



## Planning Committee - Special

**Thursday 23 March 2017 at 6.30 pm**

Conference Hall - Brent Civic Centre, Engineers Way,  
Wembley, HA9 0FJ

### Membership:

#### Members

Councillors:

Marquis (Chair)  
Agha (Vice-Chair)  
Hylton  
Long  
Maurice  
Moher  
J Mitchell Murray  
Pitruzzella

#### Substitute Members

Councillors:

A Choudry, Colacicco, Daly, Ezeajughi, Hoda-Benn, Kabir, Khan and Naheerathan

Councillors

Colwill and Kansagra

**For further information contact:** Joe Kwateng, Governance Officer  
020 8937 1354; [joe.kwateng@brent.gov.uk](mailto:joe.kwateng@brent.gov.uk)

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**[democracy.brent.gov.uk](http://democracy.brent.gov.uk)**

**The press and public are welcome to attend this meeting**

**Members' briefing will take place at 6.00pm in Boardrooms 7 and 8**

# Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

ITEM	WARD	PAGE
1		
Declarations of personal and prejudicial interests		
Members are invited to declare at this stage of the meeting, any relevant personal and prejudicial interests and discloseable pecuniary interests in any matter to be considered at this meeting.		
2.	Wembley National Stadium, Olympic Way, Wembley, HA9 Tokyngton	1 - 44
OWS (Ref. 17/0368)		

**Date of the next meeting:            Wednesday 19 April 2017**



Please remember to switch your mobile phone to silent during the meeting.

- The Conference Hall is accessible by lift and seats will be provided for members of the public on a first come first served principle.

## COMMITTEE REPORT

Planning Committee on  
Item No  
Case Number

23 March, 2017  
02  
17/0368

## SITE INFORMATION

<b>RECEIVED</b>	<b>25 January, 2017</b>																
<b>WARD</b>	<b>Tokynghon</b>																
<b>PLANNING AREA</b>	<b>Brent Connects Wembley</b>																
<b>LOCATION</b>	<b>Wembley National Stadium, Olympic Way, Wembley, HA9 0WS</b>																
<b>PROPOSAL</b>	<p>Proposed variation of condition 3 (event cap, to allow 31 additional full capacity events) and removal of condition 33 (temporary traffic management) of planning permission reference 99/2400, which was for:</p> <p>Full planning application to consider the complete demolition of Wembley Stadium and clearance of the site to provide a 90,000-seat sports and entertainment stadium (Use Class D2), 4750m<sup>2</sup> of office accommodation (Use Class B1), banqueting/conference facilities (Use Class D2), ancillary facilities including catering, restaurant (Use Class A3), retail, kiosks (Use Class A1), toilets and servicing space; re-grading of existing levels within the application site and removal of trees, alteration of existing and provision of new access points (pedestrian and vehicular), and parking for up to 458 coaches, 43 mini-buses and 1,200 cars or 2,900 cars (or combination thereof) including 250 Orange Badge parking spaces.</p> <p>As approved, condition 3 stated that for two years following completion of the stadium, subject to the completion of specific improvement works to Wembley Park Station and construction of roads known as Estate Access Corridor and Stadium Access Corridor, the number of major sporting events held at the stadium in any one year was restricted to no more than <b>22</b> (to exclude European Cup and World Cup events where England/UK is the host nation), and the number of major non-sporting events to <b>15</b>. After this, additional events over and above this were permitted subject to the number of spectators being limited to the capacity of the lower and middle tiers of the stadium. The proposal would allow for up to an additional <b>22</b> major sporting Tottenham Hotspur Football Club (THFC) events between <b>1 August 2017</b> and <b>31 July 2018</b>.</p> <p>A major event (which may or may not include THFC) would be considered to be an event in the stadium bowl with a capacity in excess of 10,000 people.</p> <p>The application includes the submission of an Environmental Statement.</p>																
<b>APPLICANT</b>	<b>Wembley National Stadium Limited</b>																
<b>CONTACT</b>	<b>Nathaniel Lichfield &amp; Partners</b>																
<b>PLAN NO'S</b>	<p><b>Drawings originally approved under planning permission 99/2400</b></p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Plan Number</th> <th style="text-align: left;">Revision</th> <th style="text-align: left;">Date Received</th> <th style="text-align: left;">Drawing Name</th> </tr> </thead> <tbody> <tr> <td>CL/4929/PA1 Boundary Plan</td> <td>0</td> <td>08/02/2002</td> <td>Application</td> </tr> <tr> <td>pa10001</td> <td>00</td> <td>08/02/2002</td> <td>Location Plan</td> </tr> <tr> <td>pa10002</td> <td>02</td> <td>08/02/2002</td> <td>Demolition plan,</td> </tr> </tbody> </table> <p style="text-align: right;"><i>DocRepF</i> Ref: 17/0368 Page 1 of 44</p>	Plan Number	Revision	Date Received	Drawing Name	CL/4929/PA1 Boundary Plan	0	08/02/2002	Application	pa10001	00	08/02/2002	Location Plan	pa10002	02	08/02/2002	Demolition plan,
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CL/4929/PA1 Boundary Plan	0	08/02/2002	Application														
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pa10002	02	08/02/2002	Demolition plan,														

Areas to be Re-graded, Trees Removed			
pa10003 Plan	04	08/02/2002	Proposed Site
pa10005 Plan	00	08/02/2002	Existing Site
pa10006 B2 – Lower Basement Level	03	08/02/2002	Proposed Level
pa10007 Upper Basement Level	04	08/02/2002	Level B1 –
pa10009 Lower Concourse	04	08/02/2002	Level S0 –
pa10010 Lower Concourse Gallery	01	08/02/2002	Level S1 –
pa10011 Concourse	01	08/02/2002	Level S2 – Club
pa10012 Lower Hospitality	01	08/02/2002	Level S3 –
pa10013 Upper Hospitality	01	08/02/2002	Level S4 –
pa10014 Upper Concourse	01	08/02/2002	Level S5 –
pa10015	01	08/02/2002	Level S6
pa10016 Level – Full Bowl	01	08/02/2002	Upper Deck
pa10017 Roof Open	01	08/02/2002	Roof Plan –
pa10018 Roof Closed	01	08/02/2002	Roof Plan –
pa10023 West	01	08/02/2002	Sections Facing
pa10024 North	01	08/02/2002	Sections Facing
pa10025 North and South	01	08/02/2002	Elevations –
pa10026 East and West	01	08/02/2002	Elevations –
pa10027 Detail Section and Elevation	01	08/02/2002	North Façade
pa10028 Detail Section and Elevation	01	08/02/2002	South Façade
pa10029 Detail Section and Elevation	01	08/02/2002	NW Façade
pa10030 Configurations - Football and	01	08/02/2002	Proposed Bowl
pa10031 Configurations – concert	01	08/02/2002	Rugby Proposed Bowl
pa10033 Configuration – Athletics	01	08/02/2002	seating on pitch Proposed Bowl
pa10037 (illustrative)	01	08/02/2002	Bowl perspective
pa10038 exterior (illustrative)	01	08/02/2002	Perspective of

**Supporting documents submitted under this application**

- Planning Summary  
 Planning Statement  
 Statement of Community Engagement  
 Environmental Statement comprising:
- Non-Technical Summary
  - Chapter A – Introduction, Background, Scope;

- Chapter B – Description of Site and Development;
- Chapter C – Socio-Economics;
- Chapter D – Transportation (including Event Day Spectator Travel Plan)
- Chapter E – Air Quality;
- Chapter F – Noise and Vibration; and
- Chapter G – Cumulative Effects.

**LINK TO DOCUMENTS  
ASSOCIATED WITH  
THIS PLANNING  
APPLICATION**

**When viewing this on an Electronic Device**

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

[https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR\\_132323](https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_132323)

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**Please use the following steps**

1. Please go to [pa.brent.gov.uk](https://pa.brent.gov.uk)
2. Select Planning and conduct a search tying "17/0368" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

## RECOMMENDATIONS

Resolve to grant planning permission, subject to the completion of a satisfactory deed of variation to the existing Section 106 legal agreement;

### Section 106 Heads of Terms

- Payment of Council's legal and other professional costs in preparing and completing agreement, and monitoring and enforcing its performance
- Payment of the Council's reasonable costs associated with mitigation, including the following:
  - Control of Off-Site Parking (E);
  - Control of On-Site Parking (E);
  - Transport signage maintenance (E);
  - Transport signage improvements (E);
  - Event day street cleansing (E);
  - Temporary traffic management (E);
  - Pirate parking initiative;
  - Regulation of Public Safety;
  - Alcohol licensing inspections;
  - Illegal street traders;
  - Anti ticket tout initiative;
  - Anti-social behaviour initiative;
- Green Travel Plan – updated and monitoring provision (E);
- THFC event day parking communication and enforcement;
- THFC to attend Wembley National Liaison Group;
- Stewarding for THFC events (between 50 and 80 with details to be agreed);
- Community engagement resource;
- Spurs Respect initiative;
- Tottenham Hotspur Foundation;
- Additional CCTV camera;

*E = Existing obligations within the Section 106 agreement, dated 23 April 2002, for the original stadium planning permission.*

The additional measures (i.e. those beyond the existing obligations) will only be applicable during the period when additional events are proposed (1 August 2017 to 31 July 2018) and only the original obligations will be applicable after this period.

That the Head of Planning is delegated authority to issue the planning permission and impose conditions (and informatives) to secure the following matters:

### Conditions

As this would technically be a new grant of planning permission, the conditions imposed on the original permission would be re-imposed, with some amendments to reflect the fact that the stadium has been completed including the omission of conditions that have been fully discharged and are no longer valid and amendments to some other conditions. In addition, there would be:

1. List of all approved plan numbers/documents;
2. Amended condition 3 on event cap to allow for Tottenham Hotspur events;
3. Amended condition 33 on temporary traffic management;


### Informative

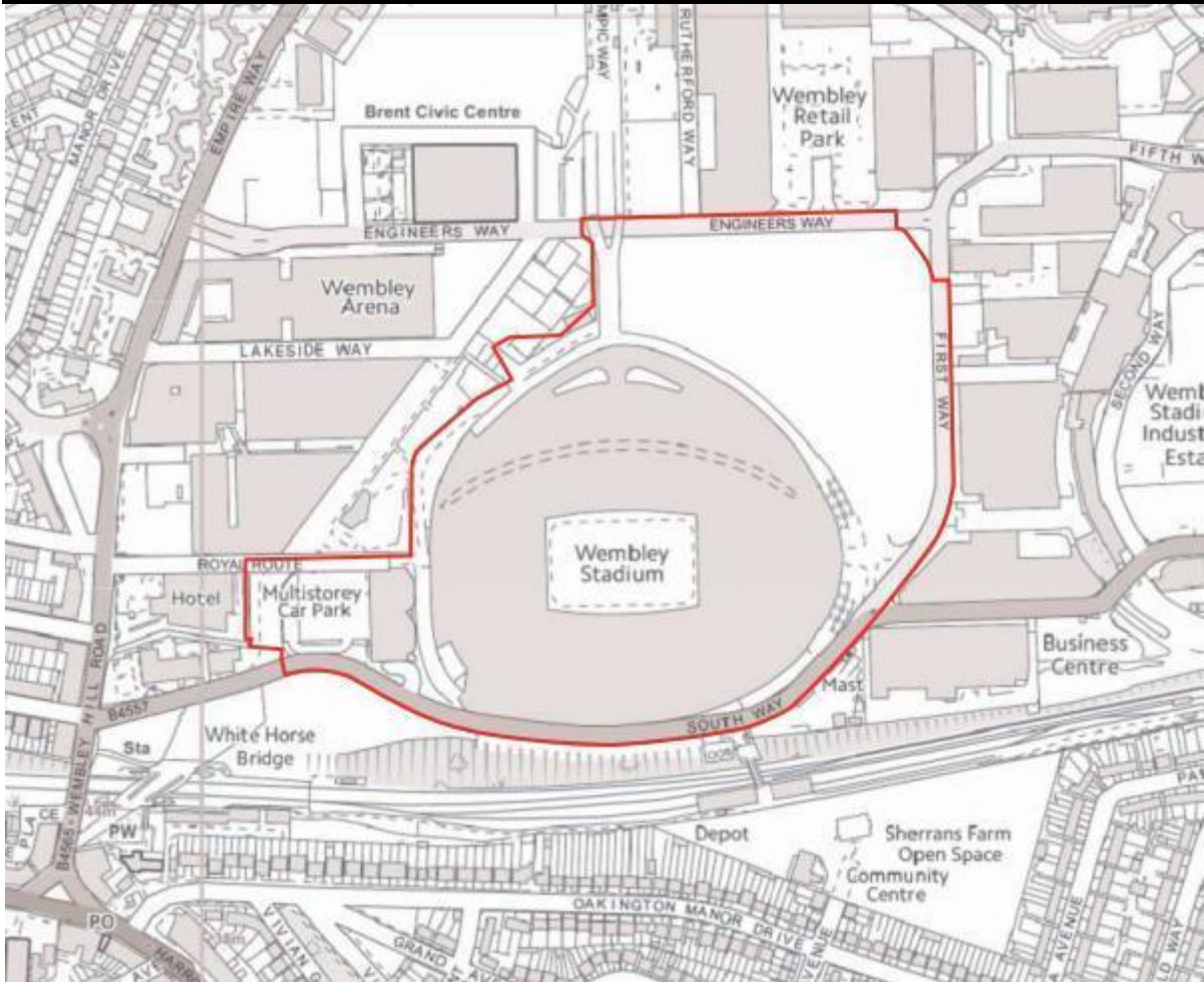
1. Confirmation of time period for which calculation of events is based;

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) 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

	<b>Planning Committee Map</b>
Site address: Wembley National Stadium, Olympic Way, Wembley, HA9 0WS	
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This map is indicative only.

