

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

16 January, 2019

18/4307

SITE INFORMATION

RECEIVED	12 November, 2018
WARD	Tokynghon
PLANNING AREA	
LOCATION	Wembley National Stadium, Olympic Way, Wembley, HA9 0WS
PROPOSAL	<p>Proposed variation of Condition 1 (event cap) and 2 (temporary traffic measures) of planning permission reference 17/0368 (dated 18/08/2017), to allow for 8 (3 events at 90,000 capacity, 5 at a 62,000 capacity) additional major sporting Tottenham Hotspur Football Club (THFC) events between 15 January 2019 and 12 May 2019.</p> <p>Application reference 17/0368 granted permission for the complete demolition of Wembley Stadium and clearance of the site to provide a 90,000-seat sports and entertainment stadium (Use Class D2), 4750m² 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. Planning permission 17/0368 is an amendment to the original planning permission 99/2400.</p> <p>As approved, condition 1 limits the number of major sporting events held at the stadium in any one year 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 (unless certain conditions are met relating to the provision of infrastructure). Additional events over and above this are permitted subject to the number of spectators being limited to the capacity of the lower and middle tiers of the stadium. In addition, it also permitted up to 22 additional major sporting THFC events between 1 August 2017 and 31 July 2018. The variation of condition as proposed would allow for up to an additional 8 major sporting THFC events between 15 January 2019 and 12 May 2019 (5 at up to 62,000 capacity, and 3 at up to full capacity).</p> <p>The application includes the submission of an Environmental Statement.</p>
PLAN NO'S	See Condition 3.
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>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_142619</p> <p><u>When viewing this as an Hard Copy .</u></p> <p>Please use the following steps</p>

1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "18/4307" (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);
 - Additional Parking Enforcement;
 - Additional Alcohol Licensing Inspections;
 - Anti-Ticket Tout Initiative
 - Illegal Street Trading Initiative
 - During Performance Inspections (Public Safety);
 - Pirate Parking Initiative;
 - Toilets and associated cleaning;
- 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;

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 (January – May 2019) 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 1 on event cap to allow for Tottenham Hotspur events;
3. Amended condition 2 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.

