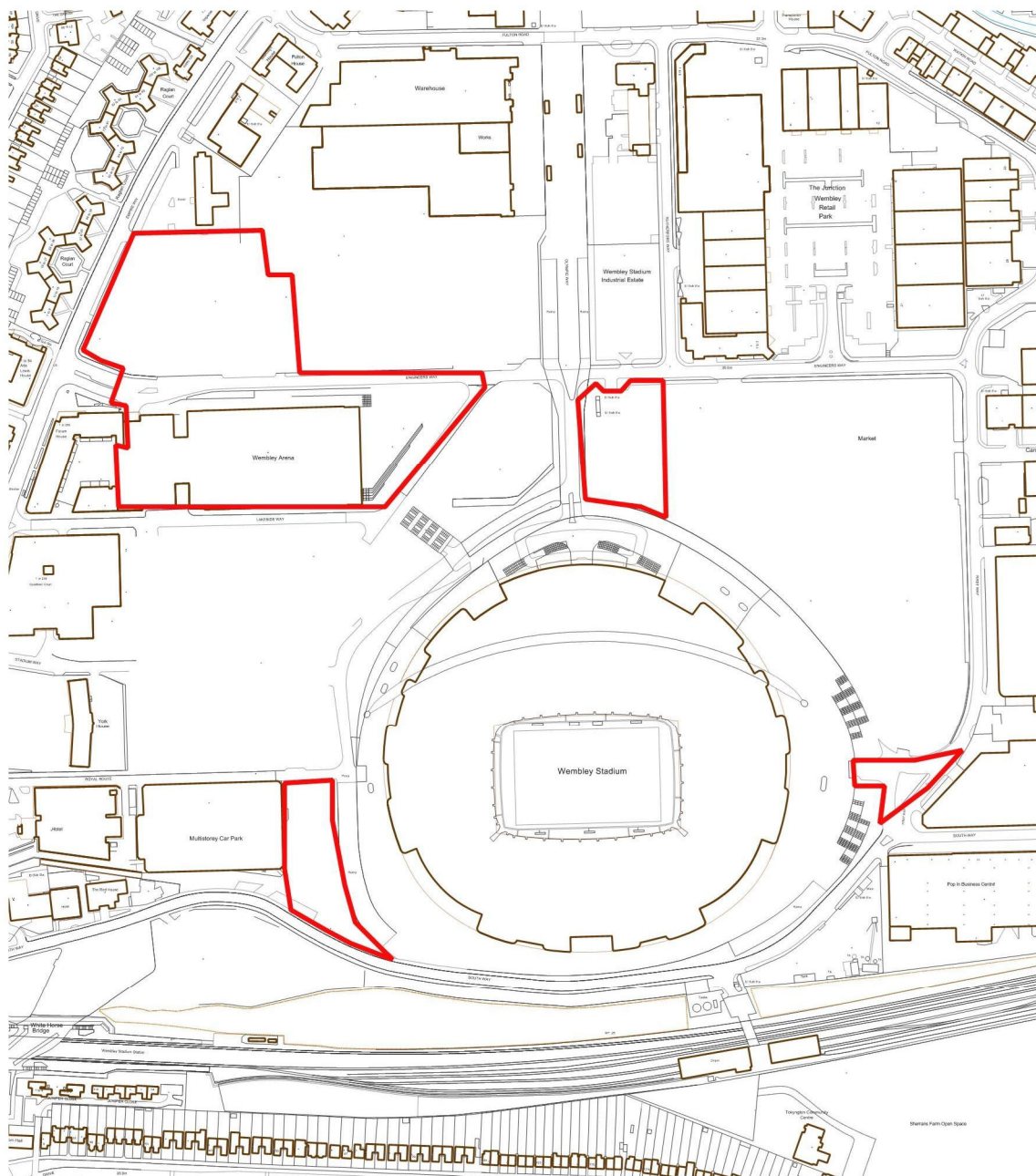




Planning Committee Map

Site address: Wembley Arena, Engineers Way & Wembley National Stadium,
Olympic Way, Wembley, HA9

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This map is indicative only.

RECEIVED: 9 September, 2011

WARD: Tokyngton

PLANNING AREA: Wembley Consultative Forum

LOCATION: Wembley Arena, Engineers Way & Wembley National Stadium,
Olympic Way, Wembley, HA9

PROPOSAL: Erection of temporary structures, a temporary retractable walkway and cable bridge across Engineers Way, vehicle and pedestrian access areas, temporary secure perimeter fencing and civil engineering works to level surface of land to north of Engineers Way. Proposal includes the temporary closure of Engineers Way from the 18th July 2012 to the 13th August 2012. The proposed temporary works are to facilitate the hosting of events at Wembley Arena and Wembley National Stadium during the London 2012 Olympics.

APPLICANT: LOCOG

CONTACT: Savills (L & P) Ltd

PLAN NO'S:
See condition 2.

RECOMMENDATION

Grant Temporary Planning Permission subject to the final agreement of the Environment Agency.

EXISTING

This application relates to an area located around Wembley Arena and Wembley Stadium.

Wembley Arena is London's second largest indoor arena, located opposite Wembley Stadium. It is primarily used for music events but has also held sporting events such as boxing, martial arts, darts, basketball, ice hockey, and the Badminton World Championships.

Wembley Stadium Station, Wembley Park Station and Wembley Park Station all within easy walking distance offering direct rail services to Marylebone and Euston Stations and access to the Jubilee, Metropolitan and Bakerloo lines.

