

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

7 April, 2021
03
20/4197

SITE INFORMATION

RECEIVED	18 December, 2020
WARD	Tokynghon
PLANNING AREA	
LOCATION	Wembley National Stadium, Olympic Way, Wembley, HA9 0WS
PROPOSAL	<p>Proposed variation of Condition 1 (event cap) of planning permission reference 18/4307 (varied permission for the construction of the stadium, dated 07/03/2019), to allow up to 9 additional major non-sporting events per event calendar year.</p> <p>Planning permission 99/2400 was for the demolition of the original Wembley Stadium and clearance of the site to provide a 90,000-seat sports and entertainment stadium (Use Class D2), office accommodation (Use Class B1), banqueting/conference facilities (Use Class D2), ancillary facilities including catering, restaurant (Use Class A3), retail, kiosks (Use Class A1), toilets and servicing space; re-grading of existing levels within the application site and removal of trees, alteration of existing and provision of new access points (pedestrian and vehicular), and parking for up to 458 coaches, 43 mini-buses and 1,200 cars or 2,900 cars (or combination thereof).</p> <p>Application reference 17/0368 granted permission to vary condition 3 (event cap) of consent 99/2400 to allow 22 additional major Tottenham Hotspur Football Club events in between 1 August 2017 and 31 July 2018.</p> <p>Application reference 18/4307 granted permission to vary conditions 1 (event cap) and 2 (temporary traffic measures) of planning permission reference 17/0368 to allow 8 additional Major Tottenham Hotspur Football Club (THFC) events to May 2019.</p> <p>The current application includes the submission of an Environmental Statement.</p>
PLAN NO'S	See condition 3
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case <a href="https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_<systemke">https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_<systemke</p> <p><u>When viewing this as a Hard Copy</u></p> <p>Please use the following steps</p> <ol style="list-style-type: none">1. Please go to pa.brent.gov.uk2. Select Planning and conduct a search typing "20/4197" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab

RECOMMENDATIONS

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

Section 106 Heads of Terms

- Payment of Council's legal and other professional costs in preparing and completing agreement, and monitoring and enforcing its performance

- Payment of the Council's reasonable costs associated with mitigation, including the following. (please note: these mitigation measures are all secured through the existing consent):
 - Control of Off-Site Parking (E);
 - Control of On-Site Parking (E);
 - Transport signage maintenance (E);
 - Transport signage improvements (E);
 - Event day street cleansing (E);
 - Temporary traffic management (E);
 - Green Travel Plan – updated and monitoring provision (E)

- Contribution of up to £3,500 per Additional Major Non-Sporting Event towards mitigation measures
 - Additional Parking Enforcement Measures per Additional Event :
 1. Civil Enforcement contribution
 2. Tow Truck contribution
 3. Towed Vehicle Recovery Scheme

 - Pedestrian Access and Signage Contribution
 - Private Hire Management Scheme
 - Trusted Parking Scheme
 - Spectator Travel Plan
 - Wembley Stadium Employment and Skills Plan

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

The additional measures (i.e. those beyond the existing obligations) would be applicable to the additional events that are proposed to take place in the future in addition to the original obligations.

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

Conditions

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

1. Amended condition 1 on event cap to allow for Additional non-sporting events
2. List of all approved plan numbers/documents

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

to a different decision having been reached by the committee.

SITE MAP

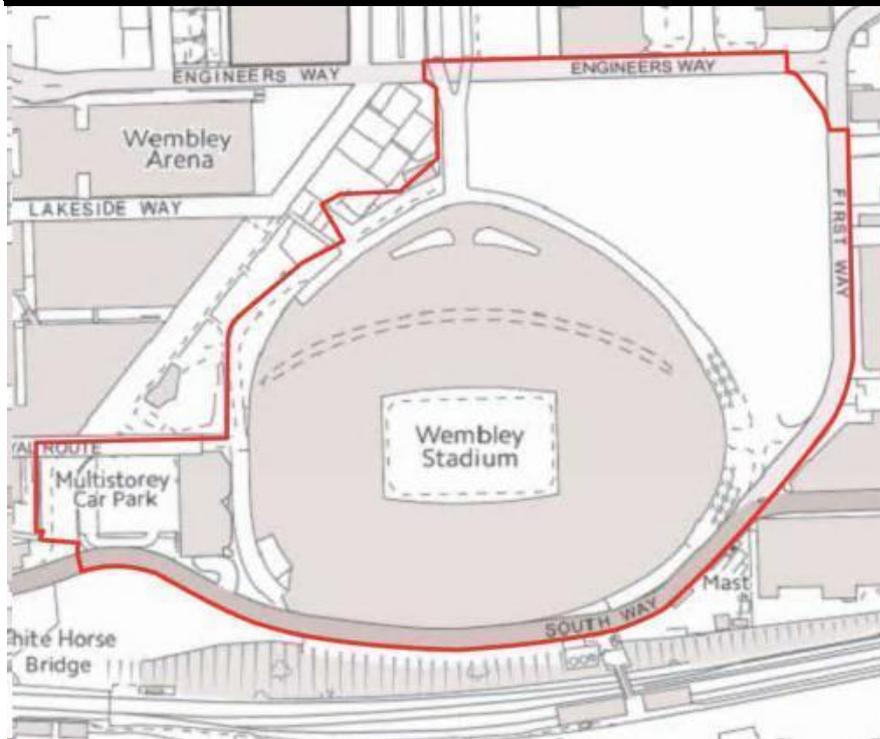


Brent

Planning Committee Map

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

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This map is indicative only.

PROPOSAL IN DETAIL

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

Condition 1 (event cap) of the extant planning consent limits the number of events above this capacity to 37 per year. This comprises up to 22 sports events (excluding European Cup and World Cup events where England/UK is the host nation) and 15 non-sports events. However, up to three additional sporting events can be held per year if the number of non-sports events is reduced by 2 for each additional sports event.

The application, if granted, would therefore allow an increase of a maximum of 9 non-sporting events which would result in the following possible combinations of events:

Current	Proposed	With 1 swap	With 2 swaps	With 3 swaps
22 Sports	22 Sports	23 Sports	24 Sports	25 Sports
15 Non-sports	24 Non-sports	22 Non-sports	20 Non-sports	18 Non-sports

As detailed later within this report, WNSL is in the process of reviewing their future event schedules and are seeking greater flexibility to enable them to adapt to the changing commercial model of the music industry.

Condition 2 specifies that the traffic management measures shall only be provided for up to 45 events per year in accordance with consent 18/4307. It is proposed to retain this condition, but amend it to reflect the proposed new cap (up to 46 events).

EXISTING

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

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

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

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

SUMMARY OF KEY ISSUES

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

Representations Received – Representations from 37 properties have been received, with all but 2 objecting.

General – Many objectors consider that the number of events currently held at the stadium already has an unacceptable level of impact on local residents. However, it should be borne in mind that this application does not affect the number of events that take place at the Stadium, just the capacity of the crowd. Unlimited events at up to 51,000 can take place within the terms of the existing planning consent. Additional mitigation measures would be secured. Some of these measures would relate to all major events and some would relate to the additional non-sporting events. These mitigation measures are considered to be sufficient to warrant the additional 9 full capacity events proposed.

Highways and transportation – Traffic management measures are required under the existing consent for events that have a capacity of over 10,000 and as such, would also capture additional events up to a capacity of 51,000 for which the number of events is not controlled. The proposed variation of consent to allow an additional 9 higher capacity (>51,000 people) non-sporting events, only represents an increase in capacity rather for those 9 events given that they could already take place with a maximum capacity of 51,000. However, higher capacity events have a greater impact and the length of time taken to clear the highway and public transport network is longer for full capacity events than it is for lower capacity events.

With the traffic management measures which are put in place, it is considered that the impact on the highway network can be satisfactorily managed.

Environmental Statement – The mitigation measures that are proposed to be secured through the S106 legal agreement are considered to sufficiently mitigate the potential impacts.

Socio-economic impact – A certain amount of weight has been placed on the socio-economic benefits specified within the submission principally from increased number of event-day staff to reflect the additional level of spectators, increased visitor expenditure associated with additional spectators and securing an Employment and Skills Plan which would enhance employment and training opportunities for Brent residents. However, the recommendation for this application is based more on the benefits associated with the mitigation package rather than the socio-economic benefits specified in the submission.

Cumulative impact – There have been substantial changes to the local area since the stadium was constructed, with an increased residential population. These have been considered during the assessment.

Noise – There would be some increased noise from the additional capacity for events, but this is not considered to be to an extent that would result in a poor environment. The new homes surrounding the stadium have been designed to take into account the noise and operation of the stadium.

Air quality – There would be potentially increased impacts associated with the events, but mitigation measures would be in place to minimise the number of car journeys in relation to overall Stadium use.

RELEVANT SITE HISTORY

99/2400 Granted 23/08/2002

Full planning application to consider the complete demolition of Wembley Stadium and clearance of the site to provide a 90,000-seat sports and entertainment stadium (Use Class D2), 4750m² of office accommodation (Use Class B1), banqueting/conference facilities (Use Class D2), ancillary facilities including catering, restaurant (Use Class A3), retail, kiosks (Use Class A1), toilets and servicing space; re-grading of existing levels within the application site and removal of trees, alteration of existing and provision of new access points (pedestrian and vehicular), and parking for up to 458 coaches, 43 mini-buses and 1,200 cars or 2,900 cars (or combination thereof) including 250 Orange Badge parking spaces (the application includes the submission of an Environmental Impact Statement, a Traffic and Transport Impact Assessment and an Economic and Regeneration Study)

This outline planning permission granted consent for the redevelopment of the Stadium. As approved, condition 3 on the consent stated that for two years following completion of the stadium, subject to the completion of specific improvement works to Wembley Park Station and construction of roads known as

Estate Access Corridor and Stadium Access Corridor, the number of major sporting events held at the stadium in any one year was restricted to no more than 22 (to exclude European Cup and World Cup events where England/UK is the host nation), and the number of major non-sporting events to 15. After this, additional events over and above this were permitted subject to the number of spectators being limited to the capacity of the lower and middle tiers of the stadium

17/0368 Granted 18/08/2017

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

Full planning application to consider the complete demolition of Wembley Stadium and clearance of the site to provide a 90,000-seat sports and entertainment stadium (Use Class D2), 4750m² of office accommodation (Use Class B1), banqueting/conference facilities (Use Class D2), ancillary facilities including catering, restaurant (Use Class A3), retail, kiosks (Use Class A1), toilets and servicing space; re-grading of existing levels within the application site and removal of trees, alteration of existing and provision of new access points (pedestrian and vehicular), and parking for up to 458 coaches, 43 mini-buses and 1,200 cars or 2,900 cars (or combination thereof) including 250 Orange Badge parking spaces.

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

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

The application includes the submission of an Environmental Statement.

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

18/4307 Granted 07/03/2019

Proposed variation of Condition 1 (event cap) and 2 (temporary traffic measures) of planning permission reference 17/0368 (dated 18/08/2017), to allow for 8 (3 events at 90,000 capacity, 5 at a 62,000 capacity) additional major sporting Tottenham Hotspur Football Club (THFC) events up to the 12 May 2019, and subject to a Deed of Agreement dated 7 March 2019 under Section 106 of the Town and Country Planning Act 1990, as amended

Application reference 17/0368 granted permission for the complete demolition of Wembley Stadium and clearance of the site to provide a 90,000-seat sports and entertainment stadium (Use Class D2), 4750m² of office accommodation (Use Class B1), banqueting/conference facilities (Use Class D2), ancillary facilities including catering, restaurant (Use Class A3), retail, kiosks (Use Class A1), toilets and servicing space; re-grading of existing levels within the application site and removal of trees, alteration of existing and provision of new access points (pedestrian and vehicular), and parking for up to 458 coaches, 43 mini-buses and 1,200 cars or 2,900 cars (or combination thereof) including 250 Orange Badge parking spaces. Planning permission 17/0368 is an amendment to the original planning permission 99/2400.