## PROPOSAL IN DETAIL

There are no proposed physical alterations to the stadium. The application is to vary two of the conditions on the original planning permission for the stadium (ref: 99/2400). This is made via section 73 of the Town and Country Planning Act (as amended) and is formally known as the 'Determination of applications to develop land without compliance with conditions previously attached'.

The two conditions in question are numbers 3 and 33. Condition 3 imposed a cap on the number of major events which could take place at the stadium. Condition 33 requires temporary traffic management on the North Circular Road.

### Condition 3: The event cap

An unlimited number of events can be held that only use the lower two tiers of Wembley Stadium (capacity of 50,835).

Condition 3 of the planning consent limits the number of events above this capacity to 37 per year. This comprises up to 22 sports events and 15 non-sports events. However, up to three additional sporting events can be held per year if the number of non-sports events is reduced by 2 for each additional sports events.

It is proposed that this condition is amended to allow Tottenham Hotspur to hold an additional 22 full capacity events between 1 August 2017 and 31 July 2018. This was reduced from 31 full capacity events that were originally proposed within this application. The remainder of the games played by Tottenham Hotspur at Wembley during that period would either fall within the existing cap or would have a capacity of less than 51,000.

As submitted, the proposal was to add 31 additional major sporting events for Tottenham Hotspur to play there, restricted to between 1 August 2017 and 31 July 2018. Theoretically this could have allowed up to 68 major events in total with a capacity of up to 90,000 people. The Council initially suggested that the maximum capacity of the proposed additional event is reduced to 61,000 (the capacity of the new stadium at White Hart Lane). However, the applicant was not willing to propose reduction as this would result in a part-full stadium with only parts of the upper tier being occupied by fans, which they did not consider would achieve an appropriate atmosphere. Instead, following discussions with Council Officers, the total number of additional high capacity (up to 90,000 people) events has been reduced from 31 to 22 in order to reduce the number of instances where additional impact will occur.

The Council may apply conditions that are considered to meet the 6 tests for conditions and members may determine which conditions they consider to be applicable and meet those tests. Officers considered it necessary to either reduce the capacity of full capacity events as discussed above or to reduce the number of events in order to mitigate against the impact of those additional events. It is noted that objectors have cited that the capacity of the additional events should not exceed that of the new White Hart Lane Stadium (61,000). A condition restricting this could be imposed on the consent (e.g. restricting the capacity of the additional events but keeping the total at 31). However, the applicant expressly specified that they do not wish to propose such a restriction for the reason set out above and instead proposed the reduction in the total number of additional events. Should members be minded to grant permission subject to a condition restricting the capacity of the additional events to 61,000 when they would not be minded to grant permission for the additional 22 full capacity events then the condition could be worded in this way. However, it is advised that the applicant is likely to challenge such a condition as they have expressly specified that they do not wish to propose such a restriction.

### Condition 33: Temporary traffic management measures on the North Circular Road

This condition specifies that the traffic management measures shall only be provided for up to 30 events per year.

It is proposed that this condition is removed. However, TfL consider that this condition should be retained, but amended to reflect the proposed new cap (up to 59 events).



## EXISTING

The site is Wembley Stadium. The existing stadium was completed in 2007, following the demolition of the previous stadium which was constructed as the Empire Stadium in the 1920s. It has a capacity of 90,000, with the lower and middle tiers representing approximately 51,000 of this. The stadium itself is within the Wembley Growth Area, and (as with the rest of the borough) is designated as an Air Quality Management Area.

The surrounding area is characterised by a mix of residential, commercial, retail and leisure uses. There is a Strategic Industrial Location to the east, and Wembley town centre is to the immediate west of the stadium. Within the Growth Area there are a number of sites which have been allocated for redevelopment, many of which have come forward, or are in the process of being constructed.

To the north and west the railway lines are Wildlife Corridors, and a Site of Importance for Nature Conservation (SINC) (centred on Wealdstone Brook). There are also flood zones. All are a significant distance from the stadium itself, but it is accepted that the impacts of the stadium extend beyond its boundaries.

The nearest conservation areas are Wembley High Street to the west, and Barn Hill to the north. The Grade II listed Wembley Arena (originally called the Empire Pool) is situated to the north-west of the Stadium.

## SUMMARY OF KEY ISSUES

The key issues for consideration are as follows:

- **Representations Received** – A total of 164 representations have been received, with all but 8 objecting.
- **General** – Many objectors consider that there already too many events at the stadium given the level of impact. However, additional events can and will take place and this proposal, if approved, will affect the capacity of those additional events rather than the number of events. Additional mitigation measures would be secured that would not be in place if this application is not approved and these measures are considered to be sufficient to warrant the additional 22 full capacity events for the proposed period.
- **Highways and transportation** – Traffic management measures are required for events that have a capacity of 51,000 and the proposed variation of consent would not increase the number of days that those measures would need to be put in place. However, higher capacity events have a greater impact and the length of time taken to clear the highway and public transport network is longer for full capacity events than it is for lower capacity events. However, with the maintenance of existing measures (and linked to the other issues) there are considered to be material considerations that indicate that this can be managed.
- **Environmental Statement** – There are some debate over some of the applicant's socio-economic conclusions, which has led to additional mitigation measures. However, the remainder is considered robust.
- **Socio-economic impact** – Concerns are raised about some of the visitor spending figures cited. A number of impacts have been cited by objectors but additional measures are be secured which are considered to provide sufficient mitigation against those impacts.
- **Cumulative impact** – There have been changes since the stadium was constructed, with an increased residential population. These have been considered during the assessment.
- **Noise** – There would be some increased noise from the additional events, but not so great as to warrant refusal of the application.

**Air quality** – There would be increased impacts created, but mitigation measures would be in place to reduce the number of car journeys.

## RELEVANT SITE HISTORY

February 2001 – Wembley Stadium Access Corridor

“Construction of Wembley Stadium Access Corridor (SAC) by widening, altering and improving an existing highway and constructing a new highway between First Way and the junction of Hannah Close with Great Central Way, together with the demolition of parts of existing buildings and works to reconfigure buildings, together with accommodation works and ancillary landscaping”

In addition, there are a number of planning permissions which have been granted nearby which are considered of relevance. In **June 2004**, outline planning permission (ref: 03/3200) was granted for the redevelopment of 17 hectares of land surrounding the Stadium for a mixed-use development of up to 497,500m<sup>2</sup> including commercial, retail, hotel, residential and community facilities. Pursuant to this ‘Stage 1’ permission, reserved matters consent has subsequently been granted for a number of schemes which form constituent parts of this development. Brief details of the most significant of these developments together with other significant stand alone permissions are set out below.

**October 2004 – Wembley Retail Park (ref: 04/2158)**

Erection of new retail units, office units, restaurant, associated parking and infrastructure.

**November 2004 – South west lands, South Way (ref: 04/0379)**

Outline application: mixed use development for business and development, retail, food and drink, residential, community, cultural and leisure (B1, A1, A, A3, C3, D1, D2).

**January 2006 – Plot W01 Forum House (Engineers way/Empire way) (ref: 05/2949)**

Reserved Matters permission: Eight storey building comprising 286 residential units inclusive of eight composite residential/business units, retail unit, employment agency, crèche, parking for 132 cars.

*This is completed and occupied.*

**March 2007 – Plot W04 Quadrant Court (opposite Forum House) (ref: 06/3630)**

Reserved Matters permission: Eight storey building comprising 232 residential units, 618sqm local needs floorspace, 2800sqm retail floorspace, 1469sqm community (D1) floorspace in the form of Primary Care Health Centre, parking for 140 cars (24 for PCHC).

*This is completed and occupied.*

**August 2007 – Hilton hotel (ref: 07/1583)**

Reserved Matters permission: Part 8/Part 10 storey hotel comprising 441 rooms and nine storey student accommodation block comprising 656 rooms, 7135sqm A1 retail, 396sqm A3/A4/A5 food and drink, five residential units, parking for 225 cars.

*This is completed and occupied.*

**August 2007 – Land surrounding Wembley Stadium, Engineers Way (ref: 06/3631)**

Reserved Matters permission: Part 11/Part 14 storey building comprising 336 residential units, 2101sqm leisure (D2), 3682sqm retail (A1), parking for 272 cars.

*This permission was not implemented and has recently been superseded by recent permission 16/4506, below.*

**June 2008 – Land surrounding Wembley Stadium, Royal Route (ref: 08/0826)**

Reserved Matters permission: Part 9/Part 11 storey building comprising 251 residential units, 7441sqm retail (designer outlet), 6774sqm leisure (10 screen cinema), 408sqm food and drink (A3/A4/A5), basement parking for 115 cars.

**July 2008 – York House, Empire Way (ref: 08/0827)**

Extensions and change of use of ground and first floor for 2180sqm retail (A1), 836sqm food and drink (A3/A4/A5).

**December 2008 – Malcolm House and Fulton House (ref: 08/2633)**

Seven storey and 11 storey hotel of 262 rooms with basement parking for 53.

**June 2009 – Ark Academy, Forty Avenue (ref: 08/2842)**

New academy school.

**March 2010 – Palace of Arts/Industry, Engineers Way (Brent Civic Centre) (ref: 09/2450)**

Part 8/part 10 storey civic centre building: office (B1), community (D1, D2, including library), A1, A2, A3 uses, basement parking for 158.

**June 2010 – Raglan Court, Empire Way (ref: 06/3591)**

4th floor and roof extension for 28 additional flats (Block A), 4th floor and roof extension for 28 additional flats (Block B), rear extension for seven additional flats to Ladies block, demolition of garages and parking for 47 cars.

**November 2010 – Land surrounding Wembley stadium, Royal Route (ref: 10/2202)**

Reserved Matters permission: Seven storey building comprising 7544sqm retail (designer outlet), 306sqm sports retail, 6176sqm food and drink (A3/A4/A5), 9430sqm leisure (nine screen cinema).

**February 2011 – Shubette House, 5 Olympic Way (Park Inn Hotel) (ref: 08/3009)**

Erection of four, seven, 11 and 20 storey building including 158 residential units, hotel (225 bedrooms and 12 apart-hotel rooms), business floorspace (B1), food and drink floorspace (A3/A4), conference facilities.

**June 2011 – Dexion House, Empire Way (ref: 11/0142)**

Erection of building from 9 to 18 storeys comprising 19,667 sqm student accommodation (661 bed spaces), 2499sqm community swimming pool and fitness facilities (D2), 530sqm commercial units, A1/A2/A3/A4/A5 units.

**November 2011 – Land to north west of Stadium (ref: 10/3032)**

Outline application for redevelopment to provide 160,000sqm floorspace comprising:  
Retail/food and drink (A1-A5) 17,000 to 30,000sqm; business (B1) up to 25,000sqm; hotel (C1) 5,000 to 20,000sqm; dwellings (C3) 65,000 to 1000,000sqm (815 to 1,300 units); community (D1) 1,500 to 3,000sqm; leisure and entertainment (D2) up to 5,000sqm; student accommodation/serviced apartments/apart-hotels 7,500 to 25,000sqm.

**March 2012 – Central Square, Wembley (ref: 11/2635)**

New five storey block incorporating retained station ticket hall, 2729sqm retail floorspace, 86 bedroom hotel, 38 new residential units.

**March 2012 – Olympic Office Centre, Fulton Road (ref: 13/1522)**

Outline application for mixed use development: construction of new buildings total 40,000sqm to provide dwellings, offices, student accommodation, hotel, retail (A1-A5) and/or leisure.

**October 2012 – Kelaty House, First Way (ref: 12/1293)**

Erection of five buildings from 4 to 13 storeys for a mix of uses including hotel, serviced apartments (C1), student accommodation, flexible business/retail/ community/leisure uses (B1/A1/A2/A3/A4/D1/D2).

**October 2013 – Quality Hotel, Empire Way (ref: 13/1494)**

Outline application for erection of part 9/part 14/part 17/part 19 storey building comprising 450 rooms of student accommodation.

**October 2013 – Crown House, Wembley Hill Road (ref: 13/1218)**

Change of use office space to hotel and ground floor A3 and erection of two additional storeys on existing building to create 47 bed hotel.

**December 2013 – Palace of Arts & Industry, Engineers Way (ref: 13/2799)**

Reserved matters permission pursuant to outline permission 10/3032 above. Erection of 5-16 storey buildings to provide 475 residential units, 1061sqm commercial floorspace (A1, A2, A3, B1, D1, D2), parking for 151 cars.

**December 2016 – South west lands, South Way (ref: 14/4931)**

Hybrid application for redevelopment of site to provide seven mixed use buildings up to 19 storeys. Outline permission: residential (c.725 units), hotel, student accommodation, commercial, retail, community and leisure uses.

Full permission: building to provide 188 residential units and basement parking (158 spaces).

**December 2016 – Land next to Wembley Arena Square (ref: 16/4506)**

Reserved Matters permission: Part 9/Part 14 storey building to provide 340 residential units and 1879sqm retail (A1), parking for 12 cars.

## December 2016 – Olympic Way and land between Fulton Road and South Way (ref: 16/5550)

Hybrid planning application for 10 storey building comprising 1816 car parking spaces, up to 82 coach parking spaces, and outline planning permission for provision of up to 420,000sqm of new floorspace including retail, office, up to 4,000 residential units, student accommodation, education, healthcare and community facilities, and assembly and leisure.

### CONSULTATIONS

#### Consultation with neighbours

A press notice advertising the proposal was published on 2 February 2017, and a number of site notices were displayed on 3 February 2017. In addition, letters were sent to 41,000 addresses.