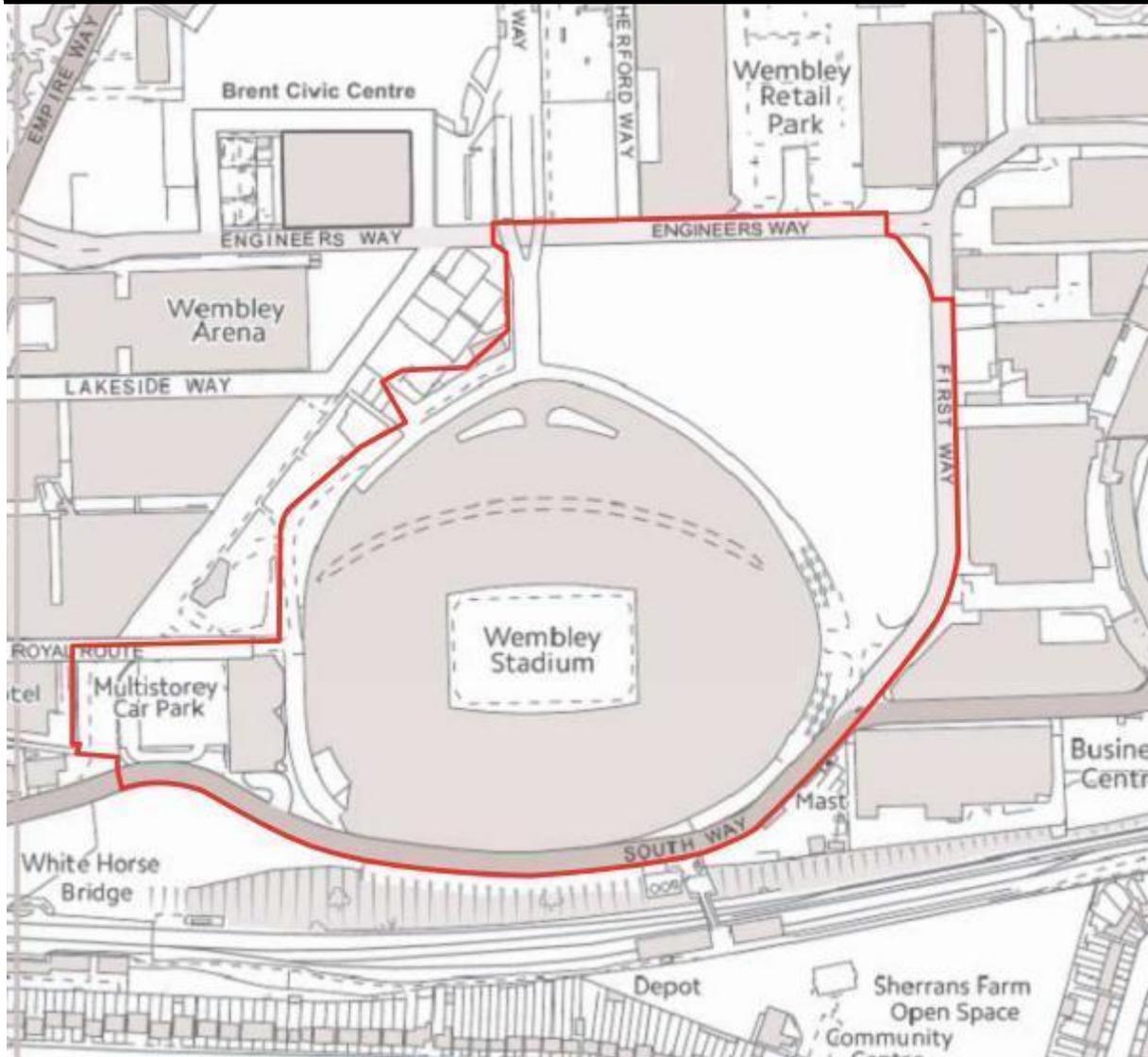
SITE MAP



Planning Committee Map

Site address: Wembley National Stadium, Olympic Way, Wembley, HA9 0WS

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This map is indicative only.

PROPOSAL IN DETAIL

Proposed variation of Condition 1 (event cap) and 2 (temporary traffic management measures) of planning permission reference 17/0368 (dated 18/08/2017), to allow for up to 8 additional major sporting Tottenham Hotspur Football Club (THFC) events (3 events at 90,000 capacity, 5 at a 62,000 capacity) between 15 January 2019 and 12 May 2019.

As approved, condition 1 limits the number of major sporting events held at the stadium in any one year 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 (unless certain conditions are met relating to the provision of infrastructure). Additional events over and above this are permitted subject to the number of spectators being limited to the capacity of the lower and middle tiers of the stadium. In addition, it also permitted up to 22 additional major sporting THFC events between 1 August 2017 and 31 July 2018.

The application includes the submission of an Environmental Statement. There are no proposed physical alterations to the stadium.

Condition 1: 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 1 (event cap) of the extant 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 potentially hold an additional 3 full capacity events and a further 5 events capped at 62,000 spectators between January and May 2019.

This was reduced from 17 events that were originally proposed as part of this application (10 capped at 62,000, 7 up to full capacity). Officers raised concerns that the number of proposed full capacity matches could have significant detrimental impacts to the amenity of nearby residential occupiers. As a result the applicant amended their proposal to only seek full capacity matches on the remaining 3 UEFA Champions League matches scheduled between February and April 2019, and a 62,000 capacity cap for the potential 5th Round/Quarter/Semi-Final Domestic Cup matches and select Premier League Matches (subject to progression, where applicable). The proposed 90,000 capacity matches would be limited to cover only the UEFA Champions League Round of 16 Home leg, the Quarter Final Home Leg and the Semi Final Home Leg relating to Tottenham Hotspur Football Club, and for no other club/event/reason. 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 and therefore fall below the existing event cap.

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 (62, 000). 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 and the proposal should be considered on this basis.

The existing condition also specifies that the top tier of the stadium must remain empty for lower capacity events (which are not limited in number). It is proposed to remove this requirement whilst continuing to limit on the number of fans to the capacity of the lower two tiers (50,835).

Condition 2: Temporary traffic management measures on the North Circular Road

This condition specifies that the traffic management measures shall only be provided for up to 59 events per year in accordance with the 2017 consent and the additional events sought for the 2017/18 season. It is proposed to retain this condition, but amend it to reflect the proposed new cap (up to 45 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.