As approved, condition 1 limits the number of major sporting events held at the stadium in any one year to

no more than 22 (to exclude European Cup and World Cup events where England/UK is the host nation), and the number of major non-sporting events to 15 (unless certain conditions are met relating to the provision of infrastructure). Additional events over and above this are permitted subject to the number of spectators being limited to the capacity of the lower and middle tiers of the stadium. In addition, it also permitted up to 22 additional major sporting THFC events between 1 August 2017 and 31 July 2018. The variation of condition as proposed would allow for up to an additional 8 major sporting THFC events up to the 12 May 2019 (5 at up to 62,000 capacity, and 3 at up to full capacity).

The application includes the submission of an Environmental Statement.

Permission was granted for this variation to allow an additional 8 events for THFC up to 12 May 2019. The event cap condition remained condition 1, and temporary traffic measures remained condition 2.

CONSULTATIONS

Press notice: published 24.12.2020.

Site Notices: Four site notices displayed adjacent to the site on 23.12.20.

Letters of consultation: Consultation letters sent to around 27,210 addresses within the wards of Tokyngton, Preston, Wembley Central and Barnhill in December 2020.

37 representations had been received from neighbouring owners/occupiers, including Barn Hill Residents' Association and one Ward Councillor, at the time of writing this report.

- Comments of Objection received from 35 properties
- 1 Comment of Support received
- 1 Comment neither objecting nor supporting was received

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

Objection	Responses
General	
The number of major events which already take place each year already causes huge amount of disruption and adversely affects the living conditions of local residents. Would like a reduction in number of stadium events. Physical and mental wellbeing of residents will suffer if proposal is granted.	The impact of events is acknowledged, but there are mitigation measures proposed which seek to mitigate the impact of major events at the Stadium.
Concerts typically run for three consecutive nights, meaning residents have to put up with week day and weekend disruption.	On average Wembley have staged 8 music events per year in the last 5 years (not including 2020). WNSL have advised that they do not currently intend to hold concerts on more than 4 consecutive nights.
Further publicity measures could be considered to help smooth life for residents, such as ensuring local venues such as Asda or the Post Offices had	Events are published on the Wembley Stadium and Brent Council web sites and through Stadium factsheets and the Brent Magazine. In addition, there is signage on the Stadium itself and within the locality,

posters in the windows with a schedule of Events.	and roads affected by the Stadium CPZ have signage that sets out dates of events. Nevertheless, this suggestion has been passed on to WNSL who are looking to action it.
Covid	
<p>Irresponsible of the Stadium to be encouraging large crowds to Wembley given the current pandemic. Visitors will bring more virus into the area and endanger the lives of local residents. There should be no events at all at the stadium in 2021 for safety reasons.</p> <p>Formal health assessment in relation to future implications of Covid should be carried out.</p>	Wembley Stadium has stated that it continues to liaise with the UK Government and Brent Council regarding the safe return of spectators and will continue to follow all government guidelines and restrictions, welcoming spectators only when it is deemed safe to do so. They state that they will only host events when it is safe to do so, in agreement with Brent Council, the Police, TfL and other key stakeholders.
Socio-economic (including Neighbouring amenity)	
Proposal will continue to increase the number of days where residents experience large crowds often exhibiting rowdy, unruly, intimidating and abusive behaviour, drunkenness and shouting, burglaries and thefts due to large crowds.	The number of days that events can be held will not change as a result of this proposal. However, the number of events which exceed a capacity of 51,000 people will increase if the proposal is approved. The impact of events is acknowledged, but there are mitigation measures proposed which would be greater than what is currently in place.
The no-drinking policy in the streets is not adequately enforced on Event Days	The Wembley Park estate is now operated under a Public Space Protection Order (PSPO) which prohibits various elements of antisocial behaviour in the area; including public drinking of alcohol. Under this order, LBB Civil Enforcement Officers are able to move offenders on and issue them with a penalty charge notice. WNSL is supporting this operation on event days with additional enforcement teams focusing on reducing other anti-social behaviours. This set-up has only been able to operate at 1 event in 2020 (due to COVID), however Wembley Stadium hopes these improvements will continue at future events.
Urination in streets owing to lack of toilet facilities.	Additional portable toilets would be provided for some events.
Widespread littering of streets and gardens. Litter collection post-events is inadequate and does not extend to areas beyond immediate vicinity. Disposable masks will add to normal amount of litter generated. Is the cost of cleaning fully recovered from the Stadium?	Street cleansing is already undertaken by the Council at the applicant's expense. Wembley Stadium also pay an annual event service charge to Wembley Park which covers the cleansing, security and management of the immediate Wembley Park estate. In addition to this, Wembley Stadium pay Brent Council a per-event cleansing fee to manage the wider footprint litter and waste created by Stadium events.
Opportunities for one-off employment on	Please see Employment and Skills section of the

<p>the extra Event Days - which are likely to occur in light of COVID restrictions - should be created and preferentially advertised locally where residents will see them.</p>	<p>report.</p>
<p>Highways and Transportation</p>	
<p>Increased volume of traffic over existing. Congestion already shocking. Will worsen dire health and safety situation on our roads. Associated deterioration in air quality.</p> <p>Inconvenience for local residents includes public transport being full of visitors, buses being diverted and taxis not going through Wembley.</p> <p>Road closures during event days make it very hard to access facilities and services including GP and hospital appointments, could restrict emergency vehicle access. Lengthy detours necessary and at times unable to return to own homes due to road closures. Brent Council or Wembley Stadium should provide exclusive road corridors for locals to access and leave their homes and route all stadium foot traffic away from the residential areas.</p> <p>Improvements should be made to road infrastructure and to support pedestrian safety.</p> <p>Suggest banning all visitors except those with a disability from coming to the stadium by car, which could be supported by a park and ride scheme.</p> <p>Formal independent publicly available assessment by the Council on the current and projected traffic flows along our local roads should be carried out.</p>	<p>There is an acknowledged impact on event days. Measures are in place, to reduce as far as possible the number of cars visiting the area on event days and recent infrastructure improvements will improve traffic flow and accessibility for residents.</p> <p>Whilst events inevitably bring some disruption to the local area, proposed mitigations for the additional events, including more Civil enforcement officers, an additional tow truck, Trusted Parking Scheme, and new official car parks, should limit the impact especially on traffic and illegal parking.</p> <p>The Council has been working on measures to address the impacts of road closures for some years, which also take place for events below the 51,000 cap. Significant measures are being put in place, including the reconnection of North End Road to Bridge Road and the two-way operation of the Wembley Industrial Estate gyratory. It should be noted that very significant improvements to road and public transport infrastructure were secured through the consent for the Stadium and delivered before the Stadium opened.</p> <p>The delivery of the new stadium also delivered a significant reduction in the number of car parking spaces compared to the original stadium. It is not considered reasonable or necessary to further reduce the amount of parking associated with the Stadium through this application which proposes an increase in the number of full capacity events. However, the focus on Wembley as a public transport destination is embedded within the existing and additional obligations.</p>
<p>Walking is also made difficult as groups going to an event tend to take up the width of the pavement.</p>	<p>The Stadium has concentrated its efforts in channelling Stadium crowds along Olympic Way to reduce disruption to other local streets.</p>
<p>Parking is suspended meaning you have to park many roads away out of the 'no parking zone'. Fines for residents with no provision for car parking.</p> <p>Council are quick to issue parking tickets but mostly affects local residents.</p>	<p>The controlled parking zone has been in place for many years and local residents can apply for permits if they are eligible. The zone is in place for Major events that are up to the capacity of the lower two tiers (around 51,000) which are not restricted in number.</p> <p>Signage alerts residents to event day restrictions.</p>

<p>Huge number of unauthorised parking venues that the Council has either been unwilling or unable to close down.</p> <p>Visitors using car parks in residential areas are noisy and boisterous.</p>	<p>Please see discussion in Transportation section of report for further details on pirate parking and also the proposed new 'Trusted Parking Scheme' which would apply to certain non-regulated car parks.</p>
<p>Residents were expected to believe the original Wembley Stadium statement that the Events were a public transport-only venue. If that was ever true, it certainly will not be in this COVID era.</p> <p>Non-sporting events generally cause more traffic congestion than sporting events as more people arrive by car.</p>	<p>Please see discussion in Transportation section of report.</p>
<p>Severe overcrowding on buses and rail and underground trains, residents' travel severely disrupted; public transport unusable on event days; public transport cannot cope, access to Wembley Park Station restricted for local residents. Railway stations should be modernised.</p>	<p>Significant improvements were made to public transport infrastructure including Wembley Park Station as a part of the Stadium original consent, but the impact of events is acknowledged.</p>
<p>Lack of signage on Chalk Hill Estate regarding event day timings</p>	<p>Digital Variable Messaging (VMS) signage is located as you come into the event zone. Once inside the zone flap signage is installed on posts on each road. Chalk Hill Road has event day flap signage attached to the Pay and Display signs. The Event day signs are flapped late in the day prior to the event so that vehicle users know they shouldn't park without a permit.</p> <p>There are no plans to introduce VMS signs within the event zone.</p> <p>Wembley Stadium send a transport and event day factsheet to the Wembley Residents' Forum and to local businesses prior to each event and additional contacts on request. Aside from the internet, the Brent Magazine has all possible event dates listed for the year. Residents can also sign up to receive event notifications direct to their phones.</p>
<p>Disruption to bus routes on Event days inconveniences local residents (e.g. 206 bus)</p>	<p>With the development of the two-way working system on the eastern side of the stadium, WNSL and Brent Highways have been working closely with the TfL Bus team to improve local bus services on event days.</p> <p>In addition, the new North End Road highway works will enable event day east-west movement for buses and more buses will be able to operate existing services for future events.</p> <p>This matter has also been referred to TfL/London Buses for consideration.</p>

Noise	
Increased exposure to noise from events including crowds outside.	There would be an increase in noise from both the additional events themselves and the fans attending. However, the degree of additional noise disruption is not considered to be to a sufficient level to refuse the planning permission. It should be noted that the new homes around the stadium have been designed to address issues associated with Stadium noise.
Air Quality	
Increased fumes and air pollution from more event days and more traffic and resulting health impacts, including affecting children.	The potential impact to air quality has been assessed, and the impact of the proposed increase in the number of higher capacity events has not been found to be significant. Please see paragraphs 125-131.
Policing and other emergency services	
Police resources and other emergency services diverted away from local needs in order to deal with Event Day issues.	<p>Approval of all events is co-ordinated by the Brent Safety Advisory Group (which involves representatives from all emergency services). In regards to specific ambulances required within the stadium for concerts these are privately booked and paid for by the stadium and therefore do not burden the London Ambulance Service. The stewarding and staffing plans are also designed to limit the burden on policing resources, again should policing resource in the stadium be required, these costs are covered by the Stadium.</p> <p>The Metropolitan Police has advised that all Wembley Stadium events are planned and resourced centrally. Consideration is given to borough staffing numbers in order to prioritise front line policing and other core priority roles. The Wembley policing requirement may come from the local Basic Command Unit if surplus resources are available, but in the event that numbers dictate otherwise or the Wembley requirement is substantial, neighbouring boroughs or further afield will be used to fulfil the Wembley requirement.</p>
Danes Court	
Brent Council together with Wembley Stadium have failed to stop crowds entering and exiting the stadium through Danes Court and the very negative effect this has on residents living there.	<p>Wembley Stadium have worked to install a significant stewarding and signage operation to keep spectators on Olympic Way. By closing the Bridge Rd entrance to Wembley Park Station and redesigning the queuing system on Brook Avenue into Olympic Square the FA believe this has significantly reduced the number of people using North End Rd as a cut through.</p> <p>The Stadium, as part of its commitment to improving operations, are aiming to improve communications messaging around how quickly the queues on Olympic Way move so that spectators are aware it is still the quickest way to leave the Stadium and are less likely</p>

