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WARD:	Tokyngton
PLanning Area:	Wembley Area Consultative Forum
Location:	Wembley Arena, Engineers Way, HA9 0DX
Proposal:	Refurbishment and reorientation of Wembley Arena, new service yard and the development of a new public open space (Arena Square) to the east of Wembley Arena
APPLICANT:	Quintain Estates and Development PLC
Contact:	Mr. Hugh Bullock, Gerald Eve & Co
Plan Nos:	PL 200, PL 201, PL 202, PL 203, PL 204, PL 205, PL 206, PL 207, PL 208, PL 209, PL 210, PL 211, PL 212, PL 213, AR-EE-WE(0-)121, AR-EE-EA(0-)122, AR-EE-NO(0-)123, AR-EE-SO(0-)124, AR-EE-WE(0-)125, AR-EE-EA(0-)126, AR-EENO(0-)127 Rev A, AR-EE-SO(0-)128 Rev B, AR-SE-NO(0-)129, AR-SE-EA(0-)130, AR-SE-WE(0-)131, AR-SE-EA(0-)132, AR-SE-WE(0-)133, AR-SE-NO(0-)134 Rev B, AR-SE-EA(0-)135, AR-SE-WE(0-)136, AR-GA-L1(0-)137, AR-GA-L0(0-)138, AR-GA-L0(0-)139 Rev B, AR-GA-L1(0-)140 Rev B, AR-GA-L2(0-)141 Rev A, AR-SE-OO(0-)142 Rev A, AR-EE-OO(0-)143 Rev B, AR-SE-EA(0-)144, AR-SE-WE(0-)145, AR-SE-EA(0-)146, AR-SE-EA(0-)147, AR-SE-WE(0-)148, AR-SE-WE(0-)149, AR-EE-WE(0-)155, AR-EE-EA(0-)156, AR-EE-NO(0-)157, AR-EE-SO(0-)158, AR-DT-WE(0-)172, AR-GA-LO(0-)174 Rev B, AR-GA-L1(0-)175 Rev B, AR-GA-L2(0-)176 Rev A, AR-SE-OO(0-)177 Rev A, AR-EE-OO(0-)178 Rev B, CSK001 Rev 03, and WAR/A/203 Rev B.

1.0 Introduction

1.1 Objective of the Report

This report seeks to determine the planning and listed building consent applications submitted by Quintain Estates and Development Plc (QED) for the reorientation and other major works to Wembley Arena. The applications were submitted on 11th February 2004 and supplementary information and amendments were received by the Council on 23rd April 2004.

The proposal forms part of Quintain's overall development proposals on 17 hectares of land adjacent to the new National Stadium. This is known as the Stage 1 outline planning application and will accommodate a high density mix of commercial, leisure, retail and hotel facilities together with residential and community facilities. This application (Ref. 03/3200) is also reported to this Committee Meeting for consideration.

1.2 Context for the Application

Destination Wembley – the Arena proposals, together with the Stage 1 application, aim to create a new high quality, urban environment to transform the current area and complement the role and function of the new National Stadium as a major destination. A range of uses is proposed with the aspiration to provide a new economic driver for west London and a sustainable mixed use development and community that will be integrated with the surrounding area.

The aspirations for the area are set out in *A Framework for Development: Destination Wembley (September 2003)* drawn up by the Council and endorsed by the GLA. This document provides guidance on the form of development within and including Wembley High Road and a triangle of land loosely defined by Wembley Park station and Wembley Stadium station in the west and the North Circular road in the east. Within this large and diverse area a Core Area has been identified, focussed on the new National Stadium and its immediate setting for which more detailed guidance is provided.

The document states that the principal aim is to “maximise the regeneration potential of the area by promoting a mixed use and medium to high value development of regional and national importance which:

- creates a world class setting for the Stadium;
- complements the Stadium use;
- connects with Wembley High Road;
- increases employment densities with a range of opportunities;
- creates an accessible place to live work and visit;
- recognises the best parts of the existing environment and builds upon and develops the tradition of quality in the area.
- embraces and celebrates the multicultural diversity of Brent; and generates activity and vitality throughout the year.”

The document also provides the context for a masterplan that translates the principles and parameters in the Framework document into an explanation of how the sites within the masterplan area will be developed.

Wembley Masterplan – this document has been prepared to provide guidance on the scale and form of the redevelopment opportunity for the site. The document reflects the existing planning policy context and acknowledges the Councils regeneration objectives for the area. The Wembley Masterplan seeks to demonstrate that a range of benefits can be delivered as part of a comprehensive approach to the site. These include:

- a world class setting for a world class stadium
- an exciting and vibrant new urban quarter
- a range of jobs for the existing and new community
- a promenade linking Wembley Park with Wembley High Road
- an improved Olympic Way with new pedestrian ramp leading to the Stadium
- a network of public squares/spaces
- improved public transport facilities.

The new National Stadium – The new National Stadium will be a beacon of sporting excellence and an iconic architectural building and when completed will add a distinctive landmark to the London skyline. Locally, the Stadium has acted as a major catalyst to regeneration, creating significant interest in redevelopment opportunities in Wembley and attracting investment to the region.

Wembley Link – on 28 April 2004 the Council resolved to grant outline planning permission for the development of land between Wembley High Road and the new National Stadium. Implementation of the bridge link, which forms an integral part of that application, will provide significantly improved access to the National Stadium site and the current application site from Wembley High Road.

1.3 Submission Documents

The application comprises information contained in the following documents:

- Application Form, Schedules and Certificates
- Drawings(for approval)
- Executive Summary
- Introduction
- Stage 1 Application Context
- History of the Arena
- Conservation Plan
- Operation of the Arena
- The Arena Proposals
- Arena Square Proposals
- Arena Service Yard Proposals
- Other Areas of the Proposals
- Policy Assessment
- Technical Matters

- Programme of Works
- Sustainability Checklist

Given the scale of the site and proposed development an Environmental Statement (ES) comprising a Non-Technical Summary, Main Text and Technical Appendices was submitted with the Stage 1 outline application. However, references are made to the Arena, particularly in relation to archaeology and built heritage.

2.0 Application Site

2.1 Site and Surroundings

The application site relates to Wembley Arena, located between Engineers Way and Lakeside Way and close to the junction with Empire Way. The planning application site also includes the existing service yard and ancillary workshop building and part of the music recording studio building to the east. The planning application site also includes and the entrance forecourt to the west, part of the bingo hall building, as well as the narrow strips of land adjacent to Engineers Way and Lakeside Way.

Originally known as the Empire Pool, Wembley Arena was built for the Empire Games of 1934, on part of the site of the lakes which has been laid out by the British Empire Exhibition ten years earlier. The building was designed by Owen Williams, principally to include a swimming pool which could be decked over to provide an ice rink performance arena. The pool was closed in 1939 and was subsequently only used as a pool for the Olympic Games in 1948. In 1956, a permanent timber floor was installed and in 1973 was replaced by the present floor, built of Bison slabs on steel A-frames supported off the bottom of the swimming pool.

At present, the building is used as a major venue for popular music attracting artists and audiences from around the world. The Arena hosts numerous events each year and in 2000 for example, Wembley Arena hosted around 124 events, with the busiest days being Friday and Saturday.

The building was listed Grade II in 1976. The main aspect of the building's special interest is its use of reinforced concrete. At the time of listing, the building featured the largest concrete span in the world with its 3 hinged arches spanning 240 feet.

In terms of the buildings surroundings, it is located approximately 400m from the eastern edge of Wembley Town Centre and within 200m of Wembley Stadium Station. To the west of the site is a disused bingo hall and car park which was originally developed in 1962, beyond which is Empire Way which features several residential blocks which rise up to four storeys in height. It is also worthy to note that land parcel WO1, which forms part of Quintain's Stage 1 application, will be located on the site of the bingo hall and car park and will rise to a height of 61 metres. This development parcel will comprise a mixture of uses including residential, community facilities, retail and offices.

To the north of the application site (north of Engineers Way and west of Olympic Way) are the buildings that formed part of the 1924 Empire Exhibition complex, the Palace of Arts and Palace of Industry. These were listed Grade II but have been de-listed and are in a poor state of repair. The majority of the land between Engineers Way and Fulton Road (west of Olympic Way) is owned by the applicants QED. Beyond this is Wembley Park station.

To the east of the Arena and associated service yard is a two storey building which is occupied by Pheonix Sound, a music recording business. However, this site would accommodate part of the proposed hotel and Boulevard within the Stage 1 application.

Immediately to the south of the site are the Wembley Exhibition Halls and Elvin House which adjoins Wembley Conference Centre. All of these buildings are proposed for demolition within the Stage 1 application to be replaced with new development parcels, WO5 and WO6, which comprise active frontages at ground level with residential, apart hotel and leisure above. These buildings will rise to a height of 67 metres and 73 metres.

The new National Stadium building around which the proposed development will be located to the west, north and east, is an imposing and architecturally distinctive building. With a cornice height of 14 storeys the Stadium rises to a height of 21 storeys for the upper bowl and roof. The arch will rise to 148 metres (approximately 49 storeys).

The principal access to the Arena for customers is through the western side of the building and through an area of turnstiles. Servicing, and in particular, lorries associated with setting up the venue for live

performances takes place on the eastern side of the building. A metal palisade fence encloses this service yard area. The north and south elevations of the Arena comprise a series of doors utilised for access and emergency use. Along the Engineers Way frontage there is a difference in levels between the road and the apron of the Arena of 2.5m.

The Special Architectural and Historic Interest

The Wembley Arena is perhaps the most distinctive building in the Wembley development area. Although now an integral part of the rather incoherent later development of that part of the 1923 exhibition site, it projects a powerful functional character in contrast to the more decorated traditional designs of the adjacent Palaces of Arts and Industry. The building is unashamedly straightforward without embellishment and has an industrial character born out of its structurally driven design.

The Character of the Arena is defined and established by William's desire to let the requirements of the buildings structure direct the design. The distinctive reinforced concrete portals with their large counterbalancing fins sit on a construction grid developed from Middlesex County Council requirements for steps of 6" high and 11" inches deep to control the rake of the internal seating. William's used multiples of these two very basic modules to create a design code that dictated the dimensions of most of the structural components of the building. For example, doors, changing cubicles and toilets were 838mm wide or 2'9" which was three times the basic step tread of 11". This strict adherence to a dimensional module has created a building that has a balanced proportion, both in its larger components and in its smaller scale details. The attention to ergonomic design has imported a human scale to an otherwise monumental building.

The description submitted for the listing of the Wembley Arena is fittingly sparse, reflecting the undecorated simplicity of the of the buildings utilitarian character. The Arena was intentionally designed by Owen Williams to provide an efficient versatile open space, principally but not exclusively, for a swimming pool. The proposals for the Empire pool, as the building was then called, were radical and advanced by international standards. Many of Williams contemporaries experimenting in Europe, where concrete was a more acceptable material, were not able to reproduce the world-record-breaking 236'6" span of the 14 principal concrete portal frames.

The trusses create a skeletal frame over the principal open space that is very simply and economically filled with plain unadorned concrete panels. The window openings are punched cleanly through and the glazing frames are slender and unobtrusive to maintain the idea of a opening in the wall rather than a window.

Overall the Arena is important not only for the Wembley development area but nationally and internationally its ground-breaking technology has influenced and encouraged architects and engineers to test the limits of their skills and the materials that they employ. The building, even by today's standards, provides a very large uninterrupted space that is well serviced and provides relatively easy circulation for the buildings users. It is these qualities that have enabled the building to remain useful and to some extent self preserve when many other historic buildings in the area have declined significantly.