As of 14 March 2017, 164 representations have been received. Of these 156 raise objections, 7 are in support, and one is considered neutral. In addition, an online petition objecting to the proposal has also been submitted. It raises some of the same objections as given in the individual responses. As of 14 March 2017 44 people had signed it.

The issues raised in the representations are summarised below.

Objection	Response
<i>General</i>	
The number of major events occurring under the existing cap already severely adversely affects the living conditions of local residents.	The impact of events is acknowledged, but there are mitigation measures proposed which look to mitigate the impact of major events at the Stadium.
Event days are hugely disruptive.	As above.
The proposal would severely impact on residents' quality of life.	As above.
No benefits or compensation to local community / local businesses.	As above.
The cap was imposed with good reason to protect the living conditions of local residents and should not be varied.	As above.
Any increase over the number of events already permitted would have an unacceptable adverse impact which should not be permitted.	As above.
Unacceptable for huge events to occur once or twice a week.	As above.
Proposal is beyond what is reasonable for local residents.	The impact of events is acknowledged, but there are mitigation measures proposed which would be greater than what is currently in place.
The Stadium should be used as the National Stadium only and not for league clubs.	The occupancy of the stadium by a club as opposed to its use as the national stadium is not, in itself, a material planning consideration. However, the implications of such occupation has been considered in relation to planning matters, such as the transportation implications.
The area has reached a point where further intensification of activity at the Stadium will give rise to unacceptable impacts on residents' quality of life; residents' needs should be prioritised; residents would experience additional harm while experiencing no benefits.	As above.
Why have the council not sought to reduce the number of events?	The Council has negotiated a lesser number of events which would use the full capacity of the stadium: from 31 to 22.
Existing THFC stadium has capacity of approx. 37,000: why is the capacity of Wembley's lower and middle tiers (51,000) not adequate? THFC	The lower and middle tiers can be used without restriction. This application proposes to increase the number of full capacity events and

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should manage with the available 51,000 capacity for a single season to avoid the need to vary the cap.	the Council is required to consider this proposal.
<i>Environmental Statement</i>	
ES not sufficiently robust to justify conclusions that all adverse effects are 'minor' / 'negligible'; quality of analysis inadequate. No quantitative analysis, just implausible assumptions.	The format of the ES follows similar principles to many other ES documents. Some points on the qualitative analysis are made in the assessment.
Gaps and inconsistencies in ES. A better piece of work is needed.	As above.
<i>Socio-economic (including Neighbouring amenity)</i>	
Insufficient work on likely negative impacts on economy: economic costs of such large crowds for local services / population. A proper cost-benefit analysis needed.	As above.
Socio-economic benefits questioned: no guarantee additional jobs will go to locals as catering and stewarding concerns bring in their own staff; 67% of anticipated additional expenditure would be travel costs to / from Stadium; no benefits to local community.	There would be some benefits to the local community by way of the programmes which Tottenham Hotspur would run. There would be potential for Brent residents to benefit from the additional jobs at the stadium.
Challenge socio-economic impact assessment: what about loss of custom to business because people avoid area; will additional jobs benefit local people? £14.5M figure of local expenditure is based on survey by THFC of spectators at White Hart Lane. The figure is based on assumptions which cannot support the conclusion of positive moderate impact on local economy.	Some of these concerns are agreed with, and further mitigation is proposed during the 2017/18 season.
Proposal will increase the number of days where residents experience large crowds often exhibiting rowdy, unruly, intimidating and abusive behaviour; drunkenness and shouting, complete nightmare for families, do not feel safe on event days.	The number of days that events can be held will not change as a result of this proposal. However, the number of events which exceed a capacity of 51,000 people will increase if the proposal is approved. The impact of events is acknowledged, but there are mitigation measures proposed which would be greater than what is currently in place.
Flagrant disregard of Controlled Drinking Zone (CDZ), police resources insufficient to enforce CDZ; vandalism and potential violence.	The Council is aware of instances of this occurring. The police have ultimate control on managing visitors to the stadium, and dealing with criminal acts.
Urination in streets and gardens, lack of toilet facilities.	Toilets on the concourse would be made available on before and after Tottenham Hotspur events.
Widespread littering of streets and gardens, dirt and mess; litter collection post-events is inadequate and doesn't extend to areas beyond immediate vicinity.	Street cleansing is already undertaken by the Council at the applicant's expense, and a number of litter bins would be provided around the stadium and the wider area.
Increased light pollution.	The levels of lighting would be unchanged by the development.
Local businesses will suffer further; shoppers stay away on event days as area becomes a no go zone; businesses lose custom due to inability to access area; many businesses rely on deliveries to / from their premises which is adversely affected by congestion and parking restrictions.	Some businesses would benefit more than others, and this depends on the type of business. Measures are in place, and more would be introduced, to reduce as far as possible the number of cars visiting the area on event days.
Fear for safety on event days, including for children; CCTV surveillance cameras should be fitted with cost borne in perpetuity by	There is already an extensive CCTV network, and the applicant would contribute towards addressing an existing shortcoming in the

applicant.	coverage.
<i>Highways and transportation</i>	
Increased volume of traffic over existing constant traffic jams will result in intolerable / unacceptable congestion, the increase is too much; existing road traffic infrastructure cannot cope with any more; existing event days cause traffic chaos / gridlock, area grinds to a halt; roads impassable, journeys impossible; impact on emergency vehicle access and road safety.	There is an acknowledged impact on event days, even with the reduction in additional events from 31 to 22. Measures are in place, and more would be introduced, to reduce as far as possible the number of cars visiting the area on event days.
Local traffic journeys badly delayed; restrict emergency vehicle access; residents' difficulty in accessing / leaving their properties, unreasonable restriction on freedom of movement; event day traffic chaos before and after matches.	As above.
Poor traffic management on event days – road closures not published on websites; notification of event day parking restrictions wholly inadequate – better information needed such as text / email alerts; event days poorly announced/advertised.	As above. The Council is committed to improving communication of events.
Total of 68 event days will cause unbearable traffic; weekday evening matches will create traffic chaos due to clash with evening rush hour; originally required traffic management measures not been met – application should be refused until condition 3 road improvements requirement is complied with.	There is an acknowledged impact on event days, even with the reduction in additional events from 31 to 22. Measures are in place, and more would be introduced, to reduce as far as possible the number of cars visiting the area on event days.
Condition 33 (temporary traffic management measures) should not be discharged as many Tottenham Hotspur fans travel on A406 which is already congested.	Transport for London has confirmed their commitment to this condition, and it is proposed for it to stay.
Condition 3 (cap) reason for imposition remains valid; concern at impact of traffic disruption on travel to / from Shri Swaminarayan Mandir during important dates for Hindu community in September and October.	WNSL and Spurs have proposed to work with the local community to identify potential dates of concern such as major festivals, and to make representations to the appropriate governing bodies responsible for the fixture dates. They propose to work with the community to mitigate the impact where dates do clash.
No mention of electric car charging points. Constant parking problems on existing event days; will result in increased number of days when parking restrictions are in force; parking restrictions on event days make family and friends visits difficult.	The car parking for stadium events is provided within designated car parks outside of the stadium which are to be delivered by Quintain through two separate consents which were granted in 2016. They are not the subject of this application.
Illegal parking in streets around Stadium should be addressed, ensure parking is with valid permits.	Additional mitigation is proposed to help address this issue.
Residents now using event day permits to clog up streets while hardsurfacing front gardens for parking, including to create a large number of spaces to rent on event days – adverse drainage and environmental impacts.	The Council is working to address unlawful parking with the support of the WNSL and Quintain. The action to date has focused on the larger unlawful car parks due to their greater level of impact..
Parking enforcement as far away as Neasden / Dollis Hill is not fair; impacts outside event day parking zone not considered - edge of parking zone residents plagued by on-street parking - disruption in Stanmore / Canons Park / Harrow / Kingsbury as visitors park to use bus / tube for last leg of journey.	There is the potential for all major events (not just those at Wembley Stadium) to result in increased levels of parking at other locations that are accessible from the venue. It is not considered reasonable in planning terms to address impacts at such locations.

Short term changes to match dates reduces residents' ability to plan ahead for family and other events: the number of potential event days exceeds 70% of the available time which is unacceptable; residents must be offered more certainty: suggest introduction of concept of Non-Event Days in the form of a list published a year in advance on a monthly basis setting out days on which no matches will occur.	Most of the events would be set in advance. Others would have to be set nearer the time depending on the progress of Tottenham Hotspur in cup competitions.
Severe overcrowding on buses and rail and underground trains, residents' travel severely disrupted; public transport unusable on event days; public transport cannot cope, grinds to a halt, nightmare congestion, chaos; trains heaving with drunk, unruly fans.	Significant improvements were made to public transport infrastructure including Wembley Park Station as a part of the Stadium original consent, but the impact of events is acknowledged.
Challenge minor adverse effect assessment on local highway network.	As above.
Challenge negligible effect assessment on London Underground: the network just about copes on normal days.	As above.
No modelling to quantify bus delays: where is empirical evidence?	There are a number of bus journeys which are diverted on match days, and this causes some delays. The lane drops on the North Circular Road reduces journey times for some buses.
<i>Noise</i>	
Increased exposure to noise, both from events in Stadium and crowds outside Stadium.	There would be an increase in terms of frequency, but the noise character of Tottenham Hotspur events are considered similar to other sporting events. There is potentially less noise than from a concert.
<i>Air Quality</i>	
Challenge air quality negligible impact assessment: common sense that more traffic will cause more pollution, in area of already high nitrogen dioxide pollution.	The increases are not considered to be to a sufficient level to refuse the planning permission.
Increased fumes and air pollution from more event days and more standing traffic and resulting health impacts.	As above.
<i>Cumulative impact</i>	
Circumstances have changed since the original permission which reinforce the need to retain the cap; large increase in number of residents and students around the site due to massive and ongoing building programme; new London Designer Outlet attracts large numbers of shoppers many parking in nearby residential streets; proposal will add to road and public transport congestion arising from these developments which were not present at the time of original permission; therefore no justification for removing cap.	It is agreed with that circumstances have changed, and the additional developments have been considered in the assessment. There would be additional traffic in the area on match days, but mitigation would be in place to maximise the use of public transport.
<i>Other matters</i>	
A number of responses express concern at the possibility of a dangerous precedent being set in light of Chelsea FC stadium redevelopment and potential desire to relocate to Wembley for three seasons from 2018/19. If granted the permission should be for one year only.	The application is for one season only, and any future applications would need to be assessed at the time.
Concern that not all consultation letters were delivered.	The consultation was carried out across an extensive area. A private company was employed to deliver the letters.

Support	Response
Was aware of nature of Stadium use when moved to the area and support the proposal as not being excessive in context of vibrant and exciting area.	Whilst this applies to many residents it is acknowledged that the new stadium is different to the previous one. Therefore, residents are entitled to express their views on the impact.
This is a world class facility built at significant cost to public purse and should be used more frequently.	As above.
Local businesses will benefit.	As noted above, the benefit to local business varies based on the type of business.
Use is only for a temporary period.	This is factually correct.
Excellent public transport accessibility.	The public transport nearby is considered good, and has been improved in the last few years.
Already seen benefits from Tottenham Hotspur Foundation work with employers and schools in the area.	The Foundation would operate within Brent to ensure that residents do experience some benefit.
The proposal will increase employment, skills and business opportunities and general economy. Opportunities for schools to benefit from community projects and workshops.	There is likely to be some benefits, but as noted above some businesses will potential not benefit on event days. A number of programmes and projects run by Tottenham Hotspur would operate within Brent.
Additional mitigation measures proposed will result in better run events than currently.	The aim has been to secure mitigation for the increased number of events.
Ability to rent driveways to visitors.	As noted above, this is considered problematic but the Council is unable to fully prevent it.

Neutral	Response
No objection but assurance sought that if Chelsea seek to use Stadium in the future there would be no scenario where both clubs would use the Stadium at the same time i.e. alternate weeks.	The application is for one season only, and any future applications would need to be assessed at the time.

#### Internal consultations

The following consultees were consulted, and made comments as detailed:

- **Local Lead Flood Authority** – No objections.
- **Environmental Services** – Request for additional obligations to ensure that the impacts of the development are mitigated.

#### External consultations

The following consultees were consulted, and made comments as detailed:

- **Transport for London** – Objections raised to the removal of condition 33. Queries raised around the actual number of home games that Tottenham Hotspur would play.
- **Network Rail** – No objections.
- **Chiltern Railways** – No response received.
- **Quintain Estates and Development Plc** – No comments received.
- **City of Westminster** – No objections.
- **London Borough of Barnet** – No objections.
- **London Borough of Harrow** – No objections subject to mitigation, which has not been defined.
- **London Borough of Camden** – No objections.
- **London Borough of Ealing** – No objections.
- **London Borough of Hammersmith and Fulham** – No objections.
- **Royal Borough of Kensington and Chelsea** – No objections.
- **London Borough of Haringey (Parks and Leisure Services)** – Support for the application based on the positive experience that the Council has had with the Tottenham Hotspur Foundation
- **Metropolitan Police** – No comments received.
- **British Transport Police** – Concerns raised, based on the increased number of supporters compared to



the existing ground. The number of away fans is cited and the potentially extra policing requirements, estimated at £583k.

- **London Fire Brigade**– No comments received.
- **London Fire and Emergency Planning Authority** – No comments received.

In addition, letters have been received from local MPs:

- **Barry Gardiner, MP for Brent North** – Recognition of the significant regeneration in and around the area. Queried why there is a need for Tottenham Hotspur to play games at Wembley's full capacity. Acknowledged economic benefits, but also the impact of vehicles on local residents and traffic and that an event day can be an unpleasant experience for local residents. The increase in the number of matches will prove a real strain on local living, and it is important that residents have their say. Concern that there can be violence associated with the crowd, and anti-social drinking in the street, lack of toilets and litter. Concern that standards of street cleaning has deteriorated and that the police do not have the resources to combat on-street drinking. Seeking further measures to mitigate existing number of event day impacts.