	to look for alternative routes.
Financing Event Day Operations	
<p>Council taxpayers 'foot the bill' for litter clearing, security and other associated costs. Possible increase in local council tax.</p> <p>As residents of the Quintain estate we pay exorbitant fees per year for cleaning, street illumination and added security linked to fans attending events. Want clarity on these costs.</p>	<p>Wembley Stadium pay an annual event service charge to Wembley Park which covers the cleansing, security and management of the immediate Wembley Park estate. In addition to this, Wembley Stadium pay London Borough of Brent a per-event cleansing and highways management fee to manage the wider footprint operations associated with Stadium events.</p> <p>A further financial contribution from Wembley Stadium would be secured through the section 106 agreement for further mitigation measures to apply to the additional events if the application is granted.</p>
Cumulative Impact	
Over last 15 years there has been explosion of housing, people, and amenities consequently this has translated to increased local traffic and traffic controls, noise, litter, pollution, and crime.	It is agreed that circumstances have changed, partly reflecting the London Plan designation of the area as a 'Growth Area' where the provision of new homes, businesses and facilities is focused. However, the additional developments have been considered in the assessment. There would be additional traffic in the area on event days, but mitigation would be in place to maximise the use of public transport.
Other	
All planning applications related to any further change in the Wembley Stadium area should be stopped until basic living needs of the residents is established. Insufficient investment in roads, schools, universities or newer places of entertainment, family parks, spaces, natural spaces.	Considerable investment in road improvements has taken place recently in the area. The proposal to hold additional full capacity events doesn't affect the level of investment in the facilities that have been listed, although it is noted that the provision of parks, other open spaces, transport infrastructure and facilities has been secured through other development schemes in the area and in many instances, funded through contributions sought through these developments.
Local residents should have right to appeal against this application if it is approved and trial period has concluded which has realised our grave concerns.	<p>The current application seeks a permanent consent for the increase in the event cap.</p> <p>The ability to challenge planning permissions is set out in legislation, either through a Judicial Review or a complaint which can be escalated to the Local Government Ombudsman if one has concerns over the process the local planning authority followed to make its decision. However, there is no third party right of appeal if a decision was made in a sound manner but the third party disagrees with the conclusion that was reached.</p>
Risk of creating a precedent with Wembley stadium asking for even more events down the line in a few years' time.	If a further application was submitted in the future, seeking consent to hold more major events, such an application would be assessed against relevant

	planning policies at that time.
<p>Planning submission presents supposed benefits to the local area but takes no account of the costs to the area of the proposed changes e.g. impact of lower capacity events, impact of events on much larger geographical area than assumed in report. Cost/benefit analysis should be submitted including consideration of travel disruption, clean up costs, policing and increased pollution.</p> <p>No justification for increased number of events.</p>	<p>Officers consider that the applicants have addressed the necessary issues within the planning submission.</p> <p>Whilst it is acknowledged that stadium events have an impact on local residents, the mitigation measures proposed are considered adequate. A number of benefits including Employment and Skills benefits for local residents are welcomed.</p> <p>The Stadium is seeking the flexibility to respond to the changing commercial booking process for music events to ensure that it retains its position as an iconic multi-use venue. Planning policy supports the continued growth and evolution of London's diverse cultural facilities (including Wembley Stadium) which act as key visitor hubs for Londoners and domestic and international tourists.</p>
Local restaurants and takeaways are oversubscribed before and after events.	Whilst this may cause some inconvenience to local residents, it also provides custom which benefits Brent businesses.
Local businesses suffer as customers cannot access them.	It is acknowledged that on Stadium event days whilst some local businesses see an increase in custom, others may experience a decrease.

Support	Response
<p>Excellent idea, especially as the principal increase is in the non-sporting events, which tend to be less rowdy. Nobody still alive (or almost nobody) moved here as an adult before the first stadium was built, and we benefit hugely from the infrastructure built for the stadium, such as Wembley Park Station, which was responsible for the building of many thousands of dwellings. One full capacity event per week is hardly excessive.</p>	<p>Comments noted. The public transport nearby is considered good, and has been improved in recent years.</p>

Neutral	Response
<p>Propose that Wembley Stadium issue free tickets to retired persons who live very close to the stadium when the events are not fully sold, as we put up with all the inconvenience caused.</p>	<p>WNSL state that they do not have control of the ticketing for concerts and therefore tickets are generally less available to issue into the community. However, WNSL are committed to ensuring any concert tickets that are available for community use are issued within Brent. In addition, Wembley make a significant number of tickets available to the local community for events the FA-owns and operates.</p>

Consultations

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

Environmental Health (Air Quality) – satisfied with Air quality assessment undertaken, therefore raise no objections.

Environmental Health (Nuisance Control) – no objections.

Public Safety Team - no objections.

Environment Management - no objections subject to securing appropriate financial contributions and mitigation measures.

Transport for London - no objection. Discussions are ongoing between TfL and the FA outside the scope of this application.

Network Rail – no comments to make

Westminster City Council – no objections

LB Barnet – no objections

LB Hammersmith and Fulham – no objections

Metropolitan Police – no comments to make

London Fire Brigade – premises will be inspected in line with our risk based re-inspection programme at which time we will review the fire risk assessment as required for premises where a licence is in force under an enactment.

Barnhill Residents Association – objection. In summary: negative impact of these Events in relation to road closures, severe congestion, busier buses and trains, local residents are unable to use Wembley Park Station for hours after each Event as all entrances are closed, some local buses operate on a reduced service, negative impact on Danes Court residents, impact on the local Police Force's ability to carry out their normal duties, drinking on the streets and litter.

These concerns are all addressed within the relevant section of the table above and within the body of the report.

Consultation and engagement by the applicants

The applicants engaged in community engagement exercises in connection with the previous Tottenham Hotspur applications (LPA refs: 17/0368 and 18/4307) and in response to comments raised they investigated additional mitigation measures required including undertaking a Parking Signage Audit, considering the need for additional temporary traffic management on event days, and investigating opportunities for additional street cleaning.

Since the approval of these applications, WNSL has continued to organise regular Business and Residents Liaison Committee meetings which provide an opportunity to discuss operations with a number of groups including:

- 1 Cairnfield Residents Association
- 2 Wembley Park Traders Association
- 3 Chalkhill Residents Association
- 4 Wembley Park Residents Association
- 5 Princes Court Residents Association
- 6 Barn Hill Residents Association
- 7 Brentfield Community Group
- 8 Danes/Empire Court Residents Association
- 9 Eskdale & Loweswater Close Residents Association
- 10 Metropolitan Police
- 11 Chichester House Residents Association
- 12 Wembley Champions Group
- 13 Ealing Road Traders Association
- 14 Wembley Central & Alperton Residents Association

In addition to this direct engagement, WNSL distributes a newsletter to around 114,000 residential properties within a 2-mile radius of the Stadium. These provide a detailed update on relevant stadium topics such as upcoming events, transport works updates and community engagement.

Pre-application consultation

As part of the preparation of this application submission, WNSL engaged with a range of key stakeholders including Zoom meetings with Brent Councillors and the Business and Resident Liaison Committee. Key issues raised, and the Stadium's response, are summarised below:

General

Impact on Wembley Arena

WNSL believes that the scale of concerts being discussed could not be staged at the Arena and therefore this proposal would not affect them commercially. WNSL will liaise with the Arena in line with usual event operational planning if additional concerts are approved.

Safeguarding and police

The Wembley Park estate is now operated under a Public Space Protection Order (PSPO) which prohibits various elements of antisocial behaviour in the area. Under this order, LBB Civil Enforcement Officers are able to move offenders on and issue them with a penalty charge notice. WNSL is supporting this operation on event days with additional enforcement teams focusing on reducing ticket tout and illegal merchandise activity. This set-up has only been able to operate at one event in 2020 due to the cancellation of events, however it saw very positive results on first use and WNSL hopes this reduction will continue at future events.

Estate/Event management

A new estate management agreement between The FA and Quintain (owners of Wembley Arena) requires formal planning meetings to be held on a regular basis between each organisation to coordinate events. It is possible to stage concurrent Stadium and Arena events, and when this does occur, all parties (The FA, Quintain, and event delivery stakeholders) will work together to ensure there is sufficient capacity for spectators to access each venue. This could involve additional operating capacity on the London Underground network, different parking arrangements or alternative pedestrian walking routes from each venue to mitigate the risk of congestion.

Supporting Brent's Borough of Culture

WNSL would be keen to understand the range of talent that the Borough of Culture activity has developed and promoted. As events begin to return to the Stadium, WNSL will continue to review its spectator entertainment offering and would be open to the potential of working with some appropriate acts/performers in the future.

Jobs and apprenticeships for local people at the stadium

When events return, WNSL has asked key event-day employers (cleaning and stewarding companies) to contractually commit that a specified percentage of their employees will be Brent residents moving forward. This should help ensure stability of role for those already employed and safeguard job roles for Brent residents in the future. The apprenticeships scheme will be subject to continual review. Employment and Training matters are discussed further in the Employment and Training section of this report.

Supporting local charities/schools

WNSL recognises its responsibility to the local community and over the last three seasons has delivered a variety of different initiatives aimed at different Brent community groups. Amongst other things this includes volunteering to improve local Brent Parks, Event day work experience for care leavers and donating books and Nike and Wembley items to children from disadvantaged backgrounds. This season WNSL have worked with local community organisation, Slenky, to deliver a new community programme in response to the Black Lives Matter movement.

Additional NFL events

This planning application is solely for additional music events and will not result in additional NFL fixtures taking place at Wembley Stadium. The NFL fixtures as sporting events, would fall within the annual event

cap which would not change. Wembley Stadium has a good relationship with the NFL and aims to retain these events in the future, as they have proved to be incredibly popular in recent years. The stadium capacity for NFL fixtures is approximately 80,000. Full capacity is not feasible due to specific operational requirements of the event.

Transport and parking related

Event Day Controlled Parking Zone

WNSL will continue to reiterate the message that the best way to access Wembley Stadium is via public transport. WNSL will continue to do this through pre-event communication channels as well as utilising stakeholder comms channels. In addition, as part of the application, mitigations for the additional events are proposed including more Civil Enforcement Officers and an additional tow truck to drop cars to a dedicated car compound close to the Stadium. Further details of this scheme are included within the Transportation section of the report. These measures are designed to mitigate against illegal parking and parking outside of the Event Zone. The Wembley Stadium Controlled Parking Zone is already the largest of any Stadium in Europe and WNSL believe the majority of disruption is seen within a 2km area of the stadium so there are no plans to extend this further. WNSL consider that a larger controlled parking zone would be too large to enforce and administer penalties within the timescale to be effective.

Private vehicle use

Due to the challenges presented by the pandemic and social distancing requirements, it is anticipated that private vehicle demand will increase in the short term. Although the percentage of private vehicle usage will likely increase, absolute numbers will not because the stadium will be operating at reduced capacity to facilitate social distancing. Longer-term, once full capacity events return, a coordinated communications campaign will encourage people back onto public transport services. This messaging will be promoted by all public transport operators and stakeholders, and will be shared and amplified by Wembley Stadium's communication channels to promote the venue as a public transport destination.

The proposed additional concert events resulting from the planning application would come into effect from 2022, by which time it is expected that transport mode shares will have returned to pre-Covid levels.

Number of Uber drivers in the area

WNSL is proposing to mitigate this by working on a designated pick up and drop off area within the new green car park (due to open in Aug 2021). This is discussed further in the Transportation section of this report.