AMENDMENTS SINCE SUBMISSION

The application was originally submitted seeking permission to lift the major event cap to allow 17 additional events (10 capped at 62,000, 7 up to full capacity). As stated earlier in this report, officers raised concerns that the number of proposed full capacity matches could have significant detrimental impacts to the amenity of nearby residential occupiers. As a result of these concerns the applicant amended their proposal to only seek full capacity matches on the remaining 3 UEFA Champions League matches scheduled between February and April 2019, and a 62,000 capacity cap for the potential 4th and 5th Round/Quarter/Semi-Final Domestic Cup matches and select Premier League Matches (subject to progression, where applicable). The proposed 90,000 capacity matches would be limited to cover only the UEFA Champions League Round of 16 Home leg, the Quarter Final Home Leg and the Semi Final Home Leg relating to Tottenham Hotspur Football Club, and for no other club/event/reason. 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 and therefore fall below the existing event cap.

SUMMARY OF KEY ISSUES

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

Representations Received – A total of 62 representations have been received, with all but 3 objecting.

General – Many objectors consider that with the cap lifted to enable THFC to play their home games at the Stadium last season, there already are too many events at the stadium given the level of impact. However, it should be borne in mind that this application does not affect the number of events that take place at the Stadium, just the capacity of the crowd. Unlimited events at up to 51,000 can take place within the terms of the existing planning consent. Additional mitigation measures would be secured for the larger events that would not be in place if this application is not approved.

Highways and transportation – Traffic management measures are required for events that have a capacity of over 10,000 and the proposed variation of consent for an additional 8 events, only represents a small increase in 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 traffic management measures which are put in place, it is considered that the impact on the highway network can be managed.

Environmental Statement – There is some debate over some of the conclusions in the statement. Nevertheless, the mitigation measures that are proposed to be secured through the S106 legal agreement

are considered to sufficiently mitigate the potential impacts.

Socio-economic impact – Some objectors have raised concerns about some of the visitor spending figures cited. Little to no weight has been placed on the economic benefits specified within the submission and the recommendation for this application is based on the benefits associated with the mitigation package rather than the economic benefits specified in the submission

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 capacity for 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 in relation to overall Stadium use

RELEVANT SITE HISTORY

03/3200. Outline Planning Permission was granted for the redevelopment of the Stadium As approved, condition 3 on the consent 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

17/0368. Permission was granted for the variation of this to allow an additional 22 events for THFC for the 2017/18 football season (**1 August 2017 to 31 July 2018**). The event cap condition became condition 1, and temporary traffic measures became condition 2.

CONSULTATIONS

Press Notice Published: **22/11/2018**

6 Site Notices were displayed on **15/11/2018**

Letters were sent to approximately 42,000 addresses within the Wembley Event Day Controlled Parking Zone

- *59 Comments of Objection received*
- *2 Comments of Support received*
- *1 Comment neither objecting of supporting was received*

The issues raised in the representations are summarised in the table below:

External Consultations

Objection	Responses
<i>General</i>	
The number of major events occurring under the previously varied consent 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.
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.
Why have the council not sought to reduce the number of events?	The Council has negotiated a lesser number of Major events which would use the full capacity (90,000) of the stadium: from 10 to 7.
<i>Socio-economic (including Neighbouring amenity)</i>	
Proposal will continue to 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 continue to be made available 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 have already been provided around the stadium by the applicants.
Fear for safety on event days, including for children; CCTV surveillance cameras should be fitted with cost borne in perpetuity by applicant.	There is already an extensive CCTV network, and the applicant would contribute towards addressing an existing shortcoming in the coverage.
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	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

adversely affected by congestion and parking restrictions.	event days.
<i>Highways and Transportation</i>	
Increased volume of traffic over existing constant traffic jams will continue to 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 major events from 10 to 7. Measures are in place, to reduce as far as possible the number of cars visiting the area on event days.
Local traffic journeys will continue to be 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 and the applicants have provided event day signage subject of 17/0368.
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.
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.
Increased exposure to noise, both from events within the Stadium and crowds outside.	There would be an increase in terms of the number of fans at each additional event, 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>	
Increased fumes and air pollution from more	The increases are not considered to be to a

event days and more standing traffic and resulting health impacts.	sufficient level to refuse the planning permission.
<i>Cumulative Impact</i>	
Circumstances have changed since the original and varied 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.

Support	Response
The infrastructure in place as a result of the stadium improves and assists daily life for residents and a small inconvenience for use of the stadium is acceptable.	The public transport nearby is considered good, and has been improved in the last few years.
Have experienced the benefits from Tottenham Hotspur Foundation work with employers and schools in the area.	The Foundation would continue to operate within Brent to ensure that residents do experience some benefit.
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 as the Stadium benefits the economy of the local area, however, concerns with the traffic and congestion and should therefore only be acceptable subject to mitigation measures	The aim has been to secure mitigation for the increased number of events.