3.0 PLANNING HISTORY AND HISTORICAL BACKGROUND

Since the building was constructed in 1934, there have been no major planning or listed building applications for notable redevelopment or alteration. From 1985, a series of applications have been submitted for planning permission, listed building consent, advertisement consent and building regulation approval. Such applications relate to proposals for signage and lighting, suspended executive boxes, alterations to staircases and lifts, elevational alterations, boundary treatments, and the provision of a disabled viewing platform.

Building Development: Historic

Since the Second World War, the Arena's designed in flexibility, has enabled it to survive many changes and alterations that would on most other buildings have a significant impact on overall character. However, the scale, massing and proportions of the building have enabled it to retain its essential form and most of the later interventions are reversible or such that they can be integrated into an overall restoration programme. The most significant alterations are:

External

The original large areas of glazing to the roof, clerestoreys and East and West gables were painted over as part of the overall black out of London during the Second World War. Subsequent shuttering of window openings and roof glazing has been carried out to enable the continued use of the building for large concert performances. The removal of the window and rooflight shutters would enable the building to regain its original but short-lived light and airy character. However, the ability of the building to remain versatile and useful and therefore self preserving, must be balanced with the restoration requirements.

Over the years the building has been adjusted and extended on the North and South Elevations and both East and West Gables to provide housings for lighting rigs and gantries, these were formed in profiled metal cladding which was less than sensitive to the plain character of the concrete construction.

There have been many changes to the fenestration of the building with windows either having their proportions changed or moved altogether. Fire-escape regulations have required the installation of fire doors at strategic locations around the building.

Although not as serious as some of the other structural changes to the building, the insidious installation of building services has resulted in many cable and pipe runs, ducts and housings along the exterior of the building. Each alteration in itself was relatively small but as a whole they significantly detract from the simple, straightforward character of the original condition.

A number of the existing portal frames have had a post tensioning cable added to the principal structural frames to increase the load bearing capacity. This enables the installation of substantial lighting gantries internally. These structural improvements are visible from ground level but are simple, honest and utilitarian and as such comply with the basic philosophy that Williams adopted.

Most significantly the building has been painted a number of times with various shades of cream which has detracted from the utilitarian presence and simplicity of the original untreated condition.

Internally

The most significant change has been the boarding over of the pool itself which happened early in the life of the building and has not been opened up since. During the last half of the twentieth Century the building has never been used as a swimming pool.

Perhaps the most fundamental change that the Arena has experienced is the conversion of a very light, airy large space into a dark enclosed performance auditorium. The conversion was necessary to facilitate the concert function and the requirements of complex lighting systems that accompany the international performers that come to the Arena.

Structurally there have been a number of alterations to enable improved circulation, disabled access and fire escape. The guard wall along the top of the colonnade has been opened up to enable safe viewing by disabled spectators. There have been various alterations to the circulation stairs to provide safer fire escape. A new bank of seating has been installed along the west end to provide a three sided configuration and the west end has also been altered to close of the Proscenium from the Arena itself, this reduced the impact of the triple height space. Staircases between the Concourse and the Auditorium have been altered to provide new landings and compartmented lobbies at the top.

There are numerous small-scale alterations that are minor individually but have a significant impact as a whole, consideration and rationalisation of this type of alteration is important for a successful restoration.

Overall, the long-term changes that have affected the Arena have not been sympathetic to Williams's original vision for the building. However, the intrinsic versatility and usefulness of the building has preserved the essence of the Arena building and a careful programme of refurbishment and restoration can reintroduce some of the character that has been lost. Most of the alterations have been carried out to improve the operation of the building particularly in terms of safety and accessibility. Although significantly altered, the Arena survives as a powerful utilitarian building with a significant presence that can only make a valuable and individual contribution to the future landscape of the Wembley Development Area.

4.0 PROPOSED DEVELOPMENT

A detailed planning application and listed building consent application have been submitted by Quintain Estates and Development PLC for the re-orientation and refurbishment of Wembley Arena. The proposals can be summarised into 4 main categories:

- Refurbishment and re-orientation of the Arena
- The formation of a public square – Arena Square
- The construction of a covered service yard
- Ancillary works

4.1 Refurbishment and Re-orientation

The scheme under consideration represents a major opportunity to reinstate and underline the character and importance of one of the Borough's most important listed buildings. The scheme is important for two reasons; the Arena has a special character that will contribute to the wider urban townscape of the Wembley development area and as an individually listed building the Arena is overdue for a significant restoration and refurbishment programme. The proposals call for a comprehensive schedule of repairs and improvements that will help to retain the buildings stature as a leading concert venue and ensure its long term preservation.

The Applicants and their Agents have submitted a comprehensive assessment and Conservation Plan. The plan sets out the principles by which the scheme proposals were developed and the approaches that will be used to preserve the essential character of the building. The applicant's proposals for the building include the following works:

Proposals : Basic Design Principles

The proposals call for the reinstatement of the Arena as a free standing building with its own identity in a relatively open setting as Williams originally intended. The Arena's identity and character is defined by all its elevations and careful consideration and assessment of the proposals from all sides will be important in both specific consideration of this building and under conservation terms.

The structural simplicity and monumentality of the building will be preserved and restored. Original structure will be repaired and the relationship and proportion of openings to solid construction reinstated.

Improvements in structural integrity through further post tensioning on the remaining portal frames.

Where possible, original fenestration will be reinstated and where operation requirements require exclusion of daylight, the closing off of openings will be reversible.

Important elevations where windows cannot be left open, in particular the east elevation, will be provided with light boxes to help retain the relationship and differentiation between openings and structure to the boxes will give the impression that the interior is open and light. On the east Elevation this will reinstate the dramatic contribution of the Arena to the urban landscape of the Borough and the new Arena square.

The Auditorium will remain a single open uninterrupted space and no further structures will be introduced into the space to detract from the sense of openness.

Where possible, the large scale open spaces will be retained and where this is not possible, will be designed to retain an open character.

Original door and window frames will be retained and repaired - if required new frames will be identical to the original in terms of configuration section and colour.

The basic concrete structure of the Arena will be surveyed and a very detailed and comprehensive schedule of repairs will be undertaken. Of particular concern are the blade canopies to the gables that have not survived well.

Where possible, within the constraints of the scheme the original Fenestration and doors will be repaired and reinstated. The original proportion and form of openings and the original delicate frame sections will be reinstated. Any new fenestration will adopt the proportions and framing sizes of the original systems.

The exterior of the building will be redecorated to produce a colour and texture more appropriate to and closer to the original plain concrete finish. It is thought that the removal of the existing paint will cause damage to the original surface.

Detailed Proposals: External Envelope

East Elevation

The East elevation will be restored to its original condition as far as operation restrictions will allow. The East elevation will once again become the front of the building which is a reorientation of the existing condition, as public access to the building is at present gained from the west end and the east elevation has no public role whatsoever.

The east end of the building will accommodate the entrance foyer (which will be a double-height space), Box Office (at the north end), administration offices and merchandising (at the south end) and at second-floor level there will be a new restaurant. The second restaurant will be on a new north/south mezzanine slab that will be set back from the east elevation to retain the character of the larger three story space. For safety reasons the new floor will be separated from main circulation spaces with glazed screens.

The fenestration to the East gable will be opened up and glazing reinstated. A Light box will be employed to re create the open airy feel of the end gable. The east end of the building will then become the nominal front with a bank of demountable turnstiles that will only be used when a concert or other event is taking place.

Access from the foyer into the main auditorium will be at ground level via a new floor slab.

New stairs will be provided at either side of the main entrance Foyer to provide access to the concourse.

A new floor slab will be introduced into the East end to create a walkway linking the North and South sides of the Concourse facing the new stage.

The Main Auditorium and Concourse

Overall there will be very little change to the North and South concourses other than decoration and repair.

Proposals for the reconfiguration of the concession units on the Concourse level are to be developed and will be conditioned as part of this application.

The various spaces around the main auditorium will be reconfigured to provide toilets and food and drink sales points.

Existing changing rooms and facilities will be upgraded, improved and reconfigured.

The exiting lighting grid will be reconfigured and relocated to take account of the reorientation of the Arena.

The West Elevation

The existing Box Office and associated structures will be removed as will the later west seating terrace to allow the installation of the new stage and access to it. A new floor slab will be formed over the whole of the backstage area on which will be provided hospitality, dining and entertainment areas with all attendant catering facilities.

The existing Restaurant frontage supporting columns and access stairs are to be removed to allow the reduction of the existing floor slab by 2.5 m to allow access to the new stage from the proposed new service yard to the west. The existing structural elements of the building to be removed were mostly installed in 1989.

The North and South sides of the west elevation will require two walls to retain the 2.5m changes in level. Two appropriately detailed, double-height loading doors will be inserted into the west elevation to allow access directly to the rear of the stage.

4.2 Arena Square

The eastern end of the Arena will open out onto a proposed new public space known as Arena Square which would step down from the new Boulevard proposed as part of QED's Stage 1 planning application. The square will extend from the south eastern corner of the Arena northwards towards Engineers Way, then east contiguous with Engineers Way to the corner of Wembley Park Boulevard then south west back to the south eastern corner of the Arena, thereby forming a triangular shape. It will measure 2,800 square metres with

the majority of it being at level 37.5m AOD, the entrance level to the Arena. The space would then rise to the south west to meet the higher levels of Wembley Park Boulevard, at 40.0m AOD, then gradually decline to 38.0m AOD to the north east. Arena Square would be at level 37.0m AOD in its north eastern extent, at the junction of Wembley Park Boulevard and Engineers Way.

The changing levels will be achieved by the creation of a series of terraces along the eastern side, with gradual steps down to the common level of 37.5m AOD. Access for the disabled and less mobile will be achieved in the north eastern corner of the square, and along the northern boundary. The existing trees will be removed to allow the construction of the square, together with the 'woodshed' and the music studios. Details of materials are not proposed at this stage and will therefore be the subject of conditions.

The new public square will be used to accommodate a range of cultural activities and would become a public space and outdoor performance area. The square would include civic art features, signage and temporary event facilities. Such features could include fountains, flags, banners, street furniture, markets, canopies, and lighting features.

4.3 Service Yard

Proposals involve the formation of a covered service yard to west of the Arena at a level of 37.5m AOD, which would mean that the structure would be partially submerged and contained below street level by retaining walls. The proposed covered service yard measures 3,166 square metres with a minimum headroom of 5.1m. It will serve two main loading doors within the building's western elevation, with four un/loading bays and 15 parking bays provided, all for maximum length articulated lorries. It is proposed to landscape the roof of the service yard with drought-tolerant species, details to be conditioned as part of the LBC. Deep inset areas at the junction with the Arena with external paved surfaces at 40.m AOD would provide parking areas.

The elevations of the Yard will comprise profiled glass formed into screens framed and punctuated in distinct bays by perimeter structural columns.

4.4 Ancillary Works

It is proposed to provide an 8m wide hard surfaced area on the northern side of the Arena to connect with Arena Square to the east via an inclined route, 56.7m long by 3.7m wide. At the south west corner of the Arena, proposals include VIP and disabled parking and a drop-off area. In addition, a holding area for emergency vehicles during events is proposed to the north west of the Arena with access from Engineers Way.

Whilst the planning application relates to both the works to Wembley Arena and Arena Square, the listed building application deals only with the works to Wembley Arena.