Wembley cycling strategy

There are 150 cycle spaces at Wembley Stadium and on average about 30 spaces are used on event days. As the cycle network in the area improves, WNSL will continue to promote cycling to seek to increase this figure across events.

Illegal parking

WNSL understands that concerts bring some disruption to the local area but believe that the proposed mitigations for the additional events (more Civil Enforcement Officers, additional tow truck provision and the Trusted Parking Scheme) should limit the impact. These measures are discussed further in the Transportation section of this report.

Event Day signage

Brent Council is undertaking an ongoing review of the Wembley Event Day signage and there is a proposal for this to be updated within the next year.

Liaison with TfL and Train Companies

WNSL regularly liaise with the wider transport network regarding event day operations including Network Rail, the Train Operating Companies (TOCs) and wider stakeholders like Highways England as part of the Wembley Stadium Transport Operations Group Meeting (WSTOG). These monthly meetings discuss events that have taken place since the previous WSTOG and comprehensively review and agree transport plans for the upcoming events.

Virtual public consultation event

WNSL also hosted a virtual public consultation event on the evening of Thursday 14th January 2021 following submission of the application to provide an opportunity for members of the public to discuss the proposals with members of the project team.

POLICY CONSIDERATIONS

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of this application should be in accordance with the development plan unless material considerations indicate otherwise.

The development plan is comprised of the London Plan 2021, Brent Core Strategy 2010 and Brent Development Management Policies 2016 and Wembley Area Action Plan.

Key policies include:

Regional

The London Plan – 2021

Chapter 1. Planning London's Future (Good Growth Policies)

GG5 Growing a good economy

GG6 Increasing efficiency and resilience

Chapter 2. Spatial Development Patterns

Policy SD1 Opportunity Areas

Policy SD10 Strategic and local regeneration

Chapter 5. Social Infrastructure

Policy S5 Sports and recreation facilities

Policy S6 Public toilets

Chapter 6. Economy

Policy E4 Land for industry, logistics and services to support London's economic function

Policy E10 Visitor infrastructure

Policy E11 Skills and opportunities for all

Chapter 7. Heritage and Culture

Policy HC5 Supporting London's culture and creative industries

Policy HC6 Supporting the night-time economy

Chapter 9. Sustainable Infrastructure

Policy SI 1 Improving air quality

Chapter 10. Transport

Policy T1 Strategic approach to transport

Policy T3 Transport capacity, connectivity and safeguarding

Policy T4 Assessing and mitigating transport impacts

Policy T5 Cycling

Policy T6 Car parking

Policy T6.4 Hotel and leisure uses parking

Policy T6.5 Non-residential disabled persons parking

Local

Brent Local Development Framework - Core Strategy (2010)

- CP 1 – Spatial Development Strategy
- CP 7 – Wembley Growth Area

- CP 15 – Infrastructure to Support Development
- CP 16 – Town Centres and the Sequential Approach to Development

Brent Development Management Policies (2016)

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

Wembley Area Action Plan (2015)

- WEM 12 – Road and Junction Improvements to Stadium Access Corridor and Western Access Corridor
- WEM 13 – Western Highway Corridor
- WEM 14 – Car Parking Strategy
- WEM 17 – Event Related Transport

All of these documents are adopted and therefore carry significant weight in the assessment of any planning application.

The Council is at a significant stage in reviewing its Local Plan. The draft Brent Local Plan was subject to examination in public during September and October 2020. The planning Inspectors are still considering the Plan prior to undertaking a final stage of consultation on a set of proposed main modifications before the Plan can be adopted. Therefore, having regard to the tests set out in paragraph 48 of the NPPF it is considered by Officers that greater weight can now be applied to policies contained within the draft Brent Local Plan.

Relevant policies include:

General Policies

DMP1 – Development Management General Policy

Place Policies

BP1 – Central

BCGA1 – Wembley Growth Area

Economy and Town Centres

BE4 – Supporting Strong Centres Diversity of Uses

Heritage and Culture

BHC1 – Brent's Heritage Assets

BHC2 – National Stadium Wembley

BHC3 – Supporting Brent's Culture and Creative Industries

BHC4 – Brent's Night Time Economy

Sustainable Infrastructure

BSUI2 – Air Quality

Transport

BT1 – Sustainable Travel Choice

BT2 – Parking and Car Free Development

The following are also relevant material considerations:

The National Planning Policy Framework (revised 2019)

Planning Practice Guidance (revised 2019)

S106 Planning Obligations SPD 2013

DETAILED CONSIDERATIONS

Background

1. The site has been used as a stadium since 1923. Over time the stadium became outdated and no longer met the standards in terms of facilities that were expected at a major venue. A planning application was submitted in 1999 (ref: 99/2400) alongside a listed building consent (ref: 99/2399) for its demolition and the construction of a 90,000 seat English National Stadium. Planning permission was granted in August 2002, subject to a number of conditions. The new stadium was opened in 2007, and has held sporting and non-sporting events since. It is now well established as a world-class sporting and non-sporting venue; known for being the home ground of the English national football team and hosting regular events such as the FA Community Shield, EFL Cup Final, FA Cup Final and EFL Championship play-off final. The Stadium also competes to hold other significant events such as finals for the UEFA Champions League, 2012 Olympic Games football tournament finals, NFL International Series games and major concerts. The Stadium is also the chosen venue for the (postponed) Euro 2020 semi-finals and final and four other matches.
2. To mitigate against the impact of the new Stadium, negotiations between Brent Council and WNSL during the determination of the original planning application led to the agreement of several s106 contributions. This included contributions towards the following schemes:
 - 1 Estate Access Corridor – the widening of the Great Central Way road bridge, the extension of Hannah Close and the widening and surfacing of Atlas Road and Fourth way to adoptable standards; and
 - 2 Stadium Access Corridor – the widening and straightening of Great Central Way and South Way to provide three traffic lanes for tidal traffic movement on event days.
3. In addition, the London Underground Limited Board gave written undertakings to Brent Council to rebuild Wembley Park Station with safe operational capacity in event mode of 50,000 people per hour. This was on the condition of a £9 million s106 contribution from WNSL.
4. Until the improved infrastructure was in place, it was considered that there would be some justification for limiting the number of events. If the infrastructure improvements had not been completed two years after the completion of the stadium, then an unlimited number of additional events over and above the cap specified in the condition would be permitted, subject to the number of spectators being limited to up to 51,000. The cap does not include European Cup and World Cup events where England/UK is the host nation.
5. The East Access Corridor and the Stadium Access Corridor local highways improvements have not yet been completed and the current situation is discussed further in the Transportation section of this report.
6. The current application is made by Wembley National Stadium Limited (WNSL) to amend the previously varied condition subject of 18/4307. The previously varied Condition 3 (now Condition 1) attached to 18/4307 specifies the following:

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

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

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

Up to 8 additional major sporting Tottenham Hotspur Football Club events shall be permitted, up to 3 at full capacity (90,000 spectators), and up to 5 at an expanded capacity (of no more than 62,000 spectators) for the fixtures as set out in approved document reference 04929/21/NT/JF/001 (dated 8th

January 2019) and for no other event or reason.

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

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

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

7. The Stadium is currently operating under this permission.
8. Since then, the wider Wembley Masterplan has emerged. The area has changed greatly as the masterplan is being implemented, with considerable regeneration taking place. Wembley Stadium has provided a landmark development acting as a catalyst for wider regeneration and redevelopment. It offered the opportunity to be a significant new symbol of investment, bring in additional expenditure and income generation to the local area and stimulate substantial levels of new employment through increased leisure, tourism and business activity. It also acts to encourage other developers to commit to investing in redevelopment in the area and reinforcing the image of London as a world city.

Covid impacts and recovery

9. As is the case for many businesses across the country, WNSL and the FA have been heavily impacted both operationally and commercially by the Covid pandemic. The Stadium was scheduled to host 30 events (including the Euro 2020 finals) in 2020, with an estimated attendance of over 2 million spectators. Only 1 of these events was actually held with spectators in attendance with a further 15 events held behind closed doors. The impact of these forced cancellations manifested itself immediately in the form of an estimated loss of around £300m and 124 redundancies.
10. WNSL are working on the basis that a full calendar of "normal" events will most likely only be possible from 2022 onwards and as such want to ensure the Stadium can host the right number and mix of events to support a commercial recovery from the impacts of Covid by both the Stadium and the wider Brent community.
11. The focus of this future recovery programme is ensuring that the Stadium remains an iconic multi-use venue in London, the United Kingdom and across the world and continues to showcase Brent to this audience. The emergence of Twickenham, the Olympic Stadium and Tottenham Hotspur Stadium as large outdoor venues with the ability to host a range of events has created a more crowded marketplace in which Wembley must compete. In order to do so the Stadium is seeking the flexibility to respond to the changing commercial booking process for music events. This sees artists looking to book "runs" of events in a block to provide flexibility for (additional) events dates in order to fit into large tour schedules.
12. The current restriction on music events at the Stadium makes it difficult to provide this level of flexibility and limits the ability of the Stadium to compete against other venues that operate with fewer restrictions and have much greater freedom. It is within this context that the proposed change to the event cap detailed below is being sought.

Changes sought under the current application

13. The proposed amendment to Condition 1 of planning permission LPA ref: 18/4307 would allow the use of the Stadium, on a permanent basis, for up to 9 additional non-sporting events per calendar year. These would be in addition to the 22 full capacity sporting events and 15 non-sporting events currently allowed per calendar year.
14. For the non-sporting events, it is expected that capacity would be around 77,000 spectators for 15 major non-sporting events and around 100,000 spectators for 9 major non-sporting events. These estimates

reflect the different capacities which can be achieved within the stadium with different configurations and the expected variation in demand generated by different artists. It should be noted that while the normal capacity of the stadium is around 90,000, music events often use the pitch and the seating.

15. Condition 1 also allows up to three additional sporting events in any calendar year provided that for each additional sporting event there is a reduction of two non-sporting events in the same year. The effect of this 'swap provision' is that 25 major sporting events could take place at the stadium within the scope of the current planning permission, provided the number of major non-sporting major events reduced to 9. It is proposed that this swap provision would remain to allow up to 25 major sporting events if the number of major non-sporting events decreased to 18 with the 'one-for-two' mechanism set out.
16. Given Wembley Stadium is unrestricted in terms of the number of events for up to around 51,000 spectators, the effect of the proposal is, in practice, to allow up to an additional 49,000 for the 9 additional non-sporting events. Not all events would be expected to be fully attended to these levels, but to ensure a robust assessment, the environmental impact assessment (EIA) submitted with the application assumes full attendance at all additional events.
17. The condition is proposed to be amended to read as follows (text in bold indicates amendments):

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

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

*and unless alternative details are submitted to and approved in writing by the Local Planning Authority and the approved details are thereafter implemented in full, the number of major sporting events held at the stadium in any one year shall be restricted to no more than **25 22** (to exclude European Cup and World Cup events where England/UK is the host nation) and the number of major non sporting events shall be restricted to **24 15**. This shall be described as the cap. Up to three additional major sporting events shall be permitted in any one year provided that for each additional sporting event there is a reduction of two non-sporting events in the same year.*

~~**Up to 8 additional major sporting Tottenham Hotspur Football Club events shall be permitted, up to 3 at full capacity (90,000 spectators), and up to 5 at an expanded capacity (of no more than 62,000 spectators) for the fixtures as set out in approved document reference 04929/21/NT/JF/001 (dated 8th January 2019) and for no other event or reason.**~~

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

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

18. The revised wording removes the references to Tottenham Hotspur Football Club events which are no longer required. The removal of the upper tier reference reflects the fact that WNSL now have accurate ways to capture the attendance at all events based on ticketing and gate line systems which are now in place but were not available when the Stadium was originally built. These systems mean that WNSL (and the Council) would be able to monitor and manage attendance while at the same time configuring the stadium seating areas for spectator safety and other operational reasons.
19. In addition to the amendments to Condition 1, a Deed of Variation to the Section 106 legal agreement would be agreed between the parties to ensure that appropriate planning obligations were secured.