The site falls within the Wembley Growth Area and overlaps with both Quintain Estate's Stage I Masterplan and its North West Lands Masterplan areas. A number of significant new developments have recently been completed within the area and a number are under construction including the Council's new Civic Centre which lies on the opposite side of Engineers Way to the Arena.

PROPOSAL

Both Wembley Arena and Wembley Stadium have been selected as venues as part of the London 2012 Olympics. The Arena will be hosting the badminton and rhythmic gymnastic competitions and the Stadium the football.

In order to facilitate the hosting of these events planning permission is being sought by the London Organising Committee of the Olympic Games (LOCOG) for a number of temporary structures including warm up courts, site compounds, a temporary retractable walkway and cable bridge across Engineers Way, vehicle and pedestrian access areas and temporary security fencing and for works to level the surface of an area of land to the north of Engineers Way.

In addition Engineers Way will be closed to the public for the period 18th July to 13th August 2012 inclusive (27 days).

It is anticipated that all temporary structures will be removed September 2011.

HISTORY

Wembley Arena is an existing venue, built in 1934 for the Empire Games, originally called the Empire Pool, it was designed as an indoor venue for swimming. The venue has historical links with the Olympics hosting the swimming events for the 1948 Summer Games. This Grade II listed building was comprehensively refurbished and re-opened in 2006 as part of Quintain's Stage I masterplan consent granted in 2004. The Stage I development is well underway, with Wembley Arena and Arena Square operating, 520 mixed-tenure homes delivered, and more building work underway on a new Hilton Hotel and student accommodation. Work on the retail outlet centre and cinema multiplex is expected to commence in either this or next month.

The Arena is owned by Quintain but managed by Live Nation.

The new Wembley Stadium was opened in 2007, built on the original site of the 1923 stadium which hosted the 1948 Olympic Games. It is operated by Wembley National Stadium Ltd.

POLICY CONSIDERATIONS

Local Planning Policy

The local planning policy context consists of the Brent Core Strategy (adopted July 2010) and Supplementary Planning Guidance/Documents which are relevant and material considerations in any decision in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004. A number of policies from the existing London Borough of Brent Unitary Development Plan are still current following the adoption of the Core Strategy and are also used in the determination of planning applications. The policies of the London Plan 2011, the Core Strategy, and the saved policies within the Brent UDP form the development plan.

Brent Core Strategy adopted 2010

a) Regeneration and Employment

The Core Strategy seeks to take full advantage of the opportunities that exist within the Borough to stimulate the resurgence of the Wembley area. Strategic Objective 1 promotes economic performance and regeneration through the creation of five growth areas of mixed use, mixed tenure development, of which Wembley is to be the largest. In line with saved policies in chapter 14 of the UDP, Policy CP7 states that Wembley will drive the economic regeneration of the borough. It will be promoted as a regional sports entertainment and leisure destination, taking advantage of the opportunities presented by the Stadium development and the potential for development of sites in the surrounding area. Policy CP1 envisages Wembley as the Borough's main area for tourism, becoming a cultural focal point.

This is supported by the supplementary planning document, *Wembley Masterplan* which also acknowledges Wembley's significant role in the London 2012 Games.

b) Environment Quality

Core Strategy Policy CP19 states that all development should contribute towards achieving sustainable development, including climate change mitigation and adaptation. Within the Wembley growth area, proposals will be expected (relative to their scale) to connect to, provide or contribute towards Combined Heat and Power plant, unless it can be demonstrated that such provision is not financially feasible. Paragraph 5.27 of the Core Strategy also states that Brent will seek to mitigate the effect of climate change by reducing carbon dioxide emissions from its own buildings and operations by 12% by 2016 and 43% by 2025 from a 2008/9 baseline.

c) Transport

The Council is committed to minimising the environmental impact of traffic generated by new developments (UDP Policy STR 5 and Core Strategy Strategic Objective 8). Strategic Objective 8 seeks to reduce the need for travel and improve transport choices by promoting access by public transport, bicycle or on foot and reducing car parking standards for growth areas because of their relative accessibility. Reducing modal share of car trips to Wembley from 37% towards 25%.

The Wembley Masterplan strives to establish sustainable travel patterns and to enhance accessibility and connectivity for existing and future residents. All developments within the masterplan area should demonstrate how they will be able to implement or contribute to travel demand management interventions or 'smarter travel'. The Council will seek a range of measures to increase journeys made without the use of a car and aims to increase such journeys by 13%.

The Council will promote walking and cycling as viable alternatives to ensure that Wembley becomes a pedestrian focused environment in line with saved UDP Policy TRN10.

d) Leisure and Indoor Recreation

Strategic Objective 6 promotes sports and other recreational activities. The Council seeks to promote healthy living by improving participation rates in sports and recreation. Additionally, Wembley is to be promoted as a regional sports, leisure, and entertainment destination. It is envisaged that Wembley will become an all year round visitor destination catering for a range of entertainment and leisure activities as well as Stadium and Arena events and conferences.

e) Tourism

Core Strategy policy CP 1 states that Wembley will become a cultural focal point as the Borough's main area for tourism, being the location for large scale visitor attractions. Policy CP 7 and the saved policies in chapter 14 of Brent UDP also envisage Wembley as an urban centre offering tourism and visitor attractions.

Strategic Objective 4 seeks to promote the arts and creative industries and aims to increase the percentage of Brent residents employed within the tourism sector.