5.0 CONSULTATION

A wide consultation exercise was carried out upon receipt of both the planning and listed building applications. This involved direct consultation to some 500 individual residents and local businesses. The applications were also advertised in the local press on 4th and 18th March 2004. Numerous site notices were also posted around the site on 1st March 2004. Statutory consultees were also consulted on 3rd March 2004. Ward Members from the Wembley Central and Tokyngton Wards were also consulted. Below is a summary of the consultation responses received:

English Heritage

English Heritage endorses the principle of re-orientating Wembley Arena, the creation of a public urban space at the east end of the building and the internal and external alterations to the grade II listed building that this would entail. English Heritage welcome the clear presentation of plans showing the evolution of the Arena, and how the proposed alterations are designed to restore historic fabric and features lost or obscured over the years following the conversion of the building from a swimming pool to an events venue. It is English Heritage's view that the proposals will safeguard the special architectural and historic interest of the listed building whilst allowing the arena to function more efficiently as a modern events venue. Therefore, the proposals are acceptable and English Heritage would be minded to grant the appropriate authorisation/direction for the scheme subject to the Council granting Listed Building Consent.

The Environment Agency

The Environment Agency objects to the proposed development as concerns are raised over the scale of the development and the impact on surface water runoff from the site. Accordingly, the applicant needs to undertake a Flood Risk Assessment in line with the requirements of PPG25, which may enable the Environment Agency to accept this proposal.

Commission for Architecture and the Built Environment

No comments are made in respect of the details submission, although as part of the Wembley Masterplan consultation, CABI supported the basic principle of the reorientation of Wembley Arena and the development of Arena Square.

The Twentieth Century Society

The Twentieth Century Society expresses concerns over the proposed development. In particular, it is considered that the Arena can be restored to its former glory without making the fundamental and unnecessary changes proposed and that it will be able to function in this format.

The Society are particularly concerned with regard to the western façade and the proposals to build a new covered service yard in this location as it would block the main view of the building. Concerns are also raised over the link between the service yard and the Arena building and that it would be better to have a free standing service yard in a different, less prominent location without a physical link to the structure of the Arena. The Society would also be pleased to see the removal of the non-original elements between the fins on the exterior of the north and south elevations.

The Twentieth Century Society are also keen to see the original skin of the building restored instead of being painted over once again and would offer the chance to recapture elements of its former design and are disappointed that to see that the Arena will not return to its stunning appeal of raw concrete. Concerns are also raised over nature of the planning application material and find it hard to judge certain aspects of the scheme, including choice of materials and the overall impact of the massing. Comprehensive three-dimensional visualisations would have been helpful.

DOCOMOMO UK

A letter of representation has been received from an individual who sits on the Twentieth Century Casework Committee and as a representative of DOCOMOMO-UK, the UK branch of the international group concerned specifically with the conservation and documentation of works of the Modern Movement. It is stated that no building the size of the Empire Pool can survive without a viable economic framework. Nevertheless, if conservation is the prime objective, then it may be necessary to look for an economic activity that is compatible with conservation rather than fitting the conservation to an existing economic activity.

Metropolitan Police Service (MPS)

The Metropolitan Police Service supports the proposed redevelopment in principle but considers that the developers must consult with the MPS in relation to the people movement access, egress and emergency planning for the newly refurbished Arena. The principles of "Secured by Design" must be employed throughout the development to create a safe, attractive and vibrant environment. The developers must therefore consult with the MPS in all matters relating to public safety.

British Transport Police (BTP)

The British Transport Police make no comments with regard to the proposals and defers to the Metropolitan Police Service to consider who have the policing primacy for these areas.

London Fire and Emergency Planning Authority (LFEPA)

LFEPA are currently involved in consultation with Building Control, Health, Safety and Licensing and representatives of the developers concerning means of escape and fire service access. No objections are therefore raised at this stage.

Thames Water

Thames Water raises no objections to the proposed development.

Euston Trust (National Heritage Nature and Environmental Preservation Society)

The Euston Trust object to the proposal for redevelopment in the context of the reorientation of Wembley Arena. The Trust point out that any alteration of the current site may interfere with preserving the building or its setting or any features of special architectural or historic interest which it possesses. In this context they invite the Council to refuse planning permission.

Brent Council - Transportation

Car parking allowances for leisure uses are set out in standard PS10 of the revised UDP Replacement 2000-2010. This allows up to one space per 60 patrons and one space per 200m² non-seating/assembly area, plus up to one space per five staff.

The existing building has a patron capacity of 12,500 people, giving an allowance of 208 spaces for visitors. About 50% of the floorspace is non-seating/assembly area, giving a further allowance of 34 spaces and assuming about 250 staff are employed at the venue, up to about 300 spaces would be allowed in total.

The reduction in car parking from about 5,000 spaces to 1,400 spaces would therefore bring the venue more into line with current restraint based standards, given that no change to the venue capacity or staffing requirements are proposed.

With regard to disabled access, four spaces are proposed for setting down on Lakeside Way on the south side of the building (together with four spaces for VIP setting down). Otherwise, 250 disabled parking spaces will be provided within the general public car park area, although these are beyond the recommended 50m travel distance from the venue. Further accessible bays have therefore been suggested by the applicant on Engineers Way close to the building entrance, although any such provision will need to be agreed with the Transportation Unit and provided at the applicant's expense.

Consideration also needs to be given to the impact of any overspill parking on traffic flow and road safety. In this case, previous surveys for attendances of over 10,500 people at the Arena have indicated between 1,000 and 1,200 cars attending the venue. With an average car occupancy of 3.5 people, this gives a car modal share of about 38%. As such, overspill on-street parking from the venue is unlikely to be significant.

In general, vehicular access will be encouraged to and from the North Circular Road via Great Central Way.

With regard to servicing, the proposed new service yard is smaller than the existing facility. No information has been provided to confirm whether the proposed provision of four full-size un/loading bays and 12 parking bays will be sufficient for the venue's purposes, which by their nature vary from event to event. However, on the basis that it would not be in the applicant's own interests to provide a facility that cannot accommodate all deliveries, the proposed provision is considered likely to be adequate.

Tracking diagrams have been submitted to demonstrate that all bays and parking spaces are accessible to both full-size lorries and coaches. The service yard will also allow access by refuse collection vehicles. The only concerns with regard to the service yard relate to the access ramp and gates. The ramp is shown to a steep gradient of 10%, which is generally acceptable. However, vertical curves to a minimum 6m radius must be provided at either end to avoid abrupt changes in gradient. The gates should also be set back a minimum of 20m from the highway boundary, to allow full-size lorries to wait clear of Engineers Way whilst they are opened/closed, given the road's status as a distributor road and the proximity of the access to a major signalised junction.

Otherwise, the unloading of stage equipment typically commences at 6am on the first day of a performance, with stage equipment dismantled and loaded back onto vehicles between 11pm and 3am after a performance. As such, lorry movements to and from the site would not generally clash with peak movements on the highway. With tight turnarounds needed when different events take place on consecutive days, the service yard has been laid out to provide level, unobstructed access to the back of stage area. As such, the lowering of the service yard level to 2-2.5m below ground level to facilitate level access is acceptable and welcomed in terms of improving turnaround times.

Other servicing is also proposed around the building, particularly from Lakeside Way, for catering, merchandise etc. and this is acceptable in principle, given that Lakeside Way is a private road. Emergency vehicle access will also be provided right around the building, in line with fire access requirements.

The new service yard access will require works to be undertaken within the highway to shorten an existing splitter island and to relocate an existing bus stop (although in the longer term, the routes using this stop are likely to be re-routed via the new bus-only boulevard). A site further east, closer to the new Arena entrance, is tentatively proposed for the resited stop, but this will need to be agreed with London Borough of Brent and London Buses. A condition requiring completion of these highway works prior to the re-opening of the Arena will be required (incl. provision of a bus shelter and resiting of bus stop markings etc.), with the works either undertaken or paid for by the applicant under a Section 278 Agreement.

The highway works will also need to incorporate the reinstatement of all existing redundant crossovers along the site boundary with Engineers Way to footway at the applicant's expense.

The proposed provision of a new public open space (Arena Square) at the eastern end of the building, from which public access will be provided, is welcomed and will be of great assistance in managing crowds before and after events.

The majority of the square will be laid out to a level surface from Engineers Way, with steps up to the new boulevard provided as necessary. This will ensure easy access for disabled users.

The design of the square will also need to blend with the existing public highway along Engineers Way though. Various treatments for this area have been put forward as part of the Core Development Area proposals, including raising the carriageway of Engineers Way alongside the Square and providing signalised traffic control to enable the bus-only boulevard and pedestrians/cyclists to cross the existing highway safely. A detailed design is still to be finalised and approval will need to be secured by condition, but any works that encroach onto the existing public highway of Engineers Way will need to be incorporated within the above Section 278 Agreement. Details requiring further approval will need to include materials, design of the steps, lighting, street furniture, drainage and CCTV cameras.

There are no objections on transportation grounds to this proposal, subject to amendments to the service yard access to: (a) provide 6m (min) vertical radius curves at either end of the access ramp; and (b) set the proposed gates back at least 20m from the highway boundary; together with conditions requiring: (c) the submission and approval of further details of materials, lighting, drainage etc. for Arena Square (incl. the treatment of Engineers Way along the boundary with the square); and (d) the undertaking of highway works (under a Section 278 Agreement) prior to re-opening of the refurbished Arena to include:

- (i) shortening the length of the existing splitter island in Engineers Way at its junction with Empire Way by 15m;
- (ii) relocation of the existing westbound bus stop in Engineers Way (close to Empire Way) eastwards to a position to be agreed with London Buses and Brent Council, including the provision of a new bus shelter;
- (iii) reinstatement of all existing redundant crossovers along the highway boundary of the site to footway; and
- (iv) any works in Engineers Way associated with the provision of Arena Square, such as alterations to materials, levels etc.

Residents and Local Businesses

Following consultation with local residents and businesses which involved the despatch of approximately 500 individual letters, a total of 1 letter of representation has been received from the following address:

11A Mostyn Avenue, Wembley

Objections are raised to the proposed development on grounds that the proposals will lead to increased traffic and parking in the area. Objections are also raised to the de-listing of the Palaces of Arts and Industry to make way for new ugly blocks which will cause irreparable damage to the character of the area.

6.0 PLANNING POLICY

6.1 National/Regional Policy

Planning Policy Guidance Note 1 – General Policy and Principles (February 1997)

This sets out the Government's approach to planning, emphasising the importance of sustainable development, good design and the need to demonstrate how it has been taken into account in the development process, and the importance of a plan-led approach. Annex A provides detailed guidance on the handling of design issues and encourages the preparation of clear design policies in development plans, the preparation of supplementary planning guidance and early consultation with the planning authority.

Planning Policy Statement 1 – Creating Sustainable Communities (Draft)

This PPS will replace PPG1 and forms part of the Government's Planning Green Paper, 'Planning – delivering a fundamental change', published in December 2001. This document is in draft form and is currently the subject of a consultation process which ends on 21st May 2004.

Draft PPS1 supports the reform programme and sets out the Government's vision for planning, and the key policies and principles which should underpin the planning system. These are built around three themes: sustainable development – the purpose of the planning system; the spatial planning approach; and community involvement in planning.

Planning Policy Guidance Note 13 – Transport (March 2001)

PPG13 outlines the Government's aim of achieving reduced car dependency via transport and planning policies that are integrated at the national, strategic and local level. The guidance places an emphasis on putting people before traffic, indicating that new development should help create places that connect with each other sustainably, providing the right conditions to encourage walking, cycling and the use of public transport. PPG3 also requires local authorities, when assessing planning applications, to intensify housing and other uses at locations that are highly accessible by public transport, walking and cycling.