Environmental Impact Assessment

20. The application is subject to an Environmental Impact Assessment (EIA). This is made up of an Environmental Statement (ES), which is supported by technical appendices, and a Non-Technical

Summary. A Planning Statement has also been submitted.

21. The ES includes a section on the background to the proposals, and a detailed description of the proposed changes along with the planning policy context. There is a further section on the methodology, scope and approach. Following on from this the main topic based issues are assessed. They are:
 - Socio-economic effects
 - Transport
 - Air Quality
 - Noise
22. Finally, there is a chapter on the cumulative impacts of the development.
23. The ES is structured around identifying impacts, where these impacts are felt, how significant they are, and whether they are adverse or beneficial. It does this with reference to the existing baseline conditions, the characteristics of the proposal and any mitigation effects, and whether there are any cumulative effects.
24. The applicant has provided information on the consideration of alternatives, as required by the 2017 EIA Regulations. They note that Wembley is a stadium which already hosts a range of major national and international sporting and non-sporting events. The amendments sought by the FA are to enhance the programme of events at the stadium and meet demand for concert space to attract artists to the stadium. As such, no alternatives have been considered.

Summary of Mitigation Measures

25. These will be discussed in further detail within the report below but for context and clarity, the mitigation measures are summarised below.
26. Existing mitigation measures on event days would continue. These include payment of the Council's reasonable costs associated with mitigation, including the following:
 - Control of Off-Site Parking
 - Control of On-Site Parking
 - Transport signage maintenance
 - Transport signage improvements
 - Event day street cleansing
 - Temporary traffic management
 - Green Travel Plan – updated and monitoring provision
27. The additional measures that are proposed to be put in place as a direct result of the proposed increase in major non-sporting events per annum are as follows:
 - Contribution of up to £3,500 per Additional Major Non-Sporting Event - This would be spent on measures agreed between WNSL and the Council which may include:
 - Licensing enforcement
 - Pirate Parking enforcement
 - Public safety measures
 - Temporary toilet facilities
 - Additional Parking Enforcement Measures per Additional Event:
 - Civil Enforcement contribution
 - Tow Truck contribution
 - Towed Vehicle Recovery Scheme
 - Proposed new mitigation measures which would apply generally (and therefore be of benefit to all stadium major events):
 - Pedestrian Access and Signage Contribution
 - Private Hire Management Scheme
 - Trusted Parking Scheme

- Spectator Travel Plan
- Wembley Stadium Employment and Skills Plan

28. These mitigation measures would be secured through a Deed of Variation to the existing Section 106 legal agreement.

Assessment

29. Condition 3 of the original planning permission (99/2400) (varied by 17/0368 and 18/4307) was originally required because of the ability of the surrounding road and transport infrastructure to accommodate large crowds. The rationale was to restrict certain events until specific transport improvements were completed. This can be divided into the period of 2 years from completion of the stadium, and the period afterwards.
30. Two main transport improvements were identified. The improvements to Wembley Park Station were completed in 2006 and so this requirement is satisfied. The construction of the Estate Access Corridor has been completed, although the Stadium Access Corridor was only partially completed. The cap remains in place due to the second criteria not having been completed.
31. Until the two sets of improvements are made the condition identifies how many full capacity events can take place at the stadium. This is separated out into major sporting events (22) and major non-sporting events (15) that are permitted each year, making 37 major events in total. There is an exception in the event that the country hosts a major football tournament, but this has not been required since the stadium was completed.
32. Within the cap there is provision to increase the number of major sporting events as long as it is accompanied by a reduction in the number of non-sporting events. For each additional major sporting event, the non-sporting events must decrease by 2. This is up to a maximum of 3 major sporting events, which would result in a reduction of 6 non-sporting events if used to the fullest extent.
33. There is no restriction on the number of events that have a capacity of up to 51,000 (the capacity of the lower two tiers). Therefore, even without the proposed changes to the cap being consented, further non-sporting events could theoretically take place at the stadium now (in addition to the 15 major non-sporting events currently permitted), as long as the upper tier is not used.

Planning Policy Context

34. The NPPF seeks to build a strong, competitive economy to create jobs and prosperity. In addition, it also notes the importance that the planning system can play in facilitating social interaction and creating healthy and inclusive communities. Safe and accessible developments are important to achieving this, and crime and disorder (and the fear of such) are considerations. The NPPF also supports social, recreational and cultural facilities (paragraph 92).
35. The London Plan identifies the site as being within an Opportunity Area (Wembley). It recognises that there are many areas in London which are rich in cultural heritage and have a unique cultural offer and identifies Wembley Stadium and Wembley Arena as a strategic cluster of cultural attractions (para 7.5.12). These act as key visitor hubs for Londoners and domestic and international tourists and as such should be protected and promoted. Policy HC5 'Supporting London's culture and creative industries' supports the continued growth and evolution of London's diverse cultural facilities and creative industries. Policy HC6 is concerned with supporting the night time economy (all economic activity taking place between the hours of 6pm and 6am, and includes evening uses).
36. Policy GG5 seeks to conserve and enhance London's global economic competitiveness and ensure that economic success is shared amongst all Londoners. This includes promoting and supporting London's rich heritage and cultural assets, and its role as a 24-hour city. Policy E10 'Visitor infrastructure' states that London's visitor economy and associated employment should be strengthened by enhancing and extending its attractions, inclusive access, legibility, visitor experience and management and supporting infrastructure, particularly to parts of outer London well-connected by public transport, taking into account the needs of business as well as leisure visitors.
37. CP1 of the Brent Core Strategy identifies the overall spatial development strategy. Wembley is identified as one of five growth areas, and is expected to deliver the majority of the borough's development and employment growth. Policy CP7 notes that Wembley will drive the economic regeneration of the

borough. The promotion of town centres is reinforced by policy CP16. CP15 refers to infrastructure, identifying that prior to granting planning permission for major proposals, the Council will need to be satisfied that the infrastructure requirements arising from a development will be met. The Development Management Policies includes DMP6 which encourages further visitor accommodation.

38. Brent's emerging Local Plan identifies the site as being within the Central place (Policy BP1: Central) and Wembley Growth Area (Policy BCGA1). Policy BHC2 'National Stadium Wembley' states that proposals that contribute to the national stadium's continued success as a world renowned location for sport and cultural events will be supported. Proposals which increase the frequency and volume of use of the national stadium beyond existing consents will be required to mitigate potential adverse effects to acceptable levels.
39. Policy BHC3 'Supporting Brent's Culture and Creative Industries' seeks to build on the work of the area's current creative and cultural facilities to promote better opportunities for such activities to thrive. Policy BHC4 'Brent's Night Time Economy' states that the council through its own actions and working with others will support Brent's night time economy. Development that preserves or enhances existing night time economy activities or creates new ones that will reinforce the role and significance of each centre in the London hierarchy (which includes Wembley) in an inclusive and accessible way will be supported.

The principle of additional major events

40. In planning policy terms, the ongoing operation and the introduction of additional events at Wembley Stadium is supported by regional and local policy.
41. Paragraph 92 of the NPPF requires planning policies and decisions to plan positively for the provision and use of shared space and community facilities (including sports venues) to enhance the sustainability of communities and residential environments and guard against unnecessary loss of valued facilities and services. The NPPF states that the planning system should do everything it can to support sustainable economic growth (paragraph 80).
42. At a local policy level, the planning strategy for the Wembley Growth Area (Core Strategy and Site Specific Allocations Policies CP 7) is to promote the regeneration of the Wembley area as a regional sports, entertainment and leisure destination, taking advantage of the opportunities presented by the Stadium: "The aim is to achieve a critical mass of visitor attractions building on the area's role as a major leisure and entertainment centre for London. Wembley will become an all year round visitor destination catering for a range of entertainment and leisure activities as well as Stadium and Arena events and conferences" (Core Strategy paragraph 4.31). The ability to deliver additional major events at Wembley Stadium would assist in meeting this policy aim.
43. Wembley Stadium is located within the Strategic Cultural Area identified within the Wembley Area Action Plan (adopted in 2015). The Strategic Cultural Area is considered capable of accommodating events of a scale that are not conducive to a traditional town centre location. Within this area, under Area Action Plan Policy WEM 25, major leisure, tourism and cultural uses, are encouraged. This includes supporting a major visitor attraction and sporting enterprise and meeting the aim for Wembley to become a year-round visitor destination.
44. Given the above policy context, the principle of additional major events is supported in planning policy terms, but this increase in events would only be considered acceptable in planning terms if they have an acceptable impact in terms of key considerations including socio-economic, transport, noise and air quality impacts.

Socio-Economic Effects (including Neighbouring Amenity)

45. The Environmental Statement submitted with the application considers the potential socio-economic effects of the proposed variation to the events cap, building on previous assessments, and the original 1999 assessment. The assessment is informed by a baseline review of land uses and population characteristics of the area surrounding Wembley Stadium. A study area boundary has been defined to incorporate the communities which are likely to be affected by additional events. Socio-economic impacts are recognised on three levels: within the study area, within Brent and beyond the Borough boundary.
46. The main positive socio-economic impacts associated with the proposed variation of the event cap are

expected to include:

1. Increased number of event-day staff to reflect the additional level of spectators; and
 2. Increased amount of visitor expenditure associated with additional spectators.
47. However, negative socio-economic impacts associated with the proposed variation of the event cap are likely to include anti-social behaviour such as drunkenness and unruly behaviour of fans, public urination and litter. These are discussed further below.

Positive socio-economic impacts

48. The proposal would increase the number of visitors to the area, many of whom would spend money. There would also be an increase in the number of times stewards, catering and other support staff are employed in the stadium. The additional employment is considered to be a positive economic impact, which in turn has a social impact on the beneficiaries.

Economic Impact of Stadium events

49. The Football Association ('The FA') commissioned an economic impact study of Wembley Stadium for the 2017/18 event season to assess the economic impact which Wembley Stadium has in general, and specifically within Brent, the London economy more widely and across England. This report draws on an analysis by consultants Deloitte, consultations with the FA, Tottenham Hotspur (previous users of the Stadium for home matches) and surveys with visitors, residents and businesses in the area.
50. The economic impact of the Stadium varies from year to year in line with the number of events (58 in 2017/18 owing to Tottenham Hotspur's use of the Stadium) and the type of events that are held. However, in headline terms, the economic impacts of the Stadium include:
1. A total gross expenditure of £827m as a result of the 58 events held at the Stadium during the 2017/18 season. A total of 91% of this expenditure was from spectators but these figures also include spending by event organisers and performers/support staff.
 2. The highest proportion of total gross expenditure is associated with accommodation (£216m) (26%), closely followed by ticket sales (£213m) (26%) and food and drink (£196m) (24%). This expenditure results in the creation of local jobs and higher revenues for local businesses.
 3. The majority (92%) of the gross expenditure occurred outside Wembley Stadium (£762m) in local shops, hotels, bars and restaurants. Around 85% of the gross expenditure was in London, and this includes £190m of expenditure in local businesses in Brent.
 4. Events at Wembley attract visitors from all over the country, and for some events (e.g. international fixtures, major concerts), spectators travel to Wembley from outside of the UK. Surveys indicate a high proportion of hotel stays, and linked trips to other parts of England, by overseas visitors. The average stay of overseas visitors is 4.5 nights.
51. On average, the 7 concerts held at Wembley Stadium in 2017/18 attracted £29m each in gross expenditure, which was the highest level of expenditure per event when compared to the 51 sporting events (primarily football), which attracted £12m per event.
52. During the 2017/18 season, the direct economic impact to the local area associated with hosting the 17 events staged by event organisers other than The FA and Tottenham Hotspur averaged £46 per visitor, comprising accommodation (£22), food and drink (£12), travel (£5), retail (£4) and miscellaneous other shopping (£2) (Unlike the gross expenditure figures above, these figures represent the direct economic impact of events on the local economy outside the Stadium and exclude spectator expenditure inside Wembley Stadium).
53. By contrast, the direct economic impact to the local area associated with hosting 29 Tottenham Hotspur fixtures during the 2017/18 season averaged £26 per head, comprising accommodation (£10), food and drink (£8), travel (£5), retail (£2) and miscellaneous other shopping (£1). The average direct economic impact for the Tottenham Hotspur events and other matches hosted by The FA, was £31 per head.
54. The higher direct economic impact associated with non-sporting events was due to a range of factors, including longer dwell times in and around the stadium and greater numbers of long distance domestic

and international visitors, resulting in longer trip durations and more overnight stays. In particular, average expenditure per head was 120% higher for accommodation (£22 compared to £10) and 50% higher for food and drink (£12 compared to £8).