Consultations

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

Transport and Highways – No objections subject to a S106 agreement.

Local Lead Flood Authority – No objections.

Environmental Services – No objections subject to continued marshalling, enforcement and traffic controls.

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

Transport for London – No objections subject to ongoing discussions for event days with British Transport Police.

Network Rail – No objections.

Chiltern Railways – No response received.

Quintain Estates and Development Plc - No objections.

London Boroughs of Barnet, Harrow, Camden, Ealing, Hammersmith and Fulham, Haringey, City of Westminster and RB Kensington and Chelsea – No objections/no response.

Metropolitan Police– No response received.

British Transport Police – No response received.

London Fire Brigade – No response received.

Met Police (Secured by Design) – No response received

Barry Gardiner (MP for Brent North) – No response received

Wembley Stadium Residents' Advisory Committee – No response received.

Sudbury Court Conservation Area Residents' Association – No response received

Dollis Hill Residents Association – No response received

Neasden Village Association – No response received

Barnhill Residents Association – No response received

Kenton Homeowners Association – No response received

Friends of Eton Grove Park – No response received

Wembley Central & Alperton Residents' Association – Objection received. Comments acknowledge the economic benefits however, stipulate should permission be granted the sporting events should not be carried over for other events if THFC return to their new stadium.

POLICY CONSIDERATIONS

National Planning policy Framework 2018

London Plan (as amended) 2016

Core Strategy 2010

Brent Development Management Policies (2016)

Wembley Area Action Plan (2015)

DETAILED CONSIDERATIONS

Background

The site has been used as a stadium since 1923. Over time the stadium became outdated, and, 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. The new stadium was opened in 2007, and has held sporting and non-sporting events since.

Since then the wider Wembley Masterplan has emerged. The area has changed greatly as the masterplan is being implemented, with considerable regeneration taking place.

The application is made by Wembley National Stadium Limited (WNSL) to amend the previously varied condition subject of 17/0368. The previously varied Condition 3 (now Condition 1) attached to 03/3200 specified 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:

Improvements to Wembley Park Station to achieve a capacity of 50,000 persons per hour and

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.”

The amendment is sought under Section 73 of the Town and Country Planning Act 1990 by way of a variation of Condition 1 attached to planning permission 17/0368.

This application is as a direct result of the ongoing redevelopment of THFC's home ground at White Hart Lane in Haringey to provide a new, 62,000 capacity stadium. A significant amount of construction was undertaken throughout the 2016/17 season, however due to unforeseen scheduling delays the development has fallen behind its expected delivery and this application seeks permission to play some of the remaining 2018/19 season at Wembley National Stadium if necessary.

Environmental Impact Assessment

The application is subject to an Environmental Impact Assessment (EIA). 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.

The ES includes a section on the introduction and background to the proposals, and a detailed description of the proposal. There is a further section on the methodology, scope and approach. Following on from this the main topic based issues are assessed. They are:

- Socio-economic effects
- Transport
- Air Quality
- Noise

Finally, there is a chapter on the cumulative impacts of the development.

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.

Contrary to Brent Development

Management Policy (2016) DMP1- General Planning Policy and DMP 19 Residential Amenity Space, Technical housing standards: Nationally Described Space Standard (DCLG, March 2015), and London Plan (2016) Chapter 3.5- Quality and Design of Housing Developments. 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 2018/19 season;
- A location within a reasonable travelling distance for Tottenham Hotspur fans.

The applicant has identified Wembley as meeting these criteria, and hence has not considered other locations / alternatives.

Assessment

Condition 3 of the original planning permission (03/3200) (varied by 17/0368) was originally required because of the ability of the surrounding road and transport infrastructure to accommodate large crowds. The rationale 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.

Two main transport improvements were 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 cap remains in place due to the second criteria not having been completed.

Until the two sets of improvements are made the condition identifies how many full capacity 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.

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.

There is no restriction on the number of events that have a capacity of up to 51,000 (the capacity of the lower two tiers). Tottenham Hotspur could theoretically hold all of their home fixtures at the stadium now as long as the upper tier is not used. This represents a legitimate fallback position for the applicant.

As submitted, the proposal was to add 17 additional major sporting events for Tottenham Hotspur between 15th January 2019 and 12th May 2019. The Council initially suggested that the maximum capacity of the proposed additional event is reduced to 62,000 (the capacity of the new stadium at White Hart Lane). However, the applicant resisted this as it 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 7 to 3 in order to reduce the number of instances where additional impact will occur. These will be restricted to Champions League matches, and that is only if the Club progresses that far in the competition. The number of proposed additional events with a capacity of 62,000 was also reduced from 10 to 5.

