

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

11 May, 2016
04
15/5550

SITE INFORMATION

RECEIVED: 22 December, 2015

WARD: Tokyngton

PLANNING AREA: Brent Connects Wembley

LOCATION: Olympic Way and land between Fulton Road and South Way including Green Car Park, Wembley Retail Park, 1-11 Rutherford Way, 20-28 Fulton Road, Land south of Fulton Road opposite Stadium Retail Park, land opposite Wembley Hilton, land opposite London Design

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

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

And

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

- Retail/financial and professional services/food and drink (Use Class A1 to A4) up to 21,000 sqm;
- Commercial (Use Class B1) up to 82,000 sqm;
- Hotel (Use Class C1): up to 25,000 sqm;
- Residential (Use Class C3): up to 350,000 sqm (up to 4,000 homes) plus up to 20,000 sqm of floorspace for internal plant, refuse, cycle stores, residential lobbies, circulation and other residential ancillary space;
- Education, healthcare and community facilities (Use Class D1): up to 15,000 sqm;
- Assembly and leisure (Use Class D2): 23,000 sqm;
- Student accommodation (Sui Generis): Up to 90,000 sqm.

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

APPLICANT: Quitain

CONTACT: Signet Planning

PLAN NO'S: Approved documents have been listed within the conditions.

LINK TO DOCUMENTS

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**ASSOCIATED TO
THIS
APPLICATION**

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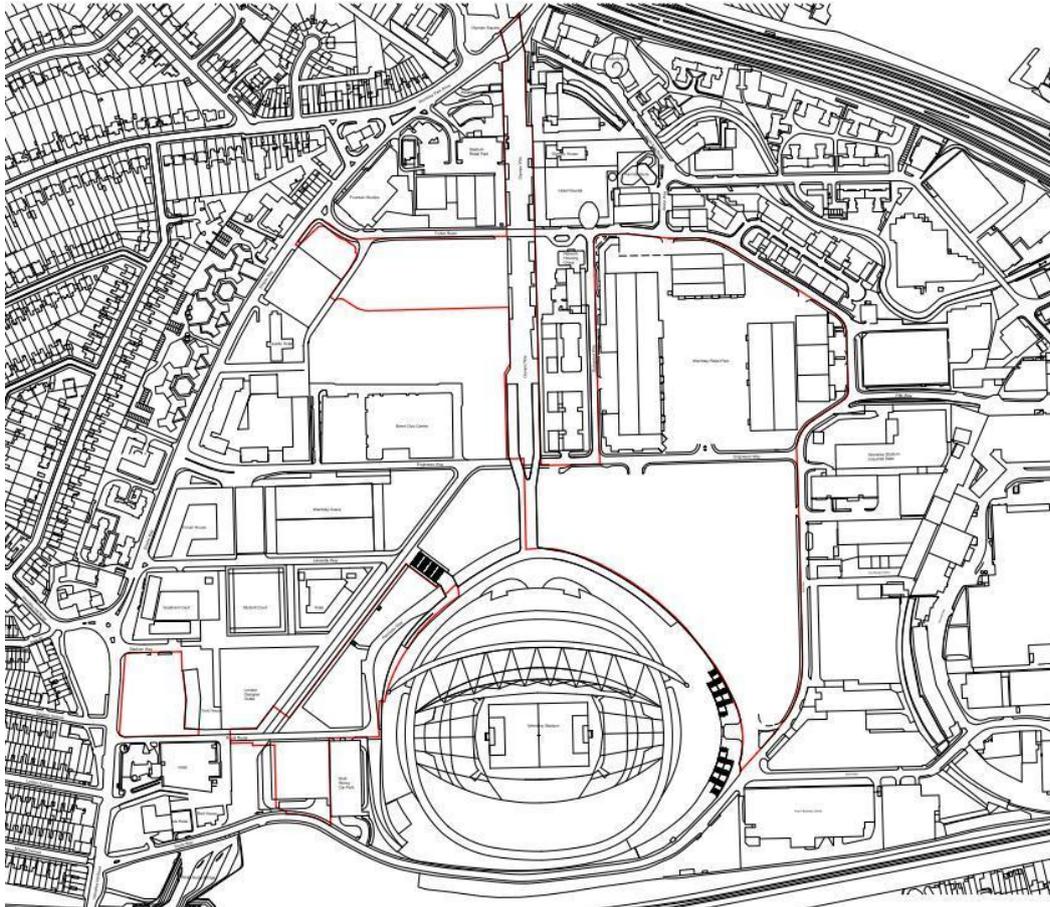
SITE MAP



Planning Committee Map

Site address: Olympic Way and land between Fulton Road and South Way including Green Car Park, Wembley Retail Park, 1-11 Rutherford Way, 20-28 Fulton Road, Land south of Fulton Road opposite Stadium Retail Park, land opposite Wembley Hilton, land opposite London Design

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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 proposes the comprehensive development of approximately 15.9 hectares of land surrounding Wembley Stadium as show on the above site location plan. The planning application area includes land that is subject to two key extant consents, referred to as the “North West Land consent” (reference 10/3032) and the “Stage 1 consent” (reference 03/3200).

This is a hybrid scheme, submitted part in outline and part in full detail. The majority of the submission is in Outline, with all matters reserved. Plot E05, situated to the east of the stadium, has been submitted in full detail.

Plot E05 comprises a multi-storey car and coach park with coach parking proposed on the ground floor and car parking proposed on the upper floors. A total of 1,642 parking spaces are proposed for use for Wembley Stadium events, including 104 disabled parking spaces. Residential parking associated with the adjoining plot (E03) are proposed on level 01, with 174 spaces proposed, including 18 wheelchair accessible spaces. The ground floor provides parking for up to 82 coaches. This will link to the ground floor of adjoining plot E03 where additional coach parking is provided.

The plots, streets and open spaces

The submission includes 16 plots and these are located within seven “character areas”.

The Western Lands Character Area

There are three plots within this character area (W06, W08 and W10), which front the Boulevard. The prevailing character of this area is that of a town centre and it is located within the designated Wembley Main Town Centre, and the nature of the uses within this area will reflect this character with town centre uses at ground floor with employment or residential uses above.

Primary School and York House character area

The fourth plot (YH1) fronts Wembley Hill Road / Empire Way. This plot has been identified by the applicant as an appropriate location for a 3 form of entry primary school and nursery. It is also within the designated Town Centre. . It should be noted that the school could alternative come forward on other plots, such as NW09

North West Lands Character Area

Two residential led plots are proposed within the North Western area (NW09 and NW10/11). They are situated within the application site for the North West Lands consent. The temporary consent for the Imagine Nation theatre is also situated on these plots.

North Eastern Lands Character Area

There are six plots located in the North Eastern area, numbered NE01 to NE06. These residential led plots are proposed to surround the northern element of the proposed park. The majority of land within this area is currently occupied by the Wembley Retail Park, which is currently being demolished.

Eastern Lands Character Area

Four plots are proposed in the Eastern area, numbered E01, E02, E03 and E05. These plots surround the southern element of the proposed park, and primarily comprise residential uses with the exception of the car park within E05. The eastern area is within the application site of the Stage 1 consent.

The Park

This area spans both sides of Engineers Way and adjoins the development within the North Eastern Lands and Eastern Lands character areas. A publicly accessible park is proposed within this 2.5 Hectare area.

Olympic Circus Character Area

This area is currently occupied by the Pedway (pedestrian walkway to the Stadium Concourse), and is situated between plot E01 (within this application) and Plot W01 which benefits from detailed approval pursuant to the Stage 1 consent. Only part of the Pedway falls within the application site.

Uses

The total amount of floorspace proposed within this application is 420,000 sqm (GEA). To allow flexibility in the delivery of the development, the proposed level of floorspace for each use has been expressed as a maximum amount.

Use Class	Maximum sqm
C3 Residential* (approx. 4,000 homes)	370,000
Sui Generis Student Accommodation**	90,000
B1 Comercial	82,000
C1 Hotel	25,000
D2 Assembly and leisure	23,000
A1-A4 Retail, professional, food and drink	21,000
D1 Education, Health Care, Community	15,000

*the Residential floorspace includes up to 20,000 sqm of floorspace for internal plant, refuse, cycle stores, residential lobbies, circulation and other residential ancillary space.

**A maximum of 90,000 sqm of student accommodation is proposed. However, the total number of students is proposed to be capped through condition, as discussed later in this report.

The proposal looks to focus town centre and other commercial uses on the boulevard, with proposals for the North Western, North Eastern and Eastern areas being predominantly residential in their nature.

Uses within each plot have been expressed as “optional uses” to reflect this flexibility within the delivery of the development. The proposed breakdown of optional uses within each plot is as follows:

Plot	Residential (lower)	Residential (upper)	Student (upper)	B1 commercial (lower)	B1 commercial (upper)	Hotel (upper)	Assembly Leisure (Lower)	Assembly Leisure (Upper)	Retail, Professional, Food & Drink	Education / Health / Community
W06		Y			Y	Y	Y		Y	
W08		Y			Y	Y	Y		Y	
W10					Y			Y	Y	
NW09		Y		Y					Y	Y
NW10/11		Y		Y					Y	Y
NE01		Y	Y							Y
NE02	Y	Y								Y
NE03		Y								Y
NE04	Y	Y		Y						Y
NE05	Y	Y		Y						Y
NE06	Y	Y								
E01	Y	Y								Y
E02	Y	Y								Y
E03		Y		Y						Y

3	2026-2030	NW10/11 NE04 W06
4	2031-2035	NE05 NE06 E01 E02 W08

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

B) EXISTING

The subject site 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 Proposals W8, W9, W12, W18 and W19 are applicable to the proposed development. There are no conservation areas or Listed Buildings within the application site. However, Plot W06 is adjacent to the Grade II Listed Wembley Arena (formerly the Empire Pool).

Within the Western Lands Character Area, plots W06 and W08 are laid out with temporary uses, including a grassed area, a children's play area and an "events space". Plot W10 contains the temporary part of the multi-storey car park.

The York House car park site is situated between the York House building and Empire Way / Wembley Hill Road and is currently occupied by the private car park for York House.

The North Western Lands are currently partially occupied by a construction site compound and partly cleared in preparation for the construction of the temporary Imagine Nation theatre.

The North Eastern Lands are occupied by the Wembley Retail Park, commercial units fronting Rutherford Way, two food and drinks premises (Alisan and Moore Spice) and the commercial premises fronting the eastern end of Fulton Road. The demolition of the buildings within this area has commenced, but has not been completed and some units are occupied at present.

The Eastern Lands is currently known as the green car park. It is laid out to tarmac and used for stadium car and coach parking, and other parking when stadium events are not taking place.

C) AMENDMENTS SINCE SUBMISSION

Two rounds of pre-application public consultation together with an extensive period of pre-application discussion between the developers and council officers over the course of a year was undertaken prior to the submission of the planning application. As such, a large number of changes were made to the scheme prior to the submission of the planning application.

During the application process comments were received from external bodies, other third parties (e.g. individuals) and from Council officers and the full detail of the submission was considered. The principles that would be established through this planning consent are considered to be sound and the submitted information is considered to be sufficient to demonstrate that the proposed development is acceptable. The detailed design of the proposed buildings and spaces can be secured through the approval of reserved matters, other matters secured through condition and matter secured through section 106 obligations.

As such, revisions to the scheme were not considered necessary. However, a number of conditions and obligations have been recommended to secure the detail of the proposals.

D) SUMMARY OF KEY ISSUES

Land use: The proposed mix and quantum of uses is strongly supported. It looks to focus the town centre uses within the designated town centre, with a residential focus on the eastern side of the masterplan area, adjacent to the proposed 2.5 hectare park. The quantum of retail floorspace looks to reinforce the role of the Wembley Town Centre within the existing hierarchy, but results in a net loss of retail floorspace from that existing and consented when taking into account the Wembley Retail Park and the extant North West Lands and Stage 1 consents. A large quantum of Business (Use Class B1) floorspace is proposed, which is strongly supported. Leisure uses (Use Class D2) are included within the mix, which if delivered could add to vitality of the town centre and strengthen its role as a visitor attractor within London. Community uses are

proposed to support the developments within Wembley, including a 3 form of entry primary school and floorspace for other uses, such as a doctors surgery. The inclusion of student accommodation and hotel floorspace is supported, subject to restrictions to the maximum number of student rooms, to be secured through condition. The proposal looks to deliver a significant proportion of the new homes and jobs sought within the Wembley Growth Area and is strongly supported by officers.

Housing mix and Affordable housing: The Affordable Housing proposal are supported by officers. The total Affordable Housing offer proposed within the scheme comprises 34 % of the total number of units. A total of 22 % of the total units are to be provided as permanent Affordable Housing, comprising Affordable Rent, Discount Market Rent (at 65 % of market rent), Intermediate Shared Ownership and Discount Market Sale (at 75 % of market value). A total of 12 % of the total unit are to provided as time limited Affordable Housing (80 % market rent for a 7 year period) through the Mayor's London Housing Bank. The tenure mix fo Affordable Housing differs from the standard products referred to within Council Policy, but is supported by officers as it looks to provide a wider range of Affordable Housing products which will help to meet housing need whilst maximising the proportion of Affordable Housing that the scheme can afford. The proportion of proportion of family sized private units is below the levels set out within the Wembley AAP, but the proposed mix by unit and tenure results in a significant increase in the level of Affordable Housing and is supported on that basis.

Infrastructure: The proposal looks to deliver key elements of physical and social infrastructure within Brent. In addition to the highway works which are to be secured through Section 106 or funded through CIL from the scheme, the proposal includes the provision of a 2.5 hectare park, a 3 form of entry primary school and makes provisions for other community facilities such as a nursery facilities, a doctors surgery and a community hall. This is strongly supported by officers.

Quality of accommodation: The submission has demonstrated that the proposed residential units will 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. The proposal provides strong active frontages to the Boulevard, reinforcing its town centre role and function. The plots within the North West Lands character area largely reflect the key principles established within the extant North West Lands consent, but have been amended from the previous proposals to facilitate the provision of residential led buildings. The eastern side of the Masterplan establishes the principle of residential neighbourhoods surrounding the park, resulting in significant improvements to permeability and legibility when compared to the eastern side of the Stage 1 consent. The park is the dominant feature, providing pedestrian and cycle routes and linkages from north to south and east to west. To facilitate this, stadium car and coach parking is to be provided on the eastern side of the Eastern Lands character area, facilitating the provision of the park which links to the surrounding streets and spaces. The multi-storey stadium car park has been submitted in full detail. The design and appearance of this is considered to be acceptable, subject to further details regarding the materials and in particular, the appearance of the vehicular barriers behind the fins. An assessment of views has been submitted with this application which shows that, for a majority of views, the proposal will not materially impact views to the stadium. The level of impact is greater from some of the views established through the Wembley Area Action Plan, most notably that from Chalkhill Park, and the view from the Welsh Harp to a lesser extent. However, the level of impact of the proposal on these views is considered to be acceptable for the reasons set out later in this report.

Impact on amenities of surrounding uses: Daylight and sunlight analysis has been undertaken for surrounding residential units. The majority of habitable room windows within the proposed development will meet BRE Guidance levels for daylight and sunlight. A small proportion of windows in the new residential development currently being constructed within the Olympic Office Centre site and some existing windows within the recent Tabriz Court development (Fulton Road) will experience reductions in daylight beyond BRE Guidance levels. However, this is considered to be acceptable given the dense nature of development in this area.

Highways: The Council's Highways Officers considered the proposal to be acceptable on highways grounds. They have considered the implication of the development, both on event days and non-event days and the proposed on- and near-site Stadium coach and car parking facilities. The latter includes the provision of 168 on-site coach parking space, with the balance of spaces to be provided within the near-site location that is the subject of planning application 15/5615. Whilst the arrangements for stadium coach parking have been submitted in two applications, the Council's Highways officers have considered these concurrently and both proposals discussed within this report. 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, and will include the provision of a site-wide heat network served by a single energy centre within this application site, but linked to the heat network and energy centre that is being delivered to serve the development currently being delivered through the extant North-West Lands consent.

E) MONITORING

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

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Sui generis	0	0	0	59573	59573

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Flats û Market)										
EXISTING (Flats û Intermediate)										
EXISTING (Flats û Intermediate)										
EXISTING (Flats û Intermediate)										
EXISTING (Flats û Social Rented)										
EXISTING (Flats û Intermediate)										
PROPOSED (Flats û Market)	1686	773	181							2640
PROPOSED (Flats û Intermediate)	72	53	5							130
PROPOSED (Flats û Intermediate)	111	82	7							200
PROPOSED (Flats û Intermediate)	192	142	12							346
PROPOSED (Flats û Social Rented)	39	73	93	7						212
PROPOSED (Flats û Intermediate)	301	138	32							471

RELEVANT SITE HISTORY

This section of the report sets out the key planning applications and consents relating to this site, focusing on the two large scale major extant consents whilst referring to other applications and consents as is necessary.

The “Stage 1” consent (reference 03/3200)

The Western and Eastern Lands character areas are within the application site of this extant consent, comprising plots W06, W08, W10, E01, E02, E03 and E05. Olympic Way also formed a part of the Stage 1 consent.

Permission was granted in September 2004 for the comprehensive redevelopment of this site, situated to the east and west of the Stadium. Minor non-material amendments to this proposal were approved by the Council in 2006, resulting in revisions to a number of the parameter plans.

The description of development is as follows:

Outline planning application for:

- Works for the re-orientation of Wembley Arena
- Class A1 (Retail) comprising up to 14,200m² designer retail outlet, 11,800m² sports retailing
- Class A1/A2 shops/financial and professional services up to 8,000m² (including up to 2,000m² supermarket)
- Class A1 (Retail) comprising up to 400 square metres of hotel boutique retail
- Class A3 (Food and Drink), up to 12,700m²
- Class B1 (a) (b) and (c) Business, up to 63,000m²
- Class C1 (Hotel), up to 25,400m²
- Class C1/Sui Generis (Hotel apartments), up to 26,700m²
- Class C2 (Residential institutions) up to 5,000m²
- Class C3 (dwellings) up to 277,000m², (up to 3,727 dwellings)
- Student accommodation (Sui Generis), up to 16,600m²

- Class D1 (Non-residential institutions), up to 8,200m²
- Class D2 (Assembly and Leisure), up to 28,500m² (including the existing Arena of 13,700m²) together with associated open space, public market area (Class A1), hard and soft landscaping, highway and engineering works, electricity sub-station, other utility requirements, other parking and servicing, and improvements to Olympic Way;

AND;

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

A number of elements of this outline planning consent that have been delivered to date, including:

- Works to the re-orient and renovate Wembley Arena
- The construction of Arena Square
- Forum House (Plot W01)
- Quadrant Court (Plot W04)
- Hilton Hotel and Student Accommodation (Plot W05)
- The Design Outlet Centre, food and drinks units and cinema (Plots W04, W05 and W07)
- The Red car park (Plot W10)
- The Boulevard and associated infrastructure

Reserved Matters for Plot W03 were approved in 2007. Works have not commenced on this scheme yet. However, the detailed scheme can still be implemented. The site is currently occupied by the Powerleague "5-a-side" football centre which benefits from temporary consent.

The North West Lands

Plots NW09 and NW10/11 are within the application site of this extant consent, as is Olympic Way. On 24 November 2011 the Council granted outline planning permission, under ref: 10/3032, for the redevelopment of the Former Palace of Arts and Palace of Industry Site on Engineers Way, Wembley. This development is known as the "North West Lands" consent ("NW Lands"). Subsequently, planning applications have been approved on 18 September 2013, (ref: 13/1323) and on 31 October 2014 (ref: 14/3054), pursuant to Section 73 of the 1990 Town and Country Planning Act for the variation of condition 4 of this outline planning permission in respect of minor material amendments to the original consent. An application for the approval of non-material minor amendments to the outline planning permission under Section 96A of the 1990 Town and Country Planning Act was submitted on 30 September 2015 (ref: 15/4236).

Description of development:

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

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

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

The reserved matters for a number of plots have been approved pursuant to this consent, together with the surrounding infrastructure for those plots. This includes Plots NW01, NW06, NW07, NW08 and the park. The reserved matters for plots NW09 and NW10/11 have not been submitted, nor have the reserved matters for Plot NW04. Plot NW01 (Emerald Gardens) has been partially completed, whilst works are under way for Plots NW06 (Alto) and the park. Works have not commenced on Plots NW07 and NW08. However, it is understood that works are likely to commence shortly.

Wembley Retail Park

Various applications were approved previously regarding the use of the units within the retail park and the redevelopment and refurbishment of some of those units. The application proposes the demolition and comprehensive redevelopment of this area and those units will no longer exist.

Prior approval was approved in 2015 and 2016 for the demolition of the majority of existing buildings on-site. This related to units 4-8 within the eastern terrace and units 14-17 (the western terrace).

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

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

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

An application relating to the temporary use of the site for stadium car and coach parking has been submitted and is also being considered at this planning committee meeting.

16/1024 Use of the land for the provision of car and/or coach/mini bus parking for up to 1,312 cars; or 472 cars and 220 coaches and/or minibuses, or combination thereof, and associated hard and soft landscaping and infrastructure including lamp posts

Other applications being considered

This application is part of a suite of applications that have been submitted by Quintain and are being considered at this Planning Committee meeting. The applications are as follows:

- 15/5550: This application, known as the Masterplan application.
- 15/5615: The proposals for the near-site stadium coach parking facility, with capacity for up to 290 coaches.
- 16/1024: The temporary stadium car and coach parking proposal for the Wembley Retail Park, with capacity for up to 220 coaches/mini-buses and 472 cars; or 1,312 cars; or combination thereof;
- 14/4931: The "South West Lands" application for the comprehensive redevelopment of the land adjacent to the White Horse Bridge and Wembley Stadium Station;
- 15/3599: The application for the Premier Inn hotel, 4-storey non-residential building and southern element of the Boulevard, adjacent to South Way.

CONSULTATIONS

Initial consultation: 3,213 consultation letters were sent to adjoining and nearby owners and occupiers on 19 January 2016.

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

Additional consultation: Following the receipt of additional information (Appendix K to the Environmental statement which provided details of crowd flow modelling for stadium egress), re-consultation was undertaken. Re-consultation letters were sent on 29 March 2016. It was advertised in the press on 24 March.

Objections were received from 5 local residents, citing the following issues:

Objection	Response
Increase in traffic and parking	See Highways part of report.
There have been quite a few major accidents in the last two years and the new flats will aggravate the traffic problem	See Highways part of report.
Noise, dust and pollution	The construction of the development has the potential to result in some noise, dust and pollution. However, mitigation measures are to be secured through condition in line with Brent and National practice. The on-going development will result in more people living and working in Wembley, and increases in traffic over present every-day situations (i.e. non event days). However, the level of development is such that this is not considered to result in undue harm.

Burden on infrastructure	The social infrastructural needs of the area and associated with the development have been considered within this proposal. A new primary school is proposed, together with other new community floorspace which could come forward for use for a variety of purposes. Significant contributions will be secured through the Community Infrastructure Levy.
Prices of flats are unaffordable	The development includes the maximum reasonable proportion of Affordable Housing including Affordable Rent, Intermediate Shared Ownership, Discount Market Sale and Discount Market Rent units. The price of private units cannot be considered or set within a planning application, other than how it affects the proportion of Affordable Homes.
Proposal is a high density concrete jungle	The proposed development is in a "central" location near to a major town centre with good public transport accessibility. As such, high densities of development are promoted in such locations. The proposal includes a 2.5 Hectare Park and a large number of trees.
Football courts are to be lost and replaced with small concrete playground	The Powerleague 5-a-side football centre is not within the site for this application. It was implemented as a "mean-time" temporary use within a development site. The Council is supportive of its re-provision and the applicant is looking at options to relocate it elsewhere in the vicinity when development comes forward on that site. However, it was only proposed as a temporary use and its loss could not be resisted.
We need some green spaces, sport and leisure facilities, schools and medical facilities	A park, two Multi-use games areas, playgrounds and a primary school are proposed. A significant amount of "Assembly and Leisure" floorspace is proposed, and the applicant has suggested that some of the Use Class D1 floorspace proposed within the development could be occupied by a doctors' surgery.

Lakeside way should be pedestrianised due to the number of pedestrians	Lakeside Way is outside of the site for this application. It also provides vehicular access to the Hilton and the Envac waste centre and therefore vehicular access is required.
Noise from cars queuing after events causes significant disturbance	This application does not alter the number of cars attending stadium events and therefore does not change the level of impact associated with the Stadium.
Private car parking spaces shouldn't be provided, and car-share schemes should be introduced, potentially only for residents	Levels of car parking are proposed to be minimised in line with Wembley Area Action Plan policy and the provision of car club spaces is proposed.
Only businesses can afford the parking spaces within the development	The proposed developments are located in an area with good public transport accessibility where residents have the ability to use public transport for many trips. This reduces the need for many resident to own cars.
The area has lost all of sites greenery and the proposed buildings will not help this.	The number of trees and amount of green space within Wembley would increase significantly as a result of these proposals.
The amount of construction happening at the same time will inconvenience residents	It is possible that multi-sites come forward at once. Conditions are attached to all major development proposals to mitigate construction impacts. This includes adherence to the Considerate Constructors Scheme, implementation of a construction management plan and a construction logistics plan. Environmental Health also control the hours for construction works.

Moore Spice

An objection was received from Moore Spice (Unit 2, Wembley Retail Park), who highlight that they still have 10 years left on their lease of this property. They note that on 20 January 2016, consultation letters were sent to 2,791 properties, but that Moore Spice was not on the list. They highlight that the Council did not consult lessees of building that is listed for demolition, and have requested that the application is put on hold until they have had sufficient time to make representations. They also specify that they were not consulted regarding application 15/5386 which was granted and includes the demolition of the adjoining building and works to the car park for which Moore Spice has access to.

Notice was served on both directors of Moore Spice, notifying them under Certificate B of the submission of this planning application. The objection was also submitted to the Council on 4 March. The objectors accordingly have been aware of this application for a period of over 8 weeks and therefore have had considerable in excess of 21 days to comment on the application. Application 15/5386 was for prior approval for the demolition of buildings within the retail park. Consultation for such applications is undertaken by the applicant and the Council can only consider the method of demolition and how the site will be left following demolition.