55. Concerts were also found to attract higher numbers of first-time visitors, and so were particularly important in bringing new visitors to Wembley and to London.
56. The socio-economic assessment indicates that the greatest share of economic benefit from the additional events would be experienced by the accommodation and food and drink sectors, which would together receive between £24.1m and £31.1m in revenue per annum. However, these figures represent the total impact if all of the proposed events took place in a given year, which is considered unlikely.
57. Whilst officers consider these economic benefits would have a positive impact on the local economy of both Brent and the wider area, it is also acknowledged that some types of business may lose trade on event days as the congestion and high level of general activity may discourage some economic activity. For example, a dry cleaner or travel agent is not likely to see a benefit, and possibly a fall in trade as people decide to visit on a non-event day instead. It is noted that the representations made to the current planning application do not include objections from any nearby retailers or other businesses to the proposals.

Employment and Training

58. Aside from the visitor spending considerations, it is also noted that Wembley Stadium is a key employer in the local area. Data provided by The FA indicates that, on average, a total of between 3,600 and 4,150 event staff (including event stewards and catering staff) are required to host a major event at the Stadium. The hosting of additional events would therefore enhance employment opportunities for many local people.

London Living Wage

59. The FA currently pays the London Living Wage to all full-time staff. It has committed to extend this to include event day temporary staff contracted via WNSL suppliers, specifically stewards and cleaning staff, before the end of the 2021/22 season so that tenders for contracts will include targets to employ local people and to pay the London Living Wage.

Employment and Skills Plan

60. The FA has committed to agreeing an Employment and Skills Plan with relevant officers at Brent Council. A formal Employment and Skills Plan has not been in place previously, although the Stadium have worked with the Council on a range of initiatives over the years. The Employment and Skills Plan would set out how WNSL would work with the Council and Brent Works to maximise employment opportunities and enhance employability skills for the residents of Brent with the aim of maximising the opportunities for Brent residents to enter into apprenticeships and training programmes.
61. The Employment and Skills Plan would be annually reviewed to ensure that it is kept up-to-date and effective. It would cover matters typically including:

- **Local labour**

To encourage and promote an approach to the employment and recruitment of Local People (including those previously unemployed) throughout the FA's supply/procurement chain.

- **Internships/work experience/work trials**

To support the government Kickstart scheme to support those aged 16-24, claiming Universal Credit and at risk of long-term unemployment. WNSL would look to create an internship programme in order to create opportunities for Brent residents.

- **Apprenticeships**

To create opportunities for apprenticeships such as in Event management, Digital marketing and Technical sound & lighting.

- **Training opportunities**

To support the creation of a Hospitality and Catering training programme in collaboration with Brent Start and the Department for Work and Pensions, which would allow unemployed Brent residents to

gain a qualification whilst undertaking practical work experience with a guaranteed job interview at the end of the training.

In addition, to offer in house training courses in areas such as Event Stewarding, Fire Marshalling and First aid.

- **Careers Events**

To sponsor an annual Careers and Apprenticeship event at Wembley Stadium.

- **Diversity of Programming**

To commit to a regime of event programming that represents and reflects the interests and cultural diversity of Brent residents.

- **Diversity in Recruitment**

To commit to an Equality, Diversity and Inclusion Plan, progress against which would be discussed with Brent Works annually

62. These employment and skills related benefits are welcomed as a positive socio-economic benefit to local people.

Anti-social Behaviour

63. A number of objections cite anti-social behaviour as being a problem with the existing operation of the stadium. Objectors are concerned that additional events at Wembley would further exacerbate the issues they face. Objections have noted rowdy, unruly, and abusive behaviour. Drunkenness, public urination, and litter have all been raised as existing and ongoing problems that can extend beyond the immediate surrounds of the stadium.

64. Although it is not possible for WNSL to control the behaviour of people when they are some distance away from Wembley, there are some measures that can be introduced to better manage the situation nearby than are currently in place.

65. The original legal agreement which required the Stadium to cover the costs of street cleaning would still apply. A deed of variation would secure a financial contribution to be paid by the Stadium to Brent Council per additional major non-sporting event. This would go towards mitigation measures as agreed between WNSL and the Council. This could be used to cover measures to address public safety and anti-social behaviour such as additional public toilets, public safety reviews, street trading and to tackle pirate parking.

66. Additional litter bins have previously been provided as part of S106 obligations. It should also be noted that moneys were provided by the applicant for the 2017/18 season for improvements to the CCTV and security systems deployed around the Stadium, and for additional signage works.

Socio-economic impact and neighbouring amenity summary

67. The information submitted suggests that additional music events at the Stadium would be expected to provide greater economic benefits than sporting events. Concert attendees, who tend to travel longer distances to attend events, are likely to stay longer in the area and so bring higher levels of expenditure. Concerts also attract higher numbers of first-time visitors and so will attract new people to Wembley and to London.

68. The employment and visitor expenditure effects are considered to enhance the existing positive economic impact of the Stadium in the local economy. Employment and Skills benefits are also welcomed. On this basis, it is assessed that there will be a minor beneficial socio-economic impact in the local area as a result of the additional employment and expenditure associated with the proposed variation of condition.

69. However, it is also accepted that anti-social behaviour is an issue raised by many residents and the measures proposed to address these will not address all anti-social behaviour: there will always be examples of this where there are large crowds, and this is not unique to concert crowds or Wembley. However, the proposed measures are considered to provide some additional mitigation.

70. These mitigation measures are considered crucial to the success of operations going forward. With this

additional mitigation, it is considered that the impacts of having more people in the area on a more regular basis would be lessened. On balance, the measures that are proposed are considered to be sufficient to mitigate the additional impacts of the additional high capacity events at the stadium.

Transport

71. Policy T1 of the London Plan requires development proposals to facilitate the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041 and states that development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.
72. Policy T4 requires that development proposals reflect and are integrated with current and planned transport access, capacity and connectivity. The cumulative impacts of development on public transport and the road network capacity must also to be taken into account. Parking is considered within Policy T6.
73. Within the Core Strategy, CP7 identifies anticipated infrastructure within the Wembley Growth Area including new road connections and junction improvements. Policy CP14 identifies Wembley Central and Wembley Stadium stations as needing improvement. Policy DMP12 of the Development Management Policies seeks to manage the availability of car parking, and to ensure that it does not have a detrimental impact on the highway. The removal of surplus parking is encouraged.
74. The Wembley Area Action Plan (WAAP) includes policy WEM12 which refers to improving highway access for car travel from the North Circular Road and two way working being restored to both South Way and Fifth Way, and the remaining parts of the gyratory system in time. It also refers to the new road connection from North End Road to Bridge Road to provide an alternative route through Wembley Park. These matters are discussed later in this report. The WAAP also seeks to reduce the impact of pirate car parking.
75. Given its size, the stadium and concourse does not have a single Public Transport Accessibility Level (PTAL). The areas to the south have a lower PTAL of 2, whilst the northern areas have a PTAL of 4 which increases to 6a at the section closest to Wembley Park Station.
76. Wembley Stadium is well served by public transport, including:
 - 1 Wembley Central Station (to the south west of the stadium) comprising:
 - a Bakerloo underground rail line
 - b London Overground, running between London Euston and Watford
 - c London Midland Railways Line, which links London Euston to Tring
 - d Southern Railways Line, which links Milton Keynes Central to East Croydon
 - 2 Wembley Park Station (to the north of Olympic Way) comprising:
 - a Jubilee underground rail line
 - b Metropolitan underground rail line
 - 3 Wembley Stadium Station (adjacent to the south west of the Stadium comprising:
 - a Chiltern Railways Line, which links London Marylebone and Birmingham (via Buckinghamshire and Oxfordshire stations)
 - 4 50 bus stops located within a 20-minute walk of the Stadium which provides access to 18 bus services.

Existing Transport Mitigation

77. Brent Council, transport operators and WNSL together provide a number of event day transport mitigation measures, including the following:
 - Additional services are provided on the London Underground Metropolitan line and Jubilee line from Wembley Park Station;
 - Chiltern Rail provide an enhanced service frequency at Wembley Stadium Station;
 - Brent Council operate the Wembley Stadium Protective Parking Scheme ("WSPPS") which activates 33 event day Controlled Parking Zones ("CPZ");
 - Retention measures are implemented at the end of an event aiming to extend the period over which spectators depart the Stadium; and

- Joint funding and working to shut down illegal 'pirate' car parks in the area around the Stadium.

Existing Event Day Sustainable Transport Initiatives

78. The majority of spectators travel to events at Wembley Stadium via public transport, completing the last leg of the journey on foot. WNSL operates a programme of actively promoting sustainable modes of transport, through:
- Regularly advertising the public transport facilities available to visitors throughout the year;
 - Organising National Express coach services from various cities and major towns on some event days;
 - Providing public transport information on event tickets and visitor passes;
 - Website tools including 'Getting here' and 'Sofa-to-Seat';
 - Publishing public transport access information on social media channels prior to events;
 - Including complementary train travel within Club Wembley membership; and
 - Providing live travel updates for public transport on event days.
79. An updated Event Day Spectator Travel Plan has been produced and submitted with the current application. The Travel Plan outlines a strategy that seeks to further increase the use of sustainable modes of transport by spectators on event days through a range of measures including communicating with spectators, ensuring the availability of information about sustainable ways to travel to the stadium, public transport and ticket packages and ensuring sufficient provision of sustainable infrastructure.
80. Work is being undertaken by both Quintain and Brent Council in delivering a series of infrastructure and operational schemes which will continue to bring benefits to all. Due for implementation during the 2020-21 season, these will include:
- New North End Road connection reducing east-west congestion;
 - New permanent Stadium Car and Coach Parks to replace the temporary ground level parking around the stadium and are well located for access to the wider road network;
 - £17 million investment into the new two-way working scheme on South Way, Fourth Way and Fifth Way;
 - A demand forecast model;
 - An improved communications process and resident drop-in sessions;
 - Improved CCTV coverage from the stadium control room facility;
 - Mobile Highways England Response teams to clear incidents on the primary access routes;
 - An enhanced Olympic Way queuing system;
 - £1 million investment into external signage and wayfinding;
 - £42 million investment into the new Olympic Way steps

Transport related mitigation measures proposed to be secured by deed of variation to existing Section 106 legal agreement:

81. Additional Parking Enforcement Measures per Additional Event:
- Civil Enforcement contribution
 - Tow Truck contribution
 - Towed Vehicle Recovery Scheme
82. Proposed new mitigation measures which would apply generally (and therefore be of benefit to all stadium major events):
- Pedestrian Access and Signage Contribution
 - Private Hire Management Scheme
 - Trusted Parking Scheme
 - Spectator Travel Plan
 - Financial contribution of £10,000 towards pedestrian access and signage.