**Bob Blackman, MP for Harrow East** – Concerns raised about the impact of parking at Stanmore, and the proposed additional events would amplify this. There will also be additional pressure on public transport. Match dates and kick off times can vary, often at short notice which can have severe impacts on his constituents. It is not clear how this will be mitigated. Suggestion that the concerts (which have the most impact on local residents) could be curtailed. Concern that this sets a precedent for Chelsea FC to use the stadium for a further three years.

## POLICY CONSIDERATIONS

### National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG)

#### London Plan (2016)

- Policy 2.6 – Outer London: vision and strategy
- Policy 2.7 – Outer London: economy
- Policy 2.8 – Outer London: transport
- Policy 2.13 – Opportunity areas and intensification areas
- Policy 2.14 – Areas for regeneration
- Policy 2.15 – Town centres
- Policy 3.1 – Ensuring equal life chances for all
- Policy 3.2 – Improving health and addressing health inequalities
- Policy 4.1 – Developing London's economy
- Policy 4.5 - London's visitor infrastructure
- Policy 4.6 – Support for and enhancement of arts, culture, sport and entertainment
- Policy 4.7 – Retail and town centre development
- Policy 4.8 – Supporting a successful and diverse retail sector and related facilities and services
- Policy 4.11 – Encouraging a connected economy
- Policy 4.12 – Improving opportunities for all
- Policy 6.1 – Strategic approach
- Policy 6.2 – Providing public transport capacity and safeguarding land for transport
- Policy 6.3 – Assessing effects of development on transport capacity
- Policy 6.4 – Enhancing London's transport connectivity
- Policy 6.8 – Coaches
- Policy 6.9 – Cycling
- Policy 6.10 – Walking
- Policy 6.11 – Smoothing traffic flow and tackling congestion
- Policy 6.12 – Road network capacity
- Policy 6.13 – Parking
- Policy 7.4 – Local character
- Policy 7.5 – Public realm
- Policy 7.14 – Improving air quality
- Policy 7.15 – Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- Policy 8.2 – Planning obligations
- Policy 8.3 – Community infrastructure levy

#### Core Strategy (2010)

- CP 1 – Spatial Development Strategy
- CP 2 – Population and Housing Growth

- CP 7 – Wembley Growth Area
- CP 13 – North Circular Road Regeneration Area
- CP 14 – Public Transport Improvements
- CP 15 – Infrastructure to Support Development
- CP 16 – Town Centres and the Sequential Approach to Development
- CP 17 – Protecting and Enhancing the Suburban Character of Brent
- CP 23 – Protection of existing and provision of new Community and Cultural Facilities

#### Development Management Policies (2016)

- DMP 1 Development Management General Policy
- DMP 2 Supporting Strong Centres
- DMP 6 Visitor Accommodation and Attractions
- DMP 12 Parking

#### Wembley AAP (2015)

- 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 17 – Event Related Transport

#### Supplementary Documents

- Wembley Masterplan
- S106 Planning Obligations SPD 2013
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## DETAILED CONSIDERATIONS

### Background

1. The site has been used as a stadium since the opening of the original stadium in 1923. Over time the stadium became outdated, and a decision was made in 1996 for a new stadium to be constructed on the site. Following this, a planning application was submitted in 1999 (ref: 99/2400) alongside a listed building consent (ref: 99/2399) for its demolition and the construction of a 90,000 seat English National Stadium. Planning permission was granted in August 2002, subject to a number of conditions including the two which are the subject of this application. The new stadium was opened in 2007, and has held sporting and non-sporting events since.
2. Since then the wider Wembley Masterplan has emerged, and the planning history shows the main planning applications which have been granted. These have clearly changed the area since the original planning applications were considered, and this change continues.
3. The application is made by Wembley National Stadium Limited (WNSL). The planning permission included the two conditions which are proposed to be amended. **Condition 3** is proposed to be varied. This condition currently specifies the following:

*That until the following works are completed to the satisfaction of the Local Planning Authority and written confirmation as such is given to the applicant or owner or occupier:*

1. *Improvements to Wembley Park Station to achieve a capacity of 50,000 persons per hour and*
2. *Construction of roads known as the Estate Access Corridor and the Stadium Access Corridor*

*and unless otherwise agreed in writing by the Local Planning Authority, the number of major sporting events held at the stadium in any one year shall be restricted to no more than 22 (to exclude European Cup and World Cup events where England/UK is the host*

nation) and the number of major non-sporting events shall be restricted to 15. This shall be described as the cap. Up to three additional major sporting events shall be permitted in any one year provided that for each additional sporting event there is a reduction of two non-sporting events in the same year.

If after two years following the completion of the stadium the works specified above have not been completed, and until such time as the works have been completed, then additional events over and above the cap specified above shall be permitted subject to the number of spectators being limited to the capacity of the lower and middle tiers of the stadium, leaving the upper tier unoccupied.

Note: for the purposes of this condition major event means an event in the stadium bowl with a capacity in excess of 10,000 people.

Reason: The Local Planning Authority is of the view that major improvements to local transport infrastructure is required before the number of major events at the stadium can be increased significantly above their current levels.

4. **Condition 33** was proposed to be removed. This condition reads as follows:

*Temporary traffic management measures shall be provided for no more than 30 stadium events per calendar year.*

*Reason: To enable the A406 North Circular Road to continue to be used efficiently as part of the national system of routes for the through traffic in accordance with section 10(2) of the Highways Act 1980 and to ensure the continued safety of traffic using that road.*

5. This application is as a direct result of planning permissions granted by the London Borough of Haringey for the *Northumberland Development Project*. This included the redevelopment of Tottenham Hotspur's current stadium at White Hart Lane and surrounding land for a replacement 61,000 capacity football stadium. A significant amount of construction is being undertaken throughout the current 2016/17 season while the existing White Hart Lane Stadium remains in place, apart from one section of the North Stand which has been demolished.
6. To complete the project the White Hart Lane Stadium is to be demolished in its entirety and an alternative venue is therefore needed for THFC for the 2017/18 season. The new stadium is scheduled to be fully operational for the start of the 2018/19 football season.

## **Environmental Impact Assessment**

7. The application is subject to an Environmental Impact Assessment (EIA) which has been submitted to support the planning application. This is made up of an Environmental Statement (ES), which is supported by technical appendices, and a Non-Technical Summary. A Planning Statement has also been submitted.
8. The ES includes a chapter (A) on the introduction and background to the proposals, and a detailed description of the proposal. There is a further chapter on the methodology, scope and approach (B). Following on from this the main topic based issues are assessed. They are:
- Socio-economic effects (C)
  - Transport (D)
  - Air Quality (E)
  - Noise (F)

9. Finally, there is a chapter on the cumulative impacts of the development (G).
10. The ES is structured around identifying impacts, where these impacts are felt, how significant they are, and whether they are adverse or beneficial. It does this with reference to the existing baseline conditions, the characteristics of the proposal and any mitigation effects, and whether there are any cumulative effects.
11. Chapter A outlines background to the proposals. The original planning permission for the new stadium was accompanied by an EIA, which assessed its impacts. The EIA to accompany this is less in extent, due to the impacts being narrower. For example, there are no impacts relating to archaeology or geology as the stadium has been completed and it is not proposed to make any physical alterations to it.
12. Tottenham Hotspur have recently played European games at Wembley, and there are a number of measures which are detailed in the ES which are proposed to be incorporated into the operation of future matches at Wembley. Paragraph A4.14 notes that Wembley would be provided to Tottenham Hotspur fully staffed, but additional stewards are proposed to act as fan liaison and performing a “meeting/greeting” role. Further measures which were provided during Tottenham Hotspur’s recent games (and which are proposed to be continued if this application is granted planning permission) are:
  - Up to 60 Tottenham Hotspur stewards to act as part of the match day operations;
  - Knowledge sharing between Tottenham Hotspur, WNSL, and visiting teams to ensure that teams are well prepared for the season ahead;
  - Tottenham Hotspur working with the Metropolitan Police to make use of the Dedicated Football Officer at Wembley;
  - Use of the Tottenham Hotspur Safety and Security Team Text Service which allows fans to anonymously alert the team to issues within the stadium;
  - The Club Safety Officer and her team to be a constant presence for all discussions alongside the Club’s Supporter Liaison and Community Relations Teams. The Club Safety Officer to also be in the control room for each match;
  - Tottenham Hotspur to be represented on the Wembley Stadium Transport Operations Group for the duration of the tenure.
13. Further measures and mitigation are detailed below in the topic based chapters.
14. The applicant has provided information on the consideration of alternatives, as required by the 2011 EIA Regulations. They note that the key considerations for the temporary relocation from White Hart Lane are put forward as:
  - The need for a stadium of a scale able to host Tottenham Hotspur games;
  - The availability of the stadium during the 2017/18 season;
  - A location within a reasonable travelling distance for Tottenham Hotspur fans.
15. The applicant has identified Wembley as meeting these criteria, and hence has not considered other locations / alternatives.

### **Planning policy background and structure of the assessment**

16. Section 38(6) of the Planning and Compulsory Purchase Act requires that applications are to be determined in accordance with the statutory development plan unless material considerations indicate otherwise.
17. The development plan consists of the London Plan (2016) and the Brent Local Plan. In relation to this location the latter consists of the Core Strategy (2010), the Development

Management Policies (2016), the Site Specific Allocations (2011), and the Wembley Action Plan (2015). There is also a number of planning guidance documents (Supplementary Planning Guides and Supplementary Planning Documents). In addition, the contents of the NPPF and the NPPG are material considerations to the determination of this application.

18. Conditions 3 and 33 of the original planning permission are both primarily related to transportation, and this is confirmed by the reasons for the conditions which were stated when they were imposed. However, the impacts of transportation go beyond this and include some of the other topics considered within the ES. In addition, the number of persons that would attend major events at the stadium is an important consideration, with a distinction between the lower and middle tiers being used, and the entire stadium.
19. To fully understand the impacts, and their likelihood, there is a discussion around the existing cap within condition 3, and the mechanisms within it. The number of home games that Tottenham Hotspur can potentially play, and how many they are likely to play, is relevant. This is crucial to condition 3, and merits a separate discussion which is then applied to the main topics which follow. Discussion of condition 33 (whilst still important) is largely limited to the section on *Highways and Transportation*, with reference elsewhere as necessary. Other issues that have been raised during the consultation are also addressed.

### Existing cap within condition 3

20. Condition 3 is reproduced above. The overall rationale behind the condition was to restrict certain events until specific transport improvements were completed. This can be divided into the period of 2 years from completion of the stadium, and the period afterwards. The condition is based around major events which are considered to be those with a capacity of more than 10,000.
21. Examining this in more detail two main transport improvements are identified. The improvements to Wembley Park Station were completed in 2006 and so this requirement is satisfied. The construction of the Estate Access Corridor has been completed, although the Stadium Access Corridor was only partially completed. The details and rationale behind this is discussed later, but this is identified here to illustrate how the condition is interpreted. The key element of this is that the cap remains in place due to the second criteria not having been completed.
22. Until the two sets of improvements are made the condition identifies how many major events can take place at the stadium. This is separated out into major sporting events (22) and major non-sporting events (15) that are permitted each year, making 37 major events in total. There is an exception in the event that the country hosts a major football tournament, but this has not been required since the stadium was completed and is not scheduled for the period under consideration. It would be invoked in 2020 when the semi-finals and final of the European Championships are scheduled to take place. These would therefore be able to take place outside of the existing cap.
23. Within the cap there is provision to increase the number of major sporting events as long as it is accompanied by a reduction in the number of non-sporting events. For each additional major sporting event, the non-sporting events must decrease by 2. This is up to a maximum of 3 major sporting events, which would result in a reduction of 6 non-sporting events if used to the fullest extent (see Figure 1).

Major sporting events	Major non-sporting	Total
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		events	
Initial cap	22	15	37
Addition of 1 major sporting event	23	13	36
Addition of 2 major sporting events	24	11	35
Addition of 3 major sporting events	25	9	34

*Figure 1: Impact of the second part of the condition on the number of sporting events allowed within the cap*

24. As noted the Estate Access Corridor and the Stadium Access Corridors were not completed within two years of the stadium's completion which invoked the second part of the condition which remains in force until these works are completed. This allowed for additional events to take place at the stadium as long as they were restricted to the lower and middle tiers of the stadium, and there is no numeric restriction on this. This would be a capacity of 51,000, reduced from the maximum capacity of 90,000. The implication is that Tottenham Hotspur could theoretically hold all of their home fixtures at the stadium now as long as the upper tier is not used. This therefore represents a legitimate fallback position for the applicant.
25. As submitted, the proposal was to add 31 additional major sporting events for Tottenham Hotspur to play there, restricted to between 1 August 2017 and 31 July 2018. Theoretically this could have allowed up to 68 major events in total with a capacity of up to 90,000 people. The Council initially suggested that the maximum capacity of the proposed additional event is reduced to 61,000 (the capacity of the new stadium at White Hart Lane). However, the applicant was not willing to propose reduction as this would result in a part-full stadium with only parts of the upper tier being occupied by fans, which they did not consider would achieve an appropriate atmosphere. Instead, following discussions with Council Officers, the total number of additional high capacity (up to 90,000 people) events has been reduced from 31 to 22 in order to reduce the number of instances where additional impact will occur. This is also discussed in the "proposal" section of this report.

