

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

6 June, 2018
07
18/0204

SITE INFORMATION

RECEIVED	16 January, 2018
WARD	Tokynghon
PLANNING AREA	Brent Connects Wembley
LOCATION	Parking Spaces, York House, Empire Way, Wembley
PROPOSAL	<p>Reserved matters application for the access, appearance, landscaping, layout and scale for Plot YH1, comprising the construction of a 630 place three form entry (3FE) Primary School and 60 place Nursery subject to approval under condition 1 of outline planning permission ref: 15/5550.</p> <p>This application has been submitted in pursuant to conditions 1 (Layout, Scale, Appearance, Access and Landscaping) of Outline planning permission reference 15/5550 in relation to plot YH1:</p> <p><i>Outline permission reference 15/5550 was for: Hybrid planning application, accompanied by an Environmental Impact Assessment, for the redevelopment of the site including;-</i></p> <p><i>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</i></p> <p><i>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:</i></p> <ul style="list-style-type: none">• <i>Retail/financial and professional services/food and drink (Use Class A1 to A4) up to 21,000 sqm;</i>• <i>Commercial (Use Class B1) up to 82,000 sqm;</i>• <i>Hotel (Use Class C1): up to 25,000 sqm;</i>• <i>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;</i>• <i>Education, healthcare and community facilities (Use Class D1): up to 15,000 sqm;</i>• <i>Assembly and leisure (Use Class D2): 23,000 sqm;</i>• <i>Student accommodation (Sui Generis): Up to 90,000 sqm.</i> <p><i>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. Subject to a Deed of Agreement dated 23 December 2016 under Section 106 of the Town and Country Planning Act 1990, as amended</i></p>
PLAN NO'S	Please refer to condition 1.
LINK TO DOCUMENTS	<p><u>When viewing this on an Electronic Device</u></p> <p style="text-align: right;">DocRepF Ref: 18/0204 Page 1 of 17</p>

**ASSOCIATED WITH
THIS PLANNING
APPLICATION**

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

https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_138138

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1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "18/0204" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

RECOMMENDATIONS

RECOMMENDATION That the planning committee resolve to approve the Reserved Matters pursuant to condition 1 of Outline Planning Permission in relation to the York House Car Park (Plot YH1).

That the Head of Planning is delegated authority to issue the decision and impose conditions and informatives to secure the following matters:

Conditions

1. Approved drawings/documents
2. Any [other] condition(s) considered necessary by the Head of Planning

Informatives

1. Advising of future requirements for applications.
2. Any [other] informative(s) considered necessary by the Head of Planning

That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.

SITE MAP



Planning Committee Map

Site address: Parking Spaces, York House, Empire Way, Wembley

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This map is indicative only.

PROPOSAL IN DETAIL

Reserved matters application for the access, appearance, landscaping, layout and scale for Plot YH1 comprising the construction of a 630 place three form entry (3FE) Primary School and 60 place Nursery subject to approval under condition 1 of outline planning permission ref: 15/5550.

This permission grants outline consent, as part of a wider comprehensive development, for up to 15,000 of D1 (Education, healthcare and community facilities) floorspace but the parameters material submitted with the application specifically identified the subject site (known as Development Zone YH1) for a 3FE Primary School and associated Nursery to be accommodated within a building of 2-3 storeys in addition to lower ground level.

The current proposal is for development of a 3FE Primary School and 60 Place Nursery. The school/nursery buildings are proposed to be located along the Empire Way, Stadium Way and Royal Route frontages of the site with the external play space provided within a partially screened area to the centre and rear of the site.

Pedestrian access to the school during pupil arrival and departure times will be available from Empire Way and Royal Route, linking to the remote pupil drop off point at 'Red' car park, and from Stadium Way in the north.

Vehicle servicing access will be via a service yard to the north accessed off Stadium Way. There is to be no other vehicular access to the site. In line with the Outline Planning consent, pupil drop off/staff parking is to be accommodated within Red Car Park (Condition 23) and connected to the site via enhanced pedestrian linkages (Condition 24) of the outline consent.