Planning Policy Guidance Note 15 - Planning and the Historic Environment

PPG15 sets out guidance relating to the protection of the historic environment and the planning system's role in this. Special regard should be taken in protecting the special architectural or historic interest of listed buildings. The guidance also set out criteria for development within conservation areas.

Planning Policy Guidance Note 24 – Planning and Noise

PPG24 sets out advice on how the planning system can be used to minimise the adverse impact of noise without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens on business. The guidance also advises local planning authorities to consider carefully in each case whether proposals for new noise-sensitive development would be compatible with existing activities. It also advocates the use of planning conditions which may enable development proposals to proceed where it would otherwise be necessary to refuse permission.

Planning Policy Guidance Note 25 – Development and Flood Risk

PPG25 aims to strengthen the co-ordination between land-use and development planning and the operational delivery of flood and coastal defence strategy. It also aims to strengthen the links between land-use planning, land management and the Building Regulations. It covers flood risks arising from both river and coastal flooding and from additional run-off from development in any location. The guidance also specifies that flood-risk/run-off assessment, carried out by a suitably qualified and competent person, is an essential element in the overall assessment of the economic viability of the development as well as its acceptability in planning terms.

6.2 The London Plan

The London Plan, which was adopted in February 2004, sets out an integrated social, economic and environmental framework for the future development of London. The vision of the Plan is to ensure that London becomes a prosperous city, a city for people, an accessible city, a fair city and a green city. The plan identifies six objectives to ensure that the vision is realised:

- Objective 1: Making the most sustainable and efficient use of space in London; encouraging intensification and growth in areas of need and opportunity;
- Objective 2: Making London a better City for people to live in;
- Objective 3: Making London a more prosperous city with strong and diverse economic growth;
- Objective 4: Promoting social inclusion and tackling deprivation and discrimination;
- Objective 5: Improving London's transport;
- Objective 6: Making London a more attractive, well designed and green city.

The Plan recognises Wembley as a nationally important Opportunity Area for leisure related development and that it should take account of the key role of public transport in sustaining such generators of heavy demand for mass movement, including upgrading the three stations (Central, Stadium and Park). The plan also supports the promotion of the tourism industry and in particular London being a world leader and attracting high value overseas visitors.

6.3 Brent UDP

The development plan for the purposes of S54A of the Town and Country Planning Act is the Adopted Brent Unitary Development Plan 2004. Relevant policies in the UDP are those in the following chapters:

Strategic Policies

The relevant policies include STR5 (reducing the need to travel), STR11-17 (protecting and enhancing the environment), STR27 (regeneration of Wembley as a regional sport, entertainment, leisure and shopping destination), STR31 and STR32 (promoting tourism and the arts).

The Built Environment

The relevant policies in this respect include Policies BE1 (which requires the submission of an urban design statement), BE2 (townscape: local context and character), BE3 (urban structure: space and movement), BE4 (access for disabled people), BE5 (urban clarity and safety), BE6 and BE7 (public realm: landscape design

and streetscape), BE8 (lighting and light pollution), BE9 (architectural quality), BE12 (sustainable design principles), BE13 (areas of low townscape quality), BE22 and BE22a (provides guidance for works involving buildings on the statutory list and advises that demolition or unsympathetic alterations of these buildings will not be permitted).

Environmental Protection

The relevant policies in this respect include Policies EP2 (noise & vibration), EP10 (protection of surface water), EP11 (water supply – demand management), EP12 (flood risk assessment), and EP13 (water run off).

Transport

The relevant policies in this respect include Policies TRN1 (transport assessment), TRN2 (public transport integration), TRN3 (environmental impact of traffic), TRN6 (intensive development at selected transport interchanges – Wembley Stadium), TRN14 (layouts, visibility splays and accesses), TRN34 (servicing) and TRN35 (transport access for disabled people).

Tourism, Entertainment & the Arts

The relevant policy in this respect is Policy TEA4 which seeks the inclusion of public art within large scale developments.

Open Space, Sport & Recreation

The relevant policy in this respect is Policy OS7 which seeks the provision of new or extended public open space in local public open space deficiency areas when redevelopment takes place (including where new development creates a deficiency).

Wembley Regeneration Area

The relevant policies in this respect include Policies:

WEM1: Supports the regeneration of the Wembley Area as a regional sport, entertainment, leisure and shopping destination.

WEM3: Directs large scale retail, leisure and entertainment uses adjacent to the Stadium.

WEM8: Development in the area should be designed principally for access by public transport, walking and cycling.

WEM10: Requirement for a masterplan approach to the National Stadium Policy Area.

WEM17: Seeks to ensure that development within the regeneration area contributes towards the creation of a world class environment.

WEM18: Seeks to ensure that development within the regeneration area contributes towards the creation of a pedestrian friendly and distinctive public realm.

6.4 Brent Supplementary Planning Guidance

A Framework for Development – Destination Wembley: Adopted September 2003

The principal aim of the Framework is to provide clear planning guidance for the redevelopment of the area surrounding the new National Stadium including improving linkage to Wembley High Road. The document also draws upon the need for Wembley's 3 stations to be upgraded in response to the opening of the new National Stadium.

In particular, the Framework seeks to ensure that the Comprehensive Development Area is developed to create an integrated and coherent development, providing a world class setting for the Stadium. It also seeks to achieve a high level of accessibility whilst promoting the highest standards of urban quality. The guidance also promotes a rich mix of uses, high quality public realm and space, and sustainable development, as well as seeking to ensure that Wembley becomes one of London's most accessible locations.

Wembley Masterplan – Adopted March 2004 (to be read in conjunction with the Development Framework)

Following the Inspector's report into objections to the Replacement UDP, the approach to securing comprehensive development of the area surrounding the new National Stadium was changed from requiring a single planning application to the preparation of an agreed masterplan, thereby allowing a number of applications to be submitted for various parts of the masterplan area and judged in the context of how they conformed to the principles of the that masterplan.

SPG4 "Design Statements" Draft Consultation document (2003)

Provides guidance on the preparation and content of coherent and comprehensive design statements as required by Policy BE1 of the Adopted UDP.

SPG 17 “Design Guide for New Development” Adopted October 2001

Provides comprehensive and detailed design guidance for new development within the borough. The guidance specifically sets out advice relating to siting, landscaping, parking, design, scale, density and layout.

SPG19 “Sustainable Design, Construction & Pollution Control” Adopted April 2003

Provides design and planning guidance on complying with Policy BE12 of the Adopted UDP, which requires developments to embody sustainable design principles. The guidance covers measures to ensure energy and water conservation, selection of sustainable materials, environmentally-friendly landscape design, sustainable demolition and construction practices, and reduction of pollution in the operation of developments.

7.0 ASSESSMENT OF THE APPLICATION

7.1 Planning and Land Use Considerations

Having regard to the nature of the development, especially the impact upon the special character of the listed building and associated legal presumption, the principle issues for consideration relate to planning policy, design considerations, parking and traffic and the impact upon amenity of the adjacent properties. The Council is also required to consider the responses received as a result of the consultation exercise.

The London Borough of Brent Unitary Development Plan 2004 is the "Development Plan" for the purposes of S54A of the Town and Country Planning Act 1990. The policies in this plan should be used in the consideration of planning applications unless material considerations indicate otherwise.

Wembley Regeneration Area

The proposals to refurbish Wembley Arena, to provide an enclosed service yard and the formation of a new and vibrant public square are considered to satisfy the strategic and Wembley Regeneration policies contained within the UDP. In particular, Policy STR27 supports the regeneration of the Wembley area as a regional sport, entertainment and leisure destination. The proposals to upgrade one of the UK's leading entertainment and leisure facilities are considered to comply with the objectives of this policy. In addition, the application is considered to fully support the principles Policies WEM2, WEM18 and WEM29 which seek to ensure that a visual link is formed between Olympic Way and the town centre and that development contributes towards the creation of a pedestrian friendly and distinctive public realm. The proposed Arena Square is considered to contribute towards achieving these objectives.

Tourism, Entertainment and the Arts

Policy TEA4 seeks the inclusion of public art within large scale developments. It is considered that the refurbishment of Wembley Arena with a new entrance focussed on the new public square will contribute towards providing a vibrant leisure and entertainment environment whereby public art in the form of physical features or live performances would meet the objectives of Policy TEA4.

Open Space and Recreation

Policy OS7 seeks the provision of new or extended public open space in local public open space deficiency areas when redevelopment takes place (including where new development creates a deficiency). It is considered that Arena Square will clearly support Policy OS7 and will be a key focus point for new open space for the local community and the wider Borough.

Built Environment

Policies BE2, BE3, BE4 and BE5 provide specific guidance with regard to urban design. The proposals have been fully considered as part of the design statement submitted within the Stage 1 application, and in this context, it is considered that the proposal fully complies with these policies.

Residential Amenity

Policy EP2 advises that noise and/or vibration generating development will be permitted unless it would create, or worsen, noise above acceptable levels. As this application is considered in the context of QED's Stage 1 application, the impact of the development would be assessed in relation to the development parcel located at WO1, to the west of the service yard. In terms of the impact of the proposed covered service yard on the amenities of residential properties, the Environmental Statement confirms that the application would comply with Policy EP2.

Listed Building

Policies BE22 and BE22a resist unsympathetic alterations to listed buildings and seek to ensure that proposals involving listed buildings have special regard to the desirability of preserving their special

character. The issues relating to the impact of the proposals on the special character of the listed building are addressed below.

Policy Conclusion

The proposed development is considered to be in accordance with the relevant UDP policies mentioned above. The proposals for the Arena help contribute to the regeneration of the land around the National Stadium in accordance with national policy, the London Plan, and the Council's Supplementary Planning Guidance. In particular, the Framework for Development 'Destination Wembley' SPG aspires to provide an accessible urban structure, high quality public realm and spaces, a sustainable development and an engaged community. The proposals for the Arena are considered to underpin these aspirations.

7.3 Refurbishment & Re-orientation of Arena & Impact on Listed Building

Overall the Arena has survived with its essential character intact; the fundamental form massing and detail of this very simple monumental, utilitarian building survive and continue to underpin the early twentieth century character that makes such an important contribution to the landscape of this part of the Wembley development area. However, the needs of the buildings users and the relatively short period as a swimming pool means that the building has undergone some less than sensitive alterations. These proposals represent an opportunity to develop the surviving positive elements of the Arena and rectify some of the damage done during the last half of the twentieth century.

The Proposals call for the redefinition of the Arena within in a re-interpreted high quality designed landscape. When built the Arena stood in a relatively open space and presented a light and airy elevation to the East. The proposals to re-orientate the building to its original configuration and reinterpret the east elevation as the principal entrance can only help to secure a long term useful future for the building.

The proposals for reinstatement of principal structural elements and the unfortunate but necessary refinishing of the external paint treatment will enable the Arena to regain its powerful presence and character. The complete removal of all paint would be preferable but the removal process may cause damage to the original fabric. The reinstatement of original openings and fenestration can only contribute to the rehabilitation of the buildings character. However, the detail treatment of the openings the relative position and detail of frame design will have to be monitored and conditioned.

It is unfortunate that the original open fenestration of the building cannot be reinstated. The original large areas of glass created a very light building that can no longer be discerned from the existing condition of the building. However, the versatile nature of the William's vision means that because the swimming pool was not sustainable the building has adopted for another use that can make the most of the clear uninterrupted spans. The Concert use calls for a dark interior and the building has adapted to respond to this need.