### **Current application of the cap**

26. The applicant has provided details of the major events planned at the stadium during the period the application is concerned with. This confirms that there are 20 major sporting events and 9 major non sporting events scheduled. There are also two sporting events which have a capacity of less than 51,000, so these would fall outside of the cap. This leaves 2 major sporting events and 6 non sporting events that *could* take place within the cap.
27. However, by invoking the second part of the condition the applicant is allowed to increase the number of major sporting events at the expense of major non-sporting events, as illustrated in figure 1 above. This would allow Tottenham Hotspur to play 5 matches within the existing cap. This would equate to 34 major events (sporting or otherwise) overall, which is less than the 37 which the overall cap allows for.
28. These 5 events within the cap are not in themselves sufficient to cover the whole football season, hence why the application has been made. The applicant has stated that the maximum number of home games that they could play is 36, but this assumes that they progress very well in every cup competition they enter. The application for 31 additional major events was to allow for this eventuality (based on 5 and 31 totalling 36). The amended number of 22 recognises that it may not be possible to play all matches at full capacity. It also responds to a realistic scenario that not all of the current matches scheduled for Wembley attract greater than 51,000 spectators. Further analysis on the practicalities of this is undertaken below.

## English and European club football structure

29. The Council has conducted its own analysis to understand how the structure of English and European club football could impact on the number of home games that a Premier League team such as Tottenham Hotspur *could* play.

### *Premier League*

30. As a standard each team in the Premier League plays 19 home games. This is a function of there being 20 teams in the league, and every team plays the other 19 teams home and away. This has been the format since 1995/1996 when the number of teams was reduced from 22 to 20; hence this is the focus of the analysis. The bottom three teams in the Premier League are relegated to the Championship, where they would play 23 home games.

### *Domestic cup competitions*

31. In addition every team enters the FA Cup and the League Cup, but given that they are knock-out competitions there is no certainty of the number of matches or where they are played: it is possible to play exclusively home or away in the early rounds, and once a club is beaten their involvement in the rest of the tournament ends.
32. The FA Cup is structured such that Premier League clubs join in the third round. To win it they would need to win their third round match, 3 further rounds, the semi-final and the final. The semi-final and final are at Wembley (which is considered a neutral venue) and these events would fall within the existing cap.
33. The League Cup is different: those clubs in European competition join in the third round whereas those that are not join in the second round. After the third round there are another 3 rounds before the final (also at Wembley), and the semi-final has two legs, so that each team has to play at least one game at home if this stage of the competition is reached.

### *European Competitions*

34. In addition, by virtue of finishing high in the Premier League, or winning one of the cup competitions clubs enter one of the two European competitions: the Champions League and the Europa League. There are exceptions to this in the event that a team winning one of the domestic cup competitions also earns a European place via their league position, or if an English club were to win this season's Europa League. In these circumstances the sixth, seventh, and eighth placed team can also qualify for Europe. This cannot be confirmed at this stage of the season, as there are still a number of games to be played. Therefore, there is focus on the current situation.
35. As it stands, the top 4 teams in the Premier League this season will enter the Champions League next season. The top 3 will enter at the main group stage of the tournament. The fourth placed team would have a play-off against another European team, with the winner entering the group stage (so this route potentially has an extra home game). In addition, the winner of this year's Europa League will enter the Champions League next season at the group stage. This *could* be another Premier League team as Manchester United remain in the competition.
36. The group stage consists of a number of groups each with 4 teams. Each team plays the 3 other teams home and away. The top 2 teams then move into the knock out stages, with 4 rounds consisting of a home and away match, before the final at a neutral venue. There is a particular scenario where a team finishing third in a Champions League group can be eliminated from that competition but then enter the Europa League at the knock out stage.
37. The fifth placed team in the Premier League and the winner of the FA Cup would enter the Europa League at the group stage of the competition, which is structured similarly to the Champions League. The League Cup winner would also enter, but would need to win two

rounds before the group stage (which is potential for 2 additional home matches). At the group stage, the top 2 teams in each group would progress to the knock-out stages. There are 32 clubs in the knock out round, so making an additional match when compared to the Champions League.

*Non-competitive matches*

38. Prior to the start of each football season a team is likely to play a number of non-competitive matches, but there is no particular structure or pattern to them as they are arranged individually. It would be the decision of the club to play as few or as many as they wished, subject to them finding an opponent.

**Tottenham Hotspur potential home games**

39. The various competitions create a range of scenarios for the number of home games a Premier League team is likely to play during the 2017/18 season depending on where they finish in the Premier League, and whether they win cup competitions *this* season, and Tottenham Hotspur could yet win the FA Cup. It also depends on how successful they are in cup competitions *next* season.
40. As of 13 March 2017 there are 11 games remaining for Tottenham Hotspur in the Premier League, and the top of the table is shown in Figure 2 below. As it stands Tottenham Hotspur are well placed to be in European competition next year, and specifically to enter the Champions League at the group stage.

Position	Team	Played	Points	Goal Difference	European competition
1	Chelsea	27	66	+37	
2	<b>Tottenham Hotspur</b>	<b>27</b>	<b>56</b>	<b>+33</b>	CL GS
3	Manchester City	27	56	+24	
4	Liverpool	28	55	+25	CL PO
5	Arsenal	26	50	+24	EL GS
6	Manchester United	26	49	+17	EL 3Q *
7	Everton	28	47	+17	None
8	West Bromwich Albion	28	40	-1	None

CL GS = Champions League Group Stage; CL PO = Champions League Play-off;  
 EL G = Europa League Group Stage; EL 3Q = Europa League Third Qualifying Round.

\* Due to winning the League Cup

Figure 2: Premier League table and potential European competition, as of 14 March 2017

41. For Tottenham Hotspur in 2017/18 the overall minimum would be the result of playing no home games in the FA or League Cups, and not being in either European competition (which means finishing sixth to 17<sup>th</sup> as it stands). Figure 3 goes further and details the minimum based on where a club finishes *this* season.

Premier League position in previous	Domestic	European	TOTAL



season								
	Premier League	FA Cup	League Cup	Champions League Qualifier	Champions League	Europa League Qualifier	Europa League	
1st - 3rd	19	0	0	0	3	NQ	NQ	22
4th	19	0	0	1	NQ	0	3	23
5th	19	0	0	NQ	NQ	0	3	22
6th - 17th	19	0	0	NQ	NQ	NQ	NQ	19
18th - 20th	23	0	0	NQ	NQ	NQ	NQ	23

NQ = Non-qualifier

Figure 3: Minimum number of matches in 2017/18 season based on league position this season

42. For Tottenham Hotspur in 2017/18 the maximum would be the result of reaching at least the semi-finals of both domestic cups, and then reaching the semi-finals of the Europa League having first had to qualify for the Champions League group stage only to finish third in their group. This can only happen if Tottenham Hotspur finishes in 4<sup>th</sup> place this season, which is possible. Figure 4 details the maximum based on where a club finishes this season.

Premier League position in previous season	Domestic			European				TOTAL
	Premier League	FA Cup	League Cup	Champions League Qualifier	Champions League	Europa League Qualifier	Europa League	
1st - 3rd	19	4	4	0	3	0	5	35
4th	19	4	4	1	3	0	5	36
5th	19	4	5	NQ	NQ	0	8	36
6th - 17th	19	4	5	NQ	NQ	NQ	NQ	28
18th - 20th	23	4	5	NQ	NQ	NQ	NQ	32

NQ = Non-qualifier

Figure 4: Maximum number of matches in 2017/18 season based on league position this season

43. It is not considered feasible that Tottenham Hotspur will be relegated this season. It is possible that they will finish in sixth place or below, and so would miss out on European competition through their league position, As noted above there remains a scenario whereby finishing as low as eighth obtains European competition anyway depending on who wins. This relies on events occurring which cannot be known at this stage, and so it is considered more sensible to focus on the current situation. Nevertheless, there would appear to be a greater chance than not of them qualifying for European competition next season. In this case the potential maximum number of games would be 35 or 36.

44. The previous 20 completed seasons allow an indication of how many home games Tottenham Hotspur have actually played. This is from 1995/96 to 2015/16, and the details are within Figure 5 below. This season's performance is also relevant. Although the season has not yet finished, the number of home games is already certain.

Season	Total home games	Eventual league position	European competition
1995/1996	23	8	Yes

1996/1997	21	10	No
1997/1998	23	14	No
1998/1999	25	11	No
1999/2000	23	10	Yes
2000/2001	22	12	No
2001/2002	25	9	No
2002/2003	20	10	No
2003/2004	24	14	No
2004/2005	23	9	No
2005/2006	19	5	No
2006/2007	31	5	Yes
2007/2008	28	11	Yes
2008/2009	26	8	Yes
2009/2010	24	4	No
2010/2011	27	5	Yes
2011/2012	26	4	Yes
2012/2013	26	5	Yes
2013/2014	27	6	Yes
2014/2015	30	5	Yes
2015/2016	27	3	Yes
2016/2017	27	<b>Not yet determined</b>	

*Figure 5: Number of home games between 1995/1996 season and 2016/2017 season*

45. The 21 year period before this season can be divided broadly into 2. During the first 11 years from 1995/96 to 2004/05 they had an average league position of 10.2, and played in European competition only once. In the second period from 2005/06 to 2015/16 this reduced to 5.6 (and they did not play in Europe only once). The average number of games for these two periods is 22.5 and 27.2 respectively.
46. In this period the range of games played was between 24 and 31. The former included a good run in one cup competition, whilst the latter included a good run in all three. This suggests that it is highly unlikely that 36 games will be necessary for the 2017/2018 football season. Indeed, there has only been two occasions where the figure has reached 30 games in a season and the average of 27.2 is greater than 7 out of 10 seasons. Factoring in the 5 games which could take place as part of the original cap, then this suggests that an additional 22 major events (making 27 in total) would have been sufficient to cover all but 3 of the last 11 seasons.
47. If the number of home games proves to be less than 27, which it has in 4 of the last 11 seasons, then not all of these additional major events would be required, and the wording of the amended condition is such that no one else would be able to make use of them instead. If it is greater than this, then these extra matches would have to be played to no more than 51,000 persons.
48. These games would take place at different times. Based on the current season, there were 11 games on a Saturday. Four of these started at 12:30h, five were at 15:00h, and two were at 17:30h. Nine were on a Sunday, with five starting between 13:30h and 14:15h, and four between 16:00h and 16:30h. Six were on a Wednesday at either 19:45h or 20:00h, and one

was on a Thursday at 20:05h.

### **Socio-Economic Effects (including Neighbouring Amenity)**

49. This can include a wide range of considerations. The NPPF seeks to build a strong, competitive economy to create jobs and prosperity. In addition, it also notes the importance that the planning system can play in facilitating social interaction and creating healthy and inclusive communities. Safe and accessible developments are important to achieving this, and crime and disorder (and the fear of such) are considerations.
50. The site is within an Opportunity Area (Wembley) as identified by policy 2.13 of the London Plan. It is also within a Strategic Cultural Area. Policy 4.6 provides support for and enhancement of arts, culture, sport and entertainment. Policy 2.7 seeks to encourage growth in the Outer London economy, and there is also support for this within policy 4.1 as part of a wider concern with developing the economy of London. Specific policies exist to encourage hotels (policy 4.5), retail and town centre development (policy 4.6), and a diverse retail offer (policy 4.8).
51. Policies 3.1 and 3.2 are also considered to be of relevance, but more for the social side of the equation. They seek to ensure that equal life chances exist for all, and that health inequalities are addressed.
52. At the local level policy CP1 of the Core Strategy identifies the overall spatial development strategy. Wembley is identified as one of five growth areas, and is expected to deliver the majority of the borough's development and employment growth. In expanding on this, policy CP7 notes that Wembley will drive the economic regeneration of the borough. The promotion of town centres is reinforced by policy CP16. CP15 refers to infrastructure, identifying that prior to granting planning permission for major proposals, the Council will need to be satisfied that the infrastructure requirements arising from a development will be met. The Development Management Policies includes DMP6 which encourages further visitor accommodation.
53. These policies are primarily aimed at new development (ie. Constructing something that does not currently exist), although there is a link with this application and the impacts that would result. The policies referred to above therefore need to be interpreted in light of the number of events increasing, rather than new or altered floorspace. There is a clear crossover with the other issues and so this section needs to be read in conjunction with the later sections.
54. In chapter C of the ES the applicant considers these impacts, building on the 1999 assessment. There have been a number of objections which consider that the benefits are overstated. One in particular has discussed shortcomings in the applicant's analysis.
55. The applicant has identified 3 levels: the study area, the remainder of Brent, and outside of Brent. The study area has been defined as based on Super Output Areas (which are recognised geographical areas), and the particular areas selected include most of Tokyngton ward and a section of Wembley Central Ward. This covers the stadium and the main pedestrian routes from the main transport routes to the stadium and Wembley High Road. It also broadly corresponds with the assessment carried out in 1999.
56. The document considers that there is no generally accepted methodology for assessing the

significance of socio-economic effects, but they have adopted a similar approach to the rest of the ES with impacts considered based on their scale, nature, context, location and likely duration. The impacts are then assessed on the basis of their magnitude and the sensitivity of the receptor, and classified as 'Substantial', 'Moderate', 'Minor', or 'Negligible'. An objection disagrees with this, noting that there are methods of assessing significance (principally cost benefit analysis). However, the approach adopted is consistent throughout the ES and so there is considered a benefit to that.