Brent Cyclists (the local group of London Cycling Campaign)

The comments from Brent Cyclists are summarised as follows

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<p>The proposals have little in the way of cycling infrastructure;</p>	<p>Cycle routes and cycle parking facilities are proposed and discussed in the Highways section of the Detailed Remarks</p>
<p>The proposal to include shared pedestrian-cycle routes of only 3.5 m wide is inadequate; It is suggested that separated cycling infrastructure is included in the form of two routes along the following major design lines crossing the development, oriented NW-SE and NE-SW. These routes should be at least 3 m wide to allow 2 directional cycling. These could run alongside the pedestrian routes separated by coloured surfacing and/or cycle symbols and a white line</p>	<p>The Boulevard and Olympic Way provide existing, wide cycle routes through the development and these cycle routes were established through the Stage 1 and North West Lands consents. While these do not include separate cycle lanes, their width is such that there is little conflict between cyclists and pedestrians on non-event days.</p> <p>New routes are proposed on the eastern side of the Boulevard and Stadium, denoted as shared routes with a minimum width of 3.5 m. Given the busy nature and current design of First and Fifth way at present, these routes provide an attractive, safe alternative to cycling on the busy gyratory. These routes therefore provide a significant benefit to local cycling infrastructure and have the potential to link to the cycle network as it expands to the east of the application site. The London Cycling Design Standards (Mayor of London / TfL) specifies that two-way cycle tracks should be a minimum of 2 m wide for low flows, 3 m for medium and 4+ m for high flows. Given that the parameter plans specify a minimum, a condition is recommended requiring further details of the cycle routes. This should include the width of cycle routes and details of how cycle routes are to be marked out.</p>
<p>Although outside of the scope of this application, Brent Cyclists object to the use of Fulton Road and Engineers Way as through routes for motor traffic. These should provide bus and cycle access only. South Way, Harrow Road and the A4088 would remain available for traffic travelling E-W.</p>	<p>These are existing vehicular routes within the adopted and are outside of the scope of this application.</p>

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

A number of letters of objection have been received from the FA / WNSL and their consultants in relation to this proposal. These objections are outlined within the Detailed Considerations section of this report.

Letter from Clive Betts MP

Clive Betts MP has written in relation to the proposal following conversations that he had with the Football Association about the proposed developments adjacent to Wembley Stadium. This letter seeks reassurance regarding the potential impact of the development on fans being able to get away from Wembley at the end of the games, about facilities for people with disabilities and about the potential for fans to be held back in "holding pens" at the end of the game.

<p>According to the analysis undertaken by the FA, the development could add two hours before fans can get out of the car park onto the roads leading away from the stadium. This amount of time is unreasonable and unacceptable, and could lead to reputational damage to Wembley Stadium, the FA and English Football and therefore an adverse effect on Brent Council.</p>	<p>The Transport Consultants acting on behalf of the Stadium have specified within their letter of objection that cars exiting the Blue Car Park would take 2 hours and 15 minutes using one ramp rather than additional 2 hours. Information has not been provided to Council officers to allow the FA's model to be verified. However, the objection letter specifies that this period of time is based on the use of one ramp to the car park whilst the use of both lanes for egress is now proposed.</p>
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	<p>The Council's Highways officers have commented that the proposal does not unduly extend egress times for traffic leaving the Stadium car and coach parks, and that this has been confirmed by the Brent Council's Highways Network Management Team. It should be noted that cars exit from the current green car park via two lanes and they will egress via two lanes from the proposed Blue car park</p>
<p>The FA have advised that fans with disabilities would take an extra 40 minutes on top of the two hours to get away from the parking facilities that are proposed, which may be a contravention of the Disability Discrimination legislation. It is presumed that an equalities impact assessment will be undertaken.</p>	<p>As with the modelling referred to above, information has not been provided to Council's officers to allow the validation of the FA's model. Nevertheless, the modelling, which predicts the 40 minute wait, only takes into account the use of three lifts within one of the cores and does not take into account the fourth lift which is provided in a separate core. The submission also specifies that lift access will be managed, with priority given to those of reduce mobility. The time specified by the FA is therefore significantly over-estimated.</p> <p>It is noted that the applicant has specified that they intended to propose a pedestrian ramp from the Stadium Concourse to Level 2 of the Blue Car Park, which contains the disabled parking spaces. This would have resulted in a significant improvement to mobility impaired stadium visitors. Whilst this was to be an independent structure which did not rely on the Concourse structurally, the applicant has advised that they were not able to provide this pedestrian link due to warranty issues with the Stadium Concourse.</p>
<p>The FA has also advised that, because of changes to the flow of supporters necessitated by the proposed development, it would be necessary to hold some fans in an area for a period of time after the game had finished. This is a throwback to the problems football had 30 years ago where away fans were held for long periods of time after the games, with football fans effectively criminalised and held behind in certain areas. This would be a disaster both for the image of football, the image of the national stadium and the Council.</p>	<p>Appendix K of the Transport Assessment submitted to support this application suggested that queueing took place on South Way, to the west of First Way, for stadium visitors returning to the near-site coach parking location within the VDC/Careys site, further east on South Way. The Transport consultants for the FA specified that this will result in the full closure of South Way immediately to the east of First Way for 30 minutes or more, and would affect inbound traffic or outbound traffic exiting the Stadium. The FA have specified that they do not consider the queueing to be safe or the associated delays to be acceptable.</p> <p>Highways officers have confirmed that the partial or full closure of this section of South Way when the near-site coach parking is to be used is acceptable, with such closures likely to be required for a period of 45 minutes, so if the entire width of the road is closed, it should be able to reopen within about 30 minutes of the end of an event. The full closure of this section of South Way, adjacent to the Pop-in centre will significantly increase the pedestrian flows, with more than</p>

double the potential pedestrian access width.

Objection from the Football Supporters' Federation

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

They highlight similar matters to the FA and Clive Betts MP, highlighting the importance of the experience for those visiting the Stadium. They are concerned regarding a potential queue for over two hours to exist the new multi-storey car park, about convoluted routes that fans are expected to take when leaving the Stadium and about queues (and the holding back of fans) to the south of the Stadium. They consider that this will create a poor experience at best, and lead to public order problems at worst. They have concerns for the safety of fans going from the Stadium to the VDC/Careys coach park due to the conflict between pedestrians and vehicles.

Please refer to the discussions above and within the Detailed Considerations section of this report for a discussion of these objections.

Level Playing Field objection

Level Playing Field have expressed concern that the proposal will make access for disabled persons to and from the stadium worse due to the unreasonable waiting times for the lifts, fewer accessible parking spaces being available, the emergency evacuation procedures and the travel distances from the stadium entrance. They highlight that to expect a disabled person to wait 40 minutes to queue for the lifts is a significant worsening of the current situation and is unreasonable.

They also highlight that the proposed 105 blue badge spaces in the multi-storey car park is significantly less than the 174 blue badge spaces currently in place, and that Wembley Stadium has 310 wheelchair spaces, not including the Easy Access and Amenity seats available for ambulant disabled people. Level playing fields have specified that they have been told that the existing 174 Blue Badge spaces frequently fail to meet demand.

They also specify that the capacity of the proposed lifts would be significantly reduced when transporting wheelchair users, and that these lifts would also be shared with Club Wembley guests. They highlight that a robust emergency evacuation plan for ambulant disabled people and wheelchair users would need to be put in place from the upper levels in the event of the lifts not being in use, with a significant number of people potentially requiring assistance.

The queue times that have been cited for the lifts are identical to those cited by the FA and this has been discussed above and within with the consideration of the objection from the FA, with the Detailed Considerations section of this report. The applicant has committed to the provision of 250 blue badge spaces, some of which are to be located within the Blue Multi-storey car park and others elsewhere in the vicinity of the stadium (e.g. the Red Multi-storey car park). Details of the provision of these spaces are to be secured through the Wembley Park Parking Management Plan, discussed within the Detailed Considerations section of this report. Emergency Evacuation Plans are secured through the building regulations. With regard to the distance to the blue badge parking spaces, Quintain initially were looking to propose a ramp from the blue badge parking level to the Stadium Concourse which would have resulted in a significant improvement. However, due to structural and warranty issues with the Stadium Concourse, this could not come forward at this point in time. The ramp was subsequently removed from the proposal.

Neighbouring Local Authorities

All neighbouring local authorities were consulted.
Royal Borough of Kensington and Chelsea: No objection

Historic England

Historic England have considered the information and do not wish to offer any comments on this application. The application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

The Council's Heritage officer has no objection to the proposals.

Natural England

Natural England have do not object to the proposals. Within their response, they set out the key material considerations relating to the application.

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The nature conservation and ecological implications of the proposal are discussed in the Detailed Remarks section of this report.

Network Rail

Network rail have provided the following comments:
The growth in the number of residents living close to Wembley Stadium Station will inevitably lead to the need to expand station facilities to accommodate the increased footfall. Network Rail believe that to accommodate the growth at the station on both non-event and event days that the planning application for the Wembley area envisages the priorities are:

- Installation of platform shelters with seating. Two to be installed on Platforms 1 & 2 to give a total of four – £190k per shelter.
- Improved 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 - £44k for both.
- Cover for stairs to platforms - £125k per stairs

The requested contributions are being discussed with the applicant and further information will be provided in the Supplementary Report.

Chiltern Railways

Chiltern Railways have commented that they do not object to the application, but they consider it in the best interest of the developer, Brent Council and Chiltern Railway to ensure that the area currently used for queuing during Wembley Stadium events is protected so that Chiltern Railways can safely and effectively operate the station. In addition they require assurance that a permanent solution for the temporary structure we currently use to manage Wembley event days will be found. They expect a large increase in demand at the station in the coming years as a result of the development which will affect Wembley Stadium Station’s design as a largely event driven station. They request that consideration is given to the enhancement of station facilities through developer contributions. They recommend that enhancement of station waiting shelters and seating, canopies, customer information screens and lighting would allow Wembley Stadium Station to mitigate against the increased footfall it is certain to see should the planning application in question go ahead. They also highlight that the development is adjacent to an operational mainline railway and their maintenance depot and recommends that the developer undertakes suitable noise and vibration measures.

As with the Network Rail comments, these contributions are being discussed with the develop. The potential impact of noise and vibration has been considered in the development. Sensitive uses are some distance from the railway in relation to this application, with the South West Lands scheme adjacent to the railway. Queueing for Stadium events primarily takes place on Wembley Stadium Station Square which is adjacent to but not within the application site for this application.

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 Local Lead Flood Authority

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

Neighbourhoods:	Play and Informal Recreation SPG;
Shaping Neighbourhoods:	Character and Context SPG
Affordable housing	London Plan; Housing SPG; Housing Strategy; draft Interim Housing SPG.
Retail/town centre uses	London Plan; Town Centres SPG
Density	London Plan; Housing SPG
Employment	London Plan;
Tourism/leisure	London Plan;
Urban design	London Plan; Shaping Neighbourhoods: Character and Context SPG; 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 7 Character of Olympic Way
 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 17 Event Related Transport
 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 8 Land West of Wembley Stadium
 Site W 9 York House
 Site W 18 Wembley Retail Park
 Site W 19 Wembley Stadium Car Park

Brent Local Development Framework Core Strategy 2010

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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
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 and structure of this report

The majority of plots within this application are put forward in Outline with all matters reserved. However, the multi-storey car park situated in the south-eastern corner of the application site has been put forward in full detail. Full drawings have been provided for the multi-storey car 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 multi-storey car park design is also supported by a submitted set of Façade Design Parameters.

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 western elements of the site are located within the Wembley Main Town Centre. It is also highlighted as a Strategic Cultural Area within the London Plan.

The proposal looks to focus the town centre (commercial) uses within the plots fronting the Boulevard, with residential led plots throughout the remainder of application site, with the exception of Plot NE01 which may be student accommodation or residential. Away from the Boulevard, non-residential uses are proposed on the lower floors (ground or first) of many plots. Homes are proposed at ground floor level in a number of

locations around the proposed park and the pedestrianised roads leading to the park.

This approach is considered to be acceptable with regards to planning policy, as it focuses the commercial uses within the designated town centre and maximises the residential uses elsewhere. The provision of non-residential uses at ground/lower floor level helps to provide space between homes and busy / polluting spaces, such as First Way and Fulton Road.

Residential Accommodation (Use Class C3)

The majority of the floorspace (up to 370,000 sqm, including 350,000 sqm of residential floorspace and 20,000 sqm of ancillary floorspace) is proposed to comprise residential accommodation. The proposals would allow homes to be delivered on the upper floors of 13 of the 15 plots, with the two exceptions being Plot W10 and the York House car park. The upper floors of plot W10 may contain Commercial or Assembly and Leisure (Use Class B1 or D2) uses whilst the York House car park can only include community uses.

Whilst no minimum level number of residential units has been specified, the upper parts of all but one of the plots within the North Western, North Eastern Lands and Eastern Lands can only include residential uses. The one exception to this is Plot NW01 which may come forward as either Student Accommodation or residential accommodation.

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. The Site Proposals within the Wembley Area Action Plan specifies indicative development capacities for these plots. 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 (4,000). The proposed number of house represents a slight surplus above the indicative capacity (200 homes or 5 %). The proposal therefore accords with the Council’s and London Plan policies for the delivery of homes. However, as there is only a slight surplus above the indicative capacities, the under-delivery of homes may result in an under-provision of housing against the Council’s housing targets.

As discussed above, the amount of floorspace and the size of buildings are specified as maxima within the application. It is therefore important that the scheme maximises the provision of homes by maximising the residential floorspace (as a proportion of the total quantum of floorspace within the outline application) and by maximising the size of buildings within the parameters that have been specified, whilst ensuring that the quality of homes, architecture and public spaces is good.

The provision of large elements of infrastructure, most notably the as the park, can result in the need to provide taller buildings to meet housing targets. A balance must therefore be struck between the size of the park and the height of buildings, whereby a smaller park would need to be provided if lower buildings are to be proposed. Officers consider the proposal achieves a good balance between the height of buildings and the size of the park, with the proposal meeting the housing targets whilst proposing a park which is suitably sized to meet the needs of future residents and occupants. The layout of the scheme and quality of the homes and spaces are discussed later in this report.

The proposal includes other optional uses in addition to the residential option for the upper floors of three plots. More specifically, Plot W06 and W08 may be delivered as residential, commercial (Use Class B1) or Hotel (Use Class C1) and the upper floors of Plot NE01 may be delivered as residential or student accommodation (Sui Generis). The provision of commercial floorspace within plots W06 or W08 helps to achieve other strategic objectives of the Council. However, the delivery of 90,000 square metres of Student Accommodation would be likely to affect the Council’s ability to meet its housing targets. This is discussed in more detail later in this report, within the section relating to student accommodation which clarifies that this issue can be addressed through the use of a planning condition.

AAP Site Proposal	Indicative capacity
W8	1,500
W9	100
W12	1,300

W18	700
W19	1,500
Total indicative development capacity	5,100
Delivered / approved (W12)	1,300
5,100 - 1,300 =	3,800
This application	4,000

Table: Proposed residential units in relation to Wembley Area Action Plan indicative development capacity

Residential summary

The proposed residential led nature of the scheme is in accordance with Brent and Mayoral policy and is supported. However, any reduction in the scale of buildings and any significant reductions in the quantum of residential floorspace that is delivered (both of which are expressed as maximum figures) may result in the under-delivery of homes against the Council's housing targets.

Business (Use Class B1)

A maximum of 82,000 square metres of Use Class B1 (business) floorspace is proposed within the scheme. Business floorspace is proposed at lower floor level for some residential plots (NW09, NW10/11, NE04, NE05 and E03) and at upper floor level within the plots that front the Boulevard (W06, W08 and W10). As with all other uses, no minimum floorspace is specified for business uses and there are no plots where this is the sole use that can come forward. As such, the business floorspace could range between 0 and 82,000 square metres as proposed.

The LDF Core Strategy (2010) sets a target for the provision of 10,000 new jobs within the Wembley Growth Area whilst the London Plan (2015) increases this target to 11,000. It should be noted that the Growth Area does not just include the land surrounding the Stadium but also includes the High Road and the Strategic Industrial Location to the east. Policy CP 3 promotes a range of new job opportunities and specifies that purpose built office development will be direct in the first instance to Wembley and First Central (Park Royal), the latter of which has more recently been granted consent for residential led development.

The proposed distribution of uses and layout of the scheme is such that any significant quanta of business floorspace would be provided in plots W06, W08 and/or W10. Business floorspace proposed as an optional use within the upper floors of these plots. The layout of the other plots is such that business units that are delivered within those plots are likely to be smaller. This is due to the competing demands for ground floor space, which may also need to be used for residential lobbies, residential units, bin and cycle storage, parking and/or plant.

The provision of smaller units in these locations helps to provide a diverse range of employment premises, including smaller units which would be suitable for SMEs and larger premises suitable for larger organisations. The provision of smaller units throughout the residential led plots also helps to promote the provision of a minimum quantum of business floorspace, as in several locations (e.g. fronting First Way and Fulton Road), ground floor non-residential units can only be in community or business use.

As such, the proposed inclusion of up to 82,000 sqm of floorspace within Use Class B1 is considered to be in accordance with policy and is strongly supported by officers. It is noted that the majority of this floorspace would need to be provided on the upper floors of plots W06, W08 and W10 which may also come forward for other purposes (residential or hotel in the case of W06 and W08, and assembly and leisure in the case of W10). Nevertheless, it is acknowledged that the delivery of large, purpose built office development must be market led to ensure that it is viable. It is also noted that the upper floors of plot W10 can only come forward as business (Use Class B1) or Assembly and Leisure (Use Class D2) floorspace, both of which being employment generating uses. The absence of a minimum quantum of Use Class B1 floorspace is accordingly considered to be acceptable.

Business (Use Class B1) Summary

Up to 82,000 square metres of Use Class B1 floorspace is proposed, the majority of which is likely to come forward in the plots adjacent to the Boulevard. This accords with Brent and Mayoral policy and is considered to be acceptable.

Student accommodation (Sui Generis)

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Up to 90,000 square metres of floorspace is specified within the proposal. However, this floorspace is only proposed within the upper floors of plot NE01. Based on the height assumptions set out above (NE 01 being approximately 17-storeys) and the indicative floorplate for upper floors shown in the critical dimensions parameter plan, the floorspace (GEA) of the upper floors is likely to be closer to 20,000 square metres (approximately).

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 27223. 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 500 have also been proposed within the South West Lands application (reference 14/4931, currently being considered).

As such, only 361 rooms of student accommodation can be supported within this application before the Student Accommodation “cap” has been reached, with this figures based on the assumption that the SW Lands consent is restricted to zero student rooms.

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 restricts the number of student rooms that can be delivered within that consent to 361 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. A similar condition will be recommended for the South West Lands application, with the key exception being that it will specify that no rooms of student accommodation may be delivered unless otherwise agreed. 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. Even if the combined total of student rooms is delivered through this consent (880 + 361 rooms, if granted), the amount of floorspace that would be used for the provision of student accommodation would be considerably below the maximum (90,000 sqm) proposed. As such, this condition addresses the concerns raised previously regarding the potential impact of the proposed quantum of student accommodation on the delivery of conventional housing.

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

The proposed provision of student accommodation will comply with Brent and Mayoral policy subject to the conditions discussed above relating to student accommodation demand, the approval of a student management plan, the cap on the total number of student rooms and securing that the rooms can only be provided as student accommodation.

Hotel (Use Class C1)

Up to 25,000 square metres of hotel floorspace is proposed, with the potential locations being the upper floors of plots W06 or W08.

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-ambles 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.

Assembly and leisure (Use Class D2)

Up to 23,000 square metres of Use Class floorspace is proposed, with potential locations for these uses being the lower floors of plots W06 and W08 and the upper floors of plot W10. As with the hotel floorspace, the provision of Use Class D2 floorspace is considered to support the role of the Wembley as a Strategic Cultural Area. This is considered to accord with both Brent and Mayoral policy.

Retail, financial and professional services and food and drink floorspace (Use Class A1 to A4)

The description of development specified that the retail, professional and food and drink floorspace would fall within Use Class A1 to A4. However, parameter plan 08 drawing 08-00-008) specifies Classes A1-A4. As the description of development has been consulted on, this application has been determined on the basis that use classes A1 to A4 have been proposed within these plots. A condition has been recommended addressing this matter.

Retail, professional and food and drink have been included as optional uses on the lower floors of plots within the Western Lands and North Western Lands character areas. These areas fall within the designated Wembley Main Town Centre.

Policy CP1 of the Brent Core Strategy specifies that most of the borough's new retail growth will take place in Wembley. Policy CP7 identifies the need to provide a further 30,000 sqm of new retail floorspace in addition to that already granted planning consent. Policy WEM 24 of the Wembley AAP specifies that new retail development will be directed to the town centre, and that large foodstores (over 2,000 square metres gross) will be directed to sites within or adjoining the Wembley High Road.

The Stage 1 consent granted permission for 34,400 square metres of retail / professional services floorspace and 12,700 sqm of food and drink floorspace. At the time of the consent, the Stage 1 consent area was an out-of-centre location, and the retail was restricted to Designer Outlet, Sports, Local Needs (Use Class A1/A2), Hotel boutique retail and Food and drink uses, with specific amounts for each category.

Approximately 21,000 sqm of Use Classes A1 / A2 floorspace has been delivered or benefits from detailed approval (within Plot W03), leaving approximately 13,000 sqm that could still be delivered pursuant to the Stage 1 consent. Approximately 11,000 sqm of food and drink floorspace has been delivered, with approximately 1,700 sqm that could be delivered through that consent.

The North West Lands consent granted permission for 30,000 square metres of (unrestricted) retail, professional or food and drink floorspace (use class A1-A5). Detailed approval has been granted for up to 5,300 square metres (approximately) of floorspace within Use Class A1-A5, B1, D1 or D2 (flexible uses). The Section 106 agreement requires a minimum of 50 square metres of floorspace within the first two plots to be delivered as Low Cost Employment Space which would fall within Use Class B1, leaving approximately 4,550 sqm of floorspace that could be used for purposes within Use Class A1-A5. Plot NW04 is proposed to

be delivered through the North West Lands consent and may also contain retail, food and drink floorspace. This plot does not benefit from detailed approval and therefore the quantum of retail floorspace within this plot has not been set at present. However, the Quantum of retail floorspace that will be delivered through the North West Lands consent is likely to be considerably below the maximum level originally approved (30,000 sqm).

The Wembley Retail Park contained approximately 20,000 sqm of retail floorspace which would be lost as a result of this proposal. This floorspace is in an out-of-centre location. Some of the floorspace is restricted to bulky goods.

The applicant has confirmed that the un-delivered retail within the parts of the Stage 1 and North West Lands consents (i.e. plot NW09, NW10/11, W06, W08 and W10) will not be delivered if the proposals within this application are approved.

The proposal results in the removal of a significant quantum of retail floorspace within the Wembley Retail Park. Furthermore as the proposal, if approved, will supersede the corresponding parts of the two main extant consents, the proposal will result in a reduction in the amount of retail floorspace within extant consents. It will focus the retail floorspace within the designated town centres, removing the existing out-of-centre retail premises. The proposal does not have a significant adverse impact on the London Plan hierarchy of retail centres.

Retail summary

The proposal looks to remove a large quantum of out-of-centre retail floorspace and will provide new retail within the designated town centre. That retail floorspace will also supersede floorspace within previous consents. As such, the proposed retail floorspace is considered to accord with Brent and Mayoral policy.

Education, healthcare and community facilities

Up to 15,000 sqm is proposed for Education, Healthcare and Community facilities within Use Class D1. Plot YH1 is proposed solely for community purposes and has been highlighted as the proposed location for a School. The lower floors of all but four of the other plots (W06, W08, W10 and NE06) have been proposed as optional locations for community uses. As with the other uses, no minimum amount of community floorspace is proposed. However, it is the only use that can be delivered on within plot YH1 and the lower floor(s) of plot NE01.

Policy CP 7 of the Brent Core Strategy 2010 highlights the need for community uses, including 2 new 2-form of entry primary schools, nursery places, new health facilities with space for 14 GPs and 11 new dentists and new multi-use community facilities. Policy CP23 specifies that new multi-functional community facilities should be provided at a rate of 370 square metres per 1000 new population. Site Proposal W18 of the Wembley AAP specifies that a new primary school will be provided on the site of the Wembley Industrial Park, or it is not required for this purpose then it will provide affordable housing.

The application submission documents specify that a 3 form of entry primary school with nursery will be provided within Plot YH1. Whilst the school is not proposed within the area identified as Wembley AAP Site Proposal W 18, the proposal delivers the same strategic objective (the provision of nursery and primary school places) and is considered to be acceptable in principle. The applicant also highlights that plot SW09 is also a suitable location for the school, should an alternative be required to the York House site. However, officers consider the York House site to be appropriate, as it allows early delivery of the school with EFA funding and the submission demonstrates that a good quality of environment can be provided. This proposed school site is discussed in more detail later in this report.

The supporting reports for this application also specify that other community facilities will be delivered pursuant to this consent, including meeting places and a GP surgery. However, as the majority of the application is in outline, the size and location of proposed community facilities is not specified. Whilst community facilities are As such, it is recommended that a community facilities strategy is secured through condition, which shall be submitted with each Reserved Matters application for plots that could include community floorspace. The strategy would look to establish the need for and if appropriate, delivery of community facilities within the relevant plot.

Community summary

The proposed provision of up to 15,000 sqm of community floorspace, including a 3 form of entry primary school accords with the Council's planning policies. A condition is recommended requiring the submission of a community facilities strategy with each reserved matters application that could include community floorspace.

Car and Coach Parking within plots E03 and E05

Car and coach parking for stadium events is proposed within Plots E03 and E05. Plot E05 also is also proposed to contain residential car parking for Plot E03. Coach parking is proposed across the ground floor of both plots (referred to as Green Coach Park), whilst car parking is proposed within a multi-storey car park within plot E05 (Blue Car Park). A total of 1,642 car parking spaces are proposed for use for Wembley Stadium events, including 104 disabled parking spaces. 171 Residential car parking spaces for plot E03 are proposed on level 01, including 18 wheelchair accessible spaces. On the ground floor, a total of 168 coach parking spaces are proposed, with 82 within plot E03 and 86 within E05. This section of the report discusses the land use principles associated with the car and coach parking arrangements. The highways implications are discussed later in this report.