Unitary Development Plan adopted 2004

The following saved UDP policies are relevant to the determination of this application:

- BE2 Local Context & Character
- BE3 Urban Structure: Space & Movement
- BE4 Access for disabled people
- BE5 Urban clarity and safety
- BE7 Streetscene
- BE8 Lighting and light pollution
- BE9 Architectural Quality
- BE12 Sustainable design principles
- BE17 Building Services Equipment
- EP2 Noise and Vibration
- EP3 Local air quality management
- EP4 Potentially polluting development
- EP12 Flood protection
- TRN1 Transport assessment
- TRN2 Public transport integration
- TRN3 Environmental Impact of Traffic
- TRN4 Measures to make transport impact acceptable

TRN9 Bus Priority
TRN10 Walkable environments
TRN11 The London Cycle Network
TRN12 Road safety and traffic management
TRN16 The London Road Network
TRN28 Restrictions on off-street public parking and contract parking
TRN30 Coaches and Taxis
TRN31 Design and Land Take of Car Parks
TRN34 Servicing in new developments
TRN35 Transport access for disabled people & others with mobility difficulties
Appendix TRN2 Parking and Servicing Standards
TEA1 Location of large-scale Tourist, Visitor and ACE uses
WEM2 Pedestrian Route/Promenade
WEM7 Access to development – the National Stadium Policy Area
WEM9 Comprehensive Development – The National Stadium Policy Area
WEM11 On-street parking controls for Wembley
WEM12 Short stay car parking in the Wembley Regeneration Area
WEM16 Urban design quality – Wembley Regeneration Area
WEM17 The public realm – Wembley Regeneration Area
WEM19 Views of the Stadium

Brent Council Supplementary Planning Guidance and Documents:

SPG12 Access for disabled people
SPG17 Design Guide for New Development
SPG19 Sustainable design, construction and pollution control

Wembley Masterplan 2009

The Council adopted a revised version of the Wembley Masterplan in 2009, which superseded the 2004 Masterplan.

Regional Planning Policy

The London Plan 2011

The London Plan contains objectives for the development of London (Policy 1.1). These objectives include: supporting and managing growth within its boundaries; making London a city that meets the challenges of economic and population growth; making London an internationally competitive and successful city; creating a city of diverse, strong, secure, and accessible neighbourhoods; creating a city that delights the senses and is a world leader in improving the environment; and creating a city where it is easy, safe, and convenient, for everyone to access jobs, opportunities and facilities.

There are a number of overarching policies relevant to this application however Policy 2.4 deals specifically with the London 2012 Games, stating that the Mayor will work with partners to develop and implement a viable and sustainable legacy for the Games. The Games will sustain existing communities and promote local economic investment to create job opportunities driven by community engagement. Boroughs are encouraged to take the opportunities presented by the 2012 Olympic and Paralympic Games and their legacy to increase participation in sport and physical activity among all sections of London's population and to address health inequalities.

Positioning London

National Planning Policy Guidance and Statements.

Planning Policy Statement 1: Delivering Sustainable Development (2005) (PPS1)

PPS1 sets out the overarching planning policies on the delivery of sustainable development through the planning system. Sustainable development is the core principle underpinning planning. At the heart of sustainable development is the simple idea of ensuring a better quality of life for everyone, now and for future generations.

The Government is committed to protecting and enhancing the quality of the natural and historic environment. The condition of our surroundings has a direct impact on the quality of life and the conservation and improvement of the natural and built environment brings social and economic benefit for local communities. Planning should seek to maintain and improve the local environment and help to mitigate the effects of declining environmental quality through positive policies.

The prudent use of natural resources is a key theme of sustainable development and as such resources should be used wisely and efficiently. This requires sustainable consumption and production and using non renewable resources in ways that do not endanger the resource or cause serious damage or pollution.

Sustainable economic development requires the promotion of a strong, stable and productive economy that aims to bring jobs and prosperity for all.

Community involvement is vitally important to planning and the achievement of sustainable development.

Planning Policy Statement 4: Planning for Prosperous Economies (December 2009)

PPS4 defines economic development as providing employment opportunities, generating wealth and/or producing or generating an economic output or product. The statement also refers specifically to town centre uses which include retail, leisure, and entertainment facilities, and the more intensive sport and recreation uses, offices and arts, culture and tourism.

Planning Policy Guidance 13: Transport (2001) (PPG13)

The objectives of this guidance are to integrate planning and transport at the national, regional, strategic and local level in order to promote more sustainable transport choices, promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and reduce the need to travel, especially by car.

Planning Policy Statement 22: Renewable Energy (August 2004) (PPS22)

The Government's energy policy including its policy on renewable energy.

Planning Policy Statement 23: Planning and Pollution Control (November 2004) (PPS23)

The Government attaches great importance to controlling and minimising pollution. Its commitment to the principles of sustainable development is based on the objectives of maintenance of high and stable levels of economic growth and employment; whilst recognising the need for the effective protection of the environment.

Planning Policy Guidance 24: Planning and Noise (1994) (PPG24)

Noise can have a significant effect on the environment and on the quality of life enjoyed by individuals and communities. The aim of PPG24 is to provide advice on how the planning system can be used to minimise the adverse impact of noise without placing unreasonable restrictions on development.