EXISTING

The subject site comprises the car park for the York House Building, adjacent to Wembley Hill Road / Empire Way. The site is not within a conservation area and does not affect the setting of any listed buildings.

Site is within Wembley Area Action Plan. It is situated within Wembley Major Town Centre.

The subject site is known as Development Zone YH1 and has been allocated for a school under the outline planning consent (reference: 15/5550).

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. Objections have been received regarding some of these matters. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application:

Outline Planning Permission: Application reference 15/5550 granted outline consent for the development of 15.9 hectares of land surrounding Wembley Stadium. This reserved matters application is considered to be in material compliance with the parameters and principles established under the outline consent.

Land Use and Nature of Application: This application seeks approval of the Reserved Matters (detailed design) together with details of layout, scale, appearance, access and landscaping pursuant to the existing Outline Planning Consent. The proposed use and building envelope accord with the Outline Consent.

Urban Design / Landscaping: The design is based on robust principles and in accordance with the Outline Planning Consent (reference: 15/5550). The proposed part 2 / part 3 storey building in addition to a lower

ground level fronts Empire Way, Royal Route and Stadium Way. The proposed 'L' shaped building has its main mass on Empire Way and steps down in scale to the Royal Route. The design responds well to the site constraints including the enclosures by surrounding tall buildings, level changes and proximity to public highway. The playground is situated between the building and York house, providing separation between the playground and the traffic on Empire Way. Separation between the York House and the playground is secured through tall trees. The external play space is defined by hedges and vegetation to create protected spaces. Pedestrian access is from Empire Way frontage Royal Route.

Highways / Transportation / Parking / Access: The parking and cycle parking standards together with service requirement accords with the Outline Planning Consent. The concerns about the drop-off and pick-up activity and potential further pressure on the local traffic issues has been mitigated by the way of diverting the traffic from the Empire Way to Royal Route and Stadium Way. Plus applicant has indicated that designated spaces would be reserved within the 'Red Car Park' in order to avoid disruption to the free-flow of traffic on the public highway and promote safety. Coach drop-off and pick-up activity associated with the School is envisaged to take place along Royal Route. To ensure queuing of waiting coaches does not block back to the junction with Empire Way, coach movement to and from the school should be managed through the Travel Plan. The above would be promoted through School Travel Plan to be discharged under condition 21 and 23.

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)
Non-residential institutions				3179	3179

Monitoring Residential Breakdown

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

RELEVANT SITE HISTORY

18/0410: Details pursuant to conditions 19 (parts a, b, i and j), 20 (landscaping), 21 (parking management plan), 23 (school vehicle parking arrangements), 26 (delivery and servicing plan), 27 (construction logistics plan), 31 (counter-terrorism measures), 32 (plant and associated ancillary equipment noise assessment), 35 (ound insulation against externally generated noise), 37 (construction method statement), 38 (Air Quality Neutral Assessment), 42 (site investigation and remediation strategy), 45 (drainage strategy) and 47 (surface water drainage scheme) in relation to plot YH1 only of Outline Planning Permission reference 15/5550 dated 23 December, 2016 - under consideration.

15/5550: Hybrid planning application, accompanied by an Environmental Impact Assessment, for the redevelopment of the site including:-

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

And

Outline application for the demolition of existing buildings on site and the provision of up to 420,000 sqm (gross external area) of new floorspace within a series of buildings comprising:
Retail/financial and professional services/food and drink (Use Class A1 to A4) up to 21,000 sqm;

Commercial (Use Class B1) up to 82,000 sqm;
 Hotel (Use Class C1): up to 25,000 sqm;
 Residential (Use Class C3): up to 350,000 sqm (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.

Subject to a Deed of Agreement dated 23 December 2016 under Section 106 of the Town and Country Planning Act 1990, as amended

Granted, 23/12/2016.