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

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

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

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

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

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

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

The submission shows that the total car parking requirement of 2,900 spaces can be accommodated within the red car park (as expanded by the proposal) and the car and coach park within E03 and E05. This includes 1,642 spaces within the E05 Blue (multi-storey) Car Park, 558 in the Green Coach Park (if not used by coaches) and 670 in the Red (multi-storey) Car Park. The remaining 330 spaces within the Red car park would provide town centre parking for the LDO.

With regard to stadium coach parking, up to 168 spaces are proposed within the Green Car Park. The remaining 290 spaces are proposed to be provided off-site within the former VDC / Careys sites, situated to the east of the application site, fronting South Way. Whilst this is the subject of a separate planning application, the two proposals are linked as the Council looks to ensure that coach parking can continuously be provided to serve the stadium. As such, both applications are to be determined by the planning committee, and the provisions relating to stadium car and coach parking, will be associated with both consents if granted.

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

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

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

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

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

Jobs

As highlighted above, the Core Strategy set a target for the provision of 10,000 new jobs within the Wembley Growth Area. The London Plan increases this target to 11,000 new jobs.

The majority of the application site is cleared and the applicant has indicated that the occupied units within the Wembley Retail Park could accommodate approximately 100 FTE jobs at present and highlights the minimum number of businesses that would need to relocate as a result of the proposal.

Construction jobs

The applicant has estimated (using the CITB Labour Forecasting Tool) that the proposed development could require an average of 6000 manual labour personnel to be engaged in the scheme per month over the construction period (228 months / 19 years). This number would fluctuate throughout the construction period depending on the stage of construction and the number of plots that are taken forward at any one time.

Ongoing jobs

The application is primarily in Outline, with ranges specified for the various uses to allow flexibility in the delivery of the development. As such, precise projections of the numbers of jobs cannot be generated. However, the submission provides indicative information regarding the number of jobs that could be provided, based on a "commercial scenario" that has been modelled for this proposal. This suggests the provision of between 6,579 and 6,693 Full Time Equivalent (FTE) could be provided under this scenario. If delivered, this would represent approximately 61 % of the target for new jobs within the Wembley Growth Area. A residential led scenario would deliver considerably fewer jobs, with the residential led scenario that was tested delivering approximately 21,000 sqm of office floorspace instead of approximately 54,000 sqm. Nevertheless, the proposal has the potential to delivery a proportion of the new jobs set promoted by the LDF Core Strategy and London Plan and is supported by officers.

Type	Area (GIA)	Jobs (min)	Jobs (max)
Community	3125	48	48
Employment	3286	233	233
Office	54287	5749	5749
Retail	10798	458	458
Retail/Leisure/Employment	2052	32	145
School		60	60
Total	73548	6580	6693

Projected number of jobs (FTE) within the “Commercial Scenario”

Jobs summary

The proposal has the potential to deliver a significant proportion of the new jobs identified within the LDF Core Strategy, Wembley AAP and London Plan and is considered to accord with Brent and Mayoral policy. It is recommended that a training and employment plan is secured through condition, which looks to target Brent residents and in particular, Brent unemployed and school leavers for the construction phase of development. It should also provide a framework for joint working between the Council and the developer to target Brent residents for ongoing employment opportunities.

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 application is in outline with the exception of the multi-storey car park and as such, indicative information has been provided regarding the design and appearance of the buildings. The Design and Access Statement includes design coding for the various character areas within the scheme which will guide the detailed design of the buildings.

The blocks are typically proposed as finger blocks or u-shaped blocks surrounding podium amenity decks with lower elements of the proposed building along the southern end of the block. These typologies help to provide a hierarchy of external spaces, clearly defining publicly accessible spaces, communal spaces (for use by residents of that block) and private spaces. The lower southern edges of the development help to let daylight and sunlight into the external spaces and the windows of units.

It includes a number of design principles, including the principles relating to the location of entrances, the activity to be provided within frontage and the provision of defensible space for ground floor residential units. It proposes that residential parking will be “wrapped” in active uses wherever possible when this is at located at ground floor level, and clarifies how servicing will be provided for the plots. A number of indicative CGIs have also been provided showing how the proposed development could be delivered.

The Design and Access Statement includes a section specifically relating to the design principles for plot NE06, the proposed 34 storey building. It provides four indicative building forms for this building, including an elliptical, diamond, circular and stepped rectangular profile, with indicative CGIs provided for each option.

The public realm principles have been set out in the parameter plans and the Design and Access statement and look to capture matters such as the location and nature of routes, sight lines and viewing corridors, planting and tree strategy, materials and lighting and the provision of play and recreational space.

The parameter plans capture a number of design and layout principles, including the nature of routes for pedestrians, cyclists and vehicles, the nature of the various elements of the public realm, the extent of plots and minimum distances between buildings or between elements of buildings and the location and nature of accesses to buildings.

Parameter Plan 13 shows the location of trees that are proposed to be removed within the site. Most notably, the proposal includes the removal and replacement of the trees along Olympic Way. The replacement of the tree along the southern section of Olympic Way (between Fulton Road and Engineers Way) was approved through the extant North West Land planning consent, with the existing trees replaced with new trees planted at regular intervals along both sides of Olympic Way together with other improvements, including the replacement of the paving and associated improvements. These improvements were secured through the Section 106 agreement for that consent. This application extends this so that the replacement of the trees along the whole of Olympic Way is now proposed together with associated improvements. Indicative

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drawings suggest a uniform approach along the whole of Olympic Way in line with the principles established within the North West Lands Consent, which is supported by officers. The detailed design for Olympic Way will be secured through the submission of Reserved Matters.

This parameter plan also shows the removal of a number of trees along the Fulton Road frontage of the Wembley Retail Park. This is considered to be acceptable as new landscaping will be secured through the approval of reserved matters for the plots within the North East Lands character area.

The Development specification includes a number of parameters relating to the design and layout of buildings and spaces. This includes design principles for “taller” elements of buildings (above 12-storeys), the principles for defining plot frontages, key principles for some character areas, parameter for the maximum proportion of single aspect north-facing units, minimum dwelling and balcony sizes, the minimum proportions of visually or physically permeable facades for non-residential buildings, the treatment of parking areas and the consideration of the principles of Secured by Design, including consultation with the MET Police Architectural Liaison Officer. This represents a selection of parameters and principles captured within the Development Specification rather than an exhaustive list.

Maximum heights of plots are specified within the parameter plans as absolute heights AOD. The treatment of maximum height within the parameter plans for this application differs from that within the previous applications. The parameter plan for the Stage 1 specified the height of the elevation, but included an allowance of 3 m in addition to the specified height for “general plant / roof design”. This was to be set back at a 38 degree angle from the parapet, and residential accommodation has been incorporated within this zone in other Reserved Matters applications. Lift motor rooms and extracts could exceed the specified maximum height by 6 m, again subject to the 38 degree angle.

Within this application no allowance is set for “roof design” and a 5 m height is specified for lift motor rooms, plant and extract. In addition to this, the maximum height excludes parapets which may project up to 2 m beyond the maximum AOD height. This would allow the provision of roof terraces with up to 2 m high parapets for safety and to reduce wind if it is to be used as an amenity space. However, it would not allow residential accommodation to be provided above the maximum AOD levels specified.

The parameter plans for the North West Lands consent differed from this in that they specified the actual maximum heights and denoted the plots where the top floor was to be set back to be below the 38 degree angle.

Policy WEM 5 of the Wembley AAP sets out the Council’s approach to tall buildings in Wembley, referring to Map 4.4 which shows locations where tall buildings are “appropriate” or “inappropriate” for such buildings, or whether the area is “sensitive” to tall buildings. All of the plots within the application site are designated as “appropriate” for tall buildings, with tall buildings defined as being 30 m tall or higher. Most of the Wembley AAP site proposals do not refer to Height. However, the W 18 Allocation (Wembley Retail Park) specifies that the Wembley sets out general 4-6 storey heights with taller elements (8-12 storeys) on identified corner plots. Maximum proposed heights within the area of this site allocation exceed this significantly, with the tallest proposed building reaching 34 storeys. However, the composition and layout of buildings is considered to be acceptable, and as discussed earlier, the Council’s housing targets would not be achieved if the buildings were smaller.

Western Lands and Royal Route

Three plots are proposed within the Western Lands which reinforce the town centre nature of the Boulevard. Plots W06 and W08 and in comparable locations to the plots within the extant Stage 1 consent, maintaining a width of approximately 24 m between buildings across the Boulevard. The upper floors of plots W06 and W08 will be separated by a minimum of 23 m, allowing views through to the stadium and breaking up the visual mass of these two buildings.

The layout of plot W10 differs from the extant Stage 1 consent, with this plot reduced in size from the previous approval. This plot adjoins the application site for the Premier Inn hotel proposals and re-aligned southern extent of the boulevard (reference 15/3599, currently being considered). The boulevard was previously proposed to continue through the Holiday Inn hotel site. However, following the sale of this hotel by Quintain during the construction of the London Designer Outlet centre, these proposals could no longer be implemented. The Premier Inn proposal looks to realign the boulevard so that it turns to the south immediately to the south of Royal Route, with the Premier Inn hotel proposed between the Boulevard and the service yard for the Holiday Inn. This proposal looks to provide an active frontage between the Boulevard and the Holiday Inn service yard whilst making efficient use of the land.

The W10 plot would therefore provide an active frontage to the Boulevard, directly opposite the proposed Premier Inn hotel. This would result in the provision of a strong, active retail and town centre frontage along the entire length of the Boulevard. This is positive with regard with regard to the principles of urban design, but also serves to provide a strong link to Wembley Stadium Station Square and thus the primary pedestrian route to the High Road. However, the provision of this plot relies on the delivery of the southern element of the boulevard, either in the form shown within planning application reference 15/3599 or in another form as subsequently approved. As this land is outside of the re-line application site, a condition has been recommended which prevents the delivery of the development within Plot W10 unless the adjoining element of the Boulevard has been delivered or is delivered concurrently with the delivery of Plot W10.

A maximum height of 79 m AOD is proposed for plots W06, W08 and W10 within the Western Lands character area. This is set to reflect the maximum height of the corresponding plots within the extant Stage 1 Consent (excluding Plot W10T within the extant consent which was taller) and the shoulder of the stadium. It accords with the extant consent and results in a good quality of environment within the Boulevard and an appropriate relationship with the stadium and concourse. The proposed heights are considered to be acceptable.

It is proposed that spaces are provided between upper floor elements of plots W06 and W08 if they are delivered as residential floorspace to allow additional views through the plots to the stadium. These spaces are not proposed if business floorspace is delivered due to the likely need to provide large floorplates for office uses. To ensure a strong retail frontage and viable shop units are provided within the Boulevard, these spaces would not be provided at ground floor level. The provision of these spaces at upper floor level for the residential led redevelopment scenarios for plots W06 and W08 is considered to be acceptable.

Royal Route is proposed to remain in its elevated state as it provides access to the western side of the stadium and the multi-storey car park at times when such access would be prevented due to the closure of parts of South Way and Engineers Way for stadium events. Whilst the removal of the elevated section of Royal Route would be strongly supported in urban design terms, the need to provide such vehicular access is acknowledged. To address this, the applicant has proposed to lower ground level under Royal Route so that the headroom for this route increases from 2.1 m to 2.45 m, to provide seating around the structural columns and to integrate public art proposals to create interest and improve the visual appearance of the structure. The submission includes a indicative cross section which shows the "wrapping" of the sides and bottom of the Royal Route structure to improve its appearance and precedent photos are shown of other successful treatments of undercrofts and covered walkways elsewhere.

Site Allocation W8 of the Wembley Area Action Plan specifies that Royal Route should provide an at-grade crossing with the Boulevard to provide for public transport access. However, the need to provide access to the Stadium and car park is acknowledged. Furthermore, the Council is no longer supportive of the provision of bus routes along the Boulevard as this would result in significant harm to the sense of place that has been created along the Boulevard, to the detriment of the character and nature of this area and the provision of publicly accessible open space that has resulted from the pedestrianisation of this area. Nevertheless, the current treatment of Royal Route is considered to be detrimental to the visual appearance of the area and to permeability for pedestrians and cyclists and the proposed improvements are strongly supported and considered to be necessary to mitigate against the impacts associated with retaining Royal Route.

Given the importance of these improvements and the fact that changes in ground level are proposed which affect the relationship with adjoining sites, a condition is recommended that requires the completion of these improvements prior to first occupation of any of the plots adjoining this part of Royal Route (namely, W06, W10 and the Premier Inn Hotel that is the subject of application 15/3599).

Western Lands and Royal Route summary

The layout of the Western Lands character area and changes to Royal Route follow strong design principles which reinforce the town centre nature of these sites and the Boulevard. The proposals recognise the role of the southern element of the Boulevard in connecting the London Designer Outlet Centre with Wembley Stadium Station Square and the High Road. The proposed building heights largely reflect those of the extant consent and are considered to be acceptable.

North West Lands

This element of the scheme is in the location of the plots NW09, NW10 and NW11 within the North West Lands consent land the Imagination temporary (10 year) theatre consent. The plots front Fulton Road to the north, Olympic Way to the east, and new streets to the west (Wealdstone Road) and south (Repton Lane) that are currently being delivered to serve the North West Lands consent plots NW06 (Alto), Elvin Square Gardens, NW07 and NW08.

The extant North West Lands consent proposed that these plots were broken into two blocks, with NW09 and NW10 forming one large block containing a large retail store, multi-storey town centre car park and residential units. This formed a large block which was necessary due to the need to provide the car park above the anchor retail store. Plot NW11 was approved as a narrow plot adjacent to Olympic Way.

The removal of the anchor retail store and multi-storey car park has allowed a different block arrangement and the new proposals look to provide two more evenly sized blocks. These blocks are separated by a shared surface street for pedestrians and vehicles referred to as "The Mews".

The northern, eastern and western extents of the combined plots are comparable to the extant North West Lands consent, presenting similar relationships to Olympic Way Fulton Road and Wealdstone Road. The southern extent of the plots differs from the extant consent, with the southern façade of the proposed plots approximately 4 m further north than plots NW09 and NW10 within the extant consent. This provides more space between the proposed buildings and NW06, the park and NW07 than was previously approved. The space between Plot NW11 and NW08 has been reduced from 21 m to a minimum of 16 m, but is considered to be an acceptable distance between these plots.

The taller elements of Plots NW09 and NW10/11 reach heights of 20-storeys. The taller element within plot NW09 is within a similar location and of a comparable height to that approved with the extant consent. The elements of plot NW10/11 adjacent to Olympic Way are lower than the corresponding element of Plot NW11 within the extant north west lands consent. A 20-storey element has been proposed at the north-eastern corner of plot NW10/11, with the remaining elements of these plots low in scale (approximately 4-storeys adjoining Repton Lane and the Mews).

The proposed heights are considered to be acceptable. Where the 20-storey element of Plot NW10/11 adjoins the relatively narrow mews, a lower building is situated opposite this which prevents an excessive sense of enclosure. The scale of development adjoining Repton Lane and Elvin Square Gardens is low, giving a human scale to the development.

The Design and Access Statement specifies that the ground floor of these plots fronting Wealdstone Road and Fulton Road will contain community and employment spaces together with residential entrances whilst the lower floors fronting Olympic Way are to contain strong retail frontages. It is proposed that "townhouses" will be provided fronting The Mews and Repton Lane. Whilst the provision of residential units in these locations would be acceptable in principle, the parameter plans do not refer to the provision of C3 floorspace at lower floor level and this could not be delivered. Nevertheless, the provision of community, business and retail uses in addition to the residential entrances throughout the ground floor of these plots is considered to be appropriate.

North West Lands summary

The layout, heights and allocation of land uses and active frontages that is proposed is considered to be acceptable.

North Eastern Lands

This character area currently comprises the large, impermeable block that contains the Wembley Retail Park, commercial units fronting Rutherford Way and Fulton Road and the two food and drinks units, Alisan and Moore Spice fronting Engineers Way. There are no previous comprehensive development proposals for this character area. This section of the report discusses buildings and spaces between those buildings. The park is discussed within a later section.

The proposed buildings take the form of buildings around a park. They reinforce the frontages to Rutherford Way, Fulton Road and Fifth Way, with pedestrianised routes between the plots (with servicing access in some locations and emergency access in others). These routes will provide connectivity through the plot and across the park, significantly increasing the permeability of the area.

Business and community uses together with residential entrances and associated facilities are proposed at ground floor level within the Fulton Road, Fifth Way and Rutherford Way frontages together with in key locations adjoining the park. Some residential dwellings are proposed at ground floor level, particularly facing the new streets leading to the park between the plots. These give the area a more residential character, with front doors opening onto these spaces.

The proposed building heights are lower where they adjoin the park, with 8-storeys proposed within the elements of NE02 and NE03 which adjoin the western side of the park. These rise to 12- to 15-storeys where

those plots front Rutherford Way. Plots NE04 and NE05 are approximately 7- to 9-storeys in height adjacent to the park, rising further from the park. The maximum height of the plots increases as it moves west, with NE04 a maximum of 18-storeys, rising to 24-storeys for NE05 and reaching an apex with NE06 at 34 storeys. The height then reduces to 18-storeys for plot NE01 which is to the west of NE06.

The proposed arrangement of building heights is considered to be acceptable, resulting in the creation of a cluster of taller buildings with a clear hierarchy. The incorporation of lower elements of building where they adjoin the eastern and western sides of the park is supported, providing a human scale fronting the part and reducing over-shadowing.

Northern East Lands summary

The height of building together with the layout of building and spaces and the allocation of uses is considered to be sound, resulting in good quality development with a residential nature and focus which also includes non-residential uses where this helps to provide space between residential dwellings and busier roads.

Eastern Lands

The proposals represent a significant departure from the extant Stage 1 consent in relation to the Eastern Lands. The previous approval included coach parking provided at ground level across this part of the site, with buildings and accesses raised above this. This results in a disconnection of many parts of the development from the surrounding streets and spaces, resulting in poor levels of permeability through the site.

As with the North Eastern Lands, the development takes the form of buildings around a park. The layout provides pedestrian access along Engineers Way and from north to south through the park. However, pedestrian permeability is more limited than that of the North Eastern Lands, with Plots E02 and E02 forming a continuous block adjacent to the Stadium whilst E03 is approximately 160 m in length. Nevertheless, a route between plots E01 and E02 would not lead anywhere as these plots adjoin the side of the stadium. The potential to split plots E03 into two plots was evaluated by the applicant. However, the dimensions of plots E03 and E05 are driven by the need to provide car and coach parking for the stadium and it was not possible to provide sufficient levels of natural surveillance for an additional route through this building. On balance, given the need to provide car and coach parking for the stadium and the significant improvements in permeability over the extant consent, this is considered to be acceptable.

The height of the western element of E01 (16-storeys) reflects the height of the equivalent plot within the extant consent and the detailed approval for plot W03 (also pursuant to the extant consent) which is situated on the opposite side of the pedway from plot E01. Whilst the parameter plan for E01 exceeds that specified for W01 (88 vs 85 m), the parameter plans for the Stage 1 consent allowed additional accommodation to be provided to a height of 3 m above the maximum height providing it was set back to be below a 38 degree angle from the external wall. As such, the height of the detailed approval for Plot W03 is 88 m AOD.

The remainder of plot (13-storeys) reflects the height of the equivalent plots within the extant consent and the shoulder of the stadium. The finger block arrangement of the upper floors of plots E01 and E02 allow views from the park to the stadium, which is supported. Again, many elements of the building are lower where they adjoin the park, with the finger blocks being between 7- and 8-storeys in height adjacent to the park.

Plot E03 ranges in height from 12- to 26-storeys, with the taller element situated at the northern end of the site. The western façade of this building is approximately 13- to 15-storeys in height. The indicative layouts and CGIs of this plot shows the provision of finger blocks with large breaks between them adjacent to the park. It will be important, within the Reserved Masters application, to ensure that these breaks are incorporated to maximise the amount of sunlight received by the southern element of the park and to ensure that the building is not overbearing when viewed from the park.

The submission includes the provision of business or community units and residential entrance and associated facilities at ground floor level within Plot E03. Within plots E01 and E02, community uses and residential entrances are proposed for much of the ground floor façade, with residential units at ground floor level in locations fronting the park away from Engineers way.

Eastern Lands summary

The height and layout of proposed buildings together with the distribution of ground floor uses within the Eastern lands is considered to accord with planning policy and result in satisfactory levels of permeability and good levels of activity with the key facades.

The Park

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The proposed park is organic in its form and is situated on both sides of Engineers Way. The area to the north of Engineers Way is approximately 1.5 Ha in size to the face of the adjoining buildings whilst the area to the south is approximately 1 Ha, again to the face of adjoining buildings. The useable area may be reduced by presence of defensible space and accesses alongside the buildings.

Policy CP 7 of the Brent Core Strategy sets out the need to provide 2.4 Ha of new public open space comprising a new park (1.2 Ha minimum) and 3 pocket parks (0.4 Ha each). Policy WEM34 of the Wembley AAP specifies that the park should be located adjacent to Engineers Way, oriented East to West. It should provide for a range of sporting activities and play facilities and should create strong pedestrian links and physical connections between the eastern and northern districts. Site Allocation WEM18 specifies that development should include a new public open space oriented east / west and facing onto Engineers Way. The indicative plan that accompanies the Site Proposals for the Comprehensive Development Area show the park to be rectangular and oriented east / west, directly adjoining Engineers Way.

One of the pocket parks is currently under construction pursuant to the North West Lands consent. This is to be situated to the North of the Civic Centre within the heart of the North West district. A public open space approximately 0.6 Ha in size was also approved to the east of the stadium with within the extant Stage 1 consent, in the location of the Eastern Lands within this application. The 2008 Wembley Masterplan also indicated the provision of a pocket square to the north of the large park, within the North Eastern Lands area.

The area of the proposed park exceeds the combined requirement for the provision of new open space as set out within the Core Strategy and Area Action Plan. It provides routes for both east-west and north-south movement and connectivity (for pedestrians and cyclists). The heights and layouts of buildings surrounding the park results in greater amounts of sunlight for the park when compared to the orientation shown within the Area Action Plan which would have been over-shadowed by the buildings approved within the extant stage 1 consent which will be superseded by this application.

Park summary

The size and layout of the park is considered to accord with the Council's policies and is supported by officers, resulting in a good quality area of public open space. It is recommended that public access to the park is secured through the section 106 legal agreement.

Olympic Circus

The Design and Access Statement shows, in design terms, how the Pedway (ramps to the stadium concourse) could be replaced with two sets of steps. However, this is not proposed within this application. The replacement of the Pedway is supported by Brent Council Planning Policy due to the impact that this structure has on the streetscene, everyday connectivity and legibility (as opposed to event day connectivity). Nevertheless, the replacement of the Pedway would require a significant amount of pedestrian and crowd flow modelling and engagement with key stakeholders, including the Stadium who have expressed their concern regarding the removal of the Pedway.

The submission shows the provision of two sets of stairs, one on either side of the Pedway which could be implemented with the Pedway remaining in place.

The applicant has submitted these details to show that the proposals do not prejudice the replacement of the Pedway. However, as discussed above, this is not proposed within this application.

Blue Car Park

This element of the scheme, denoted as Plot E05, has been submitted in full detail. It is proposed to provide car and coach parking for Wembley Stadium events together with residential parking for the adjoining plot, E03.

The southern element of the plot is dominated by vehicular access routes, including a three lane ingress point and two lane egress point. Plots E03 and E05 are proposed to accommodate parking for up to 168 coaches and 1816 cars and have been designed to accommodate the access and egress arrangements associated with Stadium Events, which include large numbers of vehicles arriving and later departing within relatively short periods of time. As such, the proposed treatment of this element of the site is necessary. In order to soften the appearance of this area which is necessarily dominated by hard landscaping and access, the planting of 10 trees is proposed. Pedestrian crossings are proposed to aid pedestrian flow and legibility across these large ingress and egress points. As such, the proposed treatment of the southern element of this plot is considered to be acceptable with regard to its design and layout.

The car park building itself is proposed to be of a relatively simple design. The ramps and associated

upstands are used to create a strikingly simple form with a strong horizontal emphasis for the southern elements of the building. The northern elements of the building which will contain the car parking spaces comprise stair cores of a solid construction with open elements clad with vertical blades within the elements between the cores. The cores are primarily clad in pre-cast concrete, with panel dimensions selected to create visual interest. Elements of the stair cores are clad in vertical metal blades with precast concrete behind them. Each stair core contains a vertical stack of windows set within a curtain walling system which provides light to the core and visual interest and activity to the core.

The proposal provides very little activity within the ground plane as the coach park. However, this is because the coach parking spaces cannot be “wrapped” in active uses due to number of coach parking spaces that must be provided and tree planting is proposed within the First Way frontage to soften the appearance of the building. As such, this is considered to be acceptable.

The height of the blue car park is marginally less than that of the shoulder of the Stadium and the height and massing accords with the principles established within the Stage 1 consent and the proposed heights for adjoining Plot E02.

The design approach is considered to be robust and sound, with the submission of details regarding the materials (secured through condition) critical to its success. There is some concern regarding the potential appearance of the vehicular barriers which will be visible behind the vertical fins. However, details of the barriers can also be secured through the materials condition.

Blue car park summary

The layout (in urban design terms), design and height of the car and coach park is considered to be acceptable. The Highways considerations are discussed later in this report.

Townscape and views, including protected views and the setting of heritage assets

This application is accompanied by a Townscape, Heritage and Visual Assessment which forms Section 7 of the Environmental Statement. This provides an assessment of the protected views to the Stadium, a number of other views of the development and the views to the development from the St Andrews Conservation Area.

Protected views

Policy WEM 6 of the Wembley Area Action Plan sets out 13 protected views to the Stadium. The submitted assessment includes verified views from these locations with wire line drawings of the proposed buildings. This shows that the proposed buildings do not intrude significantly into the space between the roof of the stadium and the arch within the majority of views. The view from the Welsh Harp Reservoir (protected view 5) shows that the proposed taller element of the building within plot E03 projects into the space between the roof of the stadium and the arch. However, it is considered that the dominance of the arch is maintained within this view.