Planning Policy Statement 25: Development and Flood Risk (2006) (PPS25)

PPS25 states that in determining planning applications, LPAs should have regard to the policies in national and regional guidance as well as material considerations when considering planning

applications for developments in flood risk areas; ensure that planning applications are supported by site-specific flood risk assessments (FRAs) as appropriate; give priority to the use of sustainable urban drainage systems; and ensure that all new development in flood risk areas is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed.

Proposed Amendments to Planning Policy Statement 25: Development and Flood Risk (2009)

The proposed amendments to PPS25 are not proposing fundamental change. The experience of the implementation of PPS25 identifies some limited amendments to ensure that it is applied more effectively to the definition of the functional floodplain and specific definitions of development.

SUSTAINABILITY ASSESSMENT

The need to promote and provide for sustainable development is put at the centre of the planning system in PPS1 and this permeates through all tiers of the system.

London 2012 has committed to delivering a “low carbon Games” as one of its Sustainability Policy priorities.

Many of the structures will be able to be installed dismantled and re-used which makes the Games highly sustainable. Many of the structures will be leased for the Games period to ensure re-use.

Another aspect of sustainable development is the need to provide for or facilitate sustainable economic development. While this development proposes to use an existing venue, the legacy aspects of the development and related benefits to the tourism industry will enhance the local economy.

Sustainable Transport

The application site benefits from proximity to services, facilities, and public transport. The need to provide for sustainable transport and the location of development close to existing facilities and services is reflected in a number of national planning documents (PPS1 and PPS4) and regional planning policies (6.1, 6.2, and 6.4).

The venue does not provide spectator parking and thus encourages visitors to arrive at the events by public transport, walking and cycling in accordance with PPG13 and Policies 6.1, 6.9, and 6.10 of the London Plan (2011). There are plans to incorporate the cost of travel with a Games ticket to encourage spectators to arrive by public transport.

Carbon Footprint

London 2012 is the first Games to attempt to measure and manage its carbon footprint. Half of the Games' overall footprint is related to embodied carbon within the materials required for the temporary development and therefore measures have been taken to reduce this as far as possible.

Embodied carbon created by the Games is being reduced in part through renting as many of the structures as possible, allowing their re-use. The carbon footprint will therefore be largely reduced to only that created by travel to and from the site. For those structures or items that cannot be rented the following measures have been adopted to reduce the carbon footprint where possible:

- Avoid material use where possible by designing to the standards required
- for a temporary rather than a permanent venue;
- Design venues so that they can be dismantled easily and component
- parts can be returned to the supplier, reused or recycled;
- Avoid materials with high embodied carbon such as aluminium;
- Minimise new aggregate use;
- Where possible, specify materials to be of a reused or recycled source.

Water consumption

The reduction in water consumption is another aspect of sustainable development and is being incorporated into this temporary alteration to an existing venue by maximising opportunities for grey water use and water efficient toilets and taps.

Waste

Minimisation of waste is a key commitment of the 2012 Games. Re-use of existing venues has been designed to minimise waste and promote reuse, recycling and recovery of materials with a principal aim of "zero waste to landfill". More detail on waste management can be found in the Sustainability Statement which has been submitted with this planning application.

The principles to be adopted in terms of waste management as part of the Games are fully in accordance with waste policies in the London Plan (5.16).

CONSULTATION

Local Consultation

This application was advertised in the press on the 29th September 2011. A number of site notices were also put up around the area of the application on the 26th September. In addition 26 individual letters were sent to the occupiers of business premises along Engineer's Way, Fulton Road and Rutherford Way.

No responses have been received.

As major stakeholders in the area, Quintain Estates and Wembley National Stadium Ltd have also been consulted directly.

Wembley National Stadium Ltd support the use of the Stadium to host Olympic events but request assurances that the works being undertaken do not permanently impact on the operation of the Stadium and that conditions be attached requiring that following the Olympics all temporary works and restrictions are removed, and the area is returned to its previous state.

Statutory Consultation

As well as consulting internally with relevant departments and services within in Brent the following have also been consulted:

Ward Councillors - *No response received.*

English Heritage - *No objection.*

Metropolitan Police - *No response received.*

Greater London Authority - *No response received.*

Transport for London - *Do not object but raise concerns about the accuracy of some the information submitted regarding temporary alterations to bus routes affected by the proposals.*

The Environment Agency - *Although in Flood Zone 1 the site area is over 1 ha so the applicants are required to submit a Flood Risk Assessment. The EA therefore object to the proposal in the absence of an FRA.*

Community Engagement

Prior to submitting the application the applicants undertook their own pre-application process. This included meetings with relevant Council officers and stakeholders and also community engagement. The details of this process are set out in the Report on Community Engagement accompanying the application.

Wembley London venue consultation Newsletter

To introduce the consultation and invite participation, a newsletter from the London 2012 Consultation Team, was sent by mail on 6 July 2011 to approximately 3,500 residential and commercial addresses in the area.

An email regarding the plans was sent to 248 people registered on the London 2012 database who are registered to receive London 2012 updates and live in the Wembley Area.

The newsletter explained Wembley's part in the Games as the venue for the Olympic Events and asked for feedback and comments on the proposals.

On-line Website response form

A Wembley on-line response form was created for the public consultation.

Consultation telephone line

Throughout the process a freephone number was offered for the community and stakeholders. The number was listed in the newsletter. All calls were channelled to a voicemail system where respondents could request further information, make an enquiry or leave a comment about the proposal.

Freepost address

A Freepost address was made available for any members of the community or stakeholders to use. As with the telephone number, this was listed in the newsletter.