CONSULTATIONS

Press Notice published on 08/02/2018

Site Notice displayed on 08/02/2018

The owner/occupier of 458 properties within the vicinity of the site were notified of the application 31/01/2018.

3 objections were received:

Objection	Response
Increasing the existing traffic problems	The school has been approved under the outline consent (15/5550) and subject application assesses details of the approved school. Local road and access improvements have been included within the outline consent to mitigate resultant adverse impacts. Mitigation measures has also been introduced which are to be addressed under conditions attached to the outline consent which would be dealt with subsequent to this application.
Air pollution	The outline planning consent includes an Air Quality assessment which looked 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. A package of mitigation measures are proposed during demolition and construction to and the residual effects are likely to be 'not significant'. An Air Quality Neutral Assessment which includes mitigation measures would be submitted to the Local Planning Authority prior to the commencement of works.
Noise and disturbance	The school use has been approved under the outline planning application (15/5550)

	<p>and the current application only deals with the design, scale, appearance, layout and landscaping of an approved development.</p> <p>The noise and disturbance associated with the proposed school is not expected to be at levels that are inappropriate for the area.</p>
Anti-social behaviour during evenings	The development includes a primary school and a nursery. There is no reason to believe that the use of the proposed building would result in anti-social behaviour.

Thames Water Utilities Ltd - no comments received. However, comments were made on the outline application and conditions were attached to that consent.

Transport for London – confirmation of no objection.

Community involvement

- A public consultation event was held by the applicants on 22nd November 2017 at Brent Civic Centre to permit local residents and pupils/parents the opportunity to engage with the development of the design proposals. The community was notified of the consultation event by the distribution of 2,000 leaflets to residential and commercial properties on the surrounding roads. Individual invitations were sent to Councillors, the GLA representative and the local MP.

The consultation boards presented and explored issues relating to the site, the layout and building massing, construction and site access strategy, car parking and building layout, along with floor plans and external appearances.

- A second public consultation was held on 8th February 2018 by the applicants at Brent Civic Centre. Wembley Park Resident Association were informed about the event and they passed on the information of the local residents. Brent planning officers, Council leader of Brent Borough Council and Regeneration & Growth Councillor together with members of public attended the event. The scheme was presented with detailed aspect of the development. Various concerns of local residents were discussed and explored.

POLICY CONSIDERATIONS

National Planning Policy Framework

London Plan consolidated with alterations since 2011 (March 2016)