The submission shows that elements of plots NE04 and NE05 project significantly into the space between the stadium roof and its arch when viewed from Chalkhill Park, and obscure the lower parts of the arch on one side. The majority of the arch is still visible, but the development reduces the amount of space that is visible between the roof and arch. Whilst the amount of sky visible below the arch is reduced significantly, the arch continues to be visible. Whilst this would not be considered to be appropriate within a primary approach to the stadium, such as along Olympic Way or from the White Horse Bridge, regard must be given the nature of the space from which it is viewed. Chalkhill Park is a local park within an urban locality and the majority of the arch continues to be visible. On balance, this is considered to be acceptable.

Views from St Andrews Conservation Area

Historic England requested that the potential visibility of the proposed development within the background of views from the St Andrews Conservation Area should be considered within this application. The applicant accordingly tested several key views from within the conservation area. The submitted assessment shows that the proposed development is not prominent when viewed from within the conservation area.

Setting of Wembley Arena

The submitted assessment examines the potential impact of the development on the Grade II Listed Wembley Arena. It concludes that the setting of the Arena will be enhanced.

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 with this assessment, particularly given that the proposal looks to redevelop sites that

are either cleared, contain industrial units or a retail park.

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 “NE” area, which is close to the proposed large park, looks to achieve a higher proportion of family units (3+ bedrooms). The “NW” area has more of a town centre character and a lower proportion of family units are sought.

Initial proposals

The application initially included an indicative unit mix which looked to provide a policy compliant unit size mix for Intermediate and Affordable Rent units, but included a lower proportion of family sized homes and higher proportion of Studio and one-bedroom homes for the Private units.

Beds	Affordable Rent		Intermediate		Private		
	NW	NE	NW	NE	NW	NE	Quintain
Studio	0	0	0	0	0	0	3
1	15	10	45	40	30	30	49
2	35	40	45	40	55	45	37
3	45	40	10	20	15	25	11
4	5	10	0	0	0	0	0

Wembley Area Acton Plan housing mix and Quintain’s initial proposal for private unit mix (blended between the areas).

The initial proposal for the provision of Affordable Housing was 15 % calculated by area, comprising:

- 50% of the Affordable Housing floorspace as traditional mix (London Plan policy compliant 60 % Affordable rent and 40 Intermediate Shared Ownership);
- 25% of the Affordable Housing floorspace as Discount Market Sale at 70 % of Open Market Value; and
- 25% of the Affordable Housing floorspace as a flexi-rent product, which allows Registered Providers to vary the rent levels within the block to allow for the cross subsidisation of rents.

In addition to this, approximately 471 units (approximately 11.78 % of the residential units) were proposed to be provided as time-limited discount market rent accommodation, with rental levels set at 80 % of market rent for a period of 7 years. This would be provided through the Mayor’s London Housing Bank.

This initial proposal is below the Council’s affordable housing target of 50 % as set out within Policy CP2 of the Brent Core Strategy and a Financial Viability Assessment (FVA) was accordingly 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 FVA was reviewed by viability consultants appointed by the Council (BNP Paribas), who questioned some of the key assumptions that fed into the applicant’s model, including the site value, residential sales values and residential sales rates.

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*	20%	43.8%	29.3%	6.9%	0%
Affordable Rent	0%	18.4%	34.4%	43.9%	3.3%
Shared Ownership	3.8%	51.5%	40.8%	3.8%	0%
Discount Market Sale @75% OMV	4%	51.5%	41%	3.5%	0%
Discount Market Rent @ 65% OMV	4%	51.4%	41%	3.5%	0%

Revised proposed housing mix by tenure

*The proportion of private studio units has been proposed at 20 % for Private Rental Sector Units. However,

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it would be reduced to 5 % for private if they are delivered as “for-sale” units. The additional units would be added to the percentages of 1- and 2-bed units, resulting in 5% studio, 51.3% 1-bed, 36.8% 2-bed and 6.9% 3-bed.

The indicative proposed housing mix for the by total number of units is as follows:

		Private	Affordable Rent	Shared Ownership	Discount Market Sale @75% market value	Discount Market Rent @ 65% market rent	London Housing Bank
% Total homes		66.02	5.3	3.25	5	8.65	11.78
% Private % Affordable Housing		66.02% Private Housing	33.98% Affordable Housing				
% Homes Excluding LHB		74.8	6	3.7	5.7	9.8	
% Floorspace Excluding LHB		73	7.5	3.75	5.75	10	
Indicate Total Homes		2640	212	130	200	346	471
Studio		529	0	5	8	14	94
1-bed		1157	39	67	103	178	207
2-bed		773	73	53	82	142	138
3-bed		181	93	5	7	12	32
4-bed		0	7	0	0	0	0

The overall proportion of Affordable Housing has increased to approximately 34%. Excluding the time-limited London Housing Bank units, the proportion of Affordable Housing has increased to approximately 25%. The changes to the mix include a reduction in the proportion of family sized (3-bedroom) private units and an increase in the proportion of private studio units. The proportion of private for sale studio units has been capped at 5 %. However, if the private units are delivered as Private Rented Sector (PRS) accommodation then this proportion increases to 20 %. This change has been proposed by the applicant to improve the financial viability of the scheme and thereby allow an increase in the quantum of Affordable Housing. The applicant believes that there is a strong demand in the Private Rented Sector for studio accommodation due to the lower price-point of that accommodation, allowing renters, and particularly younger renters, to move from shared accommodation. The proportion of studios and 1-bedroom units is above that specified within the Area Action which sets a target level of 30 %. However, the proposed unit size mix is considered to be acceptable given that the cap of 5 % specified for private for-sale units.

Revised Affordable Housing proposals

The applicant has increased the affordable housing proposals as follows:

- 11.78% of the units are still proposed to be delivered through the Mayor’s London Housing Bank as discussed above.
- 25% of the remaining units (rather than 15% under the initial proposal) are proposed to be provided as Affordable Housing.

The proposal also looks to deliver a different mix of Affordable Housing from that specified within policy. A wider range of products is proposed instead of the standard LDF 70:30 or London Plan 60:40 mix of Affordable Rent to intermediate shared ownership.

Of the Affordable units, approximately 28 % of the units (by area) are to be provided as Affordable Rent and approximately 14 % as Intermediate Shared Ownership. This represents a 67:33 split of Affordable Rent to Shared Ownership which falls within the standard range for such products. These products comprise 11.25 % of the total residential floorspace (excluding the LHB) or 9.7 % by unit, with the remaining Affordable units comprising “Discount Market Sale” and “Discount Market Rent” homes.

The Discount Market Sale homes are a similar product to Starter Homes, but with lower price-point (75 % of Open Market Value compared to 80 % for Starter Homes) and with the remaining equity being passed to the Council and recycled into Affordable Housing if the owner decides to purchase the outstanding share of the home. The Council will also have the option to purchase the additional 75 % stake itself if it so chooses.

The Discounted Market Rent units are set at a rental value of 65 % of open market rents, which is below the 80 % level typically set for Intermediate rented homes, and would be prioritised for existing borough residents, keyworkers and working people. .

Together it is considered that these changes and the revised housing mix helps 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 represent a significant increase in the proportion of Affordable Housing versus the initial proposal. 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 10.5%, which falls short of their target profit level of 20 %.

Appraisal of Financial Viability Assessment

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 highlight that the applicant has adopted some of the changes to the assumptions that BNP Paribas highlighted in their original review, but that the applicant has also continued to use their own assumptions in some instances. Overall this approach results in a low 10.5% level of profit within the financial model. The assumptions the applicant continues to adopt which are disputed by BNP Paribas include the sales value for market housing, the residential sales rate (i.e. number of private homes sold per month) and the growth assumptions for the sales values.

BNP have modelled the revised proposal using both the applicant's assumptions and their own. They have examined the sales values (price per square foot) and sales rates (number of homes sold per month) required to achieve a profit level of 17% by IRR. Whilst the applicant has used a target profit rate of 20% (calculated by IRR) and this profit rate is not unusual, profit levels of 17 % (by IRR) have been accepted by developers within a number of comparable development proposals in London.

BNP consider that this lower target profit level of 17 % could be achieved if average sales values of £781 per sq.ft are realised with sales rates of 30 homes per month, or if average sales values of £818 per sq.ft are realised with sales rates at 20 per month (on a current day basis). BNP have analysed the last 6 months of sales at the latest Quintain development at Alto, and average sales values are below these levels (approximately 10 % below the lower of the two average values).

Notwithstanding the uncertainty and lack of finer detail inherent in what is a large scale outline planning application, and differences between existing development and that proposed under the Masterplan (e.g. heights), BNP Paribas conclude that the evidence demonstrates that the revised Affordable Housing proposals are not unreasonable, provided that an appropriate s106 agreement mechanism is secured to review the financial viability of the scheme as it progresses and capture any additional affordable housing obligations the scheme can reasonably and viably bear..

Review mechanism

The scheme is at an outline stage of design where the design and layout have not been fixed (other than the key parameters set out in the submission). The costs and values of a scheme can be more accurately estimated when such design work has undertaken. There is also a lack of evidence of sales values for residential units located at heights above floor 18, which would be expected to attract a higher value due to far reaching view across London. It is therefore possible that higher sales values may in reality be achieved. It is also impossible to accurately predicate growth rates for residential sales values or construction costs over a period of 15 to 20 years. 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 or at every 700 residential units (save for development that commences within 2 ½ years of the grant of outline consent), with the choice of trigger at the Council's discretion. Such a review would allow the Council to elect to have the viability reviewed with each Reserved Matters application if it saw fit.

However, if this is not necessary then the Council could elect not to. For example, if two separate reserved matters applications are submitted concurrently or within a short period of each other then it may not be necessary to seek to review the viability of the scheme more than once at that point in time.

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.

Housing summary

The proposed mix of residential units, both by unit size and tenure, 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 25 % Affordable Housing, in addition to the London Housing Bank units, is not unreasonable.

The application is in outline and is likely to be delivered over a period of 15 to 20 years. Furthermore, growth rates for values and costs can vary significantly over such a period. As such, a review mechanism is recommended, triggered by the submission of each reserved matters or 700 units (chosen by the Council). 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 proposal is in outline and therefore does not include detailed proposals for the residential plots. However, 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;
- 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 submission 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 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 80,000 sqm of external amenity space for the 4,000 proposed flats. The total amenity space provision is 72,600 sqm, taking into account the provision of London Housing SPG compliant balconies, a 2.5 Ha public open space and the communal amenity spaces shown on the parameter plans. Whilst this falls below the minimum specified with SPG17, the shortfall is only minor (1.85 sqm per unit). As such, the proposal demonstrates that an appropriate amount of external amenity space can be provided for the proposed units.

The application is accompanied by a daylight and sunlight assessment which forms a part of the Environmental Statement. This confirms that the levels of sunlight received by the communal open spaces and park will be in excess of BRE requirements. The assessment confirms 100 % compliance with the BRE daylight and sunlight standards for habitable room windows within the majority of plots.

Of the plots that don't achieve 100 % compliance with the standards, 95 % of the habitable room windows comply with plots NE04 and NW10/11 whilst 99 % of the habitable room windows comply with plots W06 and W08. 100 % of the habitable room windows within three of the blocks with E03. 95 % comply with the other two blocks within this plot, but it is specified with further detailed design it will be possible to achieve 100 % compliance in this block.

The proposal accordingly will achieve good levels of daylight and sunlight for almost all of the proposed units, with the small proportion of units that will not comply being considered to be acceptable given the high density nature of the proposed development.

Residential quality summary

The submission confirms that the proposed development can achieve good standards of residential accommodation for future residents.

Play and recreation

The submission confirms that local play will be provided within communal gardens and the park and other open spaces within the application site. Doorstep play is proposed to be provided in communal gardens. Two multi-use games areas (MUGA) will be provided, with one situated within the park and the other within Olympic Circus. The temporary play park that was provided within the London Design Outlet centre is proposed to be replicated within the park whilst a new playground will be provided close to the London Design Outlet.

The application documents specify that the child yield of the proposed development is 876 children (as calculated using the Mayor's SPG calculator tool), comprising:

Age (yrs)	No. children
0-4	392
5-11	294
12+	190
Total	876

This results in a total requirement of 8,760 sqm of playspace to serve the development. The Development Specification confirms that play space for children up to the age of 12 will be provided in the communal areas of the residential plots and within the park. Parameter Plan 11 identifies the location of play and recreational spaces within the park. It identifies three locations where playspace is to be provided (which include the two locations for the MUGA) and also identifies the majority of the park as being a potential location for playable landscape.

Given the extent of communal and publicly accessible outdoor space that is proposed, this quantum of play space can easily be provided within the scheme. The requirement for each plot will depend on the number and mix of units within that plot and the amount of play space that is provided within the park and other publicly accessible spaces.

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 both within the plot and also play space that will be provided in publicly accessible area (such as the park) to meet the minimum play space requirements.

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

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), plant, construction, the stadium and retail and the general public. It also examines noise levels within the open spaces within the development. The assessment also examines noise levels from the proposed car and coach park.

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 regarding the treatment of facades and glazing required to result in an acceptable noise levels for future residents. Measures to ensure that suitable mitigation measures are incorporated are recommended to be captured through condition. This approach has been successfully implemented through both the Stage 1 and North West Lands consent and as such, the use of conditions is recommended. Officers recommend that these conditions are applied to residential,

student and hotel accommodation.

The submitted report recommends using the Council's standard condition regarding plant noise, which looks to ensure that noise levels are at least 10 dB below background noise level. This is recommended to be captured through condition.

The assessment highlights that whilst there may be some minor adverse impacts associated with construction noise and vibration, there will be no significant impacts associated with operation noise.

With regard to the open spaces, the submitted assessment confirms that whilst some areas of the public open spaces will experience moderate noise levels close to the roads, there will be areas that will experience ambient noise levels below the target design criterion (55dB(A)).

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.

The assessment concludes that the proposed development will result in a reduction in the level of daylight received by the units within Tabriz Court, situated to the north of the development on Fulton Road, which in some instances is in excess of the 20 % level specified within the BRE guidance and some levels of daylight below BRE guidance levels. The report highlights the presence of recessed balconies within this building which reduce the level of daylight received by habitable rooms. This appears to relate to a small number of habitable room windows within each affected floor and some of those windows already have relatively low levels of daylight despite having a relatively open aspect in front of them at present (currently facing a two-storey commercial unit). Given the high density nature of developments in this locality which is required to meet housing targets and is supported by planning policy, the reduction in light to these windows is considered to be acceptable on balance.

The assessment also examines the potential impact on the residential units within the residential development that is being constructed within the Olympic Office Centre site. It concludes that 95 % of the habitable rooms within that building will achieve levels of daylight in accordance with BRE standards. Given the density of development within this area, this is considered to be acceptable.

The daylight and sunlight assessment examines the potential impact on other developments within land owned by Quintain. This includes Plot W03 (currently occupied by Powerleague), North West Lands Plots NW07 and NW08 and the proposed South West Lands development. All of the tested habitable room windows within these developments will achieve levels of daylight in accordance with BRE guidelines.

Daylight and sunlight summary

The majority of habitable room windows within the proposed development will meet BRE Guidance levels for daylight and sunlight. A small proportion of windows in the new residential development currently being constructed within the Olympic Office Centre site and some existing windows within the recent Tabriz Court development (Fulton Road) will experience reductions in daylight beyond BRE Guidance levels. However, this is considered to be acceptable given the dense nature of development in this area (both recent existing developments and proposed) and the need to deliver a significant number of homes to meet housing targets, this is considered to be acceptable.

Residential Density

The masterplan is within a "Central" location with a PTAL of between 3 and 5 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. The applicant reports that the development has a density of between 244 to 250 units per hectare or 634 to 655 without deducting the proposed areas of public realm is towards the mid-point of the ranges set out within the density matrix. However, the applicant specifies that the density would increase to 500 to 530 units per hectare or 1,300 to 1,400 habitable rooms per hectare if the public realm is deducted and a proportionate approach taken to residential vs non-residential floorspace.

Officers have also estimated the residential density based on the submitted drawings, excluding the non-residential plots (e.g. YH1, W10 and E05) and other non-residential areas (e.g. Olympic Way),

examining the density both including and excluding the park. Officers have estimated residential density to be approximately 358 units per hectare or 890 habitable rooms per hectare including the park, rising to approximately 461 units per hectare or 1,147 habitable rooms per hectare if the park is excluded. These densities are averaged across the application site, with some of the higher density plots (e.g. NE06) having a higher density and others with lower densities.

This shows that the residential development capacity has been optimised in accordance with London Plan policy 3.4, but that the density falling down to the mid-point of the range unless account is taken of the large elements of public realm that are sought through planning policy and required to support the development, including the new park.

Transport and Movement

The following comments are made by our Highways Service.

Highway Considerations

The WPMP is surrounded and traversed by a number of roads which will be used for access into the development land uses. The highways system is made up public and private roads; respectively under the control of LBB and Quintain (the Applicant).

The main publicly adopted roads with various restrictions expected to be affected by the development are:

- Wembley High Road (London distributor road and bus route);
- Empire Way (London distributor road and bus route)
- South Way (Local distributor road. Two-way traffic calmed road west of First Way. One-way westwards & bus route east of First Way)
- Fulton Road (Traffic-calmed local access road):
- Engineers Way (Traffic-calmed local distributor road and bus route. Restricted parking zone at any time)
- First Way (Local distributor road and bus route – one-way northbound)
- Rutherford Way (Local commercial access road and bus route)
- Olympic Way. Wide pedestrianised street linking Stadium to Wembley Park station
- Wembley Park Boulevard – private pedestrianized street

Parking and loading along the above streets are generally prohibited at all times, with only limited parking available in Fulton Road, Rutherford Way and Empire Way.

Outside, but on the edge of Controlled Parking Zone “W” (8am-9pm Mon-Sat (midnight on Stadium event days)). Parking in other residential streets to the north and west generally unrestricted.

PTAL. Ranges from 2 (fairly low) in SE corner to 5 (very good) along W side of Masterplan area

Highways Discussion:-

Site Characteristics

Highway Network

The TA describes the existing highway network within the WPMP area and its surroundings that are likely to be affected. Most of the roads within the area are in a good state. Obligations included in previous consents relating to the Stage 1 and North West Lands developments included local highway improvements; some of which have taken place whilst others are also earmarked for improvements shortly. Some of the improvements involve upgrade of junctions and pedestrian facilities.

Whilst it can be said that most of the routes through the WPMP are of high quality, the applicant’s proposal calls for more enhancements to the network in order that a cohesive and comprehensive network of reliable, attractive and safe highway infrastructure facilities and provided for optimal and adequate accessibility into and out of the new development. This is needed in order to protect and preserve Wembley’s streets and routes around the Stadium as an internationally recognized place.

The vast majority of the application is in Outline form, with the exception of the erection of a multi-storey car park (MSCP) known as the Blue MSCP. This is to the east of the Stadium on Plot E05 comprising **1,816** car parking spaces (including blue badge spaces and **1,642** for non-residential use and **174** for residential use), up to **82** coach parking spaces (with a further 86 spaces proposed in outline form at the northern end of the coach park beneath future residential block E03) and associated infrastructure, landscaping and vehicular

accesses.

LBB do not envisage that any new access roads will be adopted under this Masterplan application, aside from works in the existing highways to form new access points and new lay-bys to serve a particular development block or building. These are discussed later in this report.

Development Layout & Provisions

Parking Strategy

The land for the Masterplan surrounds Wembley National Stadium which in turn lies within the expanse of the Wembley Area Action Plan. As such, car parking standards for the proposed development by the Applicant are site specific, but guided by the WAAP standards for residential, retail and employment uses.

Residential car parking: the Applicant has developed a parking ratio of 0.38, to be applied across the application's residential provision of 3,428 residential units, hence 1,318 parking spaces are proposed. This figure, in addition to the existing residential built units (under previous permissions), brings the overall parking on the site to 1,926 spaces (@ 0.35 per unit) for 5,486 total units. This figure is compatible with the maximum permissible number within the WAAP.

The residential car parking spaces will be provided within the plots or underneath the block of units; where they will be served via appropriate accesses off the highway.

Analysis of recent 2011 Census Data for Brent as a whole shows car ownership for flatted developments would average 0.48 per unit (i.e. 1,645 for the application site). This figure implies that demand for car parking would exceed the proposed provision by some 30%. However, for the flats that have already been provided in the Stage 1 application on Forum House and Quadrant Court, car ownership averages 0.38 cars/flat.

Controlled Parking Zones (CPZ) schemes are in place on certain roads to the west of the development towards Wembley Town Centre, but many other nearby local roads (particularly in the Manor Drive area) are not within CPZ's and are already subject to heavy parking demand. Overspill parking from the development cannot therefore be safely accommodated on nearby streets.

LBB has plans to continue to consult with local residents on expansion of the current CPZ and creation of new Zones to the west and north. As with the previous proposals for development in this area, a financial contribution through a S106 Agreement for the funding of such a scheme is sought, which should also include a sum that can be used towards subsidising existing residents in the area for the cost of permits for a limited period of time.

An agreement is then also sought to ensure future residents will not be allowed to apply for on-street parking. The developer will be responsible for notifying prospective residents in writing and through their lease agreements that they will not be eligible for on-street parking permits.

To support the 'car-free'/low car housing, there are a number of car club vehicles based in the local area. In particular there are ZipCar Club parking spaces located at the Civic Centre, plus a City Car Club vehicle at Elizabeth House on the High Road. However, these spaces may not be sufficient to cater for the demand for the development. The Applicant has therefore indicated that a site-wide Car Club system will be established and promoted through the Travel Plan. LBB requires that the Applicant, in consultation with the Car Club operators makes provision for a number Car Club parking spaces within and around each residential building at the opening, in order to ensure that the scheme is attractive and available to the residents from the outset.

The contracts must also ensure that the car parking is safe and secure and that owners will not be able to

rent out spaces for Stadium Event attendees. The above should be conditioned as part of any planning permission.

Non-Residential car parking: a significant amount of existing surface-level parking lands around the site will be used for development under the WPMP, in accordance with previous planning consents. This includes the existing Gold Car Park (225 spaces) and the “Red” multi-storey car park (~1,000 spaces), which is to be reconfigure to reduce its footprint to facilitate the build-out of Plot W10.

A new multi-storey car park is also now proposed to the west of the Stadium. This shall occupy a part of the existing “Green” car park lands, allowing the footprint of that surface level car park to be reduced so that development of this part of the site no longer generally needs to sit on a podium above the car park. This “Blue” car park will accommodate a mix of cars and minibuses, to serve residents (174 spaces) and commercial/Wembley Stadium event needs (1,642 spaces). The ground floor level will be retained as the “Green” coach park, reserved for 168 coaches only. It is a replacement facility for the existing surface level “Green” car park, so does not increase the overall level of car parking on this part of the site, although it does separate out the car and coach parking spaces.

To ensure that parking provision for the Stadium on event days is not increased, it will therefore be necessary to cap the use of the car park so that car spaces are not provided in addition to coach parking, but instead of it. This will ensure that the proposal does not increase traffic on the local highway network for Wembley Stadium events. The overall cap on parking for the Stadium is 2,900 cars or 458 coaches, 43 minibuses and 1200 cars (or any combination thereof) and this limit must remain in place with any planning consent for the revised Masterplan.

The total non-residential or commercial car parking proposed across the whole site is therefore some 2,867 parking spaces. This compares with a figure of 4,180 spaces granted under previous consents for Stage 1 and North West lands and available within The Junction retail park and York House.

Parking standards for non-residential use in the WAAP would allow up to 2,369 commercial parking spaces and analysis of parking demand shows that Saturdays, the demand for non-residential parking peaks at a maximum of 875 spaces. Although the proposed parking provision still exceeds the maximum standard, a high number of spaces are required to meet the applicant’s contractual obligations to Wembley Stadium for stadium event days. Given the reduction in off-street non-residential parking arising from the removal of the previously consented multi-storey car park from Plot NW09 and removal of parking space from The Junction retail park, the revised Masterplan does bring the development more into line with current standards.

It is nevertheless important that on non-event days, the car park acts as a town centre car park to cater for visitors to the area and is not priced so as to encourage use by commuters or local office workers, which would undermine parking restraint for the area. Any Parking Management Plan therefore also needs to cover proposed pricing structures for non-event days that discourage long-term parking.

The applicant has also suggested that the lower coach parking level of the “Green” car park could be used to park up to 588 cars on non-event days. This would not be welcomed and a condition is recommended requiring this level to be used solely for car and coach parking associated with Wembley Stadium Events unless otherwise agreed in writing by Brent Council. The use of these parking spaces can be controlled through the Wembley Park Parking Management Plan to be secured through condition.

In regards to the coach parking provision, a contractual obligation (known as the ‘Parking Lease’) between the applicant and Wembley Stadium is in place to ensure that approximately 458 coach spaces, 1200 car parking spaces and 43 mini-bus spaces or 2900 car spaces (or any combination thereof) are provided as minimum for Wembley Stadium’s use on Event days. It should be considered that 458 is the minimum level of coach parking that WNSL expects to be delivered through the Masterplan in order for the Stadium to remain competitive and retain their reputation to bid to host high class high standard global sporting events; such as the European Champions League games.

To ensure that this level of parking is retained throughout the construction period, temporary use of the Junction retail park for stadium parking has been sought through planning application 16/1024. A condition is recommended requiring this parking area to be provided prior to any works commence on the site of the existing “Green” car park. This can be secured through the Wembley Park Parking Management Plan.

Access to Parking Areas: The residential parking accesses will be provided at specific points along the highway network, at appropriate locations. Details of those directly affecting the publicly maintainable highways will have to be approved by LBB, during reserved matters submissions and will be subject to

Section 278/38 agreements where applicable.

For non-residential car parks, access to the Red and Gold car parks remains unaltered, with access via their existing entrances from South Way, Royal Route and Lakeside Way.

The “Blue/Green” MSCP will be primarily accessed and egressed via an amended ‘Gate 5’ configuration at the junction of South Way/First Way, which is laid out to provide the flexibility to accommodate various potential future access and egress scenarios for Wembley Stadium event day traffic management. Two other points on First Way and the northern end and in the centre of the structure are also indicated to further help with the dispersal of coaches from the lower level at the end of Wembley events.