Socio-Economic Effects (including Neighbouring Amenity)

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.

The London Plan identifies the site as being within an Opportunity Area (Wembley) and 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). Policies 3.1 and 3.2 seek to ensure that equal life chances exist for all, and that health inequalities are addressed.

CP1 of the Brent 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. 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.

These policies are primarily aimed at new development, 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.

The Environmental Statement submitted by the applicant considers these impacts, building on the 2017 assessment, and the original 1999 assessment. A number of objectors have questioned some of the assumptions made in the original and current supporting documentation, and this has been considered by officers. However, a number of consultation responses have made reference to an increase in business and activity as a result of THFC playing their home matches in Wembley over the past 12 months.

The applicants have argued 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'. This is in line with the document submitted and considered as part of the 2017 Section 73 application.

In carrying out the assessment the applicant has made a number of assumptions. Firstly they have based the impacts on the attendance at each match being 90,000, even if this is not now being proposed. However, this approach is considered to be robust as it is necessary to consider the full potential impacts of the

proposal. Recent attendance records and those for the previous season show that very few games attracted as many as 80,000 spectators.

Economic impact

The proposal would increase the number of visitors to the area, many of whom would spend money. There would also be an increase in the number of times stewards and catering staff are employed in the stadium. 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.

The applicant has used data from previous football matches at White Hart Lane, along with data collated in their 2017/2018 season held at Wembley Stadium to assess the likely spend from visitors. It is generally accepted by officers that the additional games held at Wembley Stadium over the last 12 months have had a positive impact on some local businesses, specifically those catering to spectators – such as public houses, restaurants and bars.

However, some objectors counter this claim. It has been suggested that some 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 particularly 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. For example, a dry cleaner or travel agent is not 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. However, the Council has received no objection from any nearby hotelier or large retailer to the proposals.

The applicant has considered that overall there would be a moderately positive impact on the local economy for the period under consideration. Officers consider that some businesses will benefit, but some may have reduced levels of trade. Nevertheless, the proposed change in condition would only allow an increase the capacity of events and not the number of events, with a 51,000 capacity events also having an impact (both positive and negative). As such, little weight has been placed on the economic benefit contended by the applicant.

Anti-social Behaviour

A number of objections cite anti-social behaviour as being a problem with the existing operation of the stadium, and particularly with Spurs matches. Objectors are concerned that an additional season of events at Wembley would further exasperate the issues they face. Objections have noted rowdy, unruly, and abusive behaviour. Drunkenness, public urination, and litter have all been raised as existing and ongoing problems that can extend beyond the immediate surrounds of the stadium. Although it is not possible for Tottenham Hotspur or WNSL to control 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 capacity of 7 events would increase the risk of anti-social behaviour occurring unless adequately mitigated.

The accompanying section 106 legal agreement should include further measures to address public safety and anti-social behaviour within the local area and a variety of mitigation measures are proposed. Additional litter bins were provided as part of the previous S106 obligation.

The proposed Section 106 agreement would include agreements with the Council on parking enforcement, alcohol licensing inspections, an anti-ticket tout initiative, illegal street trading, during performance inspections, support for the pirate parking initiative, additional public toilets and associated cleaning.

The original legal agreement which required the Stadium to cover the costs of street cleaning, Temporary Traffic Regulation Orders and Traffic Management measures will still apply.

Tottenham Hotspur Football Club have also confirmed that they would be continuing their Foundation Measures, this includes the provision of between 50 and 80 additional stewards for major events, to be deployed alongside existing stewards. Tottenham Hotspur will also use at their "Fanbassadors" who will work

alongside the stewards.

It should be noted that moneys were provided by the applicant for the 2017/18 season for improvements to the CCTV and security systems deployed around the Stadium, and for additional signage works.

Socio-economic impact and neighbouring amenity summary

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 additional 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, and when considered against the current ask of an additional 7 major events, 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

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

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.

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 financial commitment for a new road connection has been made 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.

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.

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.

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 has been approved on the VDC / Carey's site on South Way, and is currently under construction however until this is operational it is not practical to alter South Way as it would 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.

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. The Council is currently procuring for a supplier to deliver 'two way working' in part of the industrial estate.