Brent LDF Core Strategy 2010

Brent Local Plan Development Management Policies 2016

Wembley Area Action Plan 2015

Brent Supplementary Planning Guidance No. 17

DETAILED CONSIDERATIONS

1. Land Use and Nature of Application

2. This application has been submitted pursuant to conditions 1 (the reserve matter comprising details of layout, scale, appearance, access and landscaping) pursuant to outline planning permission 15/5550 in relation to plot YH1 only.
3. This permission grants outline consent, as part of a wider comprehensive development, for up to 15,000sqm of D1 floorspace but the parameters material submitted with the application specifically identified the subject site (known as Development Zone YH1) for a 3FE Primary School and associated Nursery to be accommodated within a building of 3-4 storeys in height up to a maximum datum height (excluding parapets) of +60.9m.
4. Under the area proposals section of the Wembley Area Action Plan (WAAP), the York House car park site is identified for a low rise mixed use development (Proposal W9). This proposal has however been superseded by the grant of planning permission for a Primary School and Nursery on the site under reference 15/5550. The proposed provision of the primary school with nursery places in this location is in accordance with the Outline Planning consent.
5. The current proposal is for a three form entry (3FE) Primary School and 60 place Nursery to be operated by Ark Somerville School. Ark Somerville would be a primary school for 630 pupils and includes a 60 place nursery provision.
6. The proposal includes construction of a new building of approximately 3,179m²; new hard landscaping for outdoor learning and social play areas; new multi use games court on the roof of the halls and disabled visitor parking and servicing area.
7. The envelope of the building sites within the parameter plan in terms of height, positioning and footprint. The use similarly conforms with the outline planning consent.
8. **Scale, design appearance**
9. As discussed above, parameter plans were approved under application reference 15/5550 through which a number of matters were approved, including the scale of the building, the location of the building and access points. The proposal is in accordance with those parameter plans and the scale and siting of the building has already been approved.
10. Approval is therefore sought for the detailed design of the building. The submission shows a part 2 / part 3 storey building in addition to a lower ground level fronting Empire Way, Royal Route and Stadium Way. It incorporates 20 primary school classrooms (incl. music & technology rooms) on the upper floors and five nursery/reception classrooms on the lower ground floor. Enclosed nursery and reception play space and a hard surfaced play ground are proposed to the rear, together with a rooftop games court (MUGA) and a rooftop learning space.
11. The new 'L' shaped building has its main mass on Empire Way and steps down in scale to the Royal Route. The stepped massing provides interest and rhythm to the façade, with the differing heights of the two wings disrupting the linear nature of the building.
12. The materials proposed include curtain wall glazing, brown brick, buff render, feature panelling and a metal finish is proposed for key features of the building. The North and Southern ends of the building have features which are expressed in a metal finish; the external staircase up to roof level and the external ramp down to the playground level. The same metal finish is used to frame the windows to the hall volume which helps signify this as a community asset.
13. Condition 19 (part 1) of the outline planning consent addresses the material used for all external surfaces for the plots including the subject plot at YH1. Detailed assessment of the materials to include provision of samples would be carried out in the discharge of condition 19.
14. The design and appearance of the building is considered to be acceptable, according with adopted policy.
15. **Layout**
16. Positioning of the building is influenced by the site constraints to minimise overshadowing, overlooking and mitigating against noise and air pollution. The new school is surrounded on three sides by taller

buildings. The massing of the new school responds appropriately to the context creating a sheltered courtyard behind the building, away from the main road. Air Quality and noise implications of the scheme were considered within the Environmental Statement that accompanied the outline planning application, with further details specifically relating to air quality and noise for the school secured as part of conditions 35 and 38 of the planning application reference: 15/5550.

- 17.** The site and building layouts were considered in response to the position of the existing buildings, access points and site, level changes. The applicant has specified that the site layout has been influenced by multiple factors, including arrival sequences, relationship to existing context, the educational vision, safety and security, inclusive access, parking, and maximising landscape provision. The design criteria is set by the EFA for a school of this size in the EFA's Facilities Output Specification (FOS).
18. The circulation diagram consists of simple central route connecting the vertical cores. The new buildings straightforward layout enables an intuitive understanding of how the building is organised, assisting way-finding for all building users.
19. The lower ground level has a different character from the rest of the school appropriate to the younger age group and the direct link to the external play grounds. The lower ground circulation is via a covered walkway.
20. The roof top games court (MUGA) is generally accessed by the internal circulation stair and lift, a second means of escape is provided via an external escape stair which wraps around the northern end of the building.
21. The layout is considered to respond appropriately to site constraints, relating well to the surrounding area.
- 22. Landscaping**
23. There is limited opportunity for soft landscaping given the size of the site and need to provide a three form of entry primary school. However, the proposals provides an increase in tree and shrub planting around the site, integrated with areas of hard landscape to assist the educational needs of the site.
24. Rooftops on the north and east wings of the new school create useable external spaces while maximising useful space on the site.
25. Specimen trees is used to form a buffer between the external play space and York House. The external play space is defined by hedges and vegetation to create protected spaces, accessed directly from the reception and nursery classrooms. Planting is also proposed along the western façade of the building to create a defensible space separating pedestrians from ground floor windows.
26. The rooftop learning space on the south wing of the building incorporates raised planters and two polytunnels that will be provided by the school, creating a space for pupil interaction and learning about the environment.
27. Full details of the landscaping for the school to be secured as part of condition 20 of planning permission reference: 15/5550.
- 28. Pedestrian Access**
29. The visitor and formal entrance from the main road provides a clear and visible welcome to visitors to the school. The reception and staff office are linked and aid supervision of visitors.
30. The main pupil access is an external route from Royal Route via an external stair or ramped access to the lower ground level playground, before and after the school day. The ramp provides direct access to the nursery classrooms for pick up and drop off at different times. There is a secure gate at the top of the ramp operated via intercom and a secure gate at lower ground to help manage use of the external route.
- 31. Highways / Transportation / Parking/ Servicing**