Eleven individuals provided feedback in response to this process. The following issues were raised:

Four respondents raised the issue of access to their properties near Wembley Arena and Wembley Stadium during the Games.

Response: The only road closure that will be in place for the duration of the Games is on Engineers

Way from the west of Rutherford Way to the Empire Way Junction. On football match days there will be a closure in place on South Way from the First Way Junction, similar to the current closures used for events held at Wembley.

Access to properties on First Way and to the east of the Stadium will be available westbound via the North Circular, Great Central Way, South Way and First Way. Eastbound access to these properties will be available via South Way all day on days when matches are not scheduled for Wembley Stadium, and until scheduled road closures come into effect on football match days. Road closures will come into effect approximately 4 hours before play is scheduled to start.

When the South Way closure is in force, eastbound access to First Way will be available via Fulton Road.

The current access for construction vehicles accessing the Civic Centre is within the secure perimeter which will be in force at Games time. London 2012 is currently in discussion with Brent Council and the Wembley land owners, Quintain, about granting alternative access to this building for construction vehicles.

Two of the respondents wrote simply to express support for the proposals.

No response required.

One respondent commented that they are not looking forward to any changes in bus routes, which may result in an increase to normal traffic levels on local roads.

Response: There may be some changes to bus routes for local bus services at Games time due to road closures enforced as part of the Olympic Route Network (ORN). Bus services are the responsibility of Transport for London (TFL) and they will continue to manage bus services throughout the Games.

One respondent noted that they are not looking forward to the crowds at Games time.

Response: Adequate security will be provided to manage spectators and to ensure that there is minimal disruption to surrounding properties and businesses.

One respondent wrote to express their general dislike for the proposals and to criticise the consultation process.

Response: London 2012 is committed to using London's existing facilities in order to stage the Games. Wembley Stadium and Wembley Arena host a number of sporting and entertainment events annually and are ideal venues to stage the London 2012 Games. London 2012 is also committed to undertaking consultation in order to inform local residents about our plans and to answer any questions that they may have. This consultation process has enabled London 2012 to identify the concerns of local residents and to provide them with the necessary information needed to ensure that the impact of the London 2012 Games is kept to a minimum.

One respondent suggested that improvements could be made to the local railway stations to improve the impression of the area left with visitors.

Response: London 2012 is not responsible for managing any rail networks or railway stations throughout the London 2012 Games. These will be managed by their current operators as normal.

One respondent wrote to express their concerns regarding the impact of the event on the traffic flow and residential parking in the area.

Response: Apart from the closure of one traffic lane from Great Central Way, to Great South Way and along First Way, which will be closed as part of the ORN, parking and traffic restrictions will be similar to those used for a football match at Wembley Stadium. These restrictions will only be in place on the 8 days that football will be held.

Other Consultation

Outside of the planning application boundary discussions have also been held with other stakeholders to deal with specific issues such as access to the construction site for the Brent Civic Centre. LOCOG have been liaising with the Council on alternative arrangements during the Games period.

REMARKS

Principle of Development

To host the Games LOCOG and the ODA are developing some new permanent venues, adapting (either permanently or temporarily) some existing sites and creating some new temporary locations. Wembley falls within the second category – an existing venue to be temporarily adapted. Following the Games, Wembley will revert to its current non-Games pattern of use.

The use of Wembley for the Olympic Games has been the subject of dialogue with the key stakeholders including the London Borough of Brent.

In order to support the existing venues, some temporary buildings and structures are required. The

majority of the temporary buildings will be located on the compound area to the north of the site. The planning application is not applying for changes to the existing venues. Civil Engineering work will begin in January 2012. The temporary structures will be in situ for the period 2nd April 2012 to 26th August 2012 and therefore there will be no long term impact on the site and surrounding areas.

Wembley is identified as a key location for regeneration in the London Plan and Brent Council Core Strategy. Core Strategy Policy CP 7 promotes redevelopment of the area in order to realise its economic, social, environmental, cultural and recreational potential.

The principle of utilising Wembley to host events of the 2012 Games is entirely consistent with the strategic objectives for this location. In addition, objectives also provide for enhanced employment opportunities (Policy CP 3), enable increased access and opportunities in Wembley (Policy CP 7), and incorporate sustainable modes of transport (Strategic Objective 8).

The London Plan 2011 is supportive of the Games and the advantages that they will bring throughout London and to the host locations. The London Plan (Policy 2.4) states that events associated with Games will be used to boost participation in sport and to promote physical activity in general. London Plan Policy 2.4 and supporting text also states that the Games offer the opportunity to deliver international visitor destinations at its venues. Wembley will be an ideal venue for the three events and LOCOG intends to ensure that it will be a high quality visitor experience.

Policy 2.4 identifies that the Mayor's overall ambition for the host Boroughs (including Brent) is to achieve convergence in quality of life within London. It is considered that hosting the Olympic Games at Wembley will provide significant benefits to the Borough which will have a positive impact upon the local areas.

Whilst the events and the proposed works are temporary, the planning application is considered against the relevant national, regional and local planning policy. It should also be recognised that the Games are of national importance and carry significant economic and social benefits. It is clear that the principle of using the application site for the uses proposed for a temporary period is in accordance with various national, regional and local planning policy.