If the Arena is going to have a long-term future and help preserve itself by responding to the needs of its owners and users, it must remain versatile. Other historic buildings within the Wembley area have failed to respond the changing needs of building users and have been neglected and fallen into disuse, the Arena survives because it has adapted. The applicants and their agents have proposed a light box behind large areas of glass on the east elevation to try and create a sense of light, whilst maintaining a dark interior, so essential to its present use. It is considered that although this is a compromise it will greatly improve on the existing east elevation.

The East end will be restored to retain as much of the original character and configuration of the original building as possible, turnstiles will be demountable so that the foyer will not be cluttered when there are no events in progress. The triple-height space will be reinstated as far as possible by pulling floors back from the existing external skin and using clear glazing for safety screens. Overall, this should re-create the open character if not original form of the foyer that can be seen in many early photographs of the building.

The most significant structural alterations will be to the west elevation where significant alterations to the fabric of the building are proposed. The requirement is to provide easy servicing of the stage area and this requires the removal of the existing restaurant elevation and its associated structures. However, most of the structure in question was erected in 1989 and is not part of the original building. On balance the alterations are necessary to allow better servicing of the building for the performers and their crews and so encourage more performances which will in turn attract people to the building and the wider area. The Arena can only benefit from a more intensive use as revenue generated by more events should contribute to long term maintenance.

The provision of the service yard is an essential and integral part of the whole scheme. However, the new structure represents a significant alteration to the fundamental massing and scale of the building when viewed from the north, south or west. To reduce the impact of the service yard the applicants propose a reduction in the area of contact with the original building. The structure at the point of connection will be narrower than the width of the Arena's west elevation and lower than the roof line of the service yard. This should virtually dislocate the service yard from the Arena and give the impression that the yard is a stand-alone building.

The Service yard has a very large expanse of flat roof that will be seen from surrounding buildings and indeed the west end of the Arena. Therefore, the Council will require a thorough and comprehensive scheme for the landscaping for the relevant part of the building as a condition.

Overview

The Proposals for the Arena are extensive and complex and call for some radical alteration to the building. Any programme of restoration and alteration will have to be carefully carried out and monitored to ensure that all building work is sympathetic to the essential character of the Arena. Any work to a listed building has the potential to detract from its historic character and ideally no change at all, is sometimes the preferred option. However, the Arena is a special building with a special set of circumstances that call for a different more pragmatic approach to long term preservation.

The special qualities and potential of the Arena derive directly from Owen Williams's original vision for the building. Williams was adamant the Arena should be flexible and responsive to the needs of its users and it is this versatility that has enabled the building to survive as it has. The building has been a Concert venue for longer than it was a swimming pool and it is a testament to Williams's design that the building responded so positively to change so early in its Life. Therefore, ongoing continued flexibility will continue to contribute to the preservation of the building.

The present condition of the building is poor and to do nothing would lead to significant deterioration of the fabric and have serious implications for the future of the Arena. The historic alterations have led to a significant decline in the original design configuration and quality. Unplanned, insensitive alteration, including new openings for windows, doors, the blocking of existing openings and most significantly the reorientation of the auditorium have changed the fundamental personality of the Arena - the Proposals quite rightly call for the reinstatement of the building's basic characteristics.

The proposals under consideration are extensive and will have a fundamental impact on the building. However, after careful consideration and consultation with English Heritage, officers are of the opinion that the proposals offer an opportunity for the Arena to have a long term future after undergoing a significant programme of restoration to reinstate the fundamental character original form and presence.

7.4 Arena Square

The construction of the proposed new public square known as Arena Square, will be located to the eastern elevation of Wembley Arena. Measuring 2,800 square metres in area the public area will be triangular in shape and bounded to the north by Engineers Way and to the south east by the proposed Wembley Park Boulevard. The square will act as a community focal point, providing an opportunity for outdoor performance and cultural activities and will also serve as the main entrance point to the refurbished Arena at level 37.5m AOD. The majority of Arena Square would be level, although a series of slopes and steps would facilitate the change in levels from Wembley Park Boulevard and the area adjacent to Lakeside Way at the south eastern corner of the Arena.

The construction and laying out of a large public square in the manner proposed is in accordance with the policy objectives of the Unitary Development, the Masterplan and the Development Framework 'Destination Wembley'. Accordingly, the issues for consideration relate to the accessibility of the square, the design and form, and the proposed landscaping concept.

The concept of the proposed Arena Square is to provide an adaptable and flexible community and performance area which both provides a suitable setting and entrance to the Arena as well as a dedicated community focal point. Although no details have been submitted at this stage of any intended materials or structures to be positioned within Arena Square, it is envisaged that high quality materials will be used while water features, banners, temporary structures, lighting, seating, art work, canopies and flags would be proposed. A condition requires the submission of details of all materials within the square together with associated hard landscaping details prior to its use as a formal public square.

In terms of accessibility, the majority of the square is level at 37.5m AOD which facilitates access to the main front doors of the Arena on the newly refurbished eastern façade. Access for the disabled and less mobile will be achieved in the north eastern corner of the square, and along the northern boundary. It is considered that this solution to provide level access to the square is acceptable given the overall differences in level across the whole of the site.

Along the boundary with the proposed Wembley Park Boulevard it is proposed to plant a line of trees which will represent a continuation of the landscaping concept along the whole of the newly formed boulevard. The trees will contribute in townscape terms to the overall design concept of the square and would help to provide visual relief between the Arena and buildings proposed within QED's Stage 1 application. However, further details of the landscaping proposed together with an implementation strategy will be required as part of a planning condition.

It is considered that the proposed square will provide a vibrant area of open space which would meet to the objectives of the policy framework for this regeneration area. The square is considered to make a positive enhancement to the setting of the adjacent Grade II Listed Arena, reinstating the original open character of the original landscape and providing a multi-purpose cultural area that would be used on Stadium and Arena event and non-event days.

7.5 Arena Service Yard

The proposed service yard will be relocated from its current open position on the eastern side of the building to the western side of the Arena. The proposed new service area will be within a covered structure which projects from the western façade by some 48 metres and includes 2 deep insets at the junction with the Arena building which measure 8.5m x 17m and will be hard surfaced. The depth of the service yard would be the same as the Arena at 67m. In order to accommodate such a large building and to minimise the impact on the adjacent listed building, the land will be partially dug out to a level of 2.0m – 2.5m below ground level which would mean that the structure would be partially submerged and contained below street level by retaining walls. The height of the structure would vary from 4.4m at its nearest point to the Arena to 6.5m adjacent to the proposed WO1 parcel within the Stage 1 application. The middle section of the service yard would vary in height from 3.5m along the Engineers Way frontage to 6.5m toward the centre which is stepped back 16m from the Lakeside Way and Engineers Way frontages and will incorporate a landscaped roof terrace.

In terms of elevational materials, it is proposed to use a combination of metal panels, concrete retaining walls, and profiled glass. Access to the service yard will be from Engineers Way via a set of double gates measuring 11.5m in width and leading down a ramp into the yard. It is considered that the scale and elevational treatment of the proposed service yard is acceptable within the streetscene subject to conditions requiring the submission of all external materials. The service yard would be positioned between the Arena and proposed development parcel at WO1. This development parcel could accommodate a building measuring 61 metres in height AOD. The form and height of the proposed service yard is considered to be consistent with adjacent buildings.

The rear service yard is a major intervention into the form and massing of the Arena but with careful monitoring and design the impact can be mitigated. The yard although connected to the Arena, can be given a separate identity that read separately from the main building. The detailed conditions attached to this application will enable officers to ensure that the special interest and character of the Arena is maintained and enhanced.

7.6 Transportation and Access

This site is located on the south side of Engineers Way (a local distributor road), about 100 metres east of its signalised junction with Empire Way.

The site is occupied by Wembley Arena, a leisure and entertainment facility (13,700m²) that currently hosts about 120 concerts and events per annum. Public entry is currently located at the western end of the building. An adjacent 18m wide vehicular access (with a 2.5m wide central splitter island and security hut) from Engineers Way provides access to about 100 standard sized parking spaces (shared with the now closed Bingo Hall) and 15 disabled spaces, plus Lakeside Way which runs along the south side of the building. Otherwise, car parking for about 5,000 cars is available within the Wembley (London) Limited car parks.

A service yard (65m x 49m) is located at the eastern end of the site, accessed via an 12m wide crossover from Engineers Way and serving one main loading door, four small backstage doors and a basement access ramp. A further 6m wide crossover provides access to an 8m wide vehicular access route along the north side of the building, serving 14 no. pedestrian exit doors from the Arena (14 no. exit doors are also located on the south side of the building).

This proposal involves the refurbishment and re-orientation of the building to maintain its status as a world class concert venue and re-establish it as a major venue for indoor sports. Increased use on non-event days is also proposed, such as large (6,000+) conferences and meetings. The maximum capacity of the building is proposed to be 12,500 people, whilst the number of staff are also proposed to remain unchanged, although existing staff numbers have not been provided.

The re-orientation of the building will enable it to be accessed via a new triangular public square/terraced outdoor performance area (Arena Square) at the eastern end of the building, forming part of this application. This will lie alongside the proposed pedestrian/bus only boulevard through the Wembley Core Development Area. Vehicular access for service, maintenance and emergency vehicles will be permitted over the square, although detailed design issues, such as materials, have yet to be finalised.

Seven entrance doors will be provided within the eastern elevation of the building (together with eight emergency exit doors), whilst new and existing entrance doors are shown on both elevations.

A new covered service yard (3,166m²), with a minimum headroom of 5.1m, is to be provided at the site's western end, dug to a level 2m-2.5m below the existing ground level. This will serve two main loading doors within the building's western elevation, with four un/loading bays and 15 parking bays provided, all for maximum length (16.5m) articulated lorries. Access is proposed via an 11.5m wide ramp to a gradient of 10% with 10m kerb radii from Engineers Way, at a point about 50m east of its junction with Empire Way. Gates are shown set 9.5m from the kerbline of Engineers Way. Parking for coaches (for support staff) and access for refuse collection is also proposed within the service yard.

The existing 50m long splitter island on the Engineers Way arm of the junction with Empire Way is proposed to be reduced in length by 15m to allow right-turn movements into the service yard, whilst the existing bus stop just to the west of the site is proposed to be resited 100 metres eastwards to accommodate the new access. The existing access to the car park will be reinstated to footway.

An 8m wide hard-surfaced area will be retained on the north side of the building to provide pedestrian access from the north side of the building onto Arena Square and out to the western end of the site in emergencies. A 3.7m wide vehicular ramp from Engineers Way (accessed via a 6m wide crossover) will also provide access to this area for emergency vehicles.

An existing footway alongside Lakeside Way on the south side of the building will be retained, with a new VIP/disabled parking, turning and setting down area provided alongside the southwestern corner of the building. Vehicular access is initially proposed via Engineers Way and the northern end of the new boulevard, pending construction of the new junction at Lakeside Way/Empire Way as part of the core development area proposals. This will also ensure deliveries of catering, merchandise etc. can be made from all sides of the building.

Finally, a standing area for emergency vehicles is indicated at the northwestern corner of the building, accessed via a 5m wide crossover with 3m kerb radii directly from Engineers Way.

The existing bingo hall at the western end of the site and the 'woodshed' and music studios at the eastern end of the site will all be demolished to make way for the service yard and public square.

