained thereafter in such a way as to ensure that these standards continue to be met.

Reason: To protect local air quality, in accordance with Brent Policies EP3 and EP

- 34 Prior to the commencement of the use of the CHP unit (other than use required to undertake testing of the unit), details of tests undertaken on the installed unit to demonstrate that the emissions standards have been met shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To protect local air quality, in accordance with Brent Policies EP3 and EP4.

- 35 Prior to the installation of any boilers within the development (other than the CHP unit), details of the boilers installed demonstrating that the rated emissions of Oxides of Nitrogen (NOx) do not exceed 30 mg/kWh shall be submitted to and approved in writing by the Local Planning Authority unless otherwise agreed in writing. The approved details shall be implemented in full and the boilers shall be maintained in accordance with the manufacturers specifications.

Reason: To protect local air quality, in accordance with Brent Policy EP3

- 36 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.

- 37 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 **36** 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

- 38 Details of the extract ventilation system and odour control equipment for any commercial kitchens, including all details of external ducting, shall be submitted to and approved in writing by the Local Planning Authority prior to the installation of any such equipment. The approved equipment shall be installed prior to the commencement of the relevant use and shall thereafter be operated at all times during the operating hours of the relevant use and maintained in accordance with the manufacturer's instructions.

Reason: To protect the amenity of existing and future residential occupiers.

- 39 Prior to the commence of development, a drainage strategy detailing any on and/or off site

drainage works, shall be submitted to and approved in writing by the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed".

Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Control Department (telephone 0203 577 9998) prior to the Planning Application approval.

- 40 No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

- 41 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.

- 42 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

- 43 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.

- 44 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.

- 45 Prior to the commencement of the development details of ground levels, 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 protect the adjacent railway.

- 46 Prior to first occupation of the relevant part of the development (being a plot within the development that adjoins the boundary with the railway, details of the trespass proof fencing adjacent to the boundary with the railway shall be submitted to and approved in writing by the Local Planning Authority in consultation with Network Rail, and the approved fencing shall be erected prior to first occupation of that part of the development. The fencing shall thereafter be retained and maintained unless otherwise agreed by the Local Planning Authority.

Reason: To protect the adjacent railway from unauthorised access in the interest of safety and security.

INFORMATIVES

- 1 Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.
- 2 Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.
Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system
- 3 Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

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