Pedestrian access to the Blue/Green MSCP by returning spectators on very busy and fully booked events will require extensive logistics management to return visitors to their cars and coaches. Original hopes of providing a bridge link to the first floor level of the car park from the Stadium concourse have proved impractical to deliver at the current time, due to structural issues on the Stadium concourse. If these can be addressed, then the design retains the flexibility to retrofit a bridge link in the future.

In the meantime, dispersal routes will mainly be vertical instead of horizontal, with spectators having to use the steps/ramps down from the concourse to reach the ground level entrance to the car park, before using lifts and stairs to travel back up to the car parking decks. It is noted that the Stadium have raised concerns over the delays this presents getting back to vehicles, particularly for wheelchair users and others that cannot use stairs. However, the situation is comparable to the existing “Red” car park, where the majority of able-bodied visitors would use the available stairs rather than queue for long periods to use lifts, so this concern is not considered to be significant.

Near Site Parking: To meet their contractual requirement for 458 coach parking spaces, the applicant proposes that up to an additional 290 coaches be parked on a nearby site at VDC Careys on South Way – some 160m (2 min walk) from the entrance to the proposed “Blue/Green” car/coach park. A parallel application (ref: 15/5615) has been submitted for that site and any planning consent for the redevelopment of the existing “Green” car park in the manner now proposed must be tied to consent for remote coach parking, to ensure coaches displaced from this site are still safely accommodated off-street and do not therefore require on-street parking space.

The proposed VDC Careys Coach parking will provide a capacity for 290 coaches, which if full would carry about 14,500 persons. The main access will be along South Way to and from the Stadium. This has significant implications for the way in which crowds and vehicles travelling to and from the Stadium are managed in this area and further comments are provided in the application for the remote car/coach park (ref: 15/5615).

Modelling undertaken by the applicant suggests that at least one traffic lane along South Way would need to be closed if the coach park is in use and that the entire road width would need to be closed if more than 58 coaches are parked on the VDC Careys site in order to safely accommodate pedestrian movement back to the coach park. If more than 147 coaches are stationed on the site, then a queuing system is also required on South Way close to the Cemex plant to manage the flow of pedestrians into South Way. The closure of the entire width is anticipated for 29% of events (11 per year), with the queuing system for 8% (3 per year).

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

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

way that crowds and traffic can be managed for Stadium event dispersal.

Part of the above proposals include modifications to the Engineers Way/First Way junction in association with the conversion of First Way to two-way flow, with the land take extent shown at Map 20.9 of the WAAP. Land is therefore required from the northeastern corner of the proposed E03 "Canada Court" plot and from the southern side of plot NE04 to deliver these improvements. The applicant therefore needs to safeguard this land on behalf of LBB and the layout of the plots has taken this into account. This will allow future adoption as public highway at no cost to the Council upon the service of a notice. Works to undertake this improvement would be expected to be funded through CIL payments.

Further work will be required to develop the short-/medium-term proposals for the two-way flow around the industrial estate to help to support this proposal and financial support towards the relevant studies and implementation of the findings will be available through the CIL payment attached to any planning consent.

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

Otherwise, future outline event day traffic management arrangements will need to be developed over time to suit the various event days scenarios for coach parking and a condition is recommended requiring an overarching Event Day Parking Management Plan to be agreed for the revised car and coach parking on the "Green/Blue" parking area, which can be amended as necessary to suit each type of event. Subject to these caveats, it is considered that the operation of a satellite coach parking system for an estimated 17 occasions per year can be safely managed in a way that does not unduly inconvenience local residents and businesses and does not unduly extend egress times for traffic leaving the Stadium car and coach parks. This has been confirmed by Brent Council's Highway Network Management Team.

However, the design of the car park does not provide any means of access for inbound vehicles accessing the 174 proposed residential parking spaces within the "Blue" MSCP during event dispersal periods, as both lanes of the car park access ramps would be used by exiting traffic. To address this, the applicant proposes to provide a reservoir of spare parking at a remote location within the industrial estate for these vehicles to use for a short time period until they are able to return to the "Blue" MSCP. However, this is not considered to be an acceptable approach, as residents that are denied access back to their allocated parking spaces would be likely to become agitated and may try to force their way through road closures and against exiting traffic from the car park. Unless an alternative means of access to the residential parking spaces can be incorporated into an amended design, the residential parking within the multi-storey car park should be removed and the flats on Plot E03 designated as "car-free".

Disabled Parking and Electric Vehicles: The development will provide 1 disabled space for each wheelchair accessible unit for the residential units, although the number of wheelchair accessible units has not been specified.

In accordance with GLA standards, developments should allocate a disabled space for 10% of all units and suitable details should be presented throughout each phase of the development when reserved matters for parking are being applied for. However, to avoid a sea of unused Blue Badge spaces being provided, a certain number of "lifetime homes" spaces may be flexible to commence with, allowing easy conversion into marked disabled spaces in future if demand warrants it.

In the case of the non-residential parking allocations the level of Disabled parking or Blue Badge holders has not been stated. However, Standard PS15 of the Unitary Development Plan requires that at least 5% of the total provision is in the form of wide bays reserved for Blue Badge holders and these have to be provided at locations easily accessible, such as the ground floor or close to upper floor lifts.

No specific electric vehicle charging points have been proposed within the development's car parks. The Applicant proposes to provide these spaces in accordance with the London Plan standards 20% for active electric vehicle charging points and 20% with passive charging points for residential users. Non-residential users will be pegged at 20% and 10% for active and passive users for office use and at 10% each as active and passive points for retail parking. These levels are acceptable.

School Parking Needs:

The Applicant has proposed to situate a primary school at the site of York House car park adjacent to Wembley Hill Road and Royal Route and intends deliver the school as part of the early phasing of the Masterplan (i.e. by 2020).

LBB expressed concerns about the potential drop-off and pick-up activity that could be associated with the school when it starts to operate – since this vicinity is very heavily trafficked by both vehicles and pedestrians.

To address this, the applicant has indicated that they will ensure such activity does not occur within the public highway by reserving spaces within the nearby “Red” MSCP for use by the school, with promotion through the School Travel Plan. To support this, a weekday parking demand survey concluded that there is spare capacity in the “Red” MSCP for school-related car trips to utilise, in order to avoid disruption to the free-flow of traffic on the public highway and promote safety. Further details of how this would operate in practice will be sought (e.g. parking vouchers for parents for set time period) as part of any reserved matters submission for the school.

Coach drop-off and pick-up activity associated with the School is envisaged to occasionally take place along Royal Route. The applicant explains that coaches will only wait briefly on this private road when required, but to ensure queuing of waiting coaches does not block back to the junction with Wembley Hill Road, coach movement to and from the school should be managed through the Travel Plan. If necessary, they can then lay over in the “Green” car park between journeys.

The quality of the footways between the “Red” car park and the school site along the private Royal Route are not good though, with sections on the northern footway in poor repair and the southern footway being very narrow and non-existent at the front of the Holiday Inn. This route needs to be improved as a condition of any consent.

Pedestrian and Cycle Infrastructure

Standard PS16 of the adopted UDP 2004 requires at least one secure bicycle parking space per residential unit, with non-residential spaces dependant on the type of use. The Applicant intends to apply London Plan requirements to the whole of the development, including for the non-residential requirements, which are generally more onerous than Brent Council’s standards. This is welcome and should be conditioned accordingly.

Cycle parking for residential uses should be provided within the curtilages of the buildings and must be in a secured, safe and covered area or in a storeroom, with some external provision made for visitors. At the non-residential buildings or where such uses have been combined with residential land uses, there should be both external and internal provision of cycle storage facilities for staff and visitors. The locations of the cycle parking will be examined at reserved matters stage.

The recommended external stands to be used will be ‘Sheffield’ stands, located at areas close to the building accesses and designed not to obstruct pedestrians, especially proposed public realm areas. To ensure adherence to the Council’s approved Cycle Strategy, details of any cycle parking provision and other facilities will be critically examined. It is therefore expected that the developer will support and ensure compatibility between the Council Schemes and private provision.

The Masterplan site benefits from an existing predominantly pedestrianized environment in and around Wembley Park with access to public cycle parking facilities and pedestrian infrastructure. Capacity assessments of peak pedestrian and cycle usage that have been undertaken indicate increases in pedestrian two-way AM trips of 393, but a corresponding decrease of 368 in the PM peak – in comparison to baseline extant consent person trip generation figures. In terms of cycle trips, the analysis indicated decreases in both the AM and PM peak two-way trips by 74 and 154 trips respectively. Although these figures are not considered to pose a detrimental effect on the network, the concentration of activities associated with certain land uses on some critical areas within the Masterplan area imply that the applicant will have to mitigate and provide additional pedestrian and cyclist infrastructure in order to ensure safety in the usage.

One notable improvement proposed by the Applicant is the commitment to connect the north and south sections of the proposed parkland across Engineers Way east of Rutherford Way by providing two ‘raised table’ treatments. Full details have not been provided and a condition should be placed on the development

for further details to be discussed early as part of any post-application reserved matters submission for the park, to be provided as part of a S278 agreement. This facility will have to be compatible with the proposed improvement at Engineers Way/First Way discussed above as part of LBB's WAAP scheme and should also reflect the treatment installed outside Brent Civic Centre.

Other points in the network requiring improvements from the applicant are discussed in the following, as recommended schemes.

Recommended Scheme 1: - It is acknowledged that the Olympic Way/Fulton Road crossing has recently been enhanced, but LBB do not consider this to be at the required standards to serve the whole of the Masterplan development and proposals. Being one of the very important crossings within the Wembley Park area highway network, it is expected to continue to serve a significant number of pedestrians and cyclists. The applicant should therefore provide additional contributions for further improvements to this junction to support this development and CIL funding can be used to this end. An appropriate scheme involving enhanced public realm facilities, pedestrian and cyclist controlled crossing measures, security and highway safety features including possible vehicle or speed restraint systems will then need to be designed.

Recommended Scheme 2: - The siting of the proposed school adjacent to the Wembley Hill Road/Royal Route junction calls for a review of the cyclist and pedestrian facilities at certain points within the immediate highway network, due to the expected significant increase in demand. Based on technical discussions with the Applicant, LBB Officers have quantified the trip rates associated with the School, based on information from the TA in the Appendix T. Based on a proposed 675 pupil facility, the expected number of walking trips in the morning peak hour would total 739 arrivals/266 departures, giving a two-way figure of 1,005 trips (1.15 per pupil). These figures result in a significant increase to the pedestrian footfall in the immediate network and in light of this, it is recommended that:

A controlled crossing facility (i.e. Toucan Crossing) is provided to replace the existing zebra crossing on Wembley Hill Road fronting York House. The full design, its exact location and funding will be investigated further by LBB however the overall details should be conditioned under Section 106 obligation for the development, for a further Section 278 agreement.

A 'raised table' entry treatment should be provided along at the section across Royal Route; at the junction with Wembley Hill Road. This improvement should incorporate pedestrian features to enable the safer and smooth access to the new School. Similar to the previous statement, a contribution will be sought from the applicant to deliver this scheme.

In relation to the "Red" MSCP being used as vehicular pick-up/drop-off for school runs, the applicant should ensure that the proposed tariff-free grace period is applied in a flexible manner. This is to avoid vehicles arriving and leaving hurriedly and en-masse and therefore affecting the safety and use of the highway, especially at the junction of Wembley Hill Road/Royal Route – where pedestrians and cyclists traffic volumes would be at their peak during this period.

An obligation for the applicant to undertake similar works in this location has already been secured through the S106 Agreement for the Stage 1 permission and this needs to be renewed and amended to suit the proposed school.

Recommended Scheme 3: - In order to compliment the new developments planned around Fulton Road, specifically on Plots NE04, NE05 and NE06 as part of the Masterplan, it is anticipated that new pedestrian and cycle facilities will be needed on Fulton Road as part of an extended traffic calming scheme with 20mph restrictions between Albion Way and Fulton Road. The details of such scheme will be finalised as part of post-application requirements and submissions. It is requested that a contribution is made to this effect, which can be taken from the overall CIL contribution.

It should be noted that in light of the notion that this new Wembley Park Masterplan, will become a prime visitor attraction, additional improvements/enhancements to surrounding pedestrian walkways and cycle routes will be required. In particular, good quality signage will be required to assist the visitor both in identifying key points of attraction/interest and also key transport facilities and interchanges such as Wembley Park. Furthermore, a high profile nationally/internationally important area, LBB would like to stress the need to see a commitment by the applicant to ensure maintenance of all private pedestrian and cyclist infrastructure facilities, specifically the various proposed routes and crossings traversing the Masterplan area. Most of these routes are linked to publicly maintainable routes within the surrounding highway network, and

the Council would like to preserve its consistency and compatibility for users. This aligns with the WAAP strategy where the aim is ensure the spine of pedestrian accesses through the development is fully maintained and remain attractive at all times.

Lastly, it is important the applicant through the Masterplan delivers and/or supports an improvement scheme to enable amendments to the important Wembley Boulevard route under the Royal Route. The Applicant has also recognized that the current infrastructure is sub-standard in terms of available headroom for pedestrians and cyclists. Details should be captured as a condition of any consent for this development.

To assist in wayfinding in the area, a contribution of £100,000 was secured previously with the NW Lands permission on behalf of TfL for the implementation of Legible London signage. This sum remains valid and should be re-secured as part of any planning consent.

Wembley Park Parking Management Plan (WPPMP)

In line with the comments made in this report on parking strategy, management, delivery and implementation associated with the development; it is requested that the proposed Car Parking Management Plan (CPMP) be upgraded into a more detailed Wembley Park Parking Management Plan (WPPMP). This will be a more comprehensive document, which will deal with ALL parking issues associated with the development including car and coach parking for the overall development and events-related, cycle parking, school parking as well as visitor parking, access controls and general booking management systems.

It is also expected as suggested earlier that this document will contain a framework for establishing events-related parking scenarios with corresponding crowd management plans (including allowance for extra logistics, marshalling and cost-sharing for funding these). This must be submitted for consideration and approval by the Event Traffic Management team in LBB, and possibly the Metropolitan Police and other stakeholders.

The requirement of submission of a fuller and more detailed document should be placed as a condition on the any planning consent granted.

Access Strategy, Servicing & Circulation

General Comments

The proposed access and circulation for the whole development within the Masterplan area have been discussed in the submitted documents. Plans are depicted in Parameter Plans 06 and 07 which show the principles underpinning this strategy in and around the development, with the development accessed at various points within the highway network.

With the exception of the Eastern Lands where Canada Court and the Blue/Green MSCP developments will be built, as well as parts of the North West (NW) Lands current under construction or under consent, all other access points are considered in outline form. As such, adoption of other access points as they meet the public highway will require detailed consideration as they come forward for implementation. In particular, where there will be a requirement for parking and access control (e.g. one-way routes into and out of car parking areas), these will need to be backed by an appropriate traffic order.

Western Lands

On the Stage 1 Western Lands, specifically comprising development buildings opposite the existing London Designer Outlet (LDO) and to the east of the Wembley Park Boulevard, but west of Perimeter Way, development accesses will be taken off the Royal Route and west side of Perimeter Way (realigned). A new lay-by will be created on Royal Route to service a proposed Retail/Leisure/Employment development on Plot W10 adjacent to the "Red" MSCP, whilst other accesses will be created on Perimeter Way. Although these roads are both private roads, the developer needs to ensure that the creation of the new accesses do not compromise, obstruct or impede pedestrian and cyclist routes.

North West Lands

Access arrangements for the North West (NW) Lands were covered in detail under the previous NW Lands

application. Under this the main access into these lands was via “Wealdstone Road” (now Harbutt Road) off Fulton Way, where a number of changes were agreed to facilitate the access into a proposed MSCP and large format retail store. This revised Masterplan now removes the retail store and multi-storey car park from this area in order to provide more residential development facing Elvin Square Gardens (under construction), with community uses at ground floor level and smaller retail uses fronting Olympic Way.

The Council does not therefore any longer wish to adopt Wealdstone/Harbutt Road and the access to this area will therefore remain private, as would the proposed shared surface access between Plots NW09 and NW10/11 known as Theatre Mews in the Masterplan. Harbutt Close will again lead into Repton Lane, also a new private road to serve Elvin Square Gardens (under construction) and Plots NW07/08 and NW10/11. Repton Lane proposed as a one-way street for the development, will run east-west and perpendicularly onto Olympic Way, where an exit is to be created. Theatre Mews will also be one-way with exit onto Fulton Road. LBB are satisfied with the access arrangements, subject to further details being submitted at the reserved matters stages of the planning consent.

North East Lands

For the North East (NE) Lands, the Applicant proposes development accesses off Fulton Road and Rutherford Way – both public highways. On Fulton Road at least two new car park entrances, a new one-way system loop road, and a two lay-bys have been proposed to serve the development. On Rutherford Way, two undercroft car park entrances are proposed along with three lay-bys.

The accesses into the NE Lands area are acceptable to LBB, subject to approval of further details such as crossover details, appropriate visibility splays, materials, public realm and road safety audits. Any gates that are introduced at the car park entrances must be setback from the public highway boundary a minimum distance of 15m, to allow vehicles to stand clear of the highway whilst waiting for the gates to open. The proposed kerb radii details and footway should also be appropriately designed to allow adequate pedestrian and vehicular visibility. It is expected that these details will be finalised under separate Section 278 agreements to be produced as part the reserved matters application before works can start. The applicant must note that in the provision of any of the accesses details, pedestrian and cyclist facilities and infrastructure along these roads must be in the minimum enhanced, restored and made safe.

The Delivery and Servicing Plan also proposes a number of lay-by’s within existing footways around the site – two on Fulton Road, two on Rutherford Way and one on Fifth Way. These are not indicated on the parameter plans. Any loading bays provided in this manner will need to be constructed through a S278 Highway Agreement and land to the rear offered as footway under a S38 Agreement to maintain unobstructed pedestrian movement along these streets. Further details will need to be provided at the reserved matters stage.

The lay-by proposed along the short section of First Way between the junctions of Engineers Way and Fulton Road is not supported by LBB in its current form due to the constraints relating to visibility and highway safety arising from the proximity to the adjacent junctions. This stretch of road is also subject to future amendment to accommodate two-way traffic flow and reconfiguration of the junction of First Way and Engineers Way in future though, with potential signal control. This may offer scope to accommodate a lay-by, but this will need to be reconsidered along with the future design for the adjoining highway.

As mentioned above, the provision of improved pedestrian/cycle crossing facilities and traffic calming along Fulton Road is recommended, with funding through the CIL and the layout of the accesses and lay-by’s will need to be taken into account.

Eastern Lands (Canada Court and Blue/Green MSCP)

The southern part of the Eastern Lands development for the multi-storey car park has been applied for full planning consent, which implies that the means of access has to be considered in detail by LBB. The Applicant has submitted information on access arrangements, which includes two entry lanes to the ground floor coach parking level and four entry lanes to the upper floor car parking levels. Access to Perimeter Way (east) is taken from the ground floor access lanes. For egress, two exit lanes are proposed to First Way (northbound) which can be accessed via cars or coaches.

The arrangements are similar to the existing “Green” car park access and egress arrangements, but with more kerbing in place to formalise access to the car park and Perimeter Way. Like the existing arrangements, the layout allows the flexibility to direct exiting traffic south towards South Way in the event that a reverse flow operation on South Way is proposed and this is welcomed. Works to amend the layout

within the publicly adopted highway will need to be undertaken through a S278 Agreement.

Two further 11m ramped accesses with 6m radius kerbs are proposed along First Way to the middle and northern ends of the coach parking area. The applicant suggests that these will be for occasional use for coach egress, servicing of the proposed Energy Centre and delivery/emergency access and the increased flexibility that this offers for coach egress is welcomed.

Coach swept paths have been submitted (see drawing ref: ITL10306-SK-079) which show coaches swinging across the centre line of First Way when turning out of the site though, which is a concern. Coning in First Way on event days may assist, but the proposed road markings shown on the drawing to bulge the centre line eastwards are not acceptable. The kerb radii at these egress points therefore need to be adjusted as necessary through the reserved matters submissions for the northern end of the coach park to ensure coaches can turn north into First Way without overrunning the centre line if the egress is to operate safely and efficiently.

The layout of the detailed application area shows up to 82 no. 12m long coaches in 2.5m wide bays, with 1.2-2m wide spaces between coaches for pedestrians to circulate, plus less frequent 3m-5m wide gaps for emergency access. Tracking for 15m length coaches has been provided to demonstrate how each of the spaces would be accessed. Headroom is provided at 4.65m, which is sufficient for the tallest 'highbridge' double deck buses, so will accommodate all types of vehicle on either deck.

For the car parking decks, headroom of 2.8m is indicated for the first and second floors, to provide access to disabled parking spaces for hightop conversion vehicles for wheelchairs. Headroom of 2.3m is shown for the upper decks which is also fine and the layouts of the spaces and aisles all meet design standards.

The Applicant have also proposed three additional pedestrian fire escape points (2 x 4m width & 1 x 5.5m width) from the coach parking onto First Way, which are fine in principle, although it is that the London Fire Brigade be consulted on the arrangements.

Future access and circulation into Plots E01/E02 is proposed from the privately maintained Perimeter Way, so does not directly affect the highway. There may again be difficulties in accessing car parking at Stadium egress times though, when Perimeter Way is busy and this will need further consideration as part of any future reserved matters submissions. Again, if this cannot be satisfactorily resolved, "car-free" blocks may need to be considered.

Consideration needs to be given to the quality of pedestrian and cyclist access to and from the Eastern Lands along First Way, including any footway and public realm improvements and should be delivered in tandem with the Blue MSCP and Canada Court crossover works.

As part of the approvals, further details of proposed landscaping materials around Gate 5, street lighting details, paving, trees and planters should be submitted to LBB.

The land in the northeastern corner of the site that is to be safeguarded for future junction works is proposed to be landscaped as a small public square in the meantime, which is welcomed. Further details of landscaping, paving, lighting and street furniture should also be submitted as part of the future reserved matters submission for the site.

Public Transport & Bus Strategy

Bus Infrastructure

Bus infrastructure will continue to need some enhancements as a result of the new Masterplan. Financial contributions were previously secured on behalf of TfL through the Stage 1 and North West lands consents for bus service and infrastructure enhancements and these remain valid.

The east side of the Stadium is an important area that needs an upgrade to its bus offering to be connected to well busy network on the west. This is important and in particular due to the planned early delivery of the Canada Court residential block (E03).

As part of the WAAP for the wider sustainable transport strategy for Wembley Area, it is acknowledged that the applicant has been engaging with TfL Buses and LBB for some time and a study is currently ongoing. Important issues such as new routeings and services connecting east to west via South Way and location of

new bus stands are yet to be agreed and formalised though. The applicant is therefore encouraged to continue with these discussions as a new strategy will affect the Masterplan area and provision will need to be made in the highways network surrounding the developments, which may have a related effect on important elements such as points of accesses and building footprints.

Transport Assessment

Trip Assessment

Trip Generation: Future trips associated with the development land-uses within the Masterplan were estimated using analysis of the extant uses, the consented developments and the proposed land-use trip generation, in order to produce a net impact for the proposed development. Note that in some cases, trip rates from adjacent development planning applications were utilised. The servicing and delivery trip generation were also analysed and added to the net trips. The general methodology is acceptable.

Discussions on trip rates were undertaken with the applicant during pre-application stages. When compared with the extant permissions from the approved Stage 1 and North West Lands developments, there will be net changes in the overall trip numbers for the revised Masterplan.

The TA under the traffic assessment, reports that the two-way morning AM Peak trips will increase by 44 vehicles, whilst the evening PM Peak trips will decrease by 512 trips and the Saturday peak hour trips will decrease by 1113 vehicles. However, LBB considers that due to the changes in the traffic distributions associated with the new Masterplan around the network, certain critical junctions will experience some impact – although previously not the case.

It has been noted that the vehicular trip rates used for the offices differ from those used in the Transport Assessment from 2004 for office floorspace on the Wembley South West lands site (ref: 04/0379), with the current rates being based on survey information for Central London sites that have low levels of off-street parking. These vehicular trip rates are therefore much lower than would be obtained if outer London sites with higher levels of parking were used for the assessment. It is therefore essential that, to give credence to the derived trip rates, parking for the office floor space is tightly constrained. This lends further weight to the importance of ensuring that the “Blue” multi-storey car park is priced to deter use by long term workers in the development and that funds are provided towards extending CPZ’s in the area, as mentioned above.

The derived trip rates for the hotel floorspace are based on surveys from three similar hotels in outer London and are therefore considered to be representative of the proposed development.

Trip Distribution: The TA’s trip rates were distributed onto the network to determine two-way increases at the various junctions identified earlier for subsequent impact assessments. The net changes in the AM vehicle trips in comparison to the built plots on the Stage 1 Lands were used to determine net trip changes at junctions in the area – and LBB considers this methodology acceptable. The following junctions have been required more detailed assessments due to the two-way increases in traffic flow of 30 vehicles or more:

B4557 South Way / Red MSCP (Junction 3): **+ 130 vehicles**

A479 Wembley Hill Road / Royal Route (Junction 4): **+ 53 vehicles**

B4557 South Way / First Way (Junction 10): **+ 113 vehicles**

Fulton Road / Fifth Way (Junction 12): **+ 97 vehicles**

A406 North Circular Road / Drury Lane (Junction 13): **+ 76 vehicles**

Drury Way / B4557 Great Central Way (Junction 15): **+ 68 vehicles**

Other junctions in the area will see decreases in vehicular traffic.

Whilst the methodology for the trip distribution is accepted, the two-way increases must be investigated further in light of the trip rates discussions and comments made earlier.

Traffic & Highways Impact

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The TA has assessed the impacts at these junctions using appropriate industry standard software (i.e. PICADY, LINSIG etc.). With the exception of the first two of the above junctions, all the other junctions showing significant impact are to the east of the development, within the one-way system around Wembley Industrial Estate and on the Wembley Stadium Access Corridor.