32. Existing site context

- 33.** The site is currently occupied by a 128-space car park (incl. 7 disabled), accessed via a 7.3m wide entrance from the privately-maintained Stadium Way. Barriers are set 20m from Stadium Way, with

permits required to access the 119 private spaces for the York House offices beyond. Nine spaces prior to the barriers are used for privately-managed pay and display public parking. A 28-space bicycle shelter is also located within the car park.

34. Two pedestrian access routes are marked across the car park, linking the York House entrance to gated pedestrian accesses from Empire Way in the centre of the site (immediately adjoining a zebra crossing) and at the junction with Royal Route. A redundant temporary construction crossover remains in place on Empire Way.
35. On-street parking and loading are prohibited at all times along Empire Way, with zebra crossing zig-zag markings also preventing stopping along much of the frontage. The road is therefore generally lightly parked.
36. Public transport access to the site is very good (PTAL 5), with Wembley Park (Metropolitan and Jubilee lines) and Wembley Stadium (Chiltern line) stations within 960 metres (12 minutes' walk) and nine bus routes within 640 metres (8 minutes' walk).
37. *Loss of existing car park and parking arrangements for the new school*
38. The loss of the existing car park for the York House offices and of the adjoining small short-stay pay and display car park has already been accepted within the outline approval and is appropriate for this very well accessed building, helping to reduce car use in the area.
39. The main entrance to the York House offices is now located on the eastern side of the building, accessed through the London Designer Outlet Centre, so there are also no concerns with regard to the removal of the pedestrian access routes to the building across the car park. The existing bicycle shelter for York House falls outside of the application site boundary, so is not affected by this proposal.
40. Two disabled car parking spaces alongside a service yard (14.5m x 6m) are proposed to be retained at the northern end of the site, accessed via the existing entrance from Stadium Way, with gates installed at the site boundary. There are no car parking standards for schools in the Wembley Area Action Plan, so the allowances set out in Appendix 1 of the DMP 2016 for schools are applicable. These allow only operational and disabled parking to be provided, unless otherwise justified through a Transport Assessment. The provision of just two disabled spaces at the northern end of the site therefore accords with standards.
41. Policy DMP12 also requires that any overspill parking from development does not adversely affect traffic flow and road safety though. This is a key consideration for primary schools and nurseries at opening and closing times, when children are being dropped off and collected by parents. In accordance with the outline consent, the Design & Access Statement confirms that space is to be set aside within the existing 'Red' multi-storey car park on Royal Route for parents, in order to prevent them attempting to park on-street outside the school. Further details of this arrangement are secured as part of condition 23 of planning permission reference: 15/5550.
42. *Cycle parking*
43. The London Plan requires at least eight short-stay and 98 long-stay bicycle parking spaces for the school. Just 30 covered bicycle and 20 covered scooter spaces are indicated at the outset, with space identified along the eastern side of the playground for shelters for a further 50 bicycles if required. As primary school and nursery-age children are unlikely to be brought to this busy urban site by bicycle at the present time, a reduced level of provision is considered acceptable initially, subject to future monitoring of demand with a view to increasing provision as required through the annual Travel Plan.
44. *Servicing*
45. With regard to servicing, a gated service yard is to be provided at the northern end of the site to allow deliveries and refuse collection to take place clear of the public highway. This is welcomed and although sufficient space is not available for large vehicles to turn within the yard, reversing into the site from the private Stadium Way cul-de-sac is acceptable. No alterations are required to the site access, which is in

any case located on a private road.