57. In carrying out the assessment the applicant has made a couple of assumptions. Firstly they have based the impacts on the attendance at each match being 90,000, even if this is unlikely in practice. This is agreed with, as it is necessary to consider the full potential impacts of the proposal. There is a waiting list for season tickets for Tottenham Hotspur of 61,663 (paragraph A4.9 of the ES), and Tottenham Hotspur supporters are identified as being amongst the most affluent in the Premier League (A4.11). Therefore, there appears to be a market for additional tickets.
58. However, the need to segregate home and away fans, the varying nature of away fan attendance, and the possibility that some Tottenham Hotspur tickets may go unsold, suggest that it is unlikely to be full capacity each time. The exact number of home matches is (as noted above) not certain at this stage and depends on progress in cup competitions. However, for the purposes of the assessment the applicant initially assumed the maximum, although this has now been reduced.
59. The applicant has identified the population within the study area as being 19,296 in 2011, which is based on census data, and has increased by 20% since 2001. However, as pointed out by one objector, this fails to take account of population growth since 2011. The area has changed in that time with a greater number of residential units and an increased student population. The Council agrees with the objection, and hence the population is likely to be higher than the applicant contends, with potential for it to further increase as developments currently under construction are occupied during the period that the application covers. The nature of the new developments suggests that population is potentially younger around the stadium compared to when the original proposal was assessed. The percentage of the population of working age in 2011 was slightly higher than the rest of the borough and London. Reflecting the rest of Brent there is a mix of religions and ethnic groups. Between 2001 and 2011, unemployment fell from 15% to 7%. In any event it is clear that there have been changes since the original assessment was undertaken.
60. Since the original assessment there are a number of additional employment opportunities, with the SSE Arena, Brent Civic Centre, Hilton Hotel, and the London Design Outlet having been constructed. In addition, the stadium itself has an economic impact. There are 60 permanent staff, and between 1,100 and 1,300 stewards for major events and a further 200 specialist medical and other support staff. Approximately 2,500 catering staff are employed on average and a further 250 are associated with merchandising and other operations. Based on an Economic Impact study carried out in 2014 the average spend within the stadium is £7.50, which equates to approximately £17m per annum (based on 2013 data). The guided tours around the stadium attracted 150,000 people in 2013.
61. Many visitors (to events and the guided tour) are from elsewhere in the UK or abroad, and hence there is potential for hotel stays, visits to restaurants, and trips elsewhere in London. The ES reports that the average spend is £372 per person for an overnight stay. Day visitors on average spend £48 per head, made up of travel (£28), food / drink from restaurants and takeaways (£6.10) and miscellaneous spending (£3.60). The analysis reports 80% of visitors dining in a restaurant or pub, and the majority of visitors spent further money on food and drink within the stadium. The applicant has also reported an increase in trade in restaurants

and bars of between 20% and 40%, with some additional recruitment as a result.

62. The proposal would increase the number of visitors to the area, who would spend money. On the basis that Tottenham Hotspur can use the stadium up to 51,000 without restriction, then the extra 39,000 persons per match would have resulted in up to 1,209,000 spectators in total based on 31 events (now reduced to 858,000 based on 22 events). There would also be an increase in the number of times stewards and catering staff are employed in the stadium, albeit that many will be the same people. Using a similar approach the increase in events over 51,000 would lead to the number of stewards increasing from 600-900 to 1,100-1,300. The applicant considers this to be 500 per event on average, which would equate to 15,500 extra stewarding positions (now reduced to 11,000). However, this is based on the upper values. Using the lower values the uplift is 400 per event, which would result in 12,400 positions (now reduced to 8,800). It appears reasonable to base this on the mid points within the ranges. This would create 450 extra positions, which would be 13,950 over the course of a season (now reduced to 9,900). For catering staff the additional figure would be 500 per full capacity event. The additional employment is considered to be a positive economic impact, which in turn has a social impact on the beneficiaries. In addition, these specific number of persons employed are low enough that in isolation they are unlikely to disturb existing residents when arriving and leaving.
63. The applicant has used data from existing football matches at White Hart Lane to assess the likely spend from visitors. This is based on 2014 analysis by Tottenham Hotspur and concludes that £36 is spent per head. Transferring this to Wembley would imply £43.5m (now reduced to £30.9m); although if travel costs of £24 per head are excluded then this drops to £14.5m (£10.3m) for food, drink and other items. Concern has been raised by an objector (which is agreed with) that it cannot be assumed that spending at Wembley will have the same character as at White Hart Lane. The habitual nature of football fans suggests that there *could* be parallels, but in a new environment behaviour may differ. The larger size of the stadium implies that people who would attend Wembley may not currently be attending White Hart Lane on a regular basis, so may not be reflective of (for example) existing season ticket holders. This leads to the conclusion that some level of caution needs to be applied to the precise visitor expenditure.
64. There have been objections to the position of the applicant on this. It has been suggested that existing businesses lose trade on event days. There is logic to this, and it is based on the type of business. Cafes, restaurants, takeaways lend themselves to additional trade from visitors. The same is true of pubs, and some of the objections suggest that this is particular acute for football matches as opposed to other sporting events or concerts. Newsagents and off licenses may also benefit. However, it has been noted that congestion and strain on existing services can discourage some economic activity, and that this has not been considered fully. For example, a dry cleaner or travel agent is likely to see a benefit, and possibly a fall in trade as people decide to visit on a non-event day instead or not at all. This is not restricted to small businesses: supermarkets and electronics stores (both of which are near the stadium) could also see lower trade on event days. A hotel could see trade from visitors travelling to attend major events, but equally other visitors may be discouraged on event days. The ES does not include this as part of the analysis. This adds to the uncertainty, and there is sympathy with the objections that raise this.
65. The applicant has considered that overall there would be a moderately positive impact on the local economy for the period under consideration. However, as noted above a degree of caution needs to be applied to this given the comments above. Whilst this does not mean that there will not be a positive economic impact on the area, the specific monetary value expressed by the applicant is potentially on the high side.

## Anti-social behaviour

66. The consultation period has generated a number of objections citing anti-social behaviour as being a problem with the existing operation of the stadium. Objectors are concerned that this will be exacerbated by the greater number of events. Objections have noted rowdy, unruly, and abusive behaviour. Drunkenness, public urination, and litter have all been raised as existing problems that can extend beyond the station. It is self-evident that amongst a significant crowd (whether that is 51,000 or up to 90,000) that there are likely to be examples of anti-social behaviour. The British Transport Police have commented that where away fans travel more than 25km on the rail network they are more likely to engage in alcohol related disorder, and there is potentially a greater number than currently visit White Hart Lane. However, given that many of the Tottenham Hotspur fans will live within this radius, there is potential for less alcohol related disorder than, for example, an FA Cup final where the two teams are from outside of London. Nevertheless, it remains an issue of concern. Although it is not possible for Tottenham Hotspur or WNSL to influence the behaviour of people when they are some distance away from Wembley, there are some measures that can be introduced to better manage the situation nearby than are currently in place. Whilst Tottenham Hotspur can play at the stadium irrespective of the outcome of this application, an increase in the number of higher capacity events would increase the risk of anti-social behaviour occurring unless adequately mitigated.
67. In addition, it is considered that the accompanying section 106 legal agreement should include further measures on to address public safety and anti-social behaviour within the local area and a variety of mitigation measures are proposed. This includes the provision of between 50 and 80 additional stewards for major events, to be deployed alongside existing stewards. They will need to be deployed outside of the stadium to be effective in mitigating this impact. Tottenham Hotspur will also use at least 15 "Fanbassadors" who will work alongside the stewards. The applicant has also agreed to ensure that the public toilets on the external concourse will be open 4 hours before an event, and 90 minutes afterwards. This is secured through a condition on the original consent but is not currently happening due to security issues that occurred when the Stadium first opened. Costs have been identified by the Council to deal with other public safety and security issues, including those associated with street trading, ticket touts and work undertaken by the Brent Council Event Safety Team. Funds would also be secured in relation to this. The applicant has agreed to meet the costs of a new CCTV camera following a recent incident. This will allow the authorities to react more quickly if further incidents occur in the future. The existing section 106 agreement includes provision for WNSL to pay for event day street cleansing.

## Community activities

68. Tottenham Hotspur operate a number of initiatives now which would operate in Brent for the 2017/18 season if planning permission is granted. This includes the Tottenham Hotspur Foundation, which focuses on education, employment and health and wellbeing. Example projects include health checks, programmes with local schools, and apprenticeships.
69. It has been raised during the consultation period that as part of their planning permission for a new stadium Chelsea FC has committed to contributions towards local community activities (£12m) and a contribution towards affordable housing (£3.75m). There is a distinction to be made between the construction of a new stadium, and the additional usage of an existing stadium. When Wembley Stadium was granted planning permission in 2002 there were a number of financial obligations that WNSL had to pay, which they did.

## Socio-economic impact and neighbouring amenity summary

70. It is accepted that these measures will not address all anti-social behaviour: there will always be examples of this where there are large crowds, and this is not unique to football, Wembley or Tottenham Hotspur. However, they are considered to provide some mitigation.

Given the concerns raised about the value of the economic benefits, these mitigation measures are considered crucial to the success of operations going forward. With this additional mitigation, it is considered that the impacts of having more people in the area on a more regular basis will be lessened Tottenham Hotspur events take place. On balance, the measures that are proposed are considered to be sufficient to mitigate the additional impacts of the additional high capacity events at the stadium.

## Transport

71. Policy 2.8 of the London Plan seeks to enhance accessibility and integrate land use and transport planning in outer London. Policy 6.3 requires that development proposals ensure that the impacts on transport capacity are considered, and that developments do not adversely affect safety on the transport network. The cumulative impacts of development are also required to be taken in to account. Policy 6.4 seeks to enhance transport connectivity. Policy 6.8 concerns coaches. Policy 6.11 promotes the smoothing of traffic flow to improve journey time reliability, car sharing, and the development of intelligent transport systems to convey information to transport users. Parking is considered within policy 6.13
72. Within the Core Strategy, CP7 identifies anticipated infrastructure within the Wembley Growth Area including new road connections and junction improvements. Policy CP14 identifies Wembley Central and Wembley Stadium stations as needing improvement. Policy DMP12 of the Development Management Policies seeks to manage the availability of car parking, and to ensure that it does not have a detrimental impact on the highway. The removal of surplus parking is encouraged.
73. The Wembley Area Action Plan (WAAP) includes policy WEM12. The intention is to develop improved highway access for car travel from the North Circular Road by improving the Stadium Access Corridor (Great Central Way / South Way) and the Western Access Corridor (Atlas Way / Fifth Way / Fulton Road) with South Way being widened east of its junction with First Way. Two way working restored to both South Way and Fifth Way, with the remaining parts of the gyratory system being returned to two-way working as development comes forward on adjacent sites. A new road connection is sought from North End Road to Bridge Road to provide an alternative route through Wembley Park. In addition, the WAAP also seeks to reduce the impact of pirate car parking.
74. Given its size the stadium and concourse does not have a single Public Transport Accessibility Level (PTAL). The areas to the south-east and to the north-west have a lower PTAL of 2. This then increases towards the nearby stations reaching 4 around Wembley Stadium station, and 6a around Wembley Park Station.
75. Key to the cap is that the Stadium Access Corridor has not been constructed as envisaged. Works were completed along Great Central Way between Drury Way and Fourth Way at a cost of approximately £16m. However, the final section between Fourth Way and the stadium entrance on First Way remains unchanged. This would have involved extensive compulsory land take and insufficient funding was available to complete this section of the road. There were also security concerns raised with having such a long, straight road leading to the stadium.
76. Alternatives have been explored, which ultimately led to the proposals described in policy WEM12. This includes retention of South Way in its current or a similar alignment, but with some widening to provide cycle lanes and assist on event days. Conversion of the remaining one-way streets around the Wembley Industrial Estate is also recommended to provide

access to businesses and residents by avoiding South Way. The detailed layouts for these changes are currently being developed. A new coach park is proposed on the VDC / Carey's site on South Way, and until this is operational it is not practical to alter South Way: it does not serve the interim temporary car and coach parking on the former retail park (Yellow car park) on Engineers Way / Fulton Road that is in place whilst the original Green car and coach park is being redeveloped.

77. At present the routing of stadium traffic around the one-way system results in delays as it gets caught behind traffic existing unofficial car parks around the industrial estate, which local residents and businesses then get caught up in. A "reverse flow system" has been employed where stadium traffic is routed in the opposite direction to normal upon egress for some events, but this has not addressed all existing problems.
78. There are traffic management arrangements in place on event days, and Wembley already provides funding for this. This includes certain road closures before and afterwards. They are intended to protect the safety of the high number of pedestrians arriving and leaving the stadium, but they inevitably affect local residents and businesses. This is particularly acute between Empire Way / Wembley Hill Road and the North Circular Road, and the existing arrangement on South Way is a further impediment. A future connection between North End Road and Bridge Road would improve the situation, but will not be completed during the lifetime of this application.
79. Therefore, in the absence of all of the measures referred to in the condition being satisfied then the cap is still considered necessary. It is unlikely that it will be constructed in the way envisaged, and alternatives are being explored, but they are not in place at the present time.
80. Chapter D of the ES concerns transport. It follows a similar approach to the other chapters, where a worst case scenario is adopted whereby Tottenham Hotspur plays the maximum number of matches. The current baseline is the existing number of events that take place at the stadium. The existing consent allows a maximum of 2,900 cars, or 1200 cars and 458 coaches and 43 mini-buses, or combinations between these figures . These are provided within car parks owned and managed by Quintain, controlled through a Parking Management Plan.

81. The applicant has presented the modal splits for different types of events:

Mode of Transport	Modal Share					
	England football	Other football	Rugby	NFL	Concert	Tottenham Hotspur
Car	8%	8%	6%	5%	9%	6%
Coach	5%	12%	7%	3%	2%	2%
Motorcycle	0%	0%	0%	0%	0%	0%
Blue Badge	1%	1%	0%	0%	0%	0%
Minibus	0%	0%	0%	0%	0%	0%
Mainline Rail and Underground	74%	63%	83%	82%	66%	78%
Other	12%	16%	3%	9%	22%	14%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>



Note 1 – Figures taken from 2015/16, except for Tottenham Hotspur game which was against Bayer Leverkusen in 2016.