Temporary Structures

The proposal includes the installation of a number of temporary structures including marquees, tented structures, containers, portable cabins etc. The exact size and appearance of these structures has not been decided yet. This application is therefore seeking consent for the principle of location of temporary structures, the exact details of which are not known, on four sites located around the Arena and Stadium. However the number siting, maximum height and type of structure (tent, cabin or container) are known. Officers are therefore able to confirm that the proposed structures are not considered to impact in any harmful way on the outlook, daylight/sunlight, privacy etc. of any neighbouring occupiers. While the final appearance of the structures is not known the organisers are aiming to have a consistent and cohesive look and feel across all venues and structures are likely to have an appearance that reflects a common theme with the London 2012 logo being prominent. This is part of the wider 'look and feel' programme that is aimed at dressing venues and specific Olympic related areas across London. Given that all structures are to be removed by September 2012 officers feel that the Council can afford to be relatively relaxed about their exact appearance.

The main location for the temporary structures is within the temporary compound to the north of the Engineers Way. This area will contain 8 warm up courts to be located within three marquee structures), a logistics compound, broadcast compound and a catering compound. The compounds will include some portable cabins and tented structures.

A retractable tunnel is also proposed across Engineers Way. This tunnel is required so that athletes can move quickly from the warm up courts into Wembley Arena. The tunnel is retractable so that in case of emergency, emergency vehicles would have full access along Engineers Way.

A cable bridge is also required to link Wembley Arena and the Compound area. This will also span across Engineers Way and will ensure adequate clearance for emergency vehicles.

A vehicle access point is proposed on the existing approach road on Olympic Way with a second access control point located on Engineers Way. The main spectator access point is via Olympic Way, a wide continuous segregated pedestrian route which links both the stadium and arena to Wembley Park Stadium Station.

A vehicle access tent to the east of the stadium and a second access tent to the west of the stadium are also proposed.

Engineering works

Part of the site to the north of Engineers Way will require some levelling works to ensure that there is a level surface for the Compound Area which will support Wembley Arena. The majority of the temporary structures will be located within the Compound Area. The works will require the installation of a decking structure.

Secure Perimeter Fence

LOCOG needs to ensure a high standard of security across all Olympic and Paralympic venues. A secure perimeter is required to enclose the venue. It is proposed that the secure perimeter comprises parts of existing fence, new temporary fencing and existing building frontages.

Where the temporary fence is required, it is proposed to be a maximum of 3.0 metres in height and free standing. An example of the fence can be found within the Planning Drawings. It is likely that the fence will incorporate the London 2012 branding. The final appearance is still being formulated within the detailed design process.

The Games Events

Wembley Stadium and Wembley Arena were selected for the Olympic Games as the venue for:

- Badminton
- Rhythmic Gymnastics
- Football

Event Schedule

The following table sets out the schedule for the Olympic events at the Wembley:

| Event | Dates | Number of sessions |
|-----------|--|--------------------|
| Badminton | Saturday 28 July – Sunday 5 August | 24 |

| | | |
|------------------------|-------------------------------------|---|
| Rhythmic Gymnastics | Thursday 9 – Sunday 12 August | 4 |
| Football | 29 July- Saturday 11 August | 8 |

Transport

A Transport Statement accompanies the applications and contains information on the transport provision. An Olympic Transport Strategy (OTS) for the Games has been prepared by the Olympic Delivery Authority (ODA) in association with LOCOG.

The key objectives of the OTS are:

- To aim to achieve 100 per cent of ticketed spectator travel to competition venues by public transport, walking or cycling;
- To ensure that the athletes are the top priority;
- To keep London and the UK moving during the Games;
- To ensure that the Games are accessible from all parts of the UK;
- To leave a lasting, positive legacy; and
- To achieve maximum value for money.

A key element of the OTS relates to the development of an Olympic Route Network (ORN), which comprises roads linking all competition and key non-competition venues.

In general, the roads forming the ORN will still be available for use by all other traffic during the Games. However, on the more heavily trafficked sections of the ORN, some carriageway lanes will be reserved for 'Olympic Family vehicles. With the exception of Games sign age, the ORN will be largely indiscernible to other road users.

The Olympic Family (a term used by the International Olympic Committee), comprises six broad client groups as follows:

- National Olympic Committees, athletes and team officials;
- Workforce;
- Media;
- International Federations;
- International Olympic Committee; and
- Marketing Partners.

The transport strategy for Wembley London embraces the principles of the OTS in the following ways:

- Designation of roads to form part of the ORN;
- Planned 100% spectator transport by sustainable modes;
- Provision of Blue Badge parking as appropriate;
- Provision of significant investment in the local transport network to provide a positive legacy; and
- Making best use of the existing infrastructure

The transport strategy for Wembley also complies with all of the other various operational requirements of the Games, specifically with regard to security, emergency services access, and the management of non-Games related traffic.

A Venue Access Strategy has also been prepared by LOCOG. The strategy highlights the ORN relative to Wembley, Games Family access points, vehicle access areas, and pedestrian access points. The key points of the Venue Access Strategy for Games Family are:

- Closure of Engineers Way from the period 18th July to 13th August 2012 (27 days) to provide a retractable poly-tunnel and secure perimeter fence that will connect the venue with the training facilities that are proposed on land to the north of Engineers Way.
- Games Family, NGA venue servicing and other servicing vehicles will pass through the Vehicle Access Area and will be subject to security checks.