There are traffic management arrangements in place on event days, and WNSL 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 new connection between North End Road and Bridge Road is planned, but would not be completed before the additional events are held (if approved).

Therefore, in the absence of all of the measures referred to in the condition being satisfied then the cap is still considered appropriate. 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.

The applicants have provided information regarding the transport related impact of their matches on Wembley and its surrounds. The current baseline is the existing number of events that take place at the stadium, taking into consideration the 2017/18 season held at the venue. The existing consent remains the same and 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.

Tottenham Hotspur have already used the Stadium throughout the 2017-18 season and data has been gathered from the 27 matches hosted during that period.

The average attendance recorded was 57,483. Surveys showed an average of 7% of spectators travelling by car, 3% by coach/minibus, 80% by rail/Underground and 10% by other modes.

The above estimates were based on an assumed average vehicle occupancy of 2.7 persons/car, 15 persons per minibus and 50 persons by coach. The latter figure may be a little optimistic, as coaches may not necessarily be fully occupied. The car share is also based only on the numbers of vehicles parked in the official car parks, so the actual proportion travelling by car is likely to be higher once pirate car parking is accounted for.

Nevertheless, the proportion of spectators travelling by public transport (80+ %) to Tottenham Hotspur matches is high, which is welcomed.

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. The initiative has had good results in a short space of time, with a number of 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 a further contribution to this initiative.

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. Planning permission is not always required for this and 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, albeit minor, impact.

Previous measures agreed in the last S106 included a one-off payment of £200,000 to fund an additional CCTV camera at the junction of Fourth Way/Atlas Road to assist traffic management, support for the pirate parking initiative, 40 additional litter bins, a replacement radio-control system, protective clothing for staff and upgrades to existing event day traffic signage.

Further additional per event payments were also secured to fund various enforcement issues, including a sum towards additional parking enforcement – a similar agreement has been agreed in principle to account

for the 7 additional major events proposed here.

A Stadium Communications Strategy was also secured to inform spectators and the local community (residents and businesses) about events and travel arrangements. This will also need to continue to operate.

A Visitor Travel Plan has also been provided. The most recent survey showed 10% of spectators driving to the event, with a further 5% travelling as car passengers or being dropped off and 13% travelling by taxi. For public transport, 66% used trains or buses and 2% used coaches. The remaining 3% walked or cycled. Generally, the Council considers this to be acceptable however additional improvements are expected, and welcomed.

Noise

The NPPF seeks to avoid noise giving rise to significant adverse impacts on health and quality of life. The PPG 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.

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.

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.

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.

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.

Potential noise impacts are detailed in the Environmental Statement. 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.

In identifying a baseline position the applicant carried out noise surveys in and around the stadium in January 2018. They were in Sherrans Farm (to the south of the stadium on the far side of the railway lines), Mostyn Avenue (to the 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.

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).

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.

During a football match inside a stadium the typical noise levels and durations are identified as:

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.

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 (DMRB) 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;”

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 are on Engineers Way (between Rutherford Way and 5th 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. In addition, 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.

Due to the nature of the impact being borne from crowd noise from a premises where no physical alterations are proposed, little can be done to mitigate it directly. The applicants argue that the additional noise created as a result of this application and the events to which it relates would be have only a slight impact on residential amenity. As this impact would only be felt on a limited number of additional events, and only in a limited radius to the stadium it is considered that the proposed additional games would have only limited noise related implications on nearby residential properties over what they currently experience, and in this instance (as the proposal is temporary) can be supported subject to relevant conditions.

Air Quality

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

The applicant has submitted an air quality assessment. It examines the impact of the proposal on nitrogen oxide and fine particulates. This would largely be the result of road traffic.

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 private car parks which are in the process of being tackled.

The applicant has assessed 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 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 measuring concentrations of nitrogen oxide.

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, however as it is only on 7 occasions at most, this is not considered significant.

In terms of nitrogen oxide the additional traffic 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. 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'.

In terms of mitigation, the measures 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.

Therefore, overall the impacts on air quality are considered acceptable. There would be a very slight 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).

Equalities Assessment

In line with the Public Sector Equality Duty, the Council must have due regard to the need to eliminate discrimination and advance equality of opportunity, as set out in section 149 of the Equality Act 2010. In making this recommendation, regard has been given to the Public Sector Equality Duty and the relevant protected characteristics (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, and sexual orientation).

Conclusion

The objections received indicate that there is a level of impact currently experienced by events at the stadium from Spurs matches. These mostly relate to anti-social behaviour and transport. Some impacts are expected, as it is a large stadium in a location with residents and businesses nearby.