46. *Highway works*

47. It is noted that a redundant crossover remains in place fronting the site on Empire Way though, fronting the future main pedestrian entrance to the school. This will need to be removed at the developer's expense (as required under condition 14 of planning permission reference: 15/5550). Condition 24 also secured details to be approved for a scheme of improvement works to the Royal Route footways between Wembley Hill Road and the pedestrian entrance to the Red Car Park.
48. The S106 Agreement attached to the outline consent also requires the upgrading of the zebra crossing fronting the school to a signalised crossing and the provision of a raised entry treatment across the Royal Road junction and an informative is recommended to remind the applicant of these commitments. These highway works also need to incorporate further highway measures directly associated with the school, including guard railing in front of the main entrance (given that the footway measures only 3m in width and the entrance door is set only 1.8m from the highway boundary), school advance warning signage and possible zig-zag markings (or extensions to the existing markings for the zebra crossing). This is recommended to be included as an Informative within the decision notice.

Sustainability

- 49.** The Section 106 agreement for the outline consent sets out the requirements for all plots within the outline consent area in relation to sustainability and energy. The approval of a Sustainability Assessment in relation to each plot is required prior to the commencement of works for each plot. This requires each plot to achieve where possible 35% reduction in carbon emissions beyond 35% of 2010 Building Regulations. It also seeks for non residential floorspace to achieve BREEAM Excellent. The information supporting this application advises that the scheme will achieve a 35% reduction in carbon emissions beyond 2010 Building Regulations. The details of the Sustainability Assessment, including the BREEAM assessment, will need to be approved as part of the relevant obligation within the Section 106 Agreement for the outline planning consent.

Conclusion

- 50.** The proposed development for Plots YH1 will create a high quality school that responds well to its context and setting. Overall the proposals are in material compliance with the principles established under outline planning permission (reference 15/5550) by way of layout, scale, appearance, landscape and access. The scheme accords with the relevant planning policies and guidance and it is recommended that the proposal is approved.

CIL DETAILS

Educational facilities are exempt from CIL liability.

**DECISION NOTICE – APPROVAL**

Application No: 18/0204

I refer to your application dated **16/01/2018** proposing the following:

Reserved matters application for the access, appearance, landscaping, layout and scale for Plot YH1, comprising the construction of a 630 place three form entry (3FE) Primary School and 60 place Nursery subject to approval under condition 1 of outline planning permission ref: 15/5550.

This application has been submitted in pursuant to conditions 1 (Layout, Scale, Appearance, Access and Landscaping) of Outline planning permission reference 15/5550 in relation to plot YH1:

Outline permission reference 15/5550 was for: 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. Subject to a Deed of Agreement dated 23 December 2016 under Section 106 of the Town and Country Planning Act 1990, as amended

and accompanied by plans or documents listed here:
Please refer to condition 1.

at **Parking Spaces, York House, Empire Way, Wembley**

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

Date: 25/05/2018

Signature:

Alice Lester

Alice Lester

Head of Planning, Transport and Licensing

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 2012
London Plan consolidated with alterations since 2011 (March 2016)
Brent Local Plan Development Management Policies 2016
Brent Local Development Framework Core Strategy 2010
Wembley Area Action Plan 2015

- 1 The development hereby permitted shall be carried out and thereafter retained in accordance with the following approved drawings and documents:

Planning Statement and Statement of Community Involvement;
Design and Access Statement;
Proposed Elevations Showing Relationship to Plot Heights
(FS0387-JWA-00-EL-DR-A-3020-S2-P02);
Proposed Site Plan with Parameter Outline (FS0387-JWA-00-ZZ-DR-A-0150-S2-P02);
Proposed Ground Floor Plan (FS0387-JW-00-00-DR-A-1001 P03);
Proposed First Floor Plan (FS0387-JW-00-01-DR-A-1002 P03);
Proposed Second Floor Plan (FS0387-JW-00-02-DR-A-1003 P03);
Proposed Roof Plan (FS0387-JW-00-03-DR-A-1004 P03);
Proposed Lower Ground Floor Plan (FS0387-JW-00-L0-DR-A-1000 P03);
Existing Site Plan (FS0387-JW-00-ZZ-DR-A-0101 P08);
Existing Site Plan (FS0387-JW- -ZZ-DR-A-0102 P04);
Proposed Site Plan Lower Ground Floor (FS0387-JW-00-ZZ-DR-A-0110 P05);
Proposed Site Plan Ground Floor (FS0387-JW-00-ZZ-DR-A-0111 P05);
Proposed Elevations (FS0387-JW-00-ZZ-DR-A-3001 P04);
Proposed Elevations (FS0387-JW-00-ZZ-DR-A-3002 P04);
Proposed Site Sections (FS0387-JW-00-ZZ-DR-A-4001 P02);
Proposed Site Sections (FS0387-JW-00-ZZ-DR-A-4002 P02);
Proposed Building Sections AA & BB (FS0387-JW-00-ZZ-DR-A-4010 P03);
Proposed Building Sections CC & DD (FS0387-JW-00-ZZ-DR-A-4011 P03);
Illustrative 3D Visual – Aerial View from South-West Corner (FS0387-JW-00-ZZ-DR-A-6901 P05);
Illustrative 3D Visual – View from across Playground (FS0387-JW-00-ZZ-DR-A-6902 P04);
Illustrative 3D Visual – View from North-West Corner (FS0387-JW-00-ZZ-DR-A-6903 P04);
Illustrative 3D Visual – Main Entrance View (FS0387-JW-00-ZZ-DR-A-6904 P04);
Illustrative 3D Visual – Nursery Classroom Internal View (FS0387-JW-00-ZZ-DR-A-6905 P03);
Illustrative 3D Visual – Common's Internal View (FS0387-JW-00-ZZ-DR-A-6906 P03);
Illustrative 3D Visual – In Context, View from North (FS0387-JW-00-ZZ-DR-A-6907 P03);
Illustrative 3D Visual – Building in Context, Wembley Hill Road (FS0387-JW-00-ZZ-DR-A-6908 P03);
Illustrative Masterplan (FS0387-ALA-00-XX-DR-L-0001 S-2P03);
Landscape General Arrangement (FS0387-ALA-00-XX-DR-L-0002 S2-P03);
Fencing Arrangement (FS0387-ALA-00-XX-DR-L-0003 S2-P03);
Site Sections (FS0387-ALA-00-XX-DR-L-0004 S2-P03);
Site Location Plan (FS0387-ALA-00-XX-DR-L-0009 S2-P02);
Planting Plan (FS0387-ALA-00-XX-DR-L-0010 S2-P03).

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

INFORMATIVES

- 1 The applicant is advised that they need to agree all highway works with Brent Council's Highway & Infrastructure service through the S38/S278 Agreement for the development. The highway works needs to incorporate further highway measures directly associated with the school, including guard railing in front of the main entrance, school advance warning signage and zig-zag markings.
- 2 The redundant crossover remaining in place fronting the site on Empire Way though, fronting the future main pedestrian entrance to the school will need to be removed at the developer's expense (as required under condition 14 of the outline consent reference: 15/5550).
- 3 The S106 Agreement attached to the outline consent (reference: 15/5550) also requires the upgrading of the zebra crossing fronting the school shall be upgraded to a signalised crossing and a raised entry treatment across the Royal Road junction shall be provided in accordance with the S38/S278 Agreement for the development.

Any person wishing to inspect the above papers should contact Ellie Atefi, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5233