

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

12 September, 2018
03
18/0973

SITE INFORMATION

RECEIVED	13 March, 2018
WARD	Tokynghon
PLANNING AREA	
LOCATION	Zone C, Olympic Way & Perimeter Way, Wembley, HA9
PROPOSAL	Full planning permission for the demolition of the existing 'Pedway' ramp structure to the front of Wembley Stadium and the construction of a set of steps (with associated lighting) to connect ground level to Wembley Stadium Landing Level (concourse); and use of the void created beneath the proposed steps as secure storage for estate maintenance equipment; the reconfiguration of an existing unadopted estate road (Perimeter Way) to create two new roads either side of the steps connecting to Engineers Way; the use of land beneath the steps bridge as temporary event space; a revised vehicular access to Plot W03 immediately west of the application site and public realm works comprising the installation of hard landscaping, street trees, lighting columns that can incorporate advertising banners, street furniture, underground water attenuation measures, services, tree pits and other associated works.
PLAN NO'S	Please see condition 2.
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_138996</p> <p><u>When viewing this as an 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 tying "18/0973" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab

RECOMMENDATIONS

That the Committee resolve to GRANT planning permission and that the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Time Limit
2. Approved Plans
3. Provision of accessible lifts prior to demolition of Pedway
4. Materials
5. External lighting
6. Landscaping
7. Compliance with Site Management Plan
8. Piling Phasing and Logistics Plan
9. Wayfinding Strategy
10. Non-Road Mobile Machinery to comply with emission standards
11. Method Statement for reduction of vehicle emissions
12. Highways related drawings to be submitted for approval
13. Study into siting of pedestrian crossing(s)
14. Construction Phasing and Logistics Plan
15. Framework Stadium Event Day Travel and Highways Management Plan
16. Operational Management Plan for new steps

Informatives

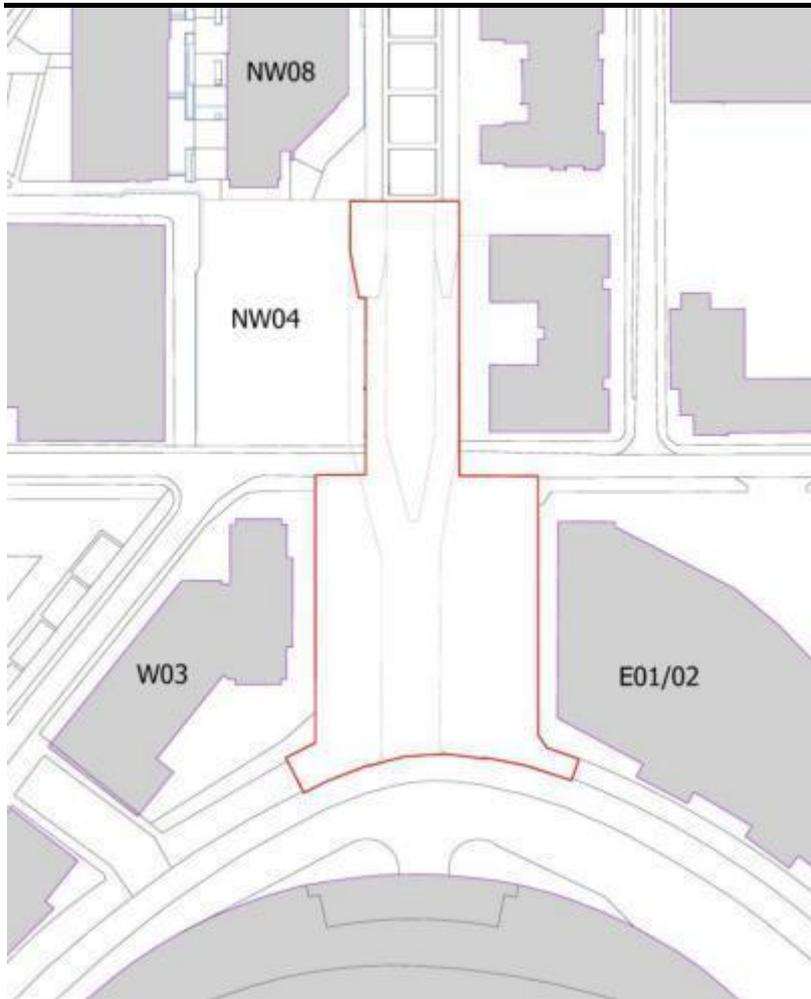
1. Compliance with 'Green Guide' and relevant legislation
2. CIL liability
3. Cleansing of construction vehicles leaving site
4. London Living Wage
5. Any other informatives considered necessary by the Head of Planning

And 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, planning obligations or reasons for the decision) 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.