Key Highway Considerations

83. When planning permission for Wembley Stadium was originally granted in 2002 a Section 106 legal agreement was completed and a number of planning conditions were secured aimed at minimising the impact on local transport networks. These included funding of a Controlled Parking Zone, transport infrastructure improvements and a Travel Plan.

84. Two key requirements for infrastructure included improvements to Wembley Park station and to the road corridor between the Stadium and North Circular Road, with a financial contribution of up to £3m being secured towards the latter through the S106 Agreement.
85. In order to ensure that these major pieces of transport infrastructure would be in place to facilitate the hosting of major events on a regular basis, a condition was applied to limit the number of events with a capacity above 51,000 (the capacity of the lower and middle tiers) to 37 (22 sporting and 15 non-sporting, or up to 25 sporting and 13 non-sporting, unless England were a host nation for a major international football tournament), until such time as the infrastructure was completed.
86. The works to increase the capacity of Wembley Park station were completed in 2005/6. These improvements enable 50,000 users to travel through the station in an hour, thus allowing Stadium visitors on Underground services to disperse the area relatively quickly after an event and thereby encouraging public transport use and helping to maintain a high modal share by public transport.
87. Initial works to construct the Estate Access Corridor (connecting Hannah Close with Atlas Road) and the Stadium Access Corridor along Great Central Way between Drury Way and Fourth Way were undertaken between 2003-2006, at a cost of about £16m. This included Wembley Stadium's S106 financial contributions.
88. However, concerns over the high cost of the final western length of the Stadium Access Corridor between Fourth Way and the Stadium (Gate 5) entrance at First Way, which would have involved extensive compulsory land take, as well as security concerns over its alignment, meant that the last section of the scheme was placed in abeyance and thus remains uncompleted. As such, the cap on event numbers remains applicable.
89. A study was subsequently undertaken by consultants on Brent's behalf in 2012 to re-examine the highway network and bridge options for the area to the east of Wembley Stadium. This identified alternative proposals, which would retain South Way on a similar alignment as at present (as opposed to constructing a new widened and straightened route), but with widening to provide cycle lanes which could be converted to a third traffic lane with tidal flow when required on Stadium Event days.
90. The remaining one-way streets around Wembley Industrial Estate (First Way, Second Way, Fourth Way and Fifth Way) were also recommended to be converted to two-way flow, with junction alterations where necessary, in order to provide an access route into the area along Fifth Way at all times for local businesses and residents, that is clear of the main car and coach park ingress and egress route along South Way.
91. These revised proposals were incorporated into Brent's Wembley Area Action Plan, which was adopted at Full Council in January 2015. As such, the final section of the Stadium Access Corridor as originally envisaged will not now be constructed and alternative proposals are being pursued instead.
92. Works to convert Fourth Way and Fifth Way to two-way operation were completed in April 2020. These works complement the opening of the new Pink car/coach park on South Way and allow event traffic to and from Pink car/coach park to be quickly loaded and dispersed directly to and from North Circular Road via South Way and Great Central Way, without having to traverse First Way, Fifth Way and Fourth Way. In turn, the introduction of two-way traffic flow on those streets allows unfettered access by local residents and businesses to the area to the northeast of the Stadium (i.e. North End Road etc.) at all times, even during the event traffic dispersal period. This contrasts with the difficulties local residents and businesses previously experienced accessing their properties, particularly after events when they would have to traverse heavily congested roads to reach their destination.
93. The final stage of the Wembley Industrial Estate works will involve the conversion of the final length of South Way (between the Pink car park and the Stadium) and First Way to two-way working. These works cannot proceed until land is secured from the Access Self-Storage site as part of its redevelopment though, so this is in abeyance at present. However, it is not essential to the highway operations on Wembley Stadium event days and the works that have already been carried out are sufficient to meet the original aspirations for the Stadium Access Corridor, at least in relation to the Pink car/coach park.
94. One further change to the car/coach parking arrangements will occur with the scheduled opening of the Green/Blue car/coach park adjoining First Way in July 2021. This will replace the Yellow car/coach park

on Engineers Way and will ensure that all parking on the eastern side of the Stadium can be accessed directly from South Way. Traffic from this car/coach park can then be dispersed either via Fifth Way/Fourth Way or via South Way (once the pedestrian flow back to the Pink car/coach park has subsided) after events. This will again be of assistance in retaining a clear route for residents and businesses into the area after Stadium events.

95. As such, the recent and impending alterations to the car and coach parking arrangements and highway network on the eastern side of Wembley Stadium, which allow Stadium traffic and local residential/business traffic to be kept largely separate, provide a high quality highway arrangement for Stadium parking that minimises disruption to the local community. As a result, there are no highway concerns with the proposed increase in the number of higher capacity events.

96. Please note that other traffic management arrangements on the western side of the Stadium on event days will also need to continue, which include a number of road closures to maintain pedestrian safety to and from stations. These typically operate as follows:-

South Way – closure between First Way and Wembley Hill Road from four hours before the start of the event until 60-90 minutes after the event

Fulton Road – closure between Empire Way and Rutherford Way for up to 2 hours before the start of an event and for up to 90 minutes after an event

Engineers Way – closure between Empire Way and Rutherford Way for up to 90 minutes after an event

Wembley Hill Road – closure between Empire Way and Harrow Road for up to 90 minutes after an event

London Road – closure between High Road and Wembley Central Square car park entrance for up to 3 hours during and after an event

97. These road closures are all concerned with protecting the safety of the high volumes of pedestrians arriving at and leaving the Stadium, particularly to and from stations, so would all continue to be required even if the Stadium Access Corridor were completed.

98. Nevertheless, one further highway scheme under construction at present and due for completion in 2021 is the opening of a link between the western end of North End Road and Bridge Road, with a new signalised junction. This scheme will provide an east-west route past the Stadium that is capable of being kept open at all times before and after Stadium events. This would in turn mitigate the impact of closing Engineers Way and Fulton Road to traffic, which is particularly helpful now that the 'pedway' over Engineers Way has been demolished and replacement steps are being constructed. This route will provide a further option for local residents and businesses and for local bus services to gain unimpeded access to the area on Stadium event days.

99. As such, whilst it is recognised that the hosting of events at the Stadium does lead to congestion and resultant increases in air pollution in the area before and after events, the highway works that have now been completed or are due for completion shortly will minimise the resultant disruption to residents and businesses in the area by keeping the bulk of event day traffic separated from local traffic.

100. Brent's Highway Network Management team have therefore confirmed that they are satisfied that the additional events proposed at the Stadium can be effectively managed and that they have no objections to this request to hold up to 24 major non-sporting events and 22 major sporting events each year.

101. However, they have requested a financial contribution towards a review of pedestrian signage in the area and to investigate improvements to pedestrian access to the Pink car/coach park on event days. The applicants have agreed to pay the requested sum of £10,000 for this, and this contribution would be secured through a deed of variation to the section 106 agreement.

102. To support the proposal, an Environmental Impact Assessment has been submitted, with a Transport Chapter. However, the conclusions of the report are based upon the marginal impact of nine extra events on average *annual* traffic and public transport flows, which does not give an accurate indication of impact on an event day.

103. Nevertheless, based upon the survey information that has been supplied, the modal share for non-sporting events averages 6.4% by car, with over 75% travelling by public transport. It is also noted that 15% travel by 'other' modes though, which is likely to include a significant number of taxis, as well as drop-offs by car (particularly for events aimed at teenagers).

104. To assist this, a drop-off/pick-up facility has previously been set up on the forecourt of the Pop-In Centre on South Way, with a taxi rank on Engineers Way. The latter does not operate particularly well though, due to the difficulties taxis have in returning to the stand due to congestion once traffic starts leaving the area.
105. To address this, the forthcoming Green coach park is proposed to be used to provide a facility for black cabs for non-sporting events that can be more easily accessed than facilities that have previously been provided in Engineers Way. This scheme, known as the 'Private Hire Management Scheme' is discussed in more detail below.
106. Other mitigation will continue to be provided through the operation of the Travel Plan for the Stadium, with the partnership with National Express to provide dedicated coach services continuing.

Civil Enforcement Officers, additional tow truck and Towed Vehicle Recovery Scheme'

107. Mitigations for the additional events are proposed including more Civil Enforcement Officers and an additional tow truck to drop cars to a dedicated car compound close to the Stadium which would facilitate quicker drop off and redeployment of each tow truck (known as the 'Towed Vehicle Recovery Scheme'), therefore enabling the removal of between 20 and 30 vehicles per truck. The FA would fund this scheme and Brent Council would not incur any additional cost. This would be secured through the s106 agreement.

Trusted Parking Scheme

108. The Trusted Parking Scheme seeks to address the issues that non-regulated car parks create on stadium event days in relation to highway congestion, noise and pedestrian safety. The scheme has been designed to encourage compliance from car park operators in the following key areas;
- Agreement on safe car park operating capacities
 - Traffic management arrangements, including vehicle signage and junction control
 - The provision of suitably qualified stewards and security personnel
 - Properly lit car parks including pedestrian access points
 - Customer and staff welfare arrangements including toilets
 - A digital parking booking system to discourage motorists who seek to pay on the day that enables operators to accurately manage demand for parking spaces.
109. WNSL has committed to working with LBB and the individual car park operators to design and implement the Trusted Parking Scheme and by doing so improve local congestion and enhance the safe operation for car park patrons.

Private Hire Management Scheme

110. WNSL is proposing to mitigate the impact of taxi and Uber drivers in the area by working on a designated pick up and drop off area within the new Green car park (due to open in Aug 2021). By working with the operators like Uber, WNSL would geofence the location of the pick-up/drop off area so any spectators would be directed to green car park to meet their vehicle. A dedicated pick up/drop off facility would improve the current traffic management as taxis and private hire vehicles including Ubers would not need to circle the estate waiting for customers or be able to park on non-dedicated pick-up and drop-off streets. This change would benefit residents living within Wembley Park as congestion would be mitigated. There would also be a safe waiting lounge for spectators to use.

Conclusion of Transportation Section

111. Whilst it is recognised that major events bring a significant amount of transport movements, Wembley Stadium is very well located and benefits from a high capacity public transport network. Measures are in place for the Stadium to promote sustainable modes of transport to visitors alongside close working arrangements with transport partners to ensure the network can facilitate the flow of large numbers of visitors whilst also accommodating the needs of local residents. In addition, substantial improvements have been made to the operation of the local road network since the application for the new stadium was approved in 2002, including very recent enhancements, to manage car and coach access and circulation and parking effectively.

112. On balance it is considered that the existing and proposed mitigation measures detailed above would be sufficient to ensure that resultant increases in visitors to the area for events could be managed in such a way that disruption to residents and businesses in the area would be kept within acceptable limits.

