

Agenda Item 04

Supplementary Information Planning Committee on 11 September, 2024

Case No. 24/1329

Location Wembley National Stadium, Olympic Way, Wembley, HA9 0WS
Description Variation of conditions 1 (Event Cap) and 2 (Temporary Traffic Management) of Variation of Conditions reference 20/4197 dated 21 June, 2021, for 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 8 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.

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1. Members are advised of the following corrections and clarifications:

- Within the first paragraph of the description of development (page 5), it should read “to allow up to 8 additional major non-sporting events...” **not** “to allow up to 9 additional major non-sporting events...”.
- Page 23, Table 1 – last line – the capacity approved under this permission was the number in the lower and middle tiers (c.51,000), not the number and the locations as previously. (This was in effect an interim ‘modernisation’ which allowed for some social distancing in the Covid context.)
- Page 35, para.87, the last line should read “where the upper tier is **not** in use”
- There are some references to ‘major non-sporting events’, which should now be ‘major events’, in part as obligations/payments will apply to all – e.g., para 3, 4th line; para 136, 3rd line; para 146, 2nd line, para 150, 2nd line; para 153, 4th line; para 154 3rd line.
- In relation to the financial contribution from TfL, this money would be secured to improve and manage the further impact of major events at Wembley Park Station.

2. **Additional comments/objections received:**

i) **LB Ealing** have advised that they do not object to the proposal.

ii) **LB Harrow** have advised the following:

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Officers would conclude Stanmore station located at the terminus of the jubilee line and its relatively close proximity to the M1 motorway and A41 Highway would be an attractive location if attendees to event days wished to park and get the Jubilee line to Wembley stadium. As forementioned, the council does not currently have the benefit of recent empirical data of event day parking capacity to fully justify requests for funds to make assessments of extended CPZs time periods or geographical alterations. Nevertheless, the environmental statement submitted in relation to this variation of condition application does not make mention of the impacts on the hinterlands of Harrow and other adjacent London Boroughs. The lack of an impact assessment and data on transport links and hubs that facilitate arrivals and departures to Wembley Stadium is a concern to officers. The residue impacts of existing event days and the proposed addition of nine (8) further major event days will have an impact on Stanmore Station.

In lieu of assessments conducted by the applicant in relation to the impacts on Harrows Transport network and no apparent resource assigned as part of an s106 contribution to Harrow to undertake its own assessment and apply applicable mitigation measures, Officers object at this stage to the raising of event day cap to 54 without the necessary report and/or funds to conduct assessments to safeguard local parking at Stanmore station and other location such as Kenton road and Harrow and Wealdstone Stations. Financial contributions by way of a s106 agreement would facilitate and resource the boroughs review of all CPZs in the near future.

Officer response:

Further discussions with the Applicant has confirmed that in recognition of Stanmore Underground Station being the terminus of the Jubilee Line, the study area will be extended to include this Station. However, the contribution towards any resultant works is ringfenced for works with Brent as set out in the committee report.

The request for a financial contribution to fund a review of all of LB Harrow's CPZs is considered unreasonable when considering the nature of the current proposal, as is the request to review other individual stations along tube lines that lead to Wembley.

- iii) Additional comments have been received by an objector (18 Dennis Avenue) who is concerned about the consultation undertaken and what is being secured to mitigate against any impact. He also raises a point in relation to "bench marking the 26 storey Uncle building and allowing other high risers to be built"

Officer response:

Decisions on applications received, are made having regard to the adopted policies of the Development Plan, and with national, regional and local guidance, and any other material considerations. Further, there is a statutory duty to consult with and to have regard to neighbour responses to consultation. The current proposal is considered acceptable when considered against all of the relevant polices and guidance and while a high number of objections have been received, this alone does not make the proposal unacceptable.

The consultation area included all properties within the Event Day Parking Restriction Zone, in which 49,241 properties were written to, in addition to the statutory site and press publicity. If a resident has not responded to a consultation request, the acceptability of the proposal must still be assessed against adopted policy and guidance.

The report sets out the contributions that are proposed within the Heads of Term to mitigate any potential impacts.

Regarding the other points such as the development at Uncle, each application is assessed on its merits.

- iv) A letter has been circulated to Members from the Wembley National Stadium Trust (The Trust). Officers and WNSL have also had sight of the letter, with the following
- Employment Opportunities
 - Residents' Ticket Ballot
 - Annual Local Community Event

- Community Space
- Subsidised Off-Peak Tours
- Local Community Charity Partner
- Community Engagement Plan for Euro 2028
- Event Impact Highlight

Officer response:

Some of the matters raised are already fulfilled by WNSL in partnership with The Trust, who receive funding support from the Stadium, for example, some tickets are distributed through the Business and Residents Liaison Committee. There is also a regular newsletter to 52 local groups representing c.20 different resident associations, the Wembley Business Association, LB Brent and Quintain living, that provides detailed updates on relevant stadium topics such as upcoming events, transport works updates and community engagement.

It should be noted that employment opportunities for local residents are proposed to be again secured through the Employment and Skill Plan, highlighted in the Heads of Terms.

Recommendation:

Remains approval subject to the conditions set out in the Committee report and the completion of a Deed of Variation.

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