That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

SITE MAP

	<p>Planning Committee Map</p> <p>Site address: Zone C, Olympic Way & Perimeter Way, Wembley, HA9</p> <p>© Crown copyright and database rights 2011 Ordnance Survey 100025260</p>
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This map is indicative only.

PROPOSAL IN DETAIL

The application seeks to remove the existing Pedway structure to the stadium and replace it with new steps and to enhance the southern section of Olympic Way. The proposals include:

- Removal of the existing Pedway structure;
- Installation of new steps
- Storage area beneath the steps
- Use of land beneath the steps as temporary event space
- Change to Perimeter Way from a single priority junction with Engineers Way to two priority junctions with Engineers Way, one either side of the Olympic Steps
- Revised vehicular access to Plot W03
- New paving
- New lighting columns which can incorporate advertising banners
- Realignment of the road to achieve an improved cross fall
- Introduction of new trees;
- Flood attenuation measures below ground along with the co-ordination of utilities
- New benches
- Identification of locations for future wayfinding signage;
- Retention of CCTV
- Water and electric points for markets

EXISTING

Zone C comprises the 195m stretch of Olympic Way from the northernmost edge of the Stadium to the southern boundary of Olympic Way Zone A (under construction) marked by the far end of the Pedway. The site is approximately 70m wide at the southern end, and 30m wide at the northern end.

The edge of the Stadium and the convergence of Perimeter Way West and Perimeter Way East form the southern boundary of Zone C. The site also straddles Engineer's Way and takes in the land beneath the Pedway. The Pedway ramp slopes downwards from the Stadium at a gradient of 1 in 30 as far as Engineer's Way, from whence it reduces to an average gradient.

Development plots E01/E02 and W03 are located east and west of the application site as it abuts the Stadium. These plots are currently under construction and the works proposed in this application are coordinated to connect with these adjacent plots.

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: 5 Objections and 1 comment of support was received from the owners/occupiers of neighbouring properties in response to the consultation.

Principle of Development: The Olympic Steps are proposed to replace the existing concrete Pedway and take stadium visitors from Engineers Way up to Wembley Stadium Landing Level (B1). The steps would maintain existing capacity flows of the Pedway and create an improvement of the built form around the Stadium in line with the Wembley Park Masterplan. The lighting columns and associated advertisement banners reflect existing columns present at Olympic Way Zones A and B.

Proposed Uses: The removal of the Pedway will allow for steps to be the main access into Wembley Stadium, allowing for legible access for all. Advertisement banners will be mounted to lighting columns along Olympic Way. Beneath the steps a public space undercroft has been provided with associated storage, electricity and accessible water points, this would also facilitate use for events and activities.

Scale, Layout and Appearance: The scale and layout of the proposed scheme is considered to be

acceptable within the context of the surrounding area which comprises relatively tall buildings in a dense urban context. It is considered that the removal of the pedway would improve permeability through the Wembley Park estate. The proposed steps work successfully in providing a design which responds well to its context. The illustrative images indicate a development which is considered to be acceptable in design terms and in keeping with the surrounding area with the proposed removal of the Pedway and provision of steps resulting in a significant improvement of the public realm.

Highways: The impacts on the road network following the removal of the Pedway have been reviewed and whilst it is noted there will be an impact, these impacts would be mitigated and managed.

RELEVANT SITE HISTORY

The redeveloped Stadium forms part of the comprehensive regeneration of the site, granted planning permission via a number of outline and full consents, varied by subsequent amendment applications, over time.

CONSULTATIONS

The application was advertised in the press on 22nd March 2018 and site notices were installed outside the application site on 19th March 2018.

374 consultation letters were sent to adjoining and nearby owners and occupiers of the development on 23rd March 2018.

One comment of support was received from a local resident who notes “the pedway acts like a barrier, visually separating the ‘halves’ of the Wembley Park estate.