The B4557 South Way/"Red" MSCP junction was assessed and the future results indicated that there will be spare capacity at this junction. In recognition of the fact that this section of South Way is a quiet road, the results are acceptable.

No assessment has been undertaken for the A479 Wembley Hill Road/Royal Route junction, as it is expected that the increases, which relate to school traffic, will fall over time as more local residents move into the development in the area who would be more likely to walk to the site. This is not entirely accepted, but those that do drive would be directed to use the "Red" car park, which has access options via South Way and Perimeter Way in addition to Royal Route. Improvements are also required to the junction in any case through the Stage 1 planning permission (as referenced above) and as LBB is currently conducting a Corridor Study along this route, the assessment of this junction can be considered further as part of that study, with CIL funds being available to implement any findings.

No assessment has been undertaken for B4557 South Way/First Way either, but as both are one-way roads, there are no known or likely future issues with this junction. Further detailed consideration needs to be given to its operation as part of the study for two-way flow around the Wembley Industrial Estate.

For the other three junctions, assessments have been undertaken to test traffic impact arising from the development. In the 2014 AM Peak scenario, the signalised junction of A406 North Circular Road/Drury Lane is the only one that currently operates above the recommended threshold, with no spare capacity (i.e. with a maximum Degree of Saturation (DoS) of 111.7% and a Practical Reserve Capacity (PRC) of -24.1%). This would worsen for the 2018 scenario – implying that the junction has no spare capacity for development traffic to utilise. The junction falls within TfL's remit and they have not raised any concerns regarding impact. Funding has also been secured through the previous consents for studies into improving this junction.

Whilst the junctions of Fulton Road/Fifth Way and Drury Way/Great Central Way signalised junction both operate below capacity in the 2014 base year, the latter shows a worsening in operation by 2018 future year, leaving no spare capacity to be utilised by the development. However, the TA provides some sensitivity tests that show that adjustments to the signal timings for the junctions will provide some improvements. Any changes to timings will need to be undertaken in a coordinated way. It should also be borne in mind that operation in the pm peak will improve significantly with the fall in traffic compared with the previously consented schemes.

In conclusion, the highway network would be expected to operate more efficiently on weekday evenings and on Saturdays, but weekday mornings would experience marginal increases in traffic at certain junctions. CIL funding can be used to develop and implement proposals for the one-way system around Wembley Industrial Estate and the Empire Way corridor which can address any issues with regard to junctions of South Way/First Way and Wembley Hill Road/Royal Route.

Travel Plan (TP)

Assessment of Travel Plan implementation by Quintain in Wembley (2006-2016)

Prior to examining the submitted draft Travel Plan document accompanying the development, as review has been undertaken on the Stage 1 Lands TP, by WestTrans as part on the monitoring. This review has been produced as an appendix to this document (Ref: WestTrans Implementation Assessment).

General Comments on the Masterplan Framework TP

To help to manage future trips to and from the site and ensure the development does not have any negative impacts, a Framework Travel Plan (FTP) has been prepared and submitted with the application - which cover both residential and non-residential land uses.

The Applicant suggests that a Full Travel Plan will be implemented for each building within the development. In order to ensure that surveys can be done easily during monitoring or measures implementation of the

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overall TP, it is proposed that the TPs are divided into separate plans for residential use (covering all dwellings) and all major non-residential units (i.e. major offices, hotel, community uses etc.). The developer's Site Management Company can then reliably report on the monitoring in a centralized and comprehensive manner. The Applicant needs to guarantee this the FTP prior to approval by LBB.

Given the lifespan of the development construction, TPs should be reviewed upwards from the five (5) years stipulated. The FTP must include some flexibility, although set at a minimum of 5 years and possibly up to 15 years, due to the fact that some buildings may become occupied more than 5 years after the earlier ones.

Travel Plan Targets

The Applicant should note that under section 2.2.4, the 5% cycle target referred to has now changed to a trip rate target. Reference should be made to LBB new cycle strategy for local interpretation.

Furthermore, in relation to TP targets set by the applicant these can only be changed with LBB's agreement. These targets should also be considered as minimum site-wide guidelines and it is expected that full Travel Plans submitted for individual plots or uses will have to be more ambitious with single occupancy car trips targets as well as walking and cycling, especially for the buildings where parking provision will be low. LBB/WestTrans should not be only consulted, but approval is required for any change in targets.

With regards to Section 6 this should be rewritten. It is not clear if the figures in the Table's percentage (%) increases on the base or actual targets. In either case, the cycle targets stated seem too low. It should be noted that, the south of the Borough, especially in relation to this amount of investment, can deliver higher cycling rates and needs to deliver more as the infrastructure and cycle rates in the north are much less. For the Borough targets to be met the south must exceed the targets to compensate for the north, for example; between 7% and 10% cycling modal share as a final target.

A new TPC for the Masterplan should be appointed, who can proactively and diligently work with WestTrans/LBB to deliver the TP.

In order to maximize the potential for sustainable choices, it is important that Welcome Packs for residents and Travel Information Packs for staff are provided to them before they start to occupy the buildings.

It is considered that this new planning application and FTP presents an opportunity to update the targets set in the 2006 Travel Plan for Stage 1 Lands, by aligning targets across the Applicant's landholding with their agreement. It should be acknowledged that the current targets and agreement wording in the 2006 Travel Plan has proved difficult to monitor.

Relating to the further surveys, more details are required on what type of coordinated surveys would be employed on the site. In addition, under the 'Review' it should be noted that these will need LBB approval and must be acknowledged in the FTP. Similarly, it is required that, in relation to the 'Remedial Measures', should the targets not be met in Year 5, LBB/WestTrans will decide upon renewing the TP for the same duration as initially with the same monitoring requirements (including additional funding for the surveys) and stronger travel plan measures to be implemented.

The success of a TP should not be viewed as only financial, but on how well measures and infrastructure are delivered. If targets have not been met the developer at their expense, must restart the TP for the same duration as initially with significantly stronger measures.

In the event that planning consent is to be granted, the FTP should be subject to a S106 requirement to submit and receive approval for a modified Travel Plan prior to occupation of the building.

Finally, the applicant intends to promote the use of a site-wide Car Club through the Travel Plan. As set out in the TA that it is anticipated that residents will receive discounted membership rates and an amount of free Car Club use during their first year of residency. It is proposed that future occupants of the employment uses will be offered attractive commercial rates to increase membership rates and enhance the overall viability of the offer.

The presence of Car Club operators as promoted to future residents through the FTP will need to be undertaken with consideration by the applicant to provide a dedicated space on-site if the car club operators feel that demand warrants such. In this respect, the number of spaces provided will be monitored on an annual basis in conjunction with the operator(s) to establish if there is sufficient demand to increase the

number of vehicles that are provided.

Delivery & Servicing

Servicing and Construction

As discussed earlier servicing of the development will take place in the various dedicated serving areas around the accesses into the buildings. The Applicant has submitted a Framework Delivery and Servicing Plan (FDSP) to assess the servicing and delivery implications of the proposed development.

The Applicant as part of the application has also provided a Framework Construction Logistics Plan (FCLP). This incorporates among other things; an indicative programme for construction, suggested vehicle routing and access strategy, and a CLP Implementation Action Plan. Comments on the DSP and CLP are as follows:

Delivery & Servicing Plans (DSP):

The FDSP 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 address by the Applicant when submitting the final document

Delivery vehicles must be able to manoeuvre and park in a way that will avoid blocking of the public highway roads and footways. As it is expected that the new or modified accesses, lay-bys and footways on highway lands will be adopted by LBB, appropriate adoption agreements via Section 38/278 of the Highways Act 1980 will need to be established in association with the Section 106 agreement.

Daily Servicing trip rates by Land Use need to be properly coordinated where servicing arrival and departure profiles should be estimated and split by time of day. Measures need to be put in place to manage the occasions where a number of HGVs or delivery trucks arrive at the site same time. It must be ensured that on such occasions, servicing vehicles should be prohibited from parking on the highways in wait.

Coordinated vehicle booking systems are needed across the site, and it is laudable that the Applicant has committed to provide this as part of the measures for implementation within the FDSP. An outline of this must be submitted as part of the full DSP to fully address servicing arrangements to the site. A framework of the booking system should be conditioned in order to be part of the FDSP.

Under the supplier contractual obligations to be considered by the developer, as part of the Target for the DSP (under Section 5), a target could be set for a high number of suppliers to adhere to the London Low Emission Zone (LEZ) requirements.

As proposed by the Applicant in the FDSP, a Site Management Company (SMC) will be appointed as the first point of contact for all development matters during operation. LBB require that the SMC is appointed and granted responsibilities for managing the site before first occupation. This should not occur within one-month of site occupation as suggested in the FDSP. Details of the SMC must be shared with LBB in order that issues relating to the site can be appropriately and timely 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 an intrinsic part of the area around Wembley National Stadium, hence all external accesses into the area forms part of the wide traffic management system during events – for all transport modes. The prohibition of deliveries during Events is therefore to ensure that safety procedures are upheld, and in keeping the site accessible and free from any interference, especially in cases of emergencies during Events.

SMC can achieve good coordination of the site deliveries by implementing the booking system, as discussed above in order to minimise or to avoid delivery time clashes. At each building, the booking system can be operated through the concierges.

Based on the above discussion although the FDSP is considered acceptable, additional enhancements are needed and must be included in the final DSP to be secured by a

Planning Condition with any consent granted.

Construction & Logistics Plans (CLP):

General details in the Framework Construction and Logistics Plan (FCLP) regarding site access and traffic management during construction period are acceptable.

The site is expected to be constructed in phases over a 20-year period of construction activities. It will be therefore prudent that a profile (graphical) of the construction trip rates are broken down per month for expected worst-case activities. These trip rates could have been captured in the overall trip generation of the development in order to determine the additional impact on highway and parking; whilst parts of the development are opened and operational.

Accordingly, LBB requires that ALL construction sites are constantly maintained in a secure manner and pedestrian lit routes at all times externally during the construction period. This is essential due to the importance of maintaining good wayfinding for pedestrians – in order for the area to remain accessible and attractive, especially during Events. Signage and detailed way-finding information should be provided as part of the approval of the final CLP.

Based on the proposed plans and the likely effects on the pedestrians on Olympic Way, Wembley Park Boulevard and other pedestrians desire lines, we seek that before start of each construction phase the Applicant engages with LBB early, in order that traffic management design issues are dealt with promptly and resolved.

Under Sections 5 'Working Hours' it is suggested that the Applicant adds another condition as: 'No Working 4-hours Before and After an event at Wembley Stadium'.

The Action Plan provided is laudable. However, it is suggested that a CLP is provided and submitted before start of each phase of the development covering that specific phase – for approval. Furthermore, on the course of the CLP implementation, any changes to the plans due to circumstances, should be promptly communicated to LBB officers.

A condition must be placed on any consent, in order to secure the CLP requirements discussed herein.

Highways mitigation:-

The previous planning consents for the Stage 1 and North West Lands secured a number of highway improvements for the area, to be delivered through S106 Agreement. Some of these have now been delivered, but the following remain outstanding. The applicant remains committed to delivering outstanding improvements.

Stage 1 Lands

- (a) Wembley Hill Road/Royal Route. Widening of junction to provide 10m kerb radii, a raised speed table and tactile paving, plus provision of a toucan crossing to the north. Although the configuration of Wembley Hill Road has been dramatically modified since the S106 Agreement was finalised, these works remain outstanding and must still be secured. Given the proposed siting of the school on the car park to York House, it would not be appropriate to tie the completion of the works to the opening of the school. A zebra crossing has been installed to the north of the junction already, but as mentioned above, this should be converted to a toucan or pelican crossing or similar.
- (b) Empire Way/Engineers Way. Widening of northern arm of junction and installation of pedestrian crossing facilities. An alternative interim scheme has now been installed, with "straight-across" pedestrian facilities. There may be a future need for a staggered crossing facility if traffic and pedestrian flows rise, but for the tie being the recently installed facilities are satisfactory. It is suggested that this scheme now be removed from the S106 requirements and if future amendments are required, funding can be taken from the CIL.
- (c) UTC/SCOOT system for linked signals along Empire Way corridor. This remains outstanding and the obligation needs to be renewed.

- (d) Empire Way/Stadium Way junction modifications. Completed.
- (e) Empire Way/Lakeside Way. Junction modifications and toucan crossing. Junction works have been undertaken and a design for the crossing is currently being prepared, with the applicant to provide suitable funding for Brent to implement.
- (f) Wembley Hill Road/W09 junction modifications. Plot W09 is no longer part of the masterplan, having been sold on.
- (g) Engineers Way/Wembley Park Boulevard. Junction construction. Completed.
- (h) Engineers Way/Olympic Way. Provision of right-turn lane. Works not yet triggered and remain outstanding.
- (i) First Way. Closure of accesses and formation of new accesses. Works will need to be amended to reflect new arrangements for Plots E03 and E05.
- (j) Engineers Way/E01. Formation of junction. Will need amending to reflect new arrangements for Plots E01 & E02.
- (k) Wembley Hill Road/Empire Way. Alternative works undertaken by Brent.

As such, items (a), (c) and (h) remain outstanding, along with the pedestrian crossing element of item (e). Items (i) and (j) are now superseded by the revised Masterplan proposals.

A total of £4,945,000 of other transport contributions was also secured, some of which remains to be triggered.

North West Lands

- (a)** Fulton Road/Empire Way junction improvements. These works have yet to be triggered, so remain outstanding, but are still considered necessary for delivery alongside Plots NW09/NW10.
- (b) Wembley Park Drive/Empire Way gyratory modifications. These works have yet to be triggered.
- (c) £3.75m towards highway improvements, including £850k towards Wembley Triangle junction. This contribution remains valid and as 75% of the development has been built or will be built as part of the remainder of the North West lands development that is not affected by this revised Masterplan, £2.8m of that sum should still be paid for the North West Lands application (ref: 10/3032). The remainder can be wrapped up in the new CIL payment.
- (d) £300k towards highway improvements at Bridge Road/Forty Lane. The contribution remains valid, but could now be wrapped up in the CIL.
- (e) Funding of a study for Empire Way/Wealdstone Road junction. No longer required, as no multi-storey car park is now proposed on NW lands.
- (f) £100k CPZ contribution. This remains valid and can be taken from the CIL, although any sum towards subsidised permits may require separate S106 funding.
- (g) £65k towards cycle vouchers. This remains valid, but could be wrapped into Travel Plan.

TfL Requirements

- (h) £450k towards local bus service enhancements. This remains valid and needs to be re-secured by S106 Agreement.
- (i) £60k towards bus stop improvements in the area. This remains valid.
- (j) £100k towards Wembley Central station improvements. This remains valid.
- (k) £100k Legible London signage. This remains valid
- (l) £75k towards study of Great Central Way/North Circular Road junction. This remains valid

In general, a financial contribution of at least £20m would be expected to be used from the CIL towards sustainable transport improvements and highway works, with particular emphasis on the Wembley Industrial Estate one-way system and associated signage. This in addition to the works required to be undertaken by the developer to facilitate the development at Wembley Hill Road/Royal Route, Empire Way/Lakeside Way pedestrian crossing, Empire Way/Fulton Road, Engineers Way/Olympic Way and the introduction of a

UTC/SCOOT system along the Empire Way corridor.

Provision of funding towards a study to modify the one-way system around the Wembley Industrial Estate and introduce improved variable message signing and CCTV coverage is also required, along with land to modify the layout of the junction of First Way and Engineers Way.

Highways recommendations:-

This hybrid application for a revised Masterplan and the parallel application for satellite Wembley Stadium event coach parking on the VDC Carey site on South Way can be supported in transportation terms subject to the following requirements being secured through conditions and/or a S106 Agreement:-

1. Undertaking of highway works through a S38/S278 Agreement at the signalised junction of Fulton Road/Empire Way substantially in accordance with Drawing 20082/037/028 Rev F prior to occupation of Plots NW09/NW10
2. Undertaking of highway works through a S38/S278 Agreement at the gyratory junction of Wembley Park Drive/Empire Way gyratory substantially in accordance with Drawing 20082/037/028 Rev F prior to occupation of Plots NW09/NW10
3. Undertaking of highway works in the vicinity of the junction of Wembley Hill Road and Royal Route to include the provision of a raised junction table across the bellmouth of Royal Route and upgrading of the zebra crossing outside York House to a pelican or toucan crossing prior to occupation of the proposed school
4. Undertaking of highway works to provide a pedestrian crossing facility in the vicinity of the junction of Empire Way/Lakeside Way
5. Undertaking of highway works in Engineers Way at the junction with Olympic Way to provide a right-turn lane, prior to occupation of Plots E01 and E02
6. Provision of a sum of at least £20m towards transport infrastructure improvements and facilities within the Wembley Regeneration/Growth Area through the CIL.
7. Safeguarding of land on the northeastern corner of Plot E03 and along the southern side of Plot NE04 to be offered to Brent Council for adoption as publicly maintainable highway at no cost to the Council to allow modification of the junction layout of First Way and Engineers Way, in accordance with Map 20.9 in the Wembley Area Action Plan.
8. Provision of funding towards a study of future arrangements for the one-way system within Wembley Industrial Estate; with the aim of introducing an alternative inbound route to the area from the North Circular Road via Fifth Way and provision of enhanced variable message signing and CCTV coverage, to assist with the safe management of traffic and crowds to and from Wembley Stadium;
9. Provision of a sum of £100k towards the implementation of Controlled Parking Zone extensions in the vicinity of the development.
10. Residential parking shall be provided at no more than 0.4 spaces per residential unit overall.
11. Cycle parking for residential and commercial uses should be provided in accordance with the London Plan standards. Provision of publically accessible cycle parking will need to be agreed and provided prior to completion of any commercial development.
12. Disabled parking provision will be provided at 10% of allocation for residential parking spaces and 5% of allocation for commercial premises.

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, with adaptable units located on plots where on-plot car parking is provided.

- 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.

With regard to the public realm, the design and access statement sets out the broad principles whilst parameter plan 3 shows level changes across the site. These documents confirm that the park has been designed to ensure that gradients are not steeper than 1:21. The submission confirms that tactile surfaces will be used around the lake edge in the park whilst street furniture will be provided in a way that ensures that resting places are incorporated every 50 m which have seating with back and arm rests.

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

School site

It is proposed that a 3 form of entry primary school is provided on the York House car park site (Plot YH1). This is supported by indicative information regarding the consideration of alternative sites and potential designs for the school within the Design and Access Statement. The highways implications have been examined within the Transport Assessment chapter of the Environmental Statement whilst the air quality implications have been assessed within the Air Quality chapter.

The submission examines two alternative locations, the first situated at the southern end of the park between plots E02, E03 and the Stadium Concourse. The second alternative location is within plot E03. The applicant discussed the options with the Education Funding Authority (EFA) who are funding the construction of the new school, the Ark Academy who will be the operator of the school and the Council's Children and Young Persons Service.

The submission shows indicative layouts for both of these locations, the first of which includes school buildings enclosing the space between E02 and E03 and the playground level with and adjoining the park. The Ark Academy were concerned with the proposals as the site would adjoin construction sites for a considerable period of time, affecting the ability to access the site and resulting in disturbance (noise, air quality etc) whilst the surrounding sites were constructed, and due to the level of overlooking that would occur once the school was constructed.

The E03 option included the school at ground and first floor level, with the playground on top of the podium with coach parking underneath it. Reference is made to the Kings Cross Academy within the new Plimsoll building. Again, the Ark Academy were not happy with this site due to overlooking from the surrounding residential accommodation and access issues.

Indicative designs have been provided for the school on the York House car park site. These show the entrance to the school at the corner of Royal Route and Wembley Hill Road. The three storey school building is shown to be focused along the Wembley Hill Road frontage. The playground is situated between the indicative school building and York house, providing separation between the play ground and the traffic on Wembley Hill Road. A 5 m space is to be maintained between the playground and York House to allow for a new entrance to York House from Royal Route. The York House car park will be re-provided underneath the playground with a reduced number of spaces. Given the public transport accessibility of the York House site, the reduction in the number of parking spaces is strongly supported.

The applicant highlights that this site is well served by bus routes, and that a travel plan will be implemented to encourage non-car access. No drop off point is proposed and this accords with the Council's approach to schools where car access is discouraged. However, the applicant highlights that short term parking is available within the nearby Red Car Park which may be used for those parents who do drive to the school. Servicing for the school would take place within the existing service yard that serves the LDO and is accessed via Stadium Way. The highways implications are discussed in more detail within the Highways section of this report.

The air quality chapter of the Environmental Statement includes measured and predicted levels of NO₂ (nitrogen dioxide), PM₁₀ and PM_{2.5} (particulate matter) at four locations within the school site, including two at different heights within the Wembley Hill Road frontage (1.5 m and 4.5 m) and two towards the eastern end

of the school site. This shows that levels of PM₁₀ and PM_{2.5} are below the Air Quality objective levels at all locations. Level of NO₂ are below objective levels at the two eastern locations and at a height of 4.5 m at the locations adjacent to Wembley Hill Road. At a height of 1.5 m within the Wembley Hill Road frontage, levels of NO₂ at the other Wembley Hill Road location are below air quality objective levels for the 2018 and 2023 scenarios that take into account the 'official' reductions in vehicle emissions. However, without the 'official' emissions reductions, predicted levels of NO₂ are marginally above air quality objective levels (41.8 µg/m³ in comparison to objective levels of 40 µg/m³). This demonstrates that air quality is predicted to be acceptable at all locations with the 'official' reductions in emissions associated with vehicles. It also demonstrates that even if these reductions are not realised, air quality for the school will be acceptable if the air intakes are situated at a height of at least 4.5 m. This can easily be addressed through the detailed design of the school which would be subject to approval through the Reserved Matters application.

The EFA and the Ark Academy are supportive of the provision of the school on this site and would like to bring forward a primary school on this site as soon as possible. It allows early delivery of the school and is ideally located to serve both the existing community and the new homes that will be delivered in Wembley. The submission demonstrates that a school can be satisfactorily provided on this site, and that it can be acceptable with regards to the highways implications and air quality.

Nevertheless, the applicant has also specified that the school could be provided within Plot NW09, occupying the lower floors of the residential building on this plot. They cite examples of high density residential development elsewhere which incorporates the provision of a new primary school, including the Plimsoll Building in Kings Cross. Whilst schools can be successfully incorporated into mixed use developments and this should be possible within Plot NW09, officers consider that the provision of the school on the York House site to be preferable as a good quality of environment can be achieved, the proposal would result in the creation of a stand-alone school (as opposed to an element of a mixed use development) and this proposal allows facilitates the early delivery of the school with EFA funding.

School Summary

The proposed provision of a primary school on the York House site accords with policy CP 7 of the Brent Core Strategy. Whilst it is not located within the location identified within Site Proposal W18, the proposed site allows the early delivery of the school and is ideally located to serve both the existing community and the new homes within Wembley. The submission demonstrates that the site is appropriate with regard to air quality, potential highways impact and design. The provision of a primary school on this site is considered to accord with Brent planning policy and is supported by officers.

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. Instances where such assessments may not be required include the 3-storey primary school.

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 proposal looks to:

- Meet the Air Quality Neutral benchmark for transport;
- Meet the Air Quality Neutral benchmark for buildings;
- Ensure that CHP plant will meet the appropriate standards;
- Meet the required standards for the control of dust and emissions during construction and demolition;

A package of mitigation measures are proposed during demolition and construction to and the residual effects are likely to be 'not significant'.

The Council's Environmental Health Officers 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. In order to ensure that the requirements can be factored into the scheme, they recommend that conditions are attached to any approval granted regarding an Air Quality Neutral Assessment; requiring the Combined Heat and Power unit to meet or improve on the emissions standards in the Air Quality Impact Assessment, with testing undertaken prior to use; and requiring details of NO_x levels for any boilers to be installed.

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. Aspects that are considered include geology, hydrology, hydrogeology and geo-environmental conditions, including soil gas and vapours and chemical concentrations in soils and groundwater.

The submission examines the risks associated with the phases of the development, including construction and operational phases. It highlights potential risks that would exist without mitigation. It highlights that at present, there is no extensive site specific investigation data and that the extent of the potential risks is unknown. It recommends that site investigations are completed to inform the conceptual site model and allow the assessment of potential risks associated with contamination on the site and inform specific mitigation measures as required. It also highlights that it may be necessary to undertake further detailed investigation of specific areas should any extensive contamination be identified.

A number of potential mitigation measures are identified, including the use of a Construction Code of Practice (CCoP) or Construction Management Strategy to mitigate against potential construction phase impacts, and summarises the construction mitigation measures. The report identifies the potential need to implement a mediation strategy should contamination be identified, including requirements and procedures for the protection of human health, controlled water, flora and fauna and the built environment.

The approach recommended by this chapter of the Environmental Statement is in accordance with the treatment of most brownfield sites. Standard conditions are recommended regarding the approval and implementation of a Construction Management Plan, a site investigation and remediation strategy, and for the approval of a verification report which demonstrates that any required remediation measures have been implemented.

Flood risk and run-off

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

Almost all of the site is within Flood Zone 1 (Low probability). However, the northern part of Olympic Way (North of Fulton Road) and a small element of Fulton Road near to the junction with Watkin Road is in Flood Zone 2. In the latter area, Flood Zone 2 on projects a maximum of 6.5 m (approximately) into the application site.

The area also 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 is outside of the application site. The submission also confirms that much of the site and surrounding area is a risk area for flooding of up to 2 m depth in the very unlikely event of a breach of the Brent Reservoir.

The Flood Risk Assessment (FRA) examines the potential risks associated with flooding and the measures to reduce run-off from the site. The FRA sets out the following conclusions:

- Most of the Application Site is located in Flood Zone 1 Low Probability.
- Areas of the Site in Flood Zone 2 will retain existing levels along the Olympic Way pedestrian thoroughfare, and will raise floor levels above the 1:100 year flood level on the North Eastern Lands.
- The surface and foul water sewer systems will be separate, and restricted flow rates from the Site will gravitate into Thames Water's public surface water sewer system before discharging into the Wealdstone Brook.
- Diversion works are required to relocate existing surface water sewers on the North West Lands, Eastern Lands and Olympic Way before the building plots are constructed.
- The likely presence of a perched water table above the London Clay will need to be considered during the detailed design phase of the basements, and the construction phase.