Noise

113. The NPPF seeks to avoid noise giving rise to significant adverse impacts on health and quality of life. The PPG provides further guidance on this, noting that it is necessary to consider whether or not an adverse or significantly adverse impact is likely to occur, and whether or not a good standard of amenity can be achieved.
114. The London Plan policy D14 concerns noise and the acoustic environment. It seeks to manage noise, recognising the link to health and quality of life. It also seeks to minimise adverse noise impacts of new development without placing unreasonable restrictions on existing noise-generating uses. Where noise-sensitive development and noise sources are not separated, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles.
115. Policy DMP1 of the Development Management Policies seeks to ensure that development will not result in unacceptable exposure to noise and general disturbance.
116. The original planning permission included conditions relating to noise. Condition 5 restricts events utilising amplified sound (except for the public address system) taking place on the outer concourse of the stadium. Condition 11 required that details of the public address system were submitted for approval prior to the use of the stadium commencing. Condition 14 required details of the stadium in-house distributed sound system to also be submitted. Therefore, noise impacts were considered previously and the measures that these conditions required remain in place. The proposal is slightly different to many noise issues insofar that it is less about the overall impact of the noise in isolation, and more about the frequency that nearby receptors are exposed to it.
117. In addition, the planning applications which have been granted since the stadium has been constructed have considered the impact on future residents to ensure that a suitable internal noise environment is ensured through the application of stringent noise mitigation measures.
118. A noise assessment has been undertaken and submitted alongside the application as part of the Environmental Statement. The assessment considers the key noise impacts:
- Operational effects: noise from music noise breakout from the stadium during an event; and
 - Road traffic: noise impacts from the potential increase in traffic flows on event days.
119. The music noise from the stadium generated during an event was predicted using environmental noise modelling software. The noise impact from changes in traffic flows was considered in terms of the guidance provided in the Design Manual for Roads and Bridges (DMRB)
120. The submission asserts that factors that should be considered when determining the potential effects and whether noise is a concern include the following: -
- 1 Existing noise climate and cumulative noise from other developments.
 - 2 The use of the stadium for non-sporting events for many years.
 - 3 Very few noise complaints received by the Council in relation to non-sporting events.
 - 4 The intermittent nature and relatively short duration of noise from non-sporting events.
 - 5 The normal finishing time of events (no later than 11pm)
 - 6 The sound insulation requirements for any residential development constructed after the new stadium.
121. The applicants conclude that the additional noise created as a result of this application and the events to which it relates would have only a slight impact on residential amenity based on the increase in the number of events. They consider that this impact would only be felt on a limited number of additional events days, and only in a limited radius to the stadium and therefore the proposed additional events would have only limited noise related implications on nearby residential properties over what they currently experience.
122. In terms of noise associated with additional road traffic movements, in the period directly before and after an event, the assessment concludes that there would be a negligible noise impact from road traffic noise as a result of the variation to the event cap for events at the stadium.

123. Brent's Nuisance Control Team (NCT) have assessed this application, taking into account public comments, and more particularly Chapter F: Noise, of the Environmental Statement (Dec 2020) - Variation to Events Cap at Wembley Stadium. They agree with the report's Assessment Methodology and Significance Criteria. They consider the report to be well detailed and comprehensive in its consideration of relevant national policies and guidance and note the conclusion that the noise impact from an additional 9 music events would be considered slight or negligible with no significant effect based on the proposed increase in the number of events. On the basis of the technical submission and the Environmental Statement as a whole, Brent's Nuisance Control Team do not consider noise disamenity would arise should the application be granted and they therefore raise no objection to the application.
124. On balance, the proposals are considered to comply with D14 of the London Plan and Brent's Policy DMP1 by not resulting in unduly adverse noise impacts.

Air Quality

125. Wembley Stadium is located within the Brent Air Quality Management Area. The NPPF seeks to prevent new development from contributing to or being put at risk from unacceptable levels of air pollution. London Plan policy SI 'Improving air quality' requires that development proposals should not lead to further deterioration of existing poor air quality, create any new areas that exceed air quality limits, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits. Nor must they create unacceptable risk of high levels of exposure to poor air quality. Policy DMP1 seeks to avoid a detrimental impact on air quality. In addition, Strategic Objective 9 of the Brent's Core Strategy seeks to mitigate the pollution effects of development. The Council has prepared an Air Quality Action Plan which identifies measures to improve air quality in the Borough.
126. The applicant has submitted an air quality assessment which considers the effects of the proposals using modelling to estimate the air quality effects of the proposed increased event cap using detailed traffic forecasts.
127. Existing sources of emissions and baseline air quality conditions within the study area were defined. Concentrations of pollutants were predicted using the ADMS-Roads dispersion model, with vehicle emissions derived using Defra's Emission Factor Toolkit (EFT). The assessment describes existing local air quality conditions (base year 2019), and the predicted air quality in the future assuming that the Event Cap Variation is, or is not implemented. The assessment of traffic-related impacts focuses on 2022, which is the anticipated year that the increased event cap would come into effect.
128. The assessment concludes that the development-generated traffic emissions would not have a significant impact on local air quality, meaning that the overall air quality effect of the Event Cap Variation would be 'not significant'.
129. The Council's Environmental Health Officer has assessed the air quality assessment and found that both the methodology of the assessment and conclusions are acceptable. On this basis, no objections to the proposals are raised on air quality grounds.
130. In terms of mitigation, the measures to reduce car use are all relevant. In seeking to respond to issues of transport, then issues of air quality and noise are also proportionately reduced.
131. Therefore, overall the impacts on air quality are considered acceptable. There would be a very slight impact, but it is not so great when compared to the current situation that an objection is raised to it, particularly given that the proposal would result in an increase in the number of higher capacity events, but unlimited events could still take place at a lower capacity (51,000 people).

Equalities Assessment

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

Conclusion

133. The objections received indicate that there is a level of impact currently experienced by local residents as a result of events at the stadium, with concerns predominantly focussed on anti-social behaviour, transport issues, air quality and noise. Some impacts are to be expected, given the size of the stadium and its siting in a location surrounded by residential properties and businesses, within a dense urban area.
134. The original cap on events was imposed to manage the impacts until such time as specific transport improvements had been made. Whilst most of these have taken place, not all of them have been realised. Circumstances have changed since the original planning permission in 2002, which suggest that the final piece of transport infrastructure (the Stadium Access Corridor) will not be provided in its originally envisaged form, but other changes to the road network have now taken place or are currently underway. Therefore, the Council considers that the cap remains relevant.
135. Clearly, to increase the number of higher capacity events to accommodate up to 9 additional major non-sporting events per event calendar year would imply an increase in the impact. However, a wide range of mitigation measures are proposed to help mitigate these impacts. There are ongoing efforts to reduce the number of vehicles on an event day. A number of mitigation measures are proposed to continue this work, including additional parking enforcement capacity and an updated Event Day Spectator Travel Plan to promote sustainable travel patterns. WNSL and public transport operators work closely to promote sustainable transport solutions and maximise the efficiency of the network. This in turn contributes to reducing noise and air quality issues.
136. Infrastructure works including two-way working in the area to the east of the stadium and the opening of a link between the western end of North End Road and Bridge Road to provide an east-west route past the Stadium that is capable of being kept open at all times before and after Stadium events will improve traffic flow in the area and assist residents' movements on event days.
137. The Trusted Parking Scheme aims to ensure authorised car parks are responsibly run in a way that would limit their impact on neighbouring residents and reduce local congestion, whilst the Private Hire Management Scheme would reduce the number of vehicles in the area around the stadium after events have finished.
138. Employment and Training benefits for Brent residents would also be secured by the proposed scheme.
139. With regard to antisocial behaviour, a financial contribution would be paid by the Stadium to Brent Council per additional major non-sporting event. This would go towards mitigation measures as agreed between WNSL and the Council which may cover measures to address anti-social behaviour such as additional public toilets.
140. Whilst it is appreciated that local residents face challenges on event days, the direct economic benefits for the local Brent economy of stadium events are also recognised including spending on accommodation, food, drink and other ancillary items within the Wembley area. The uplift in the event cap would also create additional event day steward and catering positions. Whilst some types of business would suffer on event days, many would benefit from the influx of people to the area.
141. In summary, it is recognised that there is a level of impact associated with major events now, and that this would increase with an increase in the number of high capacity major events. However, the measures proposed would ensure that this is moderated as much as is reasonably achievable. All are considered necessary to mitigate the increased number of major events which this application proposes.
142. A further consideration is that the stadium can be used for major events up to 51,000 now without restriction, and remaining within this limit would mean that no additional mitigation measures would be formally secured. Measures including the training and employment opportunities would apply more broadly to stadium events, not just the additional major non-sporting events for which permission is sought under this application, and would therefore provide wider benefits to local people and the local economy more generally.
143. The proposal is considered to accord with the development plan, having regard to material planning considerations. While there will inevitably be some additional impacts associated with an increase in the number of higher capacity non-sporting events, a range of mitigation measures are proposed and some benefits are also anticipated. The proposal is, on balance, recommended for approval.



Application No: 20/4197

To: Mr Baker
Lichfields
The Minster Building
21 Mincing Lane
London
EC3R 7AG

I refer to your application dated **18/12/2020** proposing the following:

Proposed variation of Condition 1 (event cap) of planning permission reference 18/4307 (varied permission for the construction of the stadium, dated 07/03/2019), to allow up to 9 additional major non-sporting events per event calendar year.

Planning permission 99/2400 was for the demolition of the original Wembley Stadium and clearance of the site to provide a 90,000-seat sports and entertainment stadium (Use Class D2), office accommodation (Use Class B1), banqueting/conference facilities (Use Class D2), ancillary facilities including catering, restaurant (Use Class A3), retail, kiosks (Use Class A1), toilets and servicing space; re-grading of existing levels within the application site and removal of trees, alteration of existing and provision of new access points (pedestrian and vehicular), and parking for up to 458 coaches, 43 mini-buses and 1,200 cars or 2,900 cars (or combination thereof).

Application reference 17/0368 granted permission to vary condition 3 (event cap) of consent 99/2400 to allow 22 additional major Tottenham Hotspur Football Club events in between 1 August 2017 and 31 July 2018.

Application reference 18/4307 granted permission to vary conditions 1 (event cap) and 2 (temporary traffic measures) of planning permission reference 17/0368 to allow 8 additional Major Tottenham Hotspur Football Club (THFC) events to May 2019.

The current application includes the submission of an Environmental Statement.

and accompanied by plans or documents listed here:

See condition 3

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

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

Date: 26/03/2021

Signature:

Gerry Ansell
Head of Planning and Development Services

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

- 1 The proposed development is in general accordance with the:

Revised National Planning Policy Framework 2019
London Plan 2021
Brent Local Plan Development Management Policies 2016
Brent Local Development Framework Core Strategy 2010
Wembley Area Action Plan 2015

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

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

and unless alternative details are submitted to and approved in writing by the Local Planning Authority and the approved details are thereafter implemented in full, the number of major sporting events held at the stadium in any one year shall be restricted to no more than 22 (to exclude European Cup and World Cup events where England/UK is the host nation) and the number of major non sporting events shall be restricted to 24. This shall be described as the cap. Up to three additional major sporting events shall be permitted in any one year provided that for each additional sporting event there is a reduction of two non sporting events in the same year.

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

Note: for the purposes of this condition major event means an event in the stadium bowl with a capacity in excess of 10,000 people where the lower, middle and upper tiers of the stadium may be occupied.

- 2 Temporary traffic management measures shall be provided for no more than 46 stadium events per calendar year, unless a scheme for an alternative number is submitted to and approved in writing by the local planning authority.

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

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

As approved under 99/2400

CL/4929/PA1 - Application Boundary Plan

As approved under 06/0206

pa10001 rev 01 Location Plan
pa10002 rev 03 Proposed Demolition Plan, Areas to Regard, Trees to Remove
pa10003 rev 05 Proposed Site Plan

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

Supporting documents submitted under this application

Planning Statement (including Statement of Community Involvement) dated December 2020
Environmental Statement dated December 2020 comprising:

Volume 1 - Technical Assessments;

- Chapter A – Introduction, Background and Description of the Proposal;
- Chapter B – Methodology, Scope and Approach to the EIA;
- Chapter C – Socio-Economics;
- Chapter D – Transportation
- Chapter E – Air Quality;
- Chapter F – Noise; and
- Chapter G – Cumulative Effects.

Volume 2 – Technical Figures and Appendices; and

Volume 3 – Non-Technical Summary

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

INFORMATIVES

- 1 For the avoidance of doubt, the year within which the "cap" on full capacity events set out in Condition 1 is applicable starts on 1 April each year and ends on 31 March during the following year.
- 2 For the avoidance of doubt, the use of the Stadium for education purposes (Use Class D1) granted by planning permission 13/1945 is unaffected by this planning permission.

Any person wishing to inspect the above papers should contact Hilary Seaton, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1427