Within the building, internal facilities, such as the entrance foyer, box office, restaurant, stage and seating will be relocated accordingly, whilst improved facilities will also be provided for disabled visitors, such as larger lifts, more wheelchair accessible spaces and toilets etc. A new sales outlet is proposed on the western side of the new entrance foyer area for use on both event and non-event days, whilst the new restaurant area will also be available for use to the general public on non-event days.

Up to 1,400 car parking spaces are to be made available within the proposed future Wembley (London) Limited car parks for use by the Arena, split between a new parking facility on the eastern side of the site accessed from First Way and a new underground car park southwest of the Arena, accessed from Engineers Way at its junction with Olympic Way. As these spaces are to be shared, use is to be co-ordinated on days when events take place at both venues (Stadium and Arena). Nevertheless, the level of parking provided is

considerably less than at present, so should reduce the environmental impact of traffic associated with this venue.

On-street parking in Engineers Way is prohibited at all times and the road is generally 0% parked.

Public transport access to the site is good (PTAL 4), with Wembley Park Underground station (Metropolitan and Jubilee lines) and Wembley Stadium station (Chiltern line) within 800 metres and six bus services within 400 metres.

Consideration of Transportation Issues

Car parking allowances for leisure uses are set out in standard PS10 of the revised UDP Replacement 2000-2010. This allows up to one space per 60 patrons and one space per 200m² non-seating/assembly area, plus up to one space per five staff.

The existing building has a patron capacity of 12,500 people, giving an allowance of 208 spaces for visitors. About 50% of the floorspace is non-seating/assembly area, giving a further allowance of 34 spaces and assuming about 250 staff are employed at the venue, up to about 300 spaces would be allowed in total.

The reduction in car parking from about 5,000 spaces to 1,400 spaces would therefore bring the venue more into line with current restraint based standards, given that no change to the venue capacity or staffing requirements are proposed.

With regard to disabled access, four spaces are proposed for setting down on Lakeside Way on the south side of the building (together with four spaces for VIP setting down). Otherwise, 250 disabled parking spaces will be provided within the Wembley (London) Limited car parks area, although these are beyond the recommended 50m travel distance from the venue. Further accessible bays have therefore been suggested by the applicant on Engineers Way close to the building entrance, although any such provision will need to be agreed with the Transportation Unit and provided at the applicant's expense.

The impact of any overspill parking on traffic flow and road safety is a consideration much needs to be addressed. In this case, previous surveys for attendances of over 10,500 people at the Arena have indicated between 1,000 and 1,200 cars attending the venue. With an average car occupancy of 3.5 people, this gives a car modal share of about 38%. As such, overspill on-street parking from the venue is unlikely to be significant.

In general, vehicular access will be encouraged to and from the North Circular Road via Great Central Way.

With regard to servicing, the proposed new service yard is smaller than the existing facility. No information has been provided to confirm whether the proposed provision of four full-size un/loading bays and 12 parking bays will be sufficient for the venue's purposes, which by their nature vary from event to event. However, on the basis that it would not be in the applicant's own interests to provide a facility that cannot accommodate all deliveries, the proposed provision is considered likely to be adequate.

Tracking diagrams have been submitted to demonstrate that all bays and parking spaces are accessible to both full-size lorries and coaches. The service yard will also allow access by refuse collection vehicles. The only concerns with regard to the service yard relate to the access ramp and gates. The ramp is shown to a steep gradient of 10%, which is generally acceptable. However, vertical curves to a minimum 6m radius must be provided at either end to avoid abrupt changes in gradient. The gates should also be set back a minimum of 20m from the highway boundary, to allow full-size lorries to wait clear of Engineers Way whilst they are opened/closed, given the road's status as a distributor road and the proximity of the access to a major signalised junction.

Otherwise, the unloading of stage equipment typically commences at 6am on the first day of a performance, with stage equipment dismantled and loaded back onto vehicles between 11pm and 3am after a performance. As such, lorry movements to and from the site would not generally clash with peak movements on the highway. With tight turnarounds needed when different events take place on consecutive days, the service yard has been laid out to provide level, unobstructed access to the back of stage area. As such, the lowering of the service yard level to 2-2.5m below ground level to facilitate level access is acceptable and welcomed in terms of improving turnaround times.

Other servicing is also proposed around the building, particularly from Lakeside Way, for catering, merchandise etc. and this is acceptable in principle, given that Lakeside Way is a private road. Emergency vehicle access will also be provided right around the building, in line with fire access requirements.

The new service yard access will require works to be undertaken within the highway to shorten an existing splitter island and to relocate an existing bus stop (although in the longer term, the routes using this stop are likely to be re-routed via the new bus-only boulevard). A site further east, closer to the new Arena entrance, is tentatively proposed for the resited stop, but this will need to be agreed with London Borough of Brent and London Buses. A condition requiring completion of these highway works prior to the re-opening of the Arena will be required (incl. provision of a bus shelter and resiting of bus stop markings etc.), with the works either undertaken or paid for by the applicant under a Section 278 Agreement.

The highway works will also need to incorporate the reinstatement of all existing redundant crossovers along the site boundary with Engineers Way to footway at the applicant's expense.

The proposed provision of a new public open space (Arena Square) at the eastern end of the building, from which public access will be provided, is welcomed and will be of great assistance in managing crowds before and after events.

The majority of the square will be laid out to a level surface from Engineers Way, with steps up to the new boulevard provided as necessary. This will ensure easy access for disabled users.

The design of the square will also need to blend with the existing public highway along Engineers Way though. Various treatments for this area have been put forward as part of the Core Development Area proposals, including raising the carriageway of Engineers Way alongside the Square and providing signalised traffic control to enable the bus-only boulevard and pedestrians/cyclists to cross the existing highway safely. A detailed design is still to be finalised and approval will need to be secured by condition, but any works that encroach onto the existing public highway of Engineers Way will need to be incorporated within the above Section 278 Agreement. Details requiring further approval will need to include materials, design of the steps, lighting, street furniture, drainage and CCTV cameras.

There are no objections on transportation grounds to this proposal, subject to amendments to the service yard access to: (a) provide 6m (min) vertical radius curves at either end of the access ramp; and (b) set the proposed gates back at least 20m from the highway boundary; together with conditions requiring: (c) the submission and approval of further details of materials, lighting, drainage etc. for Arena Square (incl. the treatment of Engineers Way along the boundary with the square); and (d) the undertaking of highway works (under a Section 278 Agreement) prior to re-opening of the refurbished Arena to include:

- (i) shortening the length of the existing splitter island in Engineers Way at its junction with Empire Way by 15m;
- (ii) relocation of the existing westbound bus stop in Engineers Way (close to Empire Way) eastwards to a position to be agreed with London Buses and Brent Council, including the provision of a new bus shelter;
- (iii) reinstatement of all existing redundant crossovers along the highway boundary of the site to footway; and
- (iv) any works in Engineers Way associated with the provision of Arena Square, such as alterations to materials, levels etc.

7.7 Sustainability

Whilst recognising the constraints placed upon the Arena with regard to implementing sustainability measures due to its listed building status, the scheme-wide Stage 1 application stresses the need to ensure such measures are incorporated wherever possible within development.

A self-assessment Sustainability Checklist was submitted for the Arena as part of this detailed application and an officer review of the scoring was then undertaken. Both the applicant and officer assessments placed the proposal within a 'Fairly Positive' category, albeit with a relatively large difference between the two scores.

The 'materials' section of the Checklist was not completed. Details of materials to be used are not submitted and form an area for further approval through condition. This will boost the Checklist score given the intention to utilise high quality material specifications.

It is considered that with the following additional conditions the proposal can be deemed acceptable with regard to sustainability issues:

submission of a full Construction Management System for the proposal, including:

- adoption of the ICE Demolition Protocol and Considerate Contractors Scheme registration

- an Energy Statement, including the adoption of a building energy management system (BEMS), the incorporation of heat recovery systems wherever possible, and targets for achieving carbon index/U-values above the Building Regulation minimum standards
- further details of Secured by Design measures proposed

7.8 Impact on Residential Amenity

The alterations to the external and internal fabric of the Arena are not considered to have any adverse impact on the amenity of nearby residential properties. The capacity of the Arena would remain the same at 12,500, while all sound insulation measures will be retained and improved in the overall refurbishment.

The introduction of a covered service area is welcomed, in terms of the visual appearance and the containment of noise. However, since the proposals involve the relocation from the eastern to the western elevation, then the development would be nearer to existing residential properties along Empire Way. The impact of the service yard in terms of noise, pollution and vibration must therefore be considered on the amenities of such residents and upon the amenities on the proposed residential units within blocks WO1 and WO5 which overlook the roof of the service yard. In this respect, detailed conditions are imposed requiring acoustic attenuation measures for both the Arena and service yard. Such measures should then be implemented prior to the operation of the service yard to ensure that adjacent residential properties would not experience an adverse loss of amenity in terms of noise and disturbance, particularly from lorries.

With regard to issues concerning air quality and vibration, a condition is imposed requiring the submission of the details relating to the proposed plant systems prior to the operation of the service yard. This will ensure that control is sought over the proposed venting within the roof area to minimise the impact on adjacent residential properties.

In conclusion, the provision of a covered service yard is welcomed and would contain a high proportion of the noise and disturbance associated with the setting up of major events at the Arena. Works to the Arena are also considered not to be harmful to the amenities of nearby residential properties while the creation of a new public square would improve the amenities of nearby properties by creating a high quality public realm.

7.9 Consideration of Objections

The objections raised by the Environment Agency relate to the lack of the submission of a Flood Risk Assessment as required by PPG25. Concerns are particularly raised with regard to the impact of the development on surface water runoff from the site. It is considered that a condition should be imposed requiring the applicant to submit a Flood Risk Assessment prior to the commencement of development. This would involve consultation with the Environment Agency to ensure that the proposed development would comply with the required standards.

In responses to the objections raised by the Twentieth Century Society and in particular the concerns over the impact of the service yard, it is considered that it can be given a separate identity that reads separately from the main Arena building. The detailed conditions attached to this application will enable officers to ensure that the special interest and character of the Arena is maintained and enhanced.

In response to the objections raised by a resident with Mostyn Avenue, it is considered that the proposed development would not lead to an increased level of traffic and parking that currently exists. The capacity of the Arena would remain the same at approximately 12,500 while the formation of a new public square will help promote improved pedestrianisation through better connectivity. The de-listing of the Palaces and Arts and Industry is outside the application site and not a material consideration in the determination of these applications.

8.0 CONCLUSION

In conclusion it is considered that the proposals to the Arena, construction of a covered service yard and formation of a new public square will help contribute to the regeneration of Wembley by providing and substantially upgraded and improved leisure and cultural venue. The proposals are considered to sit comfortably with the comprehensive development of the whole area within the context of the Wembley Masterplan and Development Framework.

The proposals to the internal and external fabric of the Arena will be done in a sympathetic manner to reflect the special architectural character and historic interest on this grade II listed building while the new public square is considered to enhance the appearance of the building and improve its overall setting. The

proposed service yard represents a logical solution which will minimise the impact of service vehicles on the visual appearance of the Arena while the size and form of the structure itself is considered to be appropriate.

Arena Square will provide Brent's residents and visitors with a multi-functional area of public realm which will be designed to the highest quality. Details of the precise contents, including materials, are sought through a condition. Furthermore, all of the proposals seek to ensure that the impact on nearby residential properties will be minimal.