- The North Eastern Lands will be subject to flooding if there is catastrophic dam failure of the Brent Reservoir. Although this is an unlikely event, basements have been designed to have internal staircase access to an upper dry level.
- Restricted flow rates have been agreed with Thames Water and London Borough of Brent, and result in a significant percentage reduction in discharge rates from the four catchment areas.
 - A greenfield rate will be implemented on the North West Lands in line with BuroHappold's 2010 Flood Risk Assessment.
 - Greenfield rates times three will be implemented on the brownfield sites (North Eastern Lands and Eastern Lands) in accordance with the Supplementary Planning Guidance to the London Plan.
- The Western Lands will be restricted to the 1:1 year peak flow from the pre-developed site.
- SuDS measures are proposed for the Application Site based on site and development viability, ranging from existing ground conditions, falls across the Site and spatial land take.
- SuDS which are to be incorporated into the proposed development include: green roofs, filter trenches, permeable paving, ponds, underground attenuation tanks/cellular crates and swales/depressions.
- Site investigation to establish soakage rates, contamination and ground water level is to be carried out during detailed design to assess the viability of installing 'unwrapped' infiltration systems and taking advantage of in-situ permeability.
- The quality of the surface water run-off will be improved through the installation and management of SuDS on this Site. Treatment streams identified in the report relate to on-plot/building pollution controls and off-plot/public realm filtering processes.
- On the North Eastern Lands and Eastern Lands, the surface water drainage system will be sized to accommodate the 1:30 year storm event underground, and control surface water flows up to a 1:100 year storm event above ground within the contoured grading of the soft, landscaped areas.
- On the North West Lands and Western Lands, the surface water drainage system will be sized to accommodate the 1:100 year storm event underground due the dense, streetscape nature of this development.
- An allowance for 30% climate change has been considered in establishing the volume of attenuation required for the Site.

The Lead Local Flooding Authority (part of the Council) has commented that they consider the submission to be acceptable. The applicant has considered various SuDS options and attenuation will be provided on site. Green roofs, ponds and storage tanks are proposed, and the development meets the London Plan requirements.

Waste water

The submitted Water Resources and Flood Risk chapter of the Environmental Statement outlines the proposed plans for the management of foul water from the proposed development, including details of the existing foul water network and the drainage proposals associate with this application.

The statutory undertaker, Thames Water, have assessed the submission and have advised that with regard to sewerage infrastructure capacity, they do not have any objection to this planning application. A condition and a number of informatives are recommended by Thames Water and these have been incorporated into the draft decision notice.

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. An archaeological watching brief was maintained during the geo-technical site investigations for sites W01, W03, W04, W05, W07, W10 and the Stadium Piazza (all part of the Stage 1 Consent) and no archaeological remains of significance were found. No remains were found during the archaeological evaluations of 8 Fulton Road, the 1986 evaluation of land to the south of South Way or during the geo-technical site investigations at the South West Lands site.

The information from the baseline assessment showed that a range of archaeological works have produced negative archaeological results and it is specified that the construction of the Empire Exhibition site resulted in the complete truncation of all deposits pre-dating the early 20th century. There has been no recorded evidence of survival of archaeological remains or features associated with the Wembley Park Pleasure Gardens.

Because of the above, no archaeological mitigation is proposed for the Construction or Operational phases of the development. Officers consider this to be acceptable.

Ecology and Nature Conservation

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 and a Bat Roost Assessment. The assessment specifies that there are no records of rare or specially protected species within the application site or the immediate surrounding area. It notes that records of bats exist in the wider area, but none have been recorded in the application site and the application site represents poor quality habitat for bats.

Three Phase 1 habitats were identified and described, including scattered trees, amenity grassland and buildings/hardstandings. The report identified that foraging bats may be present within the application site, but their distribution is likely to be extremely limited due to the lack of semi-natural habitats.

The report summarises that no rare or uncommon species were encountered, and that while the scattered trees may provide some foraging habitat for insects and birds, their overall value was limited. The habitats and species within the site were assessed as having Negligible ecological value. The report concludes that there would be no significant construction impacts. It concludes that, through the provision of landscaping and a large area of open space, the proposal would result in moderate permanent beneficial impacts of Local value. Natural England do not object to the proposal.

Ecology and nature conservation summary

The proposal is considered to be beneficial to nature conservation and ecology. Details are recommended to be secured through the landscaping condition, including a planting plan and details of any measures to enhance the ecological value of the site.

Operational waste

The applicant has submitted an operational waste management strategy which provides outline estimates of the anticipated waste generation from the development, outline guidance on waste management within the buildings and an operational waste management plan. It looks to ensure that national and local targets are met and examines initiatives to reduce the quantity of waste and maximise recycling.

The strategy confirms that waste rooms within buildings will comply with the residential travel distances (no more than 30 m from the flats), and that facilities management (FM) teams will exchange full and empty bins with waste collectors on collection days. The FM teams will move bins to a kerbside location if bin stores are more than 10 m from the collection point. It also confirms that designated service bays or waste collection points will be provided and will allow easy collection without hindrance from kerbs, slopes or steps. Commercial waste will be collected by commercial operators.

Operational waste summary

The strategy accords with the Council's waste guidance and is considered to be acceptable. Full details 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. The costs associated with this waste are estimated, with a total cost of disposing the waste in excess of £28,000,000.

Measures to reduce waste through the design process, logistics, procurement and on-site waste reductions are specified and the savings associated with these measures quantified. Possible targets for the recovery of waste are established and costed, showing potential savings of over £7,500,000 achievable.

The submitted Site Waste Management Plan is considered to be acceptable.

Secured by Design and the resilience against terrorism

This scheme has been submitted primarily in outline and as such, the detailed design of the buildings has not

yet been put forward. 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 and community units at ground floor level in many locations and the incorporation of residential unit with front doors onto the adjoining areas of public realm in quieter 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 submission shows that defensible space will be provided for ground floor residential units.

As discussed above, the scheme is primarily in outline and the detailed designs of the buildings therefore have not been submitted. However, the Development Specification confirms that the Architectural Liaison Officer of the MET Police Service will be consulted during design development of both buildings and public realm with a view to achieving certification. Measures to ensure that the scheme is suitably resilient against terrorism can also 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

The Greater London Authority (GLA) have commented that the London Plan policies on housing mix, affordable housing, density, children & young persons play, urban design, access, sustainable energy and transport are applicable.

They confirm that the principle of the development is strongly supported, but that a number of minor issues are raised. They commented that as a consequence of these minor issues, the application was not considered to accord with London Plan Policies. The GLA's conclusions, including their recommendations for resolving the minor issues, are as follows: (The applicant responded to the points that were raised, and Brent officers have provided an update or response to the points raised by the GLA, denoted in italics below).

- Principle of development (masterplan):
 - The quantum of floorspace and land uses proposed is substantial but the optimisation of residential and non-residential output and densities is expected in Opportunity Areas and the overall floorspace and land use mix is supported.
 - This support is however dependant on ensuring issues relating to maintain the coach and car parking requirement of Wembley Stadium operation and further assurance is required in relation to this issue.
 - *The applicant has been discussing the Stadium car and coach parking proposals with Council officers and the FA. Whilst the FA object to the proposals, Council officers consider the proposals to be acceptable. A full discussion of this has been included previously within this report.*
- Principle of development (Blue Multi-storey Car Park):
 - The principle of the car park proposal is supported as this will deliver a key element in the delivery of the masterplan as it enables the removal of large areas of surface car parking.
 - Notwithstanding this the applicant should provide clarification on how the car parking meets the operation needs of Wembley Stadium during the development phases of the masterplan and the effectiveness of the proposed design solution on efficiently coping with Wembley Stadium events.
 - *A separate application (reference 16/1024) was submitted for the temporary car and coach parking proposals which will be in operation whilst the permanent car and coach parks are being constructed. This will allow continuous provision of the parking requirements for the stadium. This proposal is also being considered by the planning committee at this meeting.*
- Housing:
 - The information provided in relation to housing mix and affordable housing is not compliant with the London Plan policy as insufficient information and detail has been provided for the outline application to be determined in relation to London Plan policy. This is because the housing mix and affordable will be delivered through phased development which will require approval through reserved matters and the Mayor does not have statutory powers to review reserved matters applications.
 - *The housing mix has been amended and details of this together with the levels of Affordable Housing have been discussed previously in this report.*
- Density:
 - Given the masterplan covers a number of sites located within identified Wembley OAPF area the proposed density is supported given that OAPF policy encourages a higher density of

development. This support however is dependent on the securing of improvements to the public transport network to enhance PTAL accessibility.

- *Contributions towards bus services which are to be paid to TfL will be secured through this consent if approved. The applicant is in discussions with TfL regarding the precise level of that contribution.*
- Retail:
 - The principle of locating retail floorspace in the masterplan is supported by local plan policy and does not raise any concerns in relation to having significant adverse impact to the London Plan hierarchy of retail centres.
- Office/ employment:
 - The masterplan land use mix includes 82,000 sq.m. (gross) of B1 commercial floorspace across the development sites. This quantum of B1 office floorspace is supported by AAP policy WEM 9, whilst the London Plan in Table A1.1 Opportunity Areas.
- Urban design (masterplan):
 - The overall layout principle of structuring the masterplan around a new organic form public park, retaining and building on the existing street structure and defining the western edge of the Boulevard with ground floor retail use led development to create a strong high street form is strongly supported.
 - The massing approach is based on the height of building rising to the north and to the south of the stadium, whilst dropping in height to the proposed park. This overall strategic approach is supported.
 - The Wembley AAP establishes a local viewing framework which primarily protects views of Wembley Stadium and especially the stadium arch and the masterplan development impacts do not raise any strategic concerns.
 - There is a specific requirement to include some guidance on the range of predominant materials/finish to be used across the development on facades and roof treatments. The buildings in the illustrative plans designs look very bland and lack richness that would be expected in a new city neighbourhood.
 - The applicant has provided parameter plans and development principles document to secure the masterplan development form design quality. Whilst this is welcome it should include the suggested design principles in the finalised documents which should be secure by condition.
 - *The main text of the GLA stage 1 response clarifies that the design principles that should be incorporated into the Design Specification include the maximum number of residential units per core per floor (8), the minimum floor to ceiling height (2.5 m), that no studio units should be sole aspect and north facing, that all habitable rooms are provided with adequate ventilation, privacy, daylight and the orientation enhances amenity, and that guidance is incorporated on the range of predominant materials / finishes. The applicant has agreed that these can be incorporated into a revision to the Development Specification or through a condition. The way in which these principles are to be secured will be confirmed within the Supplementary Report.*
 - *The GLA has also highlighted that they consider that a footpath should be provided along the south-western edge of plots NE04 and NE05 to increase pedestrian permeability as the indicative drawings only show a footpath on the western side of the lake. Whilst primary access routes are shown within parameter plan 11, with this plan showing the route to the west of the water feature, this does not prevent the delivery of a footpath adjacent to these plots. This matter can be secured through the detailed design of the plots building, but should the GLA require more comfort, it could be addressed through condition or a revision to the Development Specification. Again, this will be addressed in the Supplementary Report.*
 - *The applicant has also clarified the Plot SW09 has also been identified as a potential location for the proposed primary school.*
- Urban design (Blue Multi-storey car park):
 - The design of the building and the approach to its articulation area supported.
- Access:
 - As the masterplan is an outline application the applicant must demonstrate that the masterplan has inclusive design imbedded at the outset and this has been achieved. This aspect of application is compliant with the London Plan.
- Children & young person's play:
 - Parameter plans and the development specification secures the broad principles of providing playspaces for different age groups and this is welcome. Whilst this is welcome the applicant should sets out the expected child yields, resultant play space requirements based on the Shaping Neighbourhoods: Play and Informal Recreation SPG 2012 and indicate the

- types of playable features that will be provided.
- *This information was provided in the submission, demonstrating that the proposal can meet Brent and Mayoral policy and Mayoral guidance. This has been discussed previously within this report.*
 - Energy:
 - Based on the energy assessment submitted at stage 1 the energy strategy results in a reduction of 1,940 tonnes of carbon dioxide per year in regulated emissions compared to a 2013 Building Regulations compliant development is expected, equivalent to an overall saving of 36%. The carbon dioxide savings exceed the target set within Policy 5.2 of the London Plan. However, the comments above should be addressed before compliance with London Plan energy policy can be verified.
 - *The comments that are referred to relate to:*
 - *The GLA request to examine the feasibility of safeguarding additional space within the energy centre and capacity within the site heat network to supply heat to nearby developments, including existing buildings. This is to be incorporated into the Section 106 legal agreement.*
 - *The request for the application to confirm that the consented energy centre within Plot NW06 (Alto) will connect to the Wembley Masterplan heat network. The applicant has confirmed that the two systems will be connected. The timing of this will depend on the delivery of plots, with phasing and timing reviewed as the masterplan develops. However, it is expected that connection will take place within phase III or IV, between 2028-2035 based on the anticipated delivery timeframes for plots E01 and W06. This is the stage where the heat network is anticipated to pass across Olympic Way and Royal Route.*
 - *The request to confirm the timescales within which plots NE10 and W10 will be connected to the site wide heat network. The applicant expects these plots to be connected to the heat network when the network is delivered to the boundary of those plot. This will depend on development phasing, with the heat network extended to that location with the delivery of adjoining plot W08 in the case of W10 and plot NE02 in the case of NE01.*
 - *The GLA have requested clarification how the distribution loss of 10 % has been estimated. The applicant has clarified that 5 % distribution losses have been incorporated for low temperature variable flow pipework. In addition, the 10 % losses are estimates of the annual heat loss from the network up to the point of connection to each building.*
 - Flood Risk:
 - Given that this is a Masterplan it is appropriate to apply a suitable planning condition requiring detailed designs of each plot to consider the residual surface and reservoir flooding risks and a suitable condition should be applied to any planning permission, requiring the details of the drainage of each plot to be in line with this strategic Drainage Strategy and agreed by Brent Council Lead Local Flood Authority.
 - *Conditions have been recommended.*
 - Air quality:
 - The applicant is encouraged to adopt the highest standards, for instance making the development a Low Emissions Neighbourhood (LEN).
 - Transport:
 - The applicant should respond and hold further discussions on issues raised by TFL in relation to access & parking, pedestrian & cycling, highway impact and public transport impact. Particular attention should be given to the resolution of the re-provision of coach/pedestrian parking for Wembley Stadium.
 - *Further meetings were held and these matters were discussed in detail. Brent Officers considered that these matters have been satisfactorily resolved.*
 - *The applicant has highlighted that bus stops and taxi ranks have been considered and can be dealt with under the Section 106 agreement. Brent officers agree with this approach, as it is sensible to agree these factors when the location of future bus routes have been set and the nature of uses within the proposed buildings has been fixed.*

Officers consider that the minor outstanding matters raised by the Mayor of London have now been adequately addressed.

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

Letters have been received from Nathaniel Litchfield & Partners on behalf of WNSL raising the following

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issues:

Topic	Comment	Response / Paragraph
Submission detail	Insufficient information provided to allow full assessment of the impact on the Stadium's operation in terms of access, parking and pedestrian safety.	The submission initially omitted Appendix K of the Transport Assessment which included pedestrian flow information for stadium events. This was subsequently submitted and re-consultation was undertaken. Officers consider that sufficient information has been provided.
Submission detail	Lack of critical detail on the Parameter Plans	The level of detail provided on the Parameter Plans is typical for a large outline planning application, allowing some flexibility with regard to final delivery but providing a sufficient level of information to allow the potential impacts to be assessed.
Submission detail	Development Specification lacks content and does not provide certainty over the development to be provided (e.g. no quantum on individual plots or zones, lack of design detail).	The Development Specification looks to set some of the key design characteristics but not every aspect of a scheme. The floorspace for each use also hasn't been specified to allow flexibility in delivery. However, the maximum extent of each plot has been set through the parameters that have been fixed, including the plot extent and heights parameter plans. As discussed above, the detailed design will be subject to consultation and consideration through the detailed design process.
Submission detail	No phasing plan or reference to the timing of the scheme. For WNSL, this is critical to the continued operation of the Stadium)	An indicative phasing plan has been provided as discussed above. However, it is not feasible or realistic to fix the phasing of a scheme that is likely to be delivered over a 15 to 20 year period. It is therefore important to ensure that proposed developments do not have an undue impact on surrounding uses or spaces, however the development is phased. This consent, if approved, looks to achieve this.
	WNSL has concluded that the proposed development (in its current form) would cause huge difficulties for Wembley Stadium, including transport problems and poor supporter experiences in contrast to its current reputation as a Global Iconic venue.	Discussed within the Detailed Considerations section of this report.
	The iconic status of the Stadium is enshrined in the key planning policies that are relevant to these applications and must be a basis for their determination.	Discussed within the Detailed Considerations section of this report.

	Insufficient provision and inadequate operation of the replacement coach parking facilities and car parking facilities which are required by Policy WEM 17 and W19. WNSL has serious concerns about the impact the proposed developments will have on the Stadium's operations	Discussed within the Detailed Considerations section of this report.
	Lack of protection of key views of the Stadium (Policy WEM 6).	Discussed within the Detailed Considerations section of this report.
	Overall increase in the height of the development (Policy WEM 5) and the impact on the Stadium arch.	Discussed within the Detailed Considerations section of this report.
	Concerns about the proposed noise mitigation measures.	Discussed within the Detailed Considerations section of this report.
	Lack of detail within the application documentation to fully assess the development proposals and control the future detailed design of development.	Discussed within the Detailed Considerations section of this report.
Highways	The detailed design for plot E03, which contains 86 coach parking spaces linked to E05, should be submitted now rather than being in Outline.	The applicant has demonstrated how Stadium car and coach parking can be provided throughout the build-out and continuous provision will be secured through the consent if approved. There is no requirement in planning policy or guidance to provide this plot in detail before the approval of consent.
Highways	MTP have modelled the application documentation and have carried out comprehensive modelling of vehicular and pedestrian movements. They identified a number of serious adverse effects.	Discussed within the Detailed Considerations section of this report.
Highways	The development does not enable Wembley Stadium to meet the minimum operational and safety requirements expected for a National Stadium.	Discussed within the Detailed Considerations section of this report.
Highways	WNSL has serious concerns about the proposed layout and operation of the blue car park (Plot E05) and VDC/Carey's in terms of crowd movement and vehicle operation.	Discussed within the Detailed Considerations section of this report.
Highways	The application does not provide a holistic view of how the proposed parking and Event Day parking operation will be delivered. The current proposal involves a series of separate planning applications pursuant to an outline consent, which the applicant states will be subject to changing market conditions.	Discussed within the Detailed Considerations section of this report.
Highways	Errors and inaccuracies in the Transport Assessment - the assumptions about how the Stadium car/coach park currently operates are especially concerning.	Discussed within the Detailed Considerations section of this report.

Highways	Significant and unquantified impact on the highway network of the proposed development on Every Day (Non Event day) transport which severely impacts on the capacity of local highway junctions and potentially the A406 North Circular Road.	Discussed within the Detailed Considerations section of this report.
Highways	The methodology used to calculate vehicular trip rates for the Masterplan. This error in terms of input data wholly undermines the outputs the applicant relies upon to reach conclusions about the applications.	Discussed within the Detailed Considerations section of this report.
Highways	There are no design controls in the Development Specification for the remainder of the coach parking to be provided on Plot E03. This aspect should be part of the detailed application, as explained above.	See discussion above.
	The DAS refers to options for removing the Pedway and introducing steps, but WNSL understand that a separate application would be required for any Pedway alterations. WNSL consider that the use of the stairs would not allow the Stadium to fulfil its safety responsibilities in case of an Emergency Evacuation and the loss of the Pedway would make it difficult to comply with the Guide to Safety at Sports Grounds (2008). Section 6.40 of the WAAP states that the option to remove the ramps could only be considered providing that access to the Stadium and emergency egress are integral to the design.	The removal of the Pedway has not been proposed. Indicative information has been provided by the applicant to demonstrate that the proposals do not prejudice its removal in the future. Any applications to alter or remove the Pedway would need to be accompanied by information demonstrating that doing so would allow for safe stadium access and egress.
Highways	A fundamental redesign of the car/coach parking proposals is required as the scheme does not work in its current form.	Discussed within the Detailed Considerations section of this report.
Views	A number of key views of the Stadium which are significantly adversely affected by the proposed development, including AAP views 5 (Submission view 5), 10 (submission view 9) and 11 (Submission view 38) and submission views 13, 14, 29 and 33 (not AAP views).	Discussed within the Detailed Considerations section of this report.
Views	The proposed heights of buildings has a significant adverse effect on views to the stadium, within plots E01 and E03 exceeding the heights of associated buildings within the Stage 1 consent and plots NW01, NE04 and NE05 above the general 2003 Masterplan heights.	Discussed within the Detailed Considerations section of this report.

Views	The submitted views assessment should be updated to include the Stage 1 development and NW Lands permissions for the views referred to above.	The potential impact of the proposed buildings on the views to the stadium has been considered and it is not considered necessary for the applicant to show the extant consents.
Noise	There is insufficient evidence to support the conclusions in the ES regarding noise.	The submission is considered to be acceptable and conditions are recommended.
Noise	Low frequency noise is mentioned in the ES as being elevated but there is no discussion on the means to mitigate the high levels of low frequency noise.	Discussed within the Detailed Considerations section of this report.
Noise	The predictions underestimate the community noise levels and therefore sound insulation measures are likely to be inadequate to meet the internal target noise levels.	Discussed within the Detailed Considerations section of this report.
Consultation and engagement	WNSL also consider that Quintain did not engage adequately with them prior to the submission of the planning application, specifying that minimal engagement took place. WNSL also consider that the Council should be proactive and positive about driving the scheme rather than just leaving this to Quintain. WNSL highlight the expectations set out within the NPPF and NPPG for applicants to work closely with those affected by their proposals and to work collaboratively with interested parties.	Quintain meet with the FA / WNSL a number of times prior to the submission of the planning application and the letter from WNSL specifies that 5 meetings were held. It is clear that engagement did take place, but that agreement on some key matters was not reached. The NPPF and NPPG does not and could not require agreement to be reached, and this application must be determined on its merits. A PPA was entered into for these applications and a large number of pre-application discussions took place for a period of over a year, with the Council working pro-actively and positively throughout this period. The applicant was advised by the Council to engage and work closely with WNSL with regard to the coach parking arrangements together with other bodies and stakeholders.
Linked applications	The Masterplan application and the VDC/Careys application are intrinsically linked and should be determined together.	These applications are being determined together.
Application decision	The Council cannot reasonably determine the application on the information provided, unless to refuse the application.	Officers do not share this opinion, and the application is recommended for approval for the reasons set out within this report.
Description of development	The description of development does not provide any certainty regarding the overall quantum of spaces to be provided within the Outline Application	The submission specifies a maximum level of 420,000 sqm of floorspace for the uses specified within the following list. In addition to this, up to 55,000 sqm of residential parking and 80,000 sqm of non-residential parking is proposed.
Description of development	The description should refer to up to 4,000 units, as referred to in the DAS rather than approximately 4,000 units	Discussed within the Detailed Considerations section of this report.

Submitted drawings	Site Location Plan does not include "blue line" around other land owned by the applicant.	Application validation guidelines specify that other land should be outlined in blue. However, this is not a statutory requirement to do so. Officers consider that the proposed submission can be considered and determined in absence of the "blue line" denotation on the drawings.
Land use	Inaccuracies relating to the proposed A1-A4 uses proposed.	These were discussed previously in the report, whereby the drawings referred to Use Class A1-A5 whilst the description of development refers to A1-A4. Use Class A5 floorspace therefore cannot be delivered.
Submitted drawings	The submission only includes detailed layout plans for the coach park under the multi-storey (Blue) car park and does not include plans showing the layout of the remainder of the Green Coach Park. Full details are required, including access, traffic flows etc.	The layout plans were incorporated into an appendix to the Transport Assessment. However, as these were in the submitted report, they were not to the specified scale. Scale drawings were request and provided to the various parties.
Counter Terrorism	A statement in Wembley AAP Site Allocation W19 specifies "since outline planning permission was granted for this site, concerns about the security of basement coach parking being situated so close to the Stadium have arisen; this means that the consented basement coach/car parking is no longer suitable for the site". However, non-residential parking is proposed below the C3/D1 use on plot E03 and below the D1 use on plot YH1. WNSL request confirmation from the MET officers that this is acceptable	The MET Police Architectural Liaison Officers and Counter Terrorism Security Advisors (CTSA) have considered the scheme and the CTSA officers have provided some comments on the application. These matters cannot be discussed in a committee report. However, they are not considered to prevent the delivery of the parking underneath these plots. A condition has been recommended regarding measures to ensure the development is suitably resilient to terrorism.
Height	The heights parameter plan refers to the lines being indicative only. There are no guarantees that the plots will be subdivided and if the lines are indicative, how can the critical distances be secured.	The detailed design will be considered within the Reserved Matters application. Officers consider that the critical distances can be secured, but the precise location of walls is indicative (subject to the critical distances between elements of the building / buildings).

Height	The additional heights of 2-3 m and 5 m are excessive. The parameter plan refers to a construction tolerance of +/- 1 m and it is not clear if this could result in a 3 m high parapet.	The 5 m height only relates to plant and lift mechanisms, and will not occupy an entire roof. This allows lifts to reach roof level, allowing disabled access to roof terraces. Similarly the 2 m height for parapets allows roof terrace use. However, a condition has been recommended that requires any parapets over 1 m in height to be predominantly open in their appearance to ensure that the tops of buildings do not appear overly bulky. The tolerance is a construction tolerance rather than a design tolerance which, for a taller building, represents a very small percentage increase or decrease per floor. However, to avoid doubt, a condition has been recommended which specifies that Reserved Matters proposals must not be designed to include this tolerance.
Design control and quality	WNSL have specified additional design controls are included within the critical dimensions parameter plan (A-00-009) to ensure that Plots E01 and E02 to ensure they are two individual blocks rather than one long terrace. The recommended design controls also specify the proportion of the buildings at specific heights	Plots E01 and E02 are shown to be linked at lower floor level within the Design and Access Statement and the critical distances therefore relate to the distance between upper floors only. This is considered to be acceptable as providing a full break between buildings would only lead to the Stadium from the park and only provides limited benefits for permeability. Three critical dimensions are provided, securing a minimum of three breaks between the upper floors of the building. The heights of lower elements of buildings have not been specified. However, this can be considered within the Reserved Matters application.
Design control and quality	A critical distance should also be specified between the buildings and the Stadium.	The minimum distance between the plots and the stadium are captured within drawing A-00-005 which sets out the maximum plot extents. As such, a critical distance is not necessary.
Environmental controls	Lack of a demolition plan	This is included in the Site Waste Management Plan.
Land use	The proposal would increase the number of student rooms beyond 20 % of the projected population increase as highlighted within Brent Policy	Discussed within the Detailed Considerations section of this report.
Land use	There is no justification provided within in the planning statement for the quantum of development proposed.	The quanta are discussed in detail within this report.
Land use	It is unclear how the GLA Stage 1 report concluded that the proposed quantum of development is below the total floorspace figure for existing consents.	Whether the proposed quantum of floorspace for each use is acceptable has been discussed previously in this report and compared against policy targets where those targets exist.