5 Objections were received from local residents, citing the following issues:

Objections	Response
Loss of disabled access	The Pedway has a 19m overall change in height and due to the existing gradient does not comply with access standards for disabled visitors to the stadium. Please see below where the access is discussed in further detail. (para No. 35)
Overdevelopment in the area	The Wembley Masterplan has been approved under 15/5550, the removal of the Pedway would allow for the delivery of NW04 which has already had parameter plans approved. The demolition of the pedway would increase legibility throughout the area and streamline the bulk of concrete, streamlining the access to Wembley Stadium by way of the proposed Olympic Steps. It will not add to the quantum of development already planned for.
Concerns of safe egress from the stadium	The steps have been designed to meet relevant safety standards with additional lighting and corduroy hazard warning surfaces to provide warning that changes in ground level will be present.
Loss of iconic infrastructure	The potential removal of the Pedway was included within the Wembley Area Action Plan (WAAP), policy and the potential removal was approved as an option under the Masterplan. The Pedway is not considered to contribute to the visual aesthetic of the area or be an iconic piece of infrastructure.
Slow egress times	Increased signage will inform visitors and site-wide WiFi will enable wayfinding apps to operate to ensure there is more clarity for spectators to achieve a faster rate at which spectators can depart. The rate at which people

	can depart from Wembley Park Station has the largest impact on egress times.
Concerns for measures in place for mass evacuation	Safe evacuation from the Stadium will continue to be possible if the steps are delivered. In addition to this there are currently 4 operational lifts in the event of a mass evacuation from the stadium, as such the evacuation measures remain the same.

Internal

Environmental Health

Recommended conditions relating to construction management and the approval of a Lighting Strategy.

Public Safety

The Public Safety Officer initially commented that escalators should be installed either side of the steps, and raised concerns with regard the potential for the public to congregate at the top and bottom of the steps which could pose a public safety hazard. However, during a meeting of the Safety Advisory Group these matters were discussed, and the Public Safety Officer accepted that in this instance due to the heavy flow of pedestrians, and the provision of alternative lifts that escalators were not strictly necessary, and the flow of pedestrians would be controlled by the Stadium on event days, minimising the risk to public safety.

Landscape and Design

No objection to the demolition of the Wembley Stadium Pedway, it is considered to be a positive improvement to the public realm. The tree species proposed have been considered acceptable and suitable for the location by the Principal Tree Officer.

Transport and Highways

See transport section of this report – no objection raised.

Local Lead Flood Officer

No objection raised.

External

Wembley National Stadium Limited

No objection raised.

Metropolitan Police

The Metropolitan Police were present at the Safety Advisory Group meeting and raised no objection to the proposed development.

Transport for London

No objections raised subject to the applicant engaging in timely communication with TFL on the demolition/ construction work to ensure adequate diversions of bus routes are in place.

The improvements to the public realm are in line with the draft London Plan Policy T2.

Level Playing Fields

Level Playing Fields confirmed that subject to the provision of lifts to allow for level access to the stadium, no objection is raised to the proposed development. Level Playing Fields acknowledge that the existing Pedway structure is not currently appropriate for wheelchair users due to the steep gradient of its incline.

POLICY CONSIDERATIONS

National Planning Policy Framework 2018

London Plan consolidated with alterations since 2011 (March 2016)

Wembley Area Action Plan 2015

Brent Development Management Policies 2016

DETAILED CONSIDERATIONS

Overview

1. The proposal relates to the last of three phases to improve the public realm on Olympic Way by replacing the Pedway with steps and associated public realm enhancements, along with the provision of additional advertising banners mounted on externally lit lighting columns. Advertisement Consent is sought under application reference 18/0974 for 4 banners to be attached to the remaining pairs of lighting columns along Olympic Way part C. Advertisement consent has already been given for 30 banners to be attached to lighting columns along the length of Olympic Way Zones B and A.
2. The removal of the Pedway would also help facilitate the delivery of outline planning permission 14/3054 for Plot NW04 which would help to deliver the Wembley Park Masterplan (LPA:15/5550). An application to vary the original consent for Plot NW04 has recently been determined under application reference 18/0968, which would provide a new south facing Public Square adjacent to the Civic Centre which when considered alongside the proposed removal of the Pedway would deliver an improved area of public realm, and would increase pedestrian permeability through the area.