The listed building application for the Arena works and service yard is considered to be in accordance with PPG15 and UDP policies, while the planning application for Arena Square, the service yard and associated engineering and landscaping works are considered to be in accordance with both national and UDP policies and following the Development Framework and Masterplan for the Wembley area.

9.0 RECOMMENDATION

(a) Grant planning permission subject to conditions.

(b) Grant Listed Building Consent subject to conditions.

Reasons for Approval

The proposed development is in general accordance with policies contained in the:
Brent Unitary Development Plan 2004
Central Government Guidance (PPG1, PPG13, PPG15, PPG24 and PPG25)
Wembley Development Framework
Wembley Masterplan
The London Plan
Supplementary Planning Guidance 17 & 19

10.0 CONDITIONS

Planning Conditions – 04/0427

Condition 1

The development to which this permission relates shall be begun before the expiration of five years from the date of this consent.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

Condition 2

The development as hereby permitted shall be carried out exactly and only in accordance with the drawings, and other particulars, forming part of the planning permission and there shall be no variation there from unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to safeguard the special architectural or historic interest of the building.

Condition 3

The development as hereby permitted relating to the Arena (excluding external areas) shall not commence until samples of materials and finishes have been submitted to and approved in writing by the Local Planning Authority. Such details should then be implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order that the Local Planning Authority is satisfied with the details of the proposed development.

Condition 4

The development as hereby permitted relating to external areas (excluding the Arena building) shall not commence until samples of materials and finishes have been submitted to and approved in writing by the Local Planning Authority. Such details should then be implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order that the Local Planning Authority is satisfied with the details of the proposed development.

Conservation

Condition 5

The development as hereby permitted relating to the Arena (excluding external areas) shall only commence when suitable precautions have been taken to secure and protect the interior elements against accidental loss or damage during building work, and no such elements may be disturbed or removed temporarily or permanently except as indicated on the approved drawings or with the prior written approval of the Local Planning Authority. Such details should then be implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order to safeguard the special architectural or historic interest of the building.

Condition 6

The development as hereby permitted relating to the Arena (excluding external areas) shall not commence until full details of measures to protect those aspects of Wembley Arena not affected by permitted works (as a listed building) from construction effects have been submitted to and approved in writing by the Local Planning Authority. Such details should then be implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason - In order to protect the structural integrity of Wembley Arena (as a listed building) within the vicinity of areas of construction and ensure compliance with policies.

Noise and Vibration

Condition 7

The development as hereby permitted relating to the Arena (excluding external areas) shall not become operational until full details of proposed plant systems have been submitted to and approved by the Local Planning Authority. The detail shall include proposed odour control measures, fan location and duct discharge positions, as appropriate. Such details should then be implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interest of the amenities of neighbouring properties and the area generally.

Condition 8

The development as hereby permitted relating to the Arena and service yard (excluding external areas) shall not become operational until details of acoustic attenuation measures for the Arena and Service yard areas have been submitted to and approved in writing by the Local Planning Authority. . Such measures should then be implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order to safeguard the amenities of residents and other occupiers around the site.

Lighting and Sound Equipment

Condition 9

The development as hereby permitted relating to the Arena (excluding external areas) shall not become operational until full details of lighting and external illumination for Wembley Arena have been submitted to and approved in writing by the Local Planning Authority.. Lighting design will comply with CIBE LG6, Code for Lighting and BS5489. Such measures should then be implemented unless otherwise agreed in writing with the Local Planning Authority

Reason: In order to safeguard the general amenities of the local area.

Condition 10

The development as hereby permitted relating to Arena Square (excluding the Arena) shall not become operational until full details of lighting and external illumination for Arena Square have been submitted to and approved in writing by the Local Planning Authority.. Lighting design will comply with CIBE LG6, Code for Lighting and BS5489. Such measures should then be implemented unless otherwise agreed in writing with the Local Planning Authority

Reason: In order to safeguard the general amenities of the local area.

Condition 11

The development as hereby permitted relating to the Arena (excluding external areas) shall not become operational until details of the use of any sound equipment in relation to the Arena have been submitted to and approved in writing by the Local Planning Authority.. Such details should then be implemented unless otherwise agreed in writing with the Local Planning Authority

Reason: To avoid undue impact on wildlife.

Open Space

Condition 12

Within six months of commencement of the development as hereby permitted relating to Arena Square (excluding the Arena) details for the provision of equipment, street furniture and public art in Arena Square shall be submitted and approved in writing by the Local Planning Authority. Such details should then be implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order to ensure the appropriate provision of equipment, street furniture and public art for the proposed public open space.

Landscape

Condition 13

The development as hereby permitted relating to Arena Square and the service yard roof (excluding the Arena) shall not commence until (and notwithstanding any hard or soft details of landscape works referred to in the submitted application) a scheme for the landscape works and treatment of Arena Square and the service yard roof has been submitted to the Local Planning Authority.. Such a scheme shall include

- a) the position of all existing trees and shrubs to be retained;
- b) new tree and shrub planting including species, plant sizes and planting densities;
- c) means of planting, staking and tying of trees, including tree guards;
- d) areas of hard landscape works including paving and details, including samples of proposed materials.

Such details should then be implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure a suitable environment for the setting of a listed building.

Construction Management Strategy

Condition 14

The development as hereby permitted relating to Arena and the service yard (excluding external areas) shall not commence until details of a Construction Management Strategy and Code of Practice for the Arena and Service yard, have been submitted to and approved in writing by the Local Planning Authority. The Construction Management Strategy and Code of Practice shall oblige the applicant, or developer and its contractor to use all reasonable endeavours to minimise disturbance including noise, but not limited to vibration, dust and smoke emanating from the site and will include the following information for agreement:

- a) detailed specification of demolition and construction works including consideration of environmental impacts and the required remedial measures. The specification shall include details of the method of piling;
- b) details of the scheme for the environmental monitoring of noise, dust and vibration;
- c) identification of the most sensitive receptors, both residential and commercial where continuous assessment and monitoring of impacts will be undertaken as work progresses;
- d) agreement on, and continuous assessment of permitted noise levels emanating from the site at the boundary and at noise sensitive façades;
- e) engineering measures, acoustic screening and the provision of sound insulation required to mitigate or eliminate specific environmental impacts;
- f) the operation of site and / or plant machinery generating noise that is audible at the façade of residential or noise sensitive parameters shall only be carried out between the hours of 08:00 to 18:00 on Mondays to Fridays, 08:00 to 13:00 on Saturdays and at no time on Sundays and Bank Holidays;
- g) all demolition and construction work shall be undertaken in strict accordance with the approved Management Strategy and Code of Practice unless otherwise agreed in writing by the Local Planning Authority.

Such details should then be implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: To limit the detrimental affect of demolition and construction works on adjoining residential occupiers by reason of noise and disturbance.

Condition 15

The development as hereby permitted relating to external areas (excluding the Arena and the service yard) shall not commence until details of a Construction Management Strategy and Code of Practice for the external areas (excluding the Arena and service yard) have been submitted to and approved in writing by the Local Planning Authority. The Construction Management Strategy and Code of Practice shall oblige the applicant, or developer and its contractor to use all reasonable endeavours to minimise disturbance including noise, but not limited to vibration, dust and smoke emanating from the site and will include the following information for agreement:

- a) detailed specification of demolition and construction works including consideration of environmental impacts and the required remedial measures. The specification shall include details of the method of piling;
- b) details of the scheme for the environmental monitoring of noise, dust and vibration;
- c) identification of the most sensitive receptors, both residential and commercial where continuous assessment and monitoring of impacts will be undertaken as work progresses;
- d) agreement on, and continuous assessment of permitted noise levels emanating from the site at the boundary and at noise sensitive façades;
- e) engineering measures, acoustic screening and the provision of sound insulation required to mitigate or eliminate specific environmental impacts;

- f) the operation of site and / or plant machinery generating noise that is audible at the façade of residential or noise sensitive parameters shall only be carried out between the hours of 08:00 to 18:00 on Mondays to Fridays, 08:00 to 13:00 on Saturdays and at no time on Sundays and Bank Holidays;
- g) all demolition and construction work shall be undertaken in strict accordance with the approved Management Strategy and Code of Practice unless otherwise agreed in writing by the Local Planning Authority.

Such details should then be implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: To limit the detrimental affect of demolition and construction works on adjoining residential occupiers by reason of noise and disturbance.

Condition 16

The development as hereby permitted relating to Arena and the service yard (excluding external areas) shall not commence until wheel washing facilities have been provided, as necessary, and utilised at the construction traffic exit location for the duration of the works, in accordance with details to be submitted to and approved in writing by the Local Planning Authority. Such facilities shall be used by all vehicles leaving the site and shall be maintained in working order until the ground works phase of that part of the development are complete.

Reason: To ensure that the construction of the proposed development does not prejudice conditions of safety and cleanliness along the adjoining highway.

Condition 17

The development as hereby permitted relating to external areas (excluding the Arena and the service yard) shall not commence until wheelwashing facilities have been provided and utilised at the construction traffic exit location for the duration of the works, in accordance with details to be submitted to and approved in writing by the Local Planning Authority.. Such facilities shall be used by all vehicles leaving the site and shall be maintained in working order until the ground works phase of that part of the development are complete.

Reason: To ensure that the construction of the proposed development does not prejudice conditions of safety and cleanliness along the adjoining highway.

Condition 18

The development as hereby permitted shall not commence until details of an effective complaint handling system, to enable local occupiers to make complaints or raise concerns, as appropriate, have been submitted to and approved in writing by the Local Planning Authority.. The details shall include:

- a) details of an advertised "hotline" to be operated and funded by the developer to enable any complaints to be dealt with quickly and efficiently and to liaise with the Local Authority's Environmental Health Unit;
- b) to ensure the availability of a site manager or other persons with appropriate seniority within the organisation capable of authorising proper remedial action where appropriate;
- c) the approved scheme shall be fully implemented upon development commencing.

Such details should then be implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: To limit the detrimental affect of demolition and construction works on adjoining occupiers.

Condition 19

The development as hereby permitted relating to external areas (excluding the Arena and service yard) shall not commence until a lighting strategy for use during construction works for the external areas has

been submitted to and agreed in writing by the Local Planning Authority. Such a strategy should then be implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the lighting strategy does not impact upon the amenity of adjoining occupiers.

Condition 20

The development as hereby permitted relating to the Arena and service yard (excluding external areas) shall not commence until a lighting strategy for use during construction works for the Arena and service yard area has been submitted to and agreed in writing by the Local Planning Authority. Such a strategy should then be implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the lighting strategy does not impact upon the amenity of adjoining occupiers.

Condition 21

The development as hereby permitted relating to Arena and the service yard (excluding external areas) shall not commence until details of the erection and location of hoardings around the Arena and service yard have been submitted to and approved in writing by the Local Planning Authority.. Such details should then be implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of visual amenity.

Condition 22

The development as hereby permitted relating to external areas (excluding the Arena and the service yard) shall not commence until details of the erection and location of hoardings around the external areas have been submitted to and approved in writing by the Local Planning Authority.. Such details should then be implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of visual amenity.

Condition 23

The development as hereby permitted relating to Arena and the service yard (excluding external areas) shall not commence until defined access routes to the site for all vehicles relating to construction works for the Arena and service yard have been submitted to and agreed in writing by the Local Planning Authority. Such details should then be implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the appropriate routing of construction traffic.

Condition 24

The development as hereby permitted relating to external areas (excluding the Arena and the service yard) shall not commence until defined access routes to the site for all vehicles relating to construction works for the external areas have been submitted to and agreed in writing by the Local Planning Authority. . Such details should then be implemented unless otherwise agreed in writing with the Local Planning Authority..