Additional events, limited to a capacity of 51,000, can take place at the stadium irrespective of the outcome of the application.

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 other changes to the road network are now envisaged. 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.

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 and only in relation to 8 games.

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.

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 season, 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.

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.

The proposal is, on balance, recommended for approval.



DECISION NOTICE – APPROVAL

Application No: 18/4307

To: Mr Fennell
Lichfields
Regents Wharf
14 All Saints Street
Islington
LONDON
N1 9RL

I refer to your application dated **12/11/2018** proposing the following:

Proposed variation of Condition 1 (event cap) and 2 (temporary traffic measures) of planning permission reference 17/0368 (dated 18/08/2017), to allow for 8 (3 events at 90,000 capacity, 5 at a 62,000 capacity) additional major sporting Tottenham Hotspur Football Club (THFC) events between 15 January 2019 and 12 May 2019.

Application reference 17/0368 granted permission for the complete demolition of Wembley Stadium and clearance of the site to provide a 90,000-seat sports and entertainment stadium (Use Class D2), 4750m² 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. Planning permission 17/0368 is an amendment to the original planning permission 99/2400.

As approved, condition 1 limits the number of major sporting events held at the stadium in any one year 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 (unless certain conditions are met relating to the provision of infrastructure). Additional events over and above this are permitted subject to the number of spectators being limited to the capacity of the lower and middle tiers of the stadium. In addition, it also permitted up to 22 additional major sporting THFC events between 1 August 2017 and 31 July 2018. The variation of condition as proposed would allow for up to an additional 8 major sporting THFC events between 15 January 2019 and 12 May 2019 (5 at up to 62,000 capacity, and 3 at up to full capacity).

The application includes the submission of an Environmental Statement.

and accompanied by plans or documents listed here:
See Condition 3.

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: 03/01/2019

Signature:

A handwritten signature in black ink that reads "Alice Lester". The signature is written in a cursive, slightly slanted style.

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 2018
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 alternative details are submitted to and approved in writing by the Local Planning Authority and the approved details are thereafter implemented in full, 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 8 additional major sporting Tottenham Hotspur Football Club events shall be permitted, up to 3 at full capacity (90,000 spectators), and up to 5 at an expanded capacity (of no more than 62,000 spectators) for the fixtures as set out in approved document reference 04929/21/NT/JF/001 (dated 27th December 2018) and for no other event or reason.

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

As approved under 99/2400

CL/4929/PA1 - Application Boundary Plan

As approved under 06/0206

pa10001 rev 01 Location Plan
pa10002 rev 03 Proposed Demolition Plan, Areas to Regard, Trees to Remove
pa10003 rev 05 Proposed Site Plan
pa10005 rev 01 Existing Site Plan
pa10006 rev 04 Proposed Plan Level B2 +40.50m Lower Basement
pa10007 rev 05 Proposed Plan Level B1 +45.70m Upper Basement
pa10009 rev 05 Proposed Plan Level S0 +52.80m Lower Concourse
pa10010 rev 02 Proposed Plan Level S1 +56.94m Lower Concourse Gallery
pa10011 rev 02 Proposed Plan Level S2 +61.20m Club Concourse
pa10012 rev 02 Proposed Plan Level S3 +66.32m Lower Hospitality
pa10013 rev 02 Proposed Plan Level S4 +70.16m Upper Hospitality
pa10014 rev 02 Proposed Plan Level S5 +75.20m Upper Concourse
pa10015 rev 02 Proposed Plan Level S6 +84.92m
pa10016 rev 02 Upper Deck Level Full Bowl
pa10017 rev 02 Roof Plan - Roof Open
pa10018 rev 02 Roof Plan - Roof Closed
pa10023 rev 02 North/South Sections Facing West
pa10024 rev 02 East/West Sections Facing North
pa10025 rev 03 North and South Elevations
pa10026 rev 02 East and West Elevations
pa10027 rev 02 North West Facade Detail Section and Elevation
pa10028 rev 02 South Facade Detail Section and Elevation
pa10029 rev 03 North West Facade Detail Section and Elevation
pa10030 rev 02 Proposed Bowl Configuration Football and Rugby
pa10031 rev 02 Proposed Bowl Configuration Concert
pa10033 rev 02 Proposed Bowl Configuration Athletics
pa10037 rev 02 Wireframe Perspectives of Bowl
pa10038 rev 02 Wireframe Perspectives of Exterior

Supporting documents submitted under this application

04929/21/NT/JF/001 (List of Tottenham Hotspur Football Matches) dated 27th December 2018
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.