The key points of the Venue Access Strategy for spectators are:

- The proposed spectator transport strategy is based around the concept of transporting all ticketed spectators to all competition venues (including the Wembley venues) by public transport, walking or cycling.
- There will be no LOCOG car parking for spectators at any venue (including Wembley) with the exception for some Blue Badge parking. It is proposed that strict parking controls will be implemented on a temporary basis around each venue to support this strategy.

During the Olympic Games it is proposed that the vast majority (85%) of spectators will utilise the London Underground network in order to access the venue.

Concerns have been raised about the impact of the proposals, particularly the closure of Engineers Way, on sites accessed via Engineers Way (including the Council's Civic Centre construction site and to the Forum House basement car park) and on bus routes. These and other issues related to the management of crowds and traffic during games times are being dealt with by a sub-group of the Wembley Safety Advisory Group which is attended by various Council Officers, the Metropolitan and British Transport Police, the London Fire Brigade, the London Fire & Emergency Planning Authority, London Ambulance, Transport for London etc.

Access

One of the principal aims of the Games is that they should be inclusive and accessible for everyone, and allow disabled people to be as independent as possible. The proposal has been designed so that the venue will be accessible to all.

As outlined in the Design and Access Statement, LOCOG must balance the temporary nature of the arena design with the need to meet its commitments to inclusive design and their duties under the Disability Discrimination Act 1995.

In terms of the events to be held at Wembley, the following factors have been considered in proposals for the temporary structures and activities at this venue:

- Access to and from public transport to the site including bus and train services;
- Blue Badge parking facilities available to enable spectators to move through the pedestrian access area;
- Consideration of access issues at the key entrances into the site and the dedicated athlete, Olympic Family, Broadcast and media entrances;
- Provision of a Games Mobility Service;
- Design and location of the pedestrian access areas;
- Detailed consideration of crowd flow and the related issues for accessibility;

- Signage, wayfinding and seating; and,
- Assistance dog spending areas.

Accordingly, it is considered that the proposal is in accordance with Core Strategy paragraph 5.9 which seeks to achieve accessible and inclusive environments for all, including disabled people

Lighting

External lighting will be provided within the secure boundary for vehicular routes used to drop off and pick-up Athletes and operations staff and amenity areas used by Athletes and operations staff. External lighting will be provided for back of house activities for the health and safety of the operatives. The lighting will be required in the evenings and could extend throughout the night. It is anticipated that the existing road and amenity lighting will be utilised subject to the existing lighting meeting LOCOG requirements. Where required Temporary external lighting will be provided to supplement existing lighting.

The external lighting will be designed in accordance with BS EN 12464-2, BS 5489 and take into account the guidance provided in the Chartered Institution of Building Services Engineers (CIBSE) Lighting Guide (LG6), Society of Light and Lighting publications and Commission Internationale de l'Eclairage (CIE) report 'Guide on the Limitation Effects of Obtrusive Light from Outdoor Lighting Installations.

In addition the external lighting will be designed to be energy efficient, minimise light pollution and its associated impacts on local residents and wildlife and to meet the operational requirements of the venue, including security. The lighting design will aim to encompass the advice contained in the Bat Conservation

The lighting will also be designed in accordance with the Institution of Lighting Engineers Guidance (2005) Notes for the Reduction of Light Pollution.

Where the activities to these areas are intermittent the artificial lighting will be locally controlled via Passive Infra Red (PIR) detection. The hours of operation within these Back of House areas is yet to be determined and as indicated, could be throughout the night.

All equipment will be selected to suit the temporary nature of the project whilst having regard to energy efficiency and minimising light pollution. All temporary lighting and lighting structures will be removed as part of the site restoration.

Areas of Coverage:

External lighting at Wembley Arena will be provided, but not limited to the following areas:

- road & amenity areas;
- back of house / operational compounds;
- main entrance (pedestrian access area); and vehicle access including emergency access areas;
- 2 x Vehicle Access Areas within the vicinity of Wembley Stadium. The first one being located within the green car park to the east of the stadium and the other in the west of the stadium.
- Operational areas.

There is no requirement to illuminate areas outside the defined security perimeter of Wembley Arena and the Northern compound located across from Engineers way.

Lighting will be mounted on buildings where possible to provide an efficient area floodlighting scheme for back of house areas. Columns may be used but would be restricted to 6 metres in height or limited to the height of the existing columns. Low level safety walkway lighting may be provided along the access routes within the Wembley Arena and the Northern Compound that's

across from Engineers way to enable pedestrians to walk between operational areas.

Any lighting located close to residential areas will have baffles/cut offs to minimise glare and ensure no light spill onto residential properties, complying with BS EN 12464-2, which requires a post-curfew lighting level of 1 Lux as a limit of obtrusive light for low brightness areas. It is recommended that a condition be attached requiring that this standard be complied with in relation to nearby residential properties.

Noise

A noise statement has been submitted with the application. Noise associated with set up and removal activities may arise from plant equipment as well as from activities such as hammering and drilling. External structures are expected to be erected quickly and will not generate significant levels of noise.

The precise details of the plant are not known at the time of writing but plant will be selected or attenuated to emit no more than 75dBA LAeq at 1m so as not to disturb any noise sensitive spaces. Noise breakout from the events is not expected to be any different from that which arises from existing amplified events in Wembley Arena. It is recommended that a condition be attached requiring that all mechanical plant installed meets this restriction.

Drainage

Full details of the Drainage Strategy can be found in the Design and Access Statement. Canopy drainage will be discharged evenly under the temporary structures, and the runoff from the washdown area and compactors will be discharged into the existing foul network.