Reason: To ensure the appropriate routing of construction traffic.

Condition 25

The development as hereby permitted shall not commence until details of security arrangements for the development have been submitted to and agreed in writing by the Local Planning Authority (in consultation with the Metropolitan Police). . Such arrangements should then be implemented unless otherwise agreed in writing with the Local Planning Authority..

Reason: In order to provide a safe and secure environment.

Condition 26

The development as hereby permitted shall not commence until details of the siting of concrete crushers and screens to be used have been submitted to and approved in writing by the Local Planning Authority.. Such details should then be implemented unless otherwise agreed in writing with the Local Planning Authority..

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

Condition 27

The development as hereby permitted relating to Arena and the service yard (excluding external areas) shall not commence until details of the arrangements for the delivery of materials to the Arena and service yard site have been submitted to and approved by the Local Planning Authority . Such arrangements should then be implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.

Condition 28

The development as hereby permitted relating to external areas (excluding the Arena and the service yard) shall not commence until details of the arrangements for the delivery of materials to the external areas have been submitted to and approved by the Local Planning Authority. . Such arrangements should then be implemented unless otherwise agreed in writing with the Local Planning Authority..

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.

Contamination

Condition 29

The development as hereby permitted relating to the service yard (excluding the Arena and external areas) shall not commence until detailed supplementary site investigation has been carried out to establish if that part of the site is contaminated, to assess the degree and nature of the contamination and to determine its potential for the pollution of the water environment. The method and extent of this investigation shall be agreed with the Local Planning Authority prior to commencement of work. Details of appropriate measures to prevent pollution of groundwater and surface water, including provisions for monitoring, shall then be submitted to and approved in writing by the Local Planning Authority before that part of the development commences. Works to external areas will then proceed in strict accordance with the measures approved.

Reason: To prevent pollution of the water environment.

Condition 30

The development as hereby permitted relating to external areas (excluding the Arena and service yard) shall not commence until detailed supplementary site investigation has been carried out to establish if that part of the site is contaminated, to assess the degree and nature of the contamination and to determine its potential for the pollution of the water environment. The method and extent of this investigation shall be agreed with the Local Planning Authority prior to commencement of work. Details of appropriate measures to prevent pollution of groundwater and surface water, including provisions for monitoring, shall then be submitted to and approved in writing by the Local Planning Authority before that part of the development commences. Works to the external areas will then proceed in strict accordance with the measures approved.

Reason: To prevent pollution of the water environment.

Hydrology and Water Resources

Condition 31

The development as hereby permitted relating to the service yard (excluding the Arena and external areas) shall not commence until surface water source control measures in respect of the service yard have been carried out in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority.. Such details should then be implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason - To prevent the increase risk of flooding and to improve water quality.

Condition 32

The development as hereby permitted relating to the site (excluding the Arena and service yard) will not commence until details of surface water source control measures in respect of the service yard have been submitted to and approved in writing by the Local Planning Authority.. Such details should then be implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason - To prevent the increased risk of flooding and prevent pollution of the water environment.

Microclimate

Condition 33

The development as hereby permitted relating to Arena Square (excluding the Arena and the service yard) shall not commence until details of wind mitigation measures have been submitted to and approved in writing by the Local Planning Authority... Such details should then be implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure an appropriate publicly accessible environment.

Service Yard Roof

Condition 34

The development as hereby permitted relating to the service yard roof (excluding the Arena and external areas) shall not commence until details of hard and soft landscaping treatments associated with the service yard roof have been submitted to and approved in writing by the Local Planning Authority. Such details should then be implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure an appropriate treatment of roofscape for this aspect of the development.

Kiosks

Condition 35

Details of any proposed kiosks within the Arena building shall be submitted to and approved by the Local Planning Authority in writing prior to implementation of this part of the development.

Reason: In order to protect the integrity of Wembley Arena as a listed building.

Emergency Access

Condition 36

The development as hereby permitted relating to the Arena (excluding external areas) shall not become operational until full details for parking control measures to secure access of service and emergency vehicles have been submitted to and approved in writing by the Local Planning Authority.. Such details should then be implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure satisfactory access for service and emergency vehicles.

Transportation

Condition 37

The development as hereby permitted relating to the Arena (excluding external areas) shall not become operational until details in respect of drop off areas for Wembley Arena have been submitted and approved in writing with the Local Planning Authority. Such details should then be implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure adequate measures and locations for drop off areas that do not detrimentally impact upon the highway network.

Condition 38

The development as hereby permitted relating to Arena Square (excluding the Arena) shall not become operational until details of the means by which pedestrians are to cross Wembley Park Boulevard from Arena Square are have been submitted to and approved in writing by the Local Planning Authority. Such details should then be implemented unless otherwise agreed in writing with the Local Planning Authority.

Condition 39

The development as hereby permitted relating to the Arena (excluding external areas) shall not become operational until details in respect of on-site road signage warnings for road users of the new service yard area have been submitted and approved in writing by the Local Planning Authority. Such details should then be implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure adequate directional signage for servicing vehicles.

CCTV

Condition 40

The development as hereby permitted relating to the Arena (excluding external areas) shall not become operational until details of the proposed CCTV strategy have been submitted to and approved in writing by the Local Planning Authority. Such details should then be implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure adequate control and security measures for public spaces.

Signage

Condition 41

Details of proposed signage, advertisement boards and signage illumination for those areas identified on the application plans, to be submitted to and approved in writing by the Local Planning Authority prior to installation of signs.

Reason: To protect the character and integrity of Wembley Arena as a Listed Building.

Environmental

Condition 42

No development shall commence until a Flood Risk Assessment has been submitted to and approved in writing by the Local Planning Authority through consultation with the Environment Agency.

Reason: In order to consider the impact of the development on surface water runoff from the site.

Transport

Condition 43

No development shall commence until details of 6m (minimum) vertical radius curves at either end of the access ramp to the Arena service yard have been submitted to and approved in writing by the Local Planning Authority. Once agreed, the works shall be implemented in accordance with the approved details.

Reason: In the interests of highway safety.

Condition 44

No development shall commence until details of the service gates to the Arena service yard showing a set back of at least 20m from the highway boundary have been submitted to and approved in writing by the Local Planning Authority. Once agreed, the works shall be implemented in accordance with the approved details.

Reason: In the interests of highway safety.

Arena Listed Building Conditions – 04/0426

Condition 1

The development as hereby permitted shall be begun before the expiration of five years from the date of this consent.

Reason: As required by Section 18 of the Planning (Listed Buildings and Conservation Areas Act) 1990, to avoid the accumulation of consents.

Condition 2

Seven working days prior to the commencement of the works as hereby permitted, written notification of the intended start date of works shall be sent to English Heritage, London Region, with a copy sent to the Local Planning Authority.

Reason: In order that English Heritage and the Local Planning Authority may be given the opportunity to monitor the progress of works on site to ensure the preservation of the special interest of the building affected by the works hereby approved.

Condition 3

The relevant part of the development as hereby permitted shall not commence until samples of materials, in respect of all internal and external changes, have been submitted to and be approved in writing by the Local Planning Authority.

Reason: In order to safeguard the special architectural or historic interest of the building.

Condition 4

All new works and works of making good to the retained fabric, whether internal or external, shall be finished to match the existing work with regard to the methods used and to colour, material, texture and profile unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to safeguard the special architectural or historic interest of the building.

Condition 5

The development as hereby permitted shall only commence when suitable precautions must be taken to secure and protect the interior elements against accidental loss or damage during building work, and no such elements may be disturbed or removed temporarily or permanently except as indicated on the approved drawings or with the prior written approval of the Local Planning Authority. Such details should then be implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order to safeguard the special architectural or historic interest of the building.

Condition 6

The development as hereby permitted shall not commence until full details of measures to protect those aspects of Wembley Arena not affected by permitted works (as a listed building) from construction effects have been submitted to and approved in writing by the Local Planning Authority. Such details should then be implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order to protect the structural integrity of Wembley Arena (as a listed building) within the vicinity of areas of construction and ensure compliance with policies.

Condition 7

The development as hereby permitted relating to the Arena (excluding Arena Square) shall not become operational until full details of proposed plant systems have been submitted to and approved by the Local Planning Authority. The details shall include proposed odour control measures, fan location and duct discharge positions, as appropriate. Such schemes shall be approved and installed to the Local Planning Authority's satisfaction prior to the re-opening of the Arena (excluding Arena Square).

Reason - In the interest of the amenities of neighbouring properties and the area generally.

Condition 8

The development as hereby permitted relating to the Arena (excluding Arena Square) shall not become operational until full details of lighting and external illumination for the Arena have been submitted to and approved in writing by the Local Planning Authority. Lighting design will comply with CIBE LG6, Code for Lighting and BS5489. Such details shall be approved and installed to the Local Planning Authority's satisfaction unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order to safeguard the general amenities of the local area.

Condition 9

The development as hereby permitted relating to the Arena Square (excluding the Arena) shall not become operational until full details of lighting and external illumination for Arena Square have been submitted to and approved in writing by the Local Planning Authority. Lighting design will comply with CIBE LG6, Code for Lighting and BS5489. Such details shall be approved and installed to the Local Planning Authority's satisfaction unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order to safeguard the general amenities of the local area.

Condition 10

Details of proposed signage, advertisements and signage illumination for those areas identified on the application plans, to be submitted to and approved in writing by the Local Planning Authority prior to installation.

Reason: To protect the character and integrity of Wembley Arena as a Listed Building.

Condition 11

No development shall commence until detailed drawings (at a suitable large scale) and samples of materials, in respect of the following areas of work for the west service yard structure and other areas of the Arena, shall be submitted to and approved in writing by the Local Planning Authority. Once agreed, the development shall be implemented in accordance with the approved details:

- (a) The west service yard structure including details of connecting junctions and weatherings.
- (b) Proposals for the roofscape of the west service yard.
- (c) The refurbishment of the existing concession units on the north and south concourses.
- (d) Methodology, including schedule of repair, the location, the timescale and specification of concrete repair techniques.

- (e) New doors to be used.
- (f) New windows to be used.
- (g) External decoration including details of the colour and specification of the paint.

Reason: In order to safeguard the special architectural or historic interest of the building.

Condition 12

The development hereby approved shall be carried out and completed in all respects in accordance with the proposals contained in the application, and any plans or other particulars submitted therewith.

Reason: To ensure that the proposed development will be carried out as approved so as to avoid any detriment to the amenities by any work remaining incomplete.

Condition 13

Any hidden historic features which are revealed during the course of works shall be retained in situ, work suspended in the relevant area of the building and the Council as local planning authority notified immediately. Provision shall be made for the retention and proper recording and that recording be submitted to Ealing Road Library, Wembley Archives.

Reason: To ensure that the historic characteristics of the building is not lost and to preserve and enhance the Grade II Listed Building.

Condition 14

Works to the North and South Concourse concession units shall not commence until detailed drawings illustrating the proposed alterations have been submitted to and approved in writing by the Local Planning Authority.

Reason: In order to safeguard the special architectural and historic interest of the building.

Condition 15

The works to the West Service Yard hereby permitted shall not commence until full details of the service yard connection to the Arena, large-scale drawings and details of the service yard elevations and roof landscape treatment, have been submitted to and approved in writing by the Local Planning Authority.

Reason: In order to safeguard the special architectural and historic interest of the building.