Design control and quality	Design parameters need to be established which ensure that building the energy centre in E03 which is in such close proximity to residential use is acceptable.	Energy centres and other plant rooms containing CHP engines and boilers are successfully and safely incorporated into the majority of strategic sized new buildings (i.e. over 30 m tall) in the borough and across London. It is not clear why WNSL consider this to not be acceptable.
Housing mix	Further information should be provided regarding housing mix, and indicative range should be provided for the different zone/areas.	Discussed within the Detailed Considerations section of this report.
Residential Density	No detail has been provided to demonstrate how the specified residential densities have been calculated. No detail has been provided which identifies where density levels will be higher and what the densities will be. There is no detail in the Development Specification which controls the distribution of housing mix and density.	Density figures were provided by the applicant within the submission documents, but the full calculations were not. Densities were also calculated by officers. Both figures are discussed within this report. The densities have been averaged across the site with some buildings (e.g. NE06) likely to have higher densities. It should be noted that the layout and height of buildings is considered to be acceptable and the application has demonstrated that a good standard of residential accommodation can be achieved.
Design control and quality	No detail or assessment is provided to show how a high quality of residential environment will be achieved, nor does the development specification provide any detailed control regarding this. It is not clear what design controls are in place to ensure that high quality design for residential units adjacent to the stadium can be achieved, or how two different uses can operate side by side successfully.	Officers consider that the submission demonstrates that this can be achieved and this has been discussed in a number of paragraphs throughout this report.
Land use	The documentation does not clarify whether Affordable Housing will be distributed throughout the development or contained on certain plots.	Affordable Housing is normally sought to be provided within each plot unless it is agreed to be beneficial to be provided in one plot (e.g. to allow early delivery or to make it more viable for a Registered Provider to take on the Affordable Housing).
Land use	WNSL questions whether there is demand for the proposed offices given London Plan and WAAP policy. No assessment has been provided in the planning application to justify that there is a demand for office space in this area and the provision of a sizeable quantum of B1 floorspace is not in accordance with planning policy. WNSL question whether other employment uses, such as a major leisure attraction have been explored.	Please Discussed within the Detailed Considerations section of this report. regarding office floorspace. Leisure (Use Class D2) floorspace is also proposed as an optional use within Plot W10.

Development Specification	No detail is provided in the Development Specification regarding the treatment of the plots fronting the Stadium.	Indicative information is provided in the Design and Access Statement. The majority of the façade at ground floor level faces the edge of the concourse which is a large, inactive frontage. Greater levels of activity exist within the stadium at concourse level and at ground level on the northern facade, facing towards Wembley Park station. However, this is hidden underneath the Pedway which limits longer views to this entrance. Nevertheless, the indicative layouts in the Design and Access Statement show active frontages to this area, which the applicant refers to as "Olympic Circus".
Development Specification	WNSL have a number of other comments about the Development Specification, including that the design controls are residential focused, querying whether activity to the boulevard is only provided through entrances, that there is limited design information regarding the park, regarding the nature of key primary routes through the sites, regarding the need for design controls for uses next to each other, that controls regarding the quality of homes may change over time, that the proportion of residential parking spaces with passive charging points is below London Plan standards and that there are no design controls on the actual design of the development in terms of roof forms, massing and space between buildings.	The proposals will be subject to the approval of Reserved Matters which allows the Council to consider the detailed design, following a public consultation process. The parameter plans and Development Specification seek to fix key elements of a scheme but do not capture all aspects of a proposal. Some of the matters referred to in this comment have already been recommended to be secured through condition. However, others can be adequately through the Reserved Matters application.
Development Specification	WNSL note that in some instances, the detail referred to above is further defined in the DAS, but that this should be incorporated into the Development Specification.	Officers consider that the Design and Access Statement should be considered to be an approved document, with material compliance the key design parameters secure through condition.
Regeneration	There is comparatively limited impact assessment within the Regeneration Statement. A breakdown of the type of jobs to be provided in accordance with the uses should be provided. Further detail should be provided on the existing capacity within community infrastructure and the level of demand to be generated by the masterplan scheme to demonstrate whether the proposed provision will meet the additional needs.	A breakdown of jobs by use has been provided. The applicant has evidenced engagement with key stakeholders regarding existing social infrastructure and has provided information regarding need.
Regeneration	A development of this size should clearly demonstrate how the economics benefits of the development will be maximised through the mixed use development in accordance with the key objections of the WAAP.	It is considered that the submission provides sufficient information regarding the regenerative benefits of the scheme.

Regeneration	Policy W19 of the Wembley AAP envisages the provision of a major leisure attraction as part of a mixed regeneration to complement and add to Wembley's offer on Stadium non-event days. However, no D2 leisure use has been identified within the W19 area of the masterplan. The Regeneration Statement has not demonstrated how this can be put to one side and it is unclear how Brent is getting 'best' economic benefits from this site.	A D2 use has not been proposed on Plot W19 (Eastern Lands). Both the Use Class B1 floorspace and the potential Use Class D2 floorspace is now proposed within the Western Lands, fronting the Boulevard. This would result in the provision of potential office and leisure floorspace within the designated town centre and the area with higher public transport accessibility. Officers consider this to be a acceptable.
Highways	A number of detailed highways and crowd flow comments have been provided by transport consultants on behalf of WNSL.	These are set out and discussed in detail within the Highways section of this report.

Letter of objection from the FA

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

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

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

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

The need to protect key views to the Stadium are establish through Brent's planning policies and the submission shows the level of impact of the proposed development on those and a number of non-protected views within the area. Officers consider that the proposal represents a good balance between the preservation of the key views and the need to regenerate Wembley to provide new homes and jobs.

Letters sent by MTP on behalf of WNSL / The FA

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

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

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

other.

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

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

SUSTAINABILITY ASSESSMENT

This application is accompanied by a Sustainability Statement and Energy Statement. The sustainability statement examines a number of the matters discussed above, including flood risk and ecology. It also outlines the proposals that are set out in the Energy Strategy.

Energy Statement

The energy statement has demonstrated that the proposal will broadly follow the London Plan energy hierarchy. The applicant has modelled three development scenarios for the purpose of this assessment and has reported the levels of carbon reduction associated with each scenario. As this application is primarily in outline, these scenarios represent indicative proposals with the final detail coming forward as the detailed design of the scheme is formalised through the submission of Reserved Matters applications. However, a number of key principles will be established through the outline consent, including the extent of the heat network.

The proposal includes a number of building fabric and energy efficiency measures, including air permeability and heat loss improved beyond the Building Regulations and the use of energy efficient lighting. With regard to the three indicative scenarios, this results in CO2 reductions of between 3.9 % and 5.3 % below 2013 Building Regulations.

The submission confirms that the masterplan will deliver a district heating network, including a gas-fired CHP engine which is to be located at the northern end of Plot E03. Two CHP engines are proposed to be installed on a phased basis to accommodate the increase in heat demand and the buildings are constructed. The

applicant has confirmed that the heat network within the new masterplan area (the subject site for this application) will be connected to the heat network that is currently being delivered for the extant North West Lands consent. The latter heat network is to be served by a CHP engine situated adjacent to Plot NW06 (Alto). The incorporation of the district heating network results in a carbon reduction to 32.9 % to 38.5 % below 2013 Building Regulations.

This takes the cumulative reduction for the indicative scenarios to 25.8 % for the commercial scenario to 40.9 % for the optimum scenario (taking into account both the fabric improvements/energy efficiency measures and the use of CHP). As such, the levels of carbon reduction exceed the levels required by London Plan policy without the reliance on renewables (e.g. PV Panels). Because of this, no on-site renewables are proposed.

The applicants has clarified that in certain instances, where plots that are more remote from the energy centre come forward before the plots that are closer, the remote plots will be served by temporary gas boilers. This is considered to be an acceptable approach.

Other matters discussed in the Sustainability Statement

In addition to the commitments regarding flooding, ecology and energy discussed previously in this report, the Sustainability Statement confirms:

- 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.

*The applicant has specified that the "Very Good" standard is proposed where a plot is not going to initially be connected to the heat network as the minimum energy requirements for "Excellent" may not be achieved with "lean" measures alone.

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

The following Heads relate to the provision of Affordable Housing

- Minimum 27% Affordable Housing by area (minimum 25% by unit) in line with the following mix:
 - 7.5% Affordable Rent
 - 3.75% Shared Ownership
 - 5.75% Discount Market Sale at 75% Open Market Value
 - 10.0% Discount Market Rent at 65% Open Market Rent (including service charges)
- In addition c.471 London Housing Bank units in E03 (Canada Court) held and let by a Registered Provider for a minimum of 7 years at 80% Open Market Rent (including service charges)
- Should development come forwards (start on site of an RMA with build contract placed) within 2.5 years of grant of outline approval the subject plot(s) will be advanced at the minimum 27% by area base Affordable Housing level, with no review due.
- Thereafter LBB will require FVA reviews at each RMA or delivery of 700 units. FVA reviews will incorporate the initial minimum 27% by area base Affordable Housing level. If the return exceeds a 20% IRR hurdle rate for the first half of the scheme, and 17.5% IRR for the second half of the scheme, 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 £195.65m and infrastructure costs.
- To avoid banking of planning consents, LBB will have the right to require a FVA review 2 years after grant of any RMA planning consent if start on site has not been achieved
- 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
- Shared Ownership units will be required to be disposed to a Registered Provider
- LBB will own the unsold 25% equity in the Discount Market Sale (DMS) units, and have first option to purchase the remaining 75% equity to be sold in the DMS units. QED will serve notice on LBB no sooner than 12 months prior to Practical Completion, and LBB granted 3 months to issue a binding offer to acquire the remaining equity to be sold in the DMS units, and use the DMS units for intermediate housing.
- Discount Market Rent (DMR) units to be disposed to a Registered Provider or held within private rented blocks and prioritised for existing borough residents, keyworkers and working people.
- Affordable Housing within any plot must be disposed of or be operational prior to occupation of 50% of the corresponding private dwellings, unless otherwise agreed in writing.
- Overprovision and acceleration of affordable is to be encouraged, and mechanisms to be agreed to accommodate this, subject to no more than 50% of any plot being delivered as Affordable Rent and subject to LBB approval

Highways

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:

- Works at the signalised junction of Fulton Road and Empire Way substantially in accordance with Drawing 20082/037/028 Rev F prior to occupation of Plots NW09/NW10;
- Works at the gyratory junction of the Wembley Park Drive and Empire Way gyratory substantially in accordance with Drawing 20082/037/028 Rev F prior to occupation of Plots NW09/NW10;
- Works in the vicinity of the junction of Wembley Hill Road and Royal Route to include the provision of a raised junction table across the bell-mouth of Royal Route and upgrading of the zebra crossing outside York House to a pelican or toucan crossing prior to occupation of the proposed school;
- Works to provide a pedestrian crossing facility in the vicinity of the junction of Empire Way/Lakeside Way;
- Works in Engineers Way at the junction with Olympic Way to provide a right-turn lane, prior to occupation of Plots E01 and E02;
- Safeguarding of land on the north-eastern corner of Plot E03 and along the southern side of Plot NE04 to be offered to Brent Council for adoption as publicly maintainable highway at no cost to the Council to allow modification of the junction layout of First Way and Engineers Way, in accordance with Map 20.9 in the Wembley Area Action Plan.
- The provision of enhanced variable message signing and CCTV coverage within the Wembley Industrial Estate;
- The adoption of areas of access points as they meet the public highway will be determined subject to the requirements for relevant control such as one-way restrictions and associated signage and offered to the Council;
- The submission and approval of further details of any lay-bys proposed alongside Rutherford Way, Fulton Road or any other highways, together with details of footway arrangements to the rear, to be approved and adopted through a S38/S278 Highways Agreement
- The delivery of two 'raised table' treatments across Engineers Way, east of Rutherford Way;

Financial contributions towards Highways/public transport:

- Payment of £100k towards the local consultation and/or implementation of Controlled Parking Zone extensions in the vicinity of the development;
- Payment of [contribution £TBA] to TfL for bus service provision;
- Payment of £100,000 to TfL for accessibility improvements to Wembley Central Station;
- Payment of £100,000 to TfL towards Legible London Signage;
- Payment of £75,000 to TfL towards a study of potential improvements to the approaches to the A406;
- Payment of [contribution £TBA] towards improvements to Wembley Stadium Station;
- Payment of £50,000 towards a study considering two-way operation within the Wembley Industrial Estate;

Other obligations recommended by Highways:

Document Imaged

- The approval and implementation of detailed Travel Plans based upon the draft Travel Plan Framework, including the appointment of a Travel Plan co-ordinator and requirements for baseline surveys, targets, monitoring and initiatives.
- 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 development joins and adheres to the Considerate Constructors Scheme

Public realm - open space, roads etc

- That the park is delivered in accordance with the following phasing:
 - At least half of the southern park completed no later than the first occupation of E03 or E01/E02 (whichever is sooner);
 - The balance of the southern park to be delivered no later than first occupation of the other blocks;
 - The northern element of the park to be delivered prior to occupation of 600 units in any of plots NE01-NE06;
 - Each plot that is delivered before completion of the park will include a public realm margin around the boundary of that plot;
- That the parks, roads, footpaths and other areas 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;

School

- That the new primary school is provided on the York House site unless, within a period of 12 months from date of consent, Brent Council elect to relocate it to plot NW09;

Community

- The approval of a community facilities strategy prior to the approval of each Reserved Matters application relating to a plot within the application site (excluding any reserved matters applications that do not propose the construction of a building) which shall identify any community facilities proposed within that building, details of the likely requirements for community infrastructure associated with the development construction or approved to date and details for the likely requirement for community infrastructure within the remainder of the scheme and potential locations for that infrastructure. Unless otherwise agreed, this is likely to target the provision of:
 - A 1,500 sqm healthcare facility (or smaller size if agreed by the Council) within the Masterplan site or in the immediate vicinity no later than occupation of 1,500 units, with potential locations including sites adjacent to Station Square, the Red House or Fountain Studios/Stadium Retail Park, NW09, NW10, NW11 or NE01;
 - Nurseries which are to be provided: in the primary school on the York House site; and in another location prior to the occupation of 2,000 homes (unless otherwise agreed);
 - A community hall on the eastern side of the site, prior to occupation of 2,000 units (double height space, 300 sqm in size);

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 connection to NW Lands network.
 - That the feasibility of safeguarding additional space within the energy centre and capacity within the site heat network to supply heat to nearby developments, including existing buildings.
 - 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;
- To 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;

Public Art

- The approval of proposals for public art, to be incorporated within the public realm within the scheme or incorporated into the architecture, prior to the commencement of works the first of plots W06, W08 or W10 and the approval of time timeframes for the delivery of that art.

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

CIL DETAILS

This application is liable to pay **£5,476,221.43*** 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): 59573 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Sui generis	59573	0	59573	£40.00	£35.15	£2,914,821.79	£2,561,399.64

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	274	
Total chargeable amount	£2,914,821.79	£2,561,399.64

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

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

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



DECISION NOTICE – APPROVAL

Application No: 15/5550

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

I refer to your application dated 22/12/2015 proposing the following:
Hybrid planning application, accompanied by an Environmental Impact Assessment, for the redevelopment of the site including;-

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

And

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

- Retail/financial and professional services/food and drink (Use Class A1 to A4) up to 21,000 sqm;
- Commercial (Use Class B1) up to 82,000 sqm;
- Hotel (Use Class C1): up to 25,000 sqm;
- Residential (Use Class C3): up to 350,000 sqm (up to 4,000 homes) plus up to 20,000 sqm of floorspace for internal plant, refuse, cycle stores, residential lobbies, circulation and other residential ancillary space;
- Education, healthcare and community facilities (Use Class D1): up to 15,000 sqm;
- Assembly and leisure (Use Class D2): 23,000 sqm;
- Student accommodation (Sui Generis): Up to 90,000 sqm.

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

and accompanied by plans or documents listed here:

Approved documents have been listed within the conditions.

at Olympic Way and land between Fulton Road and South Way including Green Car Park, Wembley Retail Park, 1-11 Rutherford Way, 20-28 Fulton Road, Land south of Fulton Road opposite Stadium Retail Park, land opposite Wembley Hilton, land opposite London Design

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:

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

- 1 The 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):

OUTLINE

- A-00-001 Parameter Plan 01: Site Location Plan 1:1250 A0
A-00-002 Parameter Plan 02: Extent of Reserved Matters 1:1250 A0
A-00-003 Parameter Plan 03: Existing Ground Levels 1:1250 A0
A-00-004 Parameter Plan 04: Proposed Ground and Podium Levels
A-00-005 Parameter Plan 05: Proposed Maximum Plot Extent
A-00-006 Parameter Plan 06: Proposed Extent of Parking and Servicing Areas at Ground and above Ground Levels
ITL10306-SK-074 A-007 Parameter Plan 07: Access and Circulation
A-00-008 Parameter Plan 08: Proposed Uses 1:1250 A0
A-00-009 Parameter Plan 09: Proposed Heights 1:1250 A0
A-00-010 Parameter Plan 10: Proposed Critical Dimensions 1:1250 A0
3964-LPR-PL-LDA-DGA-011 Parameter Plan 11: Proposed Public Realm and Open Space at Ground Level
3964-LPR-PL-LDA-DGA-012 Parameter Plan 12 – Proposed Open Space at Upper Levels

RESERVED MATTERS PLANS FOR PLOT E05

3554-01-802 Proposed Site Plan 1:500 A0
3554-02-800 PL Ground Floor Plan Coach Parking 1:200 A0
3554-02-801 PL Mezz Floor Plan 1:200 A0
3554-02-802 PL First Floor Plan Residential Parking 1:200 A0
3554-02-803 PL Second Floor Plan Accessible Parking 1:200 A0
3554-02-804 PL Third Floor Plan Premium Club 1:200 A0
3554-02-805 PL Fourth to Eight Floor Plan Standard Parking 1:200 A0
3554-02-810 PL Ninth Floor Plan Standard Parking 1:200 A0
3554-02-811 PL Roof Plan Parking 1:200 A0
3554-04-800 PL East and West Elevations 1:200 A0
3554-04-801 PL North and South Elevations 1:200 A0
3554-04-810 PL Sections 1 and 2 1:200 A0
4797_PL_004 Proposed Landscape Plan 1:200 A0 A
4797_PL_005 Landscape Site Sections 1:200 A1 A
Blue MSCP: Façade Design Parameters

SUPPORTING DOCUMENTS

Environmental Statement Wembley Park Masterplan dated November 2015
Planning Statement Wembley Park Masterplan dated November 2015
Wembley Park Masterplan Sustainability Statement Revision 03 Dated 30 November 2015
Wembley Park Masterplan Energy Statement Revision 03 Dated 30 November 2015
Regeneration Statement - Wembley Park Masterplan
Wembley Masterplan Operational Waste Management Strategy Dated 30 November 2015
Wembley Masterplan Site Waste Management Plan Revision 01 Dated 26 November 2015
Wembley Park Masterplan Statement of Community Involvement
Wembley Park Masterplan Utilities Strategy Revision 02 Dated 30 November 2015
Tree Constraints Report: Wembley Masterplan dated 6 October 2015

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

- 5 The plots or parts of plots denoted as optional use A1-A5 within drawing A-00-008 shall only be used for purposes within Use Class A1, A2, A3 and A4 unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of proper planning, as the description of development did not refer to use class A5.

- 6 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.

- 7 The number of rooms of Student Accommodation that may be delivered pursuant to this consent shall not exceed 361 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 The development within Plot W10 shall not be occupied unless the adjoining element of the "Boulevard", between Royal Route and South Way (as detailed within planning application reference 15/3599 or any subsequent consent which includes the construction of this element of the Boulevard) has been completed in full unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of the character and appearance of the Boulevard

- 10 The works to Royal Route, its structure and to the ground levels and surface treatments under Royal Route shall be completed in full prior to earlier of first occupation of the development within: Plots W08; W10; or the proposed hotel within the site of application reference 15/3599 (or any subsequent application for the redevelopment of this part of that site) unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of the streetscene, design and appearance of the area, legibility and permeability for pedestrians and cyclists.

- 11 Residential car parking shall not be provided within Plots E01, E02, E03 or E05 unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of highway flow and safety, as residential car parking within these plots may result in increases in the egress time during Stadium events for the Blue Car Park hereby approved, and may result in potential conflict between pedestrians and vehicles along Perimeter Way on Stadium Event Days

- 12 The residential car parking spaces shall be used for the parking of vehicles associated with the residential units within this development 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.

- 13 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.

- 14 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.

- 15 The construction tolerances referred to within drawing A-00-009 "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.

- 16 Unless otherwise agreed in writing. parapets that project more than one metre above the relevant maximum height specified with drawing A-00-009 shall be designed to be predominantly open in their visual appearance.

Reason: To ensure a high standard of design and appearance.

- 17 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

- 18 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.

- 19 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 E05 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.

- 20 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.

- 21 A Parking Management Plan relating to non-event days, setting out the allocation control, operation and charging structures for non-residential parking, and the allocation of non-residential parking spaces shall be submitted to and approved in writing by the Local Planning Authority and the approved plan shall be implemented in full.

Reason: In the interest of highway flow and safety, and sustainable transport.

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

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

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

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

- 23 Prior to the commencement of works on the school, details of the arrangements for the parking of vehicles for the proposed school within the “Red” multi-storey car park shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works and the approved details shall be implemented in full.

Reason: In the interest of highway flow and safety.

- 24 Prior to the commencement of works of on the provision of a new school on Plot YH1 (York House car park), a scheme of improvement works to the Royal Route footways between Wembley Hill Road and the pedestrian entrance to the Red Car Park shall be submitted to and approved in writing by the Local Planning Authority. The approved works shall be implemented in full prior to first occupation of the school.

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

- 25 Notwithstanding the details provided within Parameter Plan 11 (Drawing 3964-LPR-PL-LDA-DGA-011), further details of the cycle routes accompany all applications for Reserved Matters for parts of the development which include areas within which “primary pedestrian/cycle routes” are located within this parameter plan, detailing the width and nature of cycle routes, surface treatments, signage and how the cycle routes are proposed to be marked out.

Reason: In the interest of sustainable transportation, non-car modes of access and the provision of cycling infrastructure together with the character and recreational value of the park.

- 26 Unless otherwise agreed in writing by the Local Planning Authority, prior to first occupation of the relevant part of the development, a Delivery and Servicing Plan (DSP) based on the Framework DSP, and which shall also:
- Restrict the maximum length of servicing vehicles using on site access routes other than Harbutt Road, Olympic Way and West Olympic Way to 12 m; and
 - Restrict the hours of on-street servicing to 0630 to 1000 hours and 2000 to 2200 hours Monday to Saturday and 0800 to 1100 hours on Sundays
- 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.

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

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

- 28 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.

- 29 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 publicly accessible locations (hereafter referred to as Public Play Space) within the outline consent application site and required to meet the minimum standards for play space as set out within Wembley AAP Policy WEM 38, which shall include (unless otherwise agreed by the Local Planning Authority), a children’s play facility and two Multi-Use Games Areas, including a programme for the delivery of that 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 whilst the

Public Play Space shall be provided 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.

- 30 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.

- 31 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.

- 32 Any plant shall be installed, together with any associated ancillary equipment, so as to prevent the transmission of noise and vibration into neighbouring premises. The rated noise level from all plant and ancillary equipment shall be 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.

- 33 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.

- 34 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

- 35 Prior to the commencement of works on any relevant part of the development that within which an educational establishment is proposed, details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that sound insulation against externally generated noise has been incorporated such that the resultant internal noise levels during the hours of operation of the school are in compliance with recommended levels within BB93 acoustic design of schools unless otherwise agreed in writing by the Local Planning Authority. The relevant part of the development shall be constructed in accordance with the approved details.

Reason: To safeguard the amenities of users of the educational establishment(s).

- 36 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 approved 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

- 37 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

- 38 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 in 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

- 39 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 EP4

- 40 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.

- 41 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 (NO_x) 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

- 42 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.

- 43 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 **42** 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

- 44 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.

- 45 Prior to the commencement of works on the relevant part of the development, a drainage strategy detailing any on and/or off site drainage works, shall be submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

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

impact upon the community. 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.

- 46 No 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.

- 47 Prior to the commencement of works on the relevant part of the development, a detailed surface water drainage scheme for the site, based on the 'Wembley Park Masterplan Flood Risk Assessment' reference 033770 Revision 03 dated 30 November 2015 produced by Burohappold Engineering shall be submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall include a restriction in run-off and surface water storage on site as outlined in the Flood Risk Assessment. The scheme shall subsequently be implemented in accordance with the approved details prior to first occupation of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.

INFORMATIVES

- 1 Environmental Health advise that, given the age of the building to be demolished it is possible that asbestos may be present. The applicant should be reminded of their duties under the Control of Asbestos Regulations and must ensure that a qualified asbestos contractor is employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials.
- 2 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.
- 3 Thames Water advise that there are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.
- 4 Thames Water advise that they would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise

groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

- 5 Thames Water advise that a Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths, private swimming pools and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, commercial swimming pools, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made at <http://www.thameswater.co.uk/business/9993.htm> or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.
- 6 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.
- 7 Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to 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