Note 2 – Rounding has resulted in a 1% margin of error for some of the totals.

*Figure 6: Modal split for different types of events*

82. For vehicle trips it is encouraging that the number of vehicles for Tottenham Hotspur events was proportionately lower than for other events, except NFL, although it is based on a small sample. Measures in place to deal with traffic at this match included lane drops on Neasden Lane, Drury Way and Great Central Way, and a reverse flow scheme on South Way. The game ended at 21:42h, and the green, red and yellow car parks were empty by 22:47h, 22:55h, and 21:59h. An assessment of the increase in the number of vehicles leaving East and West was measured to be 0.85% and 0.62% respectively. However, this is taken over a much longer period than just the match and so the impacts are inevitably concentrated in practice. The applicant identifies this as 'minor adverse', which is agreed with.
83. There has recently been a joint initiative between WNSL, Quintain and the Council to tackle 'pirate parking', which is unofficial parking of vehicles on land which does not have planning permission for that use. It undermines the efforts to encourage travel by public transport and leads to more vehicles in the area. As the Wembley Masterplan is constructed opportunities for pirate parking will naturally reduce. The initiative has had good results in a short space of time, with 6 enforcement notices already served with the expectation of more. It is therefore considered that this needs to be continued to ensure that the use of public transport at Tottenham Hotspur games is maximised. To this end the applicant has agreed to provide further funding towards to continue the excellent work that has already been done.
84. The council is aware of instances whereby residents use their parking permits and rent out their driveways, and one of the letters of support refers to this. While planning permission is required for this in many instances, Enforcement Action is more difficult to pursue as it would need to be taken on an individual basis, and the benefit of each individual Enforcement action is less than that associated with action against larger unlawful car parks. The Council is seeking to review the arrangements for parking permits, with them needing to be reviewed every 3 years. This will have a positive impact, but it is likely to be minor.
85. Condition 33 is entirely concerned with provision of lane drops on the North Circular Road, which is managed by Transport for London. The condition as currently worded seeks to restrict the number of instances that traffic management measures are provided on event days in relation to the operation of the North Circular Road. The applicant initially proposed the removal of the condition, and, being outside of the application site and on an adopted highway which is controlled by the relevant Highway Authority (now TfL), it is not certain whether a condition could actually restrict the number of times that traffic management measures are implemented. Traffic Management Measures are at the discretion of the Highway Authority. The process of implementing lane drops is that it is first discussed at the monthly Wembley Stadium Transport Operations Group. There is then a permit application made to Transport for London. If granted they are granted then they can be implemented. Transport for London has noted that there are a number of roadwork schemes in the area due to commence in 2017. This includes the Brent Cross redevelopment, highway scheme and structural works, and works at Staples Corner and on the A5. This could lead to them being refused where the overall impact is considered too great. They may prove problematic during Saturday games during the Christmas period when shoppers are more in number. Although the applicant considers that lane drops can have a negative impact on traffic flows on the North Circular Road, Transport for London disagrees. However, there is actually a positive impact on bus journey times on Blackbird Hill / Neasden Lane when they are in place. Overall, it is considered beneficial for the condition to be maintained and Transport for London is supportive of it remaining, but with an increase in the number of times it can be

used and this being tied to Tottenham Hotspur major events. TfL accordingly have commented that the condition should be retained but varied in this way.

86. The original planning permission helped establish the Wembley Stadium Event Day Protective Park Scheme (the Controlled Parking Zone which only operates on Stadium event days), including Variable Message Signage (VMS), and CCTV. There is provision within the existing Section 106 agreement for the applicant to pay for temporary traffic management measures on an event-by-event basis, and this would continue going forward. They are also obligated to maintain, repair or replace VMS and CCTV equipment as necessary. The additional CCTV camera referred to above would assist in management of traffic.
87. In relation to VMS the applicant has carried out an audit of the existing signage, and it did find a number of repairs and improvements that are required. The applicant has committed to contributing to signage repair and additional signage.
88. The applicant has proposed arrangements to be put in place to allow for vehicles to exit the Yellow car park along Fulton Way towards Empire Way, with stewards managing movement across Olympic Way. This is not considered sensible as it would increase the traffic flows towards residents and businesses in Wembley Park. Given the focus is on reducing vehicle numbers for Tottenham Hotspur games it is expected to be possible to manage traffic flows eastwards towards the North Circular Road. The management of the local highway network is controlled by Brent Council Highways and Infrastructure, and road closures and routing is at the discretion of the Council. As such, this can be controlled outside of the planning application, with the cost of the traffic management measures funded by the applicant.
89. The applicant has had discussions with satellite navigation operators to try and integrate the temporary traffic management arrangements and road closures into GPS systems. This would divert those who are not intending to visit the stadium away on event days. It is not clear how big a problem this currently is, but the efforts are welcomed.
90. Wembley Stadium station has capacity for approximately 7,000 people per hour, with destinations offered by Chiltern Railways. On event days there are additional services which are capable of transporting 800-1000 spectators. Wembley Central offers services by London Midland, London Overground, and Southern Railways. Its capacity is approximately 12,000 people per hour. The impact on these stations has been considered 'negligible' by the applicant. Wembley Central also offers access to the Bakerloo Line, and the Jubilee and Metropolitan Lines run through Wembley Park. The latter is most heavily used and has been improved so that it can cope with up to 50,000 people per hour. It is extremely busy on event days, but it has been designed to cope with this as far as is possible. The impact is intense over a short period of time, and the proposal would now add less than 2 extra events per month. These stations were upgraded to allow them to cater for full capacity stadium events. However, as highlighted by Objectors, these stations and the associated trains are very busy at peak times during such events. Higher capacity events naturally have longer peak periods than lower capacity events and the number of high capacity events will increase if this proposal is approved. The additional mitigation measures will not reduce the periods within which the stations are busy. However, on balance, the suite of mitigation measures are considered sufficient to justify this increase.
91. There are 50 bus stops within a 20 minute walk of Wembley Stadium, which serve 18 bus routes. On event days the road closures and traffic management orders impact on some routes: numbers 83, 182, 92, 206, and 224 are all affected. This would continue but on a more regular basis, and the revised routes will be well known to regular users. The applicant

has considered the impact to be 'minor adverse', and this is agreed with.

92. Finally, cycling and walking are not significant means of accessing Wembley stadium, other than the inevitable walk to complete the journey to the stadium itself. The road closures actually assist pedestrians to move around the area as it removes vehicles. The impact of the additional matches is 'negligible'.
93. On a general note WNSL promotes sustainable transport. There is a partnership arrangement already in place with National Express. During recent events, Tottenham Hotspur was able to communicate transport information to visitors, encouraging them to use public transport. This did achieve some success, and the numbers using public transport for the second match were higher than for the first. Inevitably, with a larger number of events regular visitors would become more familiar with the routes, and it is expected that this would reinforce the use of public transport. The original section 106 legal agreement contained a Green Travel Plan. The passage of time has rendered this out of date, and the applicant has proposed a revised plan, which would promote sustainable transport. This is supported in principle, although there is additional information on future monitoring and how it would sit alongside the Workplace Travel Plan which focusses on employees of Wembley Stadium. The Council is also keen to encourage more ambitious targets for public transport use than are currently proposed. Therefore, a revised plan would be secured prior to Tottenham Hotspur's first game.
94. In a similar way to the social impacts referred to above, it is not suggested that having this amount of people in the area does not have impacts. Certainly, the objections received highlight impacts. However, the type and amount of mitigation proposed is proposed to change. This is intended to generally reduce the number of vehicles arriving for events, and to better manage it when it does arrive. Some of the measures would remain after 2018.

## **Noise**

95. The NPPF seeks to avoid noise giving rise to significant adverse impacts on health and quality of life. The NPPG provides further guidance on this, noting that it is necessary to consider whether or not an adverse or significantly adverse impact is likely to occur, and whether or not a good standard of amenity can be achieved.
96. The London Plan includes policy 7.15 which concerns noise and the acoustic environment. It seeks to manage noise, recognising the link to health and quality of life. It also seeks to minimise adverse noise impacts on new development without placing unreasonable restrictions on development. The policy seeks to separate new noise sensitive development from major noise sources, and good acoustic principles should be followed to mitigate and control impacts.
97. Policy DMP1 of the Development Management Policies seeks to ensure that development will not (inter alia) result in unacceptable exposure to noise and general disturbance.
98. The original planning permission included conditions relating to noise. Condition 5 restricts events utilising amplified sound (except for the public address system) taking place on the outer concourse of the stadium. Condition 11 required that details of the public address system were submitted for approval prior to the use of the stadium commencing. Condition 14 required details of the stadium in-house distributed sound system to also be submitted. Therefore, noise impacts were considered previously and the measures that these conditions required remain in place. The proposal is slightly different to many noise issues insofar that it is less about the overall impact of the noise in isolation, and more about the frequency that nearby receptors are exposed to it.

99. In addition, the planning applications which have been granted since the stadium has been constructed have considered the impact on future residents to ensure that a suitable internal noise environment is ensured. The context of this is that there is a stadium nearby.
100. Chapter F of the ES details noise impacts. It identifies that noise comes in two forms: operational effects from crowds associated with events at the stadium, and road traffic noise due to the potential increase in traffic flows on event days. There is therefore an overlap with the earlier *Highways and Transportation* section.
101. In identifying a baseline position the applicant carried out noise surveys in around the stadium in January. They were in Sherrans Farm (to the south of the stadium on the far side of the railway lines), Mostyn Avenue (to the immediate west of the stadium), Empire Way (to the north west of the stadium) and Olympic Way (near to Wembley Park Station). The results broadly matched the findings from the 1999 ES, and although there has been a significant amount of development between then and now much of this development would not be expected to change the noise climate during its operational phase.
102. In identifying potential effects of the proposal the applicant has noted that the existing noise climate and cumulative noise from other developments is relevant. Also, the stadium has been used for sporting events for a number of years, and the nature of the noise is intermittent and over relatively short durations of time. Records of noise complaints from the use of the stadium is a further factor, as is the insulation within residential development constructed after the new stadium. The most recent complaint was in June 2016 in relation to a major music event. Prior to that, there was a similar complaint in August 2009. The low number and frequency of complaints is considered to be resultant from the noise mitigation measures that have been implemented for all new sensitive uses in the area near to the stadium (e.g. the new homes).
103. The applicant has identified the characteristics of noise from football matches. There is a period before and after a match when spectators arrive and leave. During the match there is of course noise generated during play and at half time, and when a goal is scored the additional noise usually lasts for a much shorter period of time (approximately 30 seconds). On an individual basis each event by Tottenham Hotspur would have similarities with another sporting event (football or otherwise) that takes place at the stadium each year. Some concerns have been raised by residents that the specific impacts for Tottenham Hotspur would be different to football matches when Wembley is used as a neutral venue. However, it is considered difficult to justify treating them differently in terms of noise, and some noise is inevitable given the number of people involved.
104. During a football match inside a stadium the typical noise levels and durations are identified as:
105. Pre-match announcements (45 minutes) – Laeq 15 min 90dB;
- Pre-match music (15 minutes) – Laeq 15 min 98dB;
  - Match crowd noise (90 minutes) – Laeq 15 min 96dB;
  - Half-time entertainment (15 minutes) – Laeq 15 min 98dB;
  - Event (2 hours, 45 minutes) – Laeq 15 min 96dB.
- By comparison, typical noise levels from music events at Wembley are between 98 and 102

dB Laeq 15 min, and for a minimum of 6 hours when rehearsals and sounds checks are factored in. They also generally finish later than football. The traditional 15.00h start on a Saturday implies a finish around 16:45h, although other daytime kick off times can move this earlier or later, they rarely finish after 19:15h. Weekday matches would kick off around 20:00h, implying a finish of approximately 21:45h. Therefore, the timings of the noise from football matches are unlikely to be later than most concerts.

106. Whilst the number of football matches is proposed to increase (although less than originally proposed), this is partly at the expense of concerts (with 3 less proposed than the existing cap allows). Therefore, of the events that fall within the existing cap there is a slight benefit, although it is acknowledged that the overall number of events would be greater to the point that this is unlikely to be perceptible.

107. In the consideration of noise from traffic the applicant has provided some information on changes in traffic flows between event days and non-event days. The Design Manual for Roads and Bridges (DNRB) includes information on the assessment of road traffic noise. It advises that:

“Changes in traffic volume on existing roads or new routes may cause either of the threshold values for noise to be exceeded. A change in noise level of 1 dB LA10,18h is equivalent to a 25% increase or a 20% decrease in traffic flow, assuming other factors remain unchanged and a change in noise level of 3 dB LA10,18h is equivalent to a 100% increase or a 50% decrease in traffic flow;”

*Volume 11, Section 3, Part 7, Annex 1, Paragraph A1.8 (iii)*

108. The applicant has identified projected traffic increases at a number of locations around the stadium and wider area. Comparing this to the criteria above, then there are only two locations where it is expected to be greater than 25% (equivalent to an additional decibel). These locations are on Engineers Way (between Rutherford Way and 5<sup>th</sup> Way) and the Royal Route. The increase is projected to be 39% and 62% respectively. Whilst the new residential led developments nearby would therefore be exposed to this additional noise, it would be short lived primarily during the arrival and egress from the stadium area. It would also be experienced regardless of which major event is on. Other locations have increases in traffic less than 25%, and so whilst this does generate additional noise, it would be less than 1 decibel based on the guidance. In addition to this, the noise mitigation measures put in place for the new homes in the areas take into account not only stadium noise but also road and rail noise. As such, sufficient mitigation has been incorporated into the design of the new homes in the vicinity.

109. The nature of the impact is such that there is little that can be done to mitigate it directly. This is a function of the additional noise being noticeable in only a couple of locations. The applicant considers this to be a ‘slight’ or ‘negligible’ impact. Given that there would be an impact felt on a number of additional occasions the Council considers that this is ‘slight’. Referring back to the policy it is considered that purely in terms of noise the impacts would not be so great as to be contrary to planning policy. There are no additional measures which are proposed to be the subject of conditions.

## **Air Quality**

110. The site is within an Air Quality Management Area (AQMA). The NPPF seeks to prevent new development from contributing to or being put at risk from unacceptable levels of air pollution. At a regional level London Plan policy 7.14 requires development to minimise increased exposure to existing poor air quality and make provision to address existing local problems. Policy DMP1 seeks to avoid a detrimental impact on air quality.

111. The applicant has submitted an air quality assessment, which is chapter E of the ES. It examines the impact of the proposal on nitrogen oxide and fine particulates. In the context of this application this would largely be the result of road traffic. There is a link between this issue and the discussion of *Highways and Transportation* above.
112. Traffic data from a traffic survey in April and May 2014 has been analysed, which has been supplemented by traffic surveys undertaken on event days in 2016. Collectively these cover event and non-event days. Despite the numbers of people who use public transport to travel to events, there is still a proportion that use private vehicles and many legitimately use the official car parks, with others using the pirate car parks which are in the process of being tackled.
113. The applicant has sought to assess the impacts using software to model atmospheric dispersion of pollutants, with reference to meteorological data and background pollutant data. The sensitive receptors are local residents in the area, and the applicant has modelled the impacts at 6 particular locations on Wembley Hill Road, Besant Way, St Raphael's Way, the North Circular Road (2), and the Holiday Inn at Wembley. The Council also has monitoring stations across the borough measuring concentrations of nitrogen oxide.
114. Between 2013 and 2015 there were a number of days when the concentrations of nitrogen oxide exceeded the annual mean nitrogen oxide levels within the study area. This is especially the case in and around the North Circular Road. The proposal would increase the number of vehicles trips within the area, but the reduction in the number of additional major events from 31 to 22 would reduce mitigate this impact.
115. In terms of nitrogen oxide the additional traffic, whilst significant in absolute terms, is less significant in relative terms. On very busy roads such as the North Circular, the difference is not expected to be perceptible, especially as it is over a short period of time. The applicant considers that the events are unlikely to coincide with peak times, but there is no guarantee of this, and the comments from Transport for London above reflect this. For particulates, the levels have been modelled to be below the annual mean objective. Overall, the impact has been considered by the applicant to be 'neutral'.
116. In terms of mitigation, then the measures described above to reduce car use are all relevant. In seeking to respond to issues of transport, then issues of air quality and noise are also proportionately reduced.
117. Therefore, overall the impacts on air quality are considered acceptable. There would be an impact, but it is not so great when compared to the current situation that an objection is raised to it, particularly given that the proposal would result in an increase in the number of higher capacity events, but the events could still take place at a lower capacity (51,000 people).

### **Other Matters**

118. A number of objections have discussed the proposal in terms of precedent, asking whether this application would result in a greater number of events beyond the timescale suggested for this application. In particular, the prospect of Chelsea FC relocating to Wembley while they themselves construct a new stadium. It is public record that Chelsea FC now has planning permission for this, and are likely to need a temporary home whilst they construct their new stadium. However, this application is specifically for Tottenham Hotspur,

and it would be secured that it is only for their benefit. It is also for a specific time period. If there are other proposals in the future then they will need to be considered at the time.

## **Cumulative Impacts**

119. Chapter G of the ES discusses cumulative impacts. There are two ways in which impacts can combine. The first is a combination of different types of impacts. The second is cumulative impacts arising from the combined effect of this development, with other committed schemes. The other developments identified above are examples of this.
120. A number of interrelationships have been identified above, and this is particularly the case for a proposal such as this which is to increase the frequency of the use, rather than adding new physical development. In general terms, the more events that take place the greater the impact in terms of visitor spend, employment, traffic, noise, and air quality. There is a definite link between all of these. The reduction in the increased number of major events from 31 to 22, inevitably softens all of these impacts.
121. There are a number of developments which have been approved since the stadium was granted planning permission. Some of these have come forward and are occupied. Others are under construction, and over the lifetime of the application the population (residential and business) is likely to increase. The temporary nature of the proposal is considered to mitigate this.
122. Therefore, the cumulative impacts have been considered as part of this assessment.

## **Conclusion**

123. The objections received indicate that there is a level of impact currently experienced by events at the stadium. Comments received suggest that these mainly fall under the headings of anti-social behaviour and transport. Some impacts are expected, as it is a large stadium in a location with residents and businesses nearby.
124. Additional events can take place at the stadium irrespective of the outcome of the application. However, those events that are beyond the existing cap would be limited to a capacity of approximately 51,000.
125. The original cap on events was imposed to manage the impacts until such time as specific transport improvements had been made. Whilst most of these have taken place, not all of them have been realised. Circumstances have changed since the original planning permission in 2002, which suggest that the final piece of transport infrastructure (the Stadium Access Corridor) will not be provided in the originally envisaged form, but will be a variant of this. A further change is the level of development within the area, which has increased the population and will continue to do so. Therefore, the Council considers that the cap remains relevant, and any further impact associated with the additional events must therefore be assessed.
126. Clearly, to increase the number of events to accommodate Tottenham Hotspur would imply a commensurate increase in the impact, albeit that it is proposed to be temporary for 12 months. In addition, following discussions the number of additional major events has also been decreased from 31 to 22, which would reduce the number of instances within which those impacts are apparent over that 12 month period.
127. In analysing the impacts there has been some concern about the level of economic

benefit which would result, and this is primarily centred on visitor expenditure. In any event it seems common sense that there would be winners and losers on event days, dependent on the type of business. This makes it all the more important that the social impacts on event days are further mitigated. A number of additional measures have been secured to deal with some of these issues.

128. Transportation issues have been extensively raised, and there are ongoing efforts to reduce the number of vehicles on a match day. A number of mitigation measures are proposed to continue this work. Some of these allow for existing work to continue, and others are new or updated. The pirate parking initiative is considered particularly important. On an individual event basis, Tottenham Hotspur do have the ability to influence their supporters' behaviour over the course of a year, which is more difficult than for visitors on a one-off basis such as the FA Cup final. Addressing transport issues will also contribute to reducing noise and air quality issues.
129. In summary, it is recognised that there is a level of impact being caused by major events now, and that this would increase with an increase in the number of high capacity major events. However, the measures proposed would ensure that this is mollified as much as is reasonably achievable. All are considered necessary to mitigate the increased number of matches which this application proposes. A further consideration is that Tottenham Hotspur could use the stadium for major events up to 51,000 now without restriction, and were they to do that then no additional mitigation measures would be formally secured. The proposed additional mitigation would apply to Tottenham Hotspur events, and with some of these being within the existing cap would represent a theoretical improvement for these major events.
130. The proposal is, on balance, recommended for approval.





To: Mr Thompson  
Nathaniel Lichfield & Partners  
14 Regent's Wharf  
All Saints Street  
N1 9RL

I refer to your application dated 25/01/2017 proposing the following:

Proposed variation of condition 3 (event cap, to allow 31 additional full capacity events) and removal of condition 33 (temporary traffic management) of planning permission reference 99/2400, which was for:

Full planning application to consider the complete demolition of Wembley Stadium and clearance of the site to provide a 90,000-seat sports and entertainment stadium (Use Class D2), 4750m<sup>2</sup> of office accommodation (Use Class B1), banqueting/conference facilities (Use Class D2), ancillary facilities including catering, restaurant (Use Class A3), retail, kiosks (Use Class A1), toilets and servicing space; re-grading of existing levels within the application site and removal of trees, alteration of existing and provision of new access points (pedestrian and vehicular), and parking for up to 458 coaches, 43 mini-buses and 1,200 cars or 2,900 cars (or combination thereof) including 250 Orange Badge parking spaces.

As approved, condition 3 stated that for two years following completion of the stadium, subject to the completion of specific improvement works to Wembley Park Station and construction of roads known as Estate Access Corridor and Stadium Access Corridor, the number of major sporting events held at the stadium in any one year was restricted to no more than **22** (to exclude European Cup and World Cup events where England/UK is the host nation), and the number of major non-sporting events to **15**. After this, additional events over and above this were permitted subject to the number of spectators being limited to the capacity of the lower and middle tiers of the stadium. The proposal would allow for up to an additional **22** major sporting Tottenham Hotspur Football Club (THFC) events between **1 August 2017** and **31 July 2018**.

A major event (which may or may not include THFC) would be considered to be an event in the stadium bowl with a capacity in excess of 10,000 people.

The application includes the submission of an Environmental Statement.  
and accompanied by plans or documents listed here:

**Drawings originally approved under planning permission 99/2400**

Plan Number	Revision	Date Received	Drawing Name
CL/4929/PA1	0	08/02/2002	Application Boundary Plan
pa10001	00	08/02/2002	Location Plan
pa10002	02	08/02/2002	Demolition plan, Areas to be Re-graded,
Trees Removed			
pa10003	04	08/02/2002	Proposed Site Plan
pa10005	00	08/02/2002	Existing Site Plan
pa10006	03	08/02/2002	Proposed Level B2 – Lower Basement
Level			
pa10007	04	08/02/2002	Level B1 – Upper Basement Level
pa10009	04	08/02/2002	Level S0 – Lower Concourse
pa10010	01	08/02/2002	Level S1 – Lower Concourse Gallery
pa10011	01	08/02/2002	Level S2 – Club Concourse
pa10012	01	08/02/2002	Level S3 – Lower Hospitality
pa10013	01	08/02/2002	Level S4 – Upper Hospitality

pa10014	01	08/02/2002	Level S5 – Upper Concourse
pa10015	01	08/02/2002	Level S6
pa10016	01	08/02/2002	Upper Deck Level – Full Bowl
pa10017	01	08/02/2002	Roof Plan – Roof Open
pa10018	01	08/02/2002	Roof Plan – Roof Closed
pa10023	01	08/02/2002	Sections Facing West
pa10024	01	08/02/2002	Sections Facing North
pa10025	01	08/02/2002	Elevations – North and South
pa10026	01	08/02/2002	Elevations – East and West
pa10027	01	08/02/2002	North Façade Detail Section and Elevation
pa10028	01	08/02/2002	South Façade Detail Section and Elevation
pa10029	01	08/02/2002	NW Façade Detail Section and Elevation
pa10030 and	01	08/02/2002	Proposed Bowl Configurations - Football Rugby
pa10031	01	08/02/2002	Proposed Bowl Configurations – concert seating on pitch
pa10033	01	08/02/2002	Proposed Bowl Configuration – Athletics
pa10037	01	08/02/2002	Bowl perspective (illustrative)
pa10038	01	08/02/2002	Perspective of exterior (illustrative)

### Supporting documents submitted under this application

Planning Summary  
 Planning Statement  
 Statement of Community Engagement  
 Environmental Statement comprising:

- Non-Technical Summary
- Chapter A – Introduction, Background, Scope;
- Chapter B – Description of Site and Development;
- Chapter C – Socio-Economics;
- Chapter D – Transportation (including Event Day Spectator Travel Plan)
- Chapter E – Air Quality;
- Chapter F – Noise and Vibration; and
- Chapter G – Cumulative Effects.

at Wembley National Stadium, Olympic Way, Wembley, HA9 0WS

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: 15/03/2017

Signature:



**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  
London Plan March 2016  
Brent LDF Core Strategy 2010  
Brent Wembley Area Action Plan 2015  
Brent Local Plan Development Management Policies 2016

- 1 That until the following works are completed to the satisfaction of the Local Planning Authority and written confirmation as such is given to the applicant or owner or occupier:
  1. Improvements to Wembley Park Station to achieve a capacity of 50,000 persons per hour and
  2. Construction of roads known as the Estate Access Corridor and the Stadium Access Corridor

and unless otherwise agreed in writing by the Local Planning Authority, the number of major sporting events held at the stadium in any one year shall be restricted to no more than 22 (to exclude European Cup and World Cup events where England/UK is the host nation) and the number of major non sporting events shall be restricted to 15. This shall be described as the cap. Up to three additional major sporting events shall be permitted in any one year provided that for each additional sporting event there is a reduction of two non sporting events in the same year.

Up to 22 additional major sporting THFC events shall be permitted between 1 August 2017 and 31 July 2018.

If after two years following the completion of the stadium the works specified above have not been completed, and until such time as the works have been completed, then additional events over and above the cap specified above shall be permitted subject to the number of spectators being limited to the capacity of the lower and middle tiers of the stadium, leaving the upper tier unoccupied.

Note: for the purposes of this condition major event means an event in the stadium bowl with a capacity in excess of 10,000 people which may or may not involve Tottenham Hotspur Football Club and major sporting THFC event means an event involving Tottenham Hotspur Football Club where the lower, middle and upper tiers of the stadium may be occupied.

- 2 Temporary traffic management measures shall be provided for no more than 59 stadium events per calendar year.

Reason: To enable the A406 North Circular Road to continue to be used efficiently as part of the national system of routes for through traffic in accordance with section 10(2) of the Highways Act 1980 and to ensure the continued safety of traffic using that road.

- 3 The full wording of the remainder of the conditions for this application will be completed prior to the determination of this planning application.

**INFORMATIVES**

- 1 For the avoidance of doubt, the year within which the "cap" on full capacity events set out in Condition 1 is applicable (excluding the additional 22 major sporting "Tottenham Hotspur Football Club Events") starts on 1 April each year and ends on 31 March during the following year.



Any person wishing to inspect the above papers should contact Chris Heather, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5353