Existing Pedway

3. The existing double pronged concrete Pedway was erected in 1974 and connects Olympic Way to the Wembley Stadium Concourse Level. The 176m long ramp was built as access for the original stadium that was demolished in 1999, and integrated into the new Stadium as one of the main pedestrian access points. It is considered to exhibit poor design and does not contribute positively to the character of the area and is therefore contrary to DMP1 of Brent's Development Management Policies 2016. As such, its removal is considered acceptable in design terms.
4. The existing Pedway structure does not meet the principles of inclusive design, nor would it comply with current building regulations or the previous guidance as contained within the Disability Discrimination Act due to an unacceptably steep gradient. It has a 19m overall change in level between ground level and the concourse level of the Stadium. There are three sections of varying gradients and changes in level:
 - the first (lowest) section has a gradient of 1 in 10 over a distance of 95m
 - the second section has a gradient of 1 in 28 over 84m
 - the third section includes two curved ramps at a gradient of 1 in 15 over 103m.
5. The ramp gradients are very steep and prove challenging for encumbered spectators to use (this includes those with mobility and/ or visual impairments, ambulant disabled, as well as those with pushchairs). As such, the loss of the Pedway is acceptable in principle subject to the provision of appropriate inclusive design/level access features.
6. The Wembley AAP (2015) which outlines the Wembley Masterplan vision notes at Paragraph 6.40 that the removal of the Pedway ramp is supported on the basis that access and emergency egress are considered, and the replacement scheme provides a townscape and public benefit. There is therefore no principle objection to the removal of the Pedway as it forms part of the Wembley Area Action Plan, and would help facilitate the wider regeneration of the Wembley Area.

Proposed Olympic Steps and Community Space Undercroft

7. The proposed steps have an overall width of 36m, divided into 16 x 1.8m channels by handrails and walls in line with safety guidelines. A total of 48 steps are indicated from ground level (B2) up to Stadium standing level (concourse level). These have been separated into four flights of 12 steps separated by 3.6m level landing areas. The level landing areas between flights have been designed with a 3.6m length to minimise the distance any person could fall in the event of tripping. At the top of the steps a 36m deep landing area is proposed with corduroy hazard warning surface provided at the top and bottom landings of each flight of stairs to give advance warning of a level change.
8. The steps would have 150mm risers and 450mm treads, resulting in a shallow pitch providing a gentle climb. Moreover, the steps are significantly shallower than other flights of steps in Wembley, including the "Spanish" steps between Wembley Park Boulevard and the western Stadium ramp and the steps

between Olympic Way and Wembley Park Station.

9. The proposed steps have been developed with Wembley National Stadium Limited and follows the guidance stipulated within design guidance for sports grounds produced by the Sports Ground Safety Authority.
10. An application for an additional 4 lifts has previously been approved (reference 18/1634). These additional lifts are expected to alleviate queuing pressure before and after an event. In the event the application to demolish the Pedway is approved a condition will be attached to any subsequent approval to ensure the additional 4 lifts are installed prior to the demolition work commencing.
11. Moreover, Plot E05 which is currently pending approval under application reference 17/3213 is expected to provide 202 accessible parking bays from which visitors can access the stadium via a bridge link. This is a significant enhancement of the level access arrangements into the Stadium and is expected to ease access lift queuing concerns following the potential removal of the Pedway.
12. The 33.5m wide pedestrian link area beneath the landing of the steps ('The Undercroft') has been identified as an area that could provide for community activities and 'pop ups'. It is considered acceptable as it maintains permeability across the front of the stadium for pedestrians on Stadium Event Days. This covered area is also proposed to be used as an occasional event space and for use as play space and/or a market area. Incorporated into the steps at concourse level would be roof lights to provide lighting for the undercroft in addition to the LED downlights proposed.
13. The steps proposed would create an enhanced gateway entrance to the stadium as they would be situated between both E01 and W03 which are set symmetrically and have complementary forms. The steps would be an iconic feature providing a grand entrance to the stadium from Olympic Way. This would improve the townscape and enhance legibility and pedestrians' east-west movement. The proposed steps would therefore contribute towards the creation of a distinctive and identifiable environment within the Wembley Regeneration Area in accordance with policy WEM16.

Drainage and Utilities

14. There would be attenuation tanks provided adjacent to the proposed stairs which would be split 50:50 either side of the structure. These would accommodate for surface water storage to a 1 in 100 year storm event and 30% climate change. The Olympic Way surface water drainage and attenuation system is proposed to be installed along the proposed tree-line to accommodate surface water flows.
15. Of the existing drainage and utility networks the gas and power are proposed to be retained in their current position, however an Envac waste pipe is proposed to extend beneath the steps and the foul water and potable water mains will be diverted. The applicants already have Developer Agreements in place with the relevant authorities for these works. The high and low voltage ducts, foul sewer, surface water sewer and telecommunications ductwork are to be retained to the north of the steps on Olympic Way zone C.
16. Water and electric points for the markets located at the undercroft have also been provided and shown on the plans.

Olympic Way Zone C

17. The application seeks to repave the 80m length of Olympic Way Zone C. The replacement of the existing 30-40 year old block paving with a new surface is welcomed in principle and is a requirement of the revised Masterplan for the redevelopment of the area.
18. The revised design matches that being laid along the remainder of Olympic Way and comprises a mixture of three different shades of 62mm thick block pavements. The central 19.25m wide zone is proposed to be laid out with blue-black herringbone blocks in 15m squares, surrounded by grey pink blocks laid in stretcher course. The peripheral 5.5m zones are to be surfaced in dark grey block laid.
19. The paving is to be laid with a standard 2.5% crossfall, with linear drainage channels along the sides of the square pattern of blocks to replace existing gully pots along the street. These will then be fed into attenuation tanks in the completed section of Olympic Way to the north.
20. The central area includes 4 street lighting columns repositioned on either side of the street at 25m

intervals, with a new CCTV camera column proposed in the centre of the route about 3.5m north of Engineers Way. The 20m wide central zone is kept clear of obstruction for use by crowds on Wembley Stadium event days.

21. Within the 5.5m wide peripheral zones, regular tree planting (24 no.) is proposed. The species of tree proposed are 14 'Frans Fontaine' hornbeam trees to the immediate east and west of the proposed steps, with 6 other species proposed to continue the avenue of trees being established along parts A and B of Olympic Way. A planting and maintenance strategy for these trees has been reviewed by the Principal Tree Officer who has confirmed that it is acceptable.
22. Interspersed between the trees of Olympic Way Part C there is proposed to be one bench installed on the western side of Olympic Way, four litter bins located on either side, two wayfinding signs and two event information signs set in slightly from Engineers Way fronting the Stadium.
23. Furthermore, a row of 15 removable bollards and four granite blocks are proposed at the highway boundary with Engineers Way to prevent unauthorised vehicular access to Olympic Way.
24. The advertisement consent sought under application reference 18/0974 is for banners measuring 7m in height and 1.75m wide, these would be positioned within the 13.5m columns on opposite sides of Olympic Way in pairs of 2. The columns provide the lighting for the banners, through lights integrated into the arms of the columns at 450cd/sqm which is acceptable and not expected to affect neighbouring properties amenity. The advertisement banners and illuminated masts are in accordance with banners already in situ along Olympic Way.

Perimeter Way

25. The provision of steps will entail removal of a privately maintained length of Perimeter Way beneath the Pedway, which also formerly provided access to a Stadium drop-off zone in front of the main entrance and the former "Green" car park. This will be replaced with a new road on either side of the steps to connect Engineers Way with Perimeter Way (east) and (west). An amendment to Plot W03 is under consideration with Brent Council under application reference 18/1852 to facilitate these changes.
26. Block-paved footways to a minimum width of 4.5m are proposed on either sides of these lengths of new road, which are considered acceptable. These will incorporate 14 street trees, 12 lighting columns and four wayfinding signs. As with Olympic Way, a line of bollards interspersed with five granite blocks is proposed as a security measure along the highway boundary.

Engineers Way

27. The proposed surfacing treatments will match that of the square at the foot of the proposed steps and at the southern end of Olympic Way. There is clear demarcation between public and private land with lines of bollards and granite blocks proposed along much of the highway boundary, which is considered acceptable.

Steps Impact on Neighbouring Amenity

28. There are noise consequences associated with event days such as noise generated by the crowd, entertainment and crowd movements before and after the event. The noise generated is already an existing consideration, and as such the residential units in the adjacent Plots E01 /02 and W03 have been designed and approved by Brent Council to achieve certain acoustic requirements. As such the units receive a satisfactory level of acoustic protection for the amenity of the residential units. The units have been designed with regard to the external noise from a variety of different sources on both event and non-event days. As such, the replacement of the Pedway with the Olympic Steps would not have an unduly detrimental impact on the amenity of adjoining residents.
29. Any noise associated with the construction will be in accordance with the noise criteria set out within the 'Site Wide Construction Management Scheme, Code of Practice & complaints Handling System' dated September 2004. It is worth noting the steps are proposed to be constructed off site and installed (lifted into position and fixed together on site), thus minimising noise related to this element of the development.

Proposed Lighting and Residential Amenity

30. Lighting would be provided by five 20m high masts along the front of the steps and nine 12m high masts on the landing element of the steps. It is not considered that the directional lighting would unacceptably affect neighbouring properties either existing or under development, but a condition is recommended requiring the submission and approval of a Lighting Strategy.

Access and Public Safety

31. The Olympic Steps have been designed to be in accordance with the 5th Edition of the Green Guide to Safety at Sports Grounds 2008 (also referred to as 'The Green Guide', it is a document produced by the Sports Ground Safety Authority). A Safety Certificate will need to be awarded by Brent Licensing Department to WNSL and Quintain under the Safety of Sports Grounds Act 1975, as amended by the Fire Safety and Safety of Places of Sport Act 1987, in order to allow the Stadium to operate. An informative is proposed reminding the applicant of the need for the scheme to comply with both the guidance contained within the Green Guide and the legislation contained within the Safety of Sports Grounds Act 1975, as amended by the Fire Safety and Safety of Places of Sport Act 1987.
32. A Crowd Movement Report has been prepared by Movement Strategies which sets out the design considerations in relation to the provision of capacity for crowd flow in light of best practice and industry guidance. Modelling and analysis of ingress and egress has been updated using inputs collected as part of a comprehensive data collection exercise in November 2017, comparing existing conditions with those anticipated once the Olympic Steps are implemented. An evacuation scenario has been assessed drawing upon input information supplied by Wembley National Stadium Limited in 2015/16.
33. The report demonstrates that all current access is maintained and ease of movement at ground level (Level B2) is improved. The Olympic Steps work safely and efficiently for access, egress and evacuation from the Stadium. The assessments undertaken have shown that there is the capability to maintain the overall capacity of the system during ingress, egress and evacuation even with the reduction in the number of available channels at the stairs and head of stair barriers from 16 to 12, or an operational scenario where the Spanish Steps and Ginnels are unavailable. This is considered to be acceptable, and appropriate in the context of the application currently under consideration.
34. The proposed Olympic Steps would provide more resilience than the existing arrangement where it may be necessary to close all or part of the ramps to manage a situation where this is necessary, for example crowd separation or crowd control. There are also potential operational benefits in terms of ease of access and ability to segregate the incident from the remaining and/or other crowds. In summary, the replacement steps have been designed to maximise the safety of users of the staircase and is best suited to accommodate the arrival and departure of high pedestrian flows on event days.
35. An Access Statement has been prepared by SYSTRA Ltd which explains how the principles of inclusive design, including the specific needs of older and disabled people, have been integrated into the design development. SYSTRA have reviewed the designated existing and future (2020/2021) accessible routes to the Stadium (none of which utilise the Pedway ramps due to the gradients being too steep) and identify that the existing accessible routes (predominantly from Yellow Car Park) include use of a Stadium lift which connects the ground floor to concourse level. To assess the current utilisation of the lift and the Pedway ramp (with a focus on users with limited mobility) a pedestrian survey was undertaken. Based on this survey data it is not anticipated that the proposed development would have a significant detrimental impact to the existing lift provision. Irrespective of this, Wembley Stadium have recently received planning permission to increase the capacity with 4 additional accessible lifts to the Stadium (ref: 18/1634). A condition is recommended for this application in order to ensure the additional lifts are operational prior to the proposed demolition of the Pedway.
36. In considering future provision, regard should also be made to Wembley Park Masterplan Plot E05 which is due to be delivered by 2020/2021 and will include 202 accessible car parking spaces located directly adjacent to the Stadium (Planning Reference: 17/3213). Furthermore, level access to the Stadium concourse will be provided directly from these parking spaces via a bridge link. Once complete, the existing Yellow Car Park will be closed. This will further reduce the lift demand at ground level.
37. It is considered that the Olympic Steps are compliant with inclusive design requirements and will create