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

- 4 No external lighting shall be installed unless details are submitted to and approved in writing by the Local Planning Authority and the approved details are thereafter implemented in full, except that which is part of the lighting scheme approved on 8 April 2014 (reference 14/0804) in respect of condition 7 of planning permission 99/2400.

Reason: In the interests of the safety and convenience of stadium users and the amenities of nearby residents and to avoid light pollution.

- 5 The details of apparatus for the neutralisation of all effluvia from the processes of cooking, including details of the point of extraction approved on 30 July 2004 (reference 04/2355) in respect of condition 13 of planning permission 99/2400. shall be maintained as approved unless alternative details are submitted to and approved in writing by the Local Planning Authority and the approved details are thereafter implemented in full.

Reason: To protect the amenities of the occupiers of adjoining properties.

- 6 The details of the in-house distributed sound system approved on 30 July 2004 (reference 04/2355) in respect of condition 14 of planning permission 99/2400 shall be maintained as approved except with the prior written consent of the Local Planning Authority.

Reason: To protect the amenities of the occupiers of adjoining properties.

- 7 No temporary traffic management shall be provided on event days other than in accordance with a scheme approved by the Local Planning Authority in consultation with the Highway Authority.

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.

- 8 The details within the parking management strategy document for the use of on-site parking approved on 20 September 2002 (reference 01/0222) in respect of condition 37 of planning permission 99/2400 shall be maintained as approved unless alternative details are submitted to and approved in writing by the Local Planning Authority and the approved details are thereafter implemented in full.

Reason: To ensure a satisfactory access, egress and parking arrangements without hazard to health and safety.

- 9 The details of the loading and delivery facilities for the proposed stadium approved on 30 August 2002 (reference 01/0223) in respect of condition 38 of planning permission 99/2400 shall be maintained as approved unless alternative details are submitted to and approved in writing by the Local Planning Authority and the approved details are thereafter implemented in full.

Reason: In the interests of the safety and convenience of users and visitors to the site.

- 10 The details of the facilities for the setting-down and collection of patrons to the Stadium by coach, car and taxi, including a programme for the appropriate development of additional off site coach parking facilities if necessary approved on 20 September 2002 (reference 01/0225) in respect of condition 39 of planning permission 99/2400 shall be maintained as approved unless alternative details are submitted to and approved in writing by the Local Planning Authority and the approved details are thereafter implemented in full.

Reason: In the interests of the safety and convenience of users and visitors to the site.

- 11 Unless otherwise agreed in writing by the Local Planning Authority:

- (i) 250 car-parking spaces for the use of the disabled shall be provided for each major event in the location approved prior to each event pursuant to Condition 37 of 99/2400, which was discharged on 20 September 2002 (reference: 01/0222).
- (ii) (ii) For all non-major events at least 5% of the parking provision for that event shall be for the use of disabled persons.

The spaces provided shall be a minimum width of 3 metres and shall be provided and retained for the exclusive use of disabled people at all times during the operation of events at the Stadium.

Reason: To ensure adequate provision for the needs of disabled people.

- 12 The details of the cycle provision approved on 9 September 2002 (reference 00/2382) in respect of condition 41 of planning permission 99/2400 shall be maintained as approved unless alternative details are submitted to and approved in writing by the Local Planning Authority and the approved details are thereafter implemented in full.

Reason: To ensure that an adequate provision is made for cycle users in accordance with the strategy submitted by the applicant.

- 13 No event resulting in amplified sound, other than a public address system, shall take place or be operated on the outer concourse of the stadium unless agreed in writing by the Local Planning Authority.

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

- 14 The details of the management of the toilet provisions approved on 12 March 2007 (reference 06/0206) in respect of condition 46 of planning permission 99/2400 shall be maintained as approved unless alternative details are submitted to and approved in writing by the Local Planning Authority and the approved details are thereafter implemented in full.

Reason: To ensure an adequate provision for access to toilet facilities in accordance with the strategy submitted by the applicant.

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 8 major sporting "Tottenham Hotspur Football Club Events") starts on 1 April each year and ends on 31 March during the following year.
- 2 For the avoidance of doubt, the use of the Stadium for education purposes (Use Class D1) granted by planning permission 13/1945 is unaffected by this planning permission.

Any person wishing to inspect the above papers should contact Colin Leadbeater, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 2232