The site does not fall within an area of flood risk. However as stated in the 'Consultation' section of this report as the application site area exceeds 1 hectare the Environment Agency do require a Flood Risk Assessment which has not yet been provided. Officers have been in contact with the EA and are satisfied that this matter can be dealt with satisfactorily and it is anticipated that Agency's objection will be lifted. The recommendation to approve this application is therefore subject to the EA lifting this objection, and members are being asked to delegate authority to officers to agree this matter with the EA.

Tourism

It is anticipated that there will be between 18,000 to 100,000 visitors per day visiting Wembley which will significantly boost the local economy in the surrounding area.

The impact of the 2012 Games within Brent as a whole and in conjunction with other Olympic and Paralympic venues nearby will see a substantial increase in of tourist numbers. The Council supports and recognises that tourism has a positive and significant role to play in securing economic and environmental regeneration and therefore, the proposal is considered to meet tourism objectives of the London Plan and Policy CP 7 which seeks to promote tourism at Wembley.

Economic Opportunities

The promotion of sustainable development, encouraging investment and establishing local job and business opportunities all underpin Government Guidance in PPS4. To achieve these objectives PPS4 emphasises the importance of focusing economic growth and development in existing centres in order to take advantage of a wide range of existing services. PPS4 also promotes social inclusion to ensure that local communities have access to opportunities. The existing cluster of development at Wembley, including the venue and commercial and residential properties, means that there are opportunities to increase economic

growth throughout the build-up, duration and legacy periods.

The link between tourism and economic growth is set out in national (PPS4 and Tourism Good Practice Guidance) and regional policy guidance (London Plan Policy 4.5) and therefore the events at Wembley will have benefits for local businesses and communities in respect of increased income, investment, and opportunities.

Regeneration and employment are high on the Council's agenda. The Core Strategy's strategic objective for regeneration seeks to promote economic performance and regeneration by creating growth areas of mixed use and mixed tenure, of which Wembley is to be the largest. The potential for increasing the economic benefits of the 2012 Games will continue with the legacy of the Games.

On the above basis it is considered the proposal is in accordance with the aspirations of PPS4 and the Council's strategic and policy objectives set out in the UDP and Core Strategy to ensure that the Borough maximises regeneration potential in the Wembley growth area.

Sports Legacy

Brent Council is actively promoting a range of sports activities and programmes through its action plan and programme 'Inspiring Brent' using the 2012 Games to inspire local children and residents to become more active. The Council is committed to using the power of the Games to secure a legacy for:

- young learners
- culture and events
- sports and health
- business skills and employment
- city operations and sustainability

Conclusions

The proposed works are all temporary and encompass the set up phase, competition period and removal. LOCOG and its design team have undertaken extensive liaison with the key stakeholders and interest groups, which have provided feedback into the emerging proposals.

The application is accompanied by a suite of supporting documents which highlight the design, transportation, environmental, sustainability and engagement information in detail. While the proposals will cause some disruption to the area, officers are satisfied that appropriate and robust arrangements are in place to manage the impacts of the games on Wembley and the wider area.

Wembley is a key regeneration area in Brent and London as a whole. Bringing the Olympic Games to this area will accord with the principles of regeneration in this location as well as giving the local economy and community increased advantages and possibilities for growth and development. Hosting such high profile sporting events as part of the 2012 Games is a unique opportunity which will hopefully provide a lasting legacy for the Borough.

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

- (1) The proposed development is in general accordance with policies contained in Brent's Core Strategy 2010, Brent's Unitary Development Plan 2004, The Mayor's London Plan 2011 and Central Government Guidance.

CONDITIONS/REASONS:

- (1) The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

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

WEA – PL – 00 – 900 Redline Plan
WEA – PL – 00 – 901 Existing Site Plan
WEA – PL – 00 – 902 Proposed Overlay Plan
WEA – PL – 00 – 904 Indicative Heights Plan
WEA – PL – 00 - 905 Indicative Elevations
WEA – PL – 00 – 910 Fencing Plan
WEA – PL – 00 – 911 Fencing Elevation
WEA – PL – 00 – 912 Temporary Fencing Examples

Planning Statement
Design and Access Statement
Transport Statement
Sustainability Statement

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

- (3) All temporary structures hereby approved shall be removed and the land restored to its former condition before the end of September 2012.

Reason: The structures are of a temporary nature which the Local Planning Authority would not be prepared to approve other than for a limited period, having regard to their construction and/or effect on the visual amenity of the area.

- (4) Any lighting installed will have baffles/cut offs to minimise glare and ensure no significant light spill onto any neighbouring residential properties and as stated in the approved Design & Access Statement should comply with the requirements of BS EN 12464-2.

Reason: To ensure that such illumination does not prejudice local amenities or safety on the neighbouring highway.

- (5) All mechanical plant installed shall be designed or attenuated to emit no more than 75dBA LAeq at 1m so as not to disturb any adjoining noise sensitive uses.

Reason: To safeguard the amenities of the adjoining occupiers.

- (6) The temporary structures hereby approved shall be used only for the purposes indicated in the application, namely by athletes, coaches, support staff, the media and other members of the 'Olympic Family' as defined in the application and shall not be used to host post event parties or other public gatherings unless otherwise agreed by the Council in writing.

Reason: To protect the amenities of neighbouring residential occupiers.

INFORMATIVES:

None Specified

Any person wishing to inspect the above papers should contact Neil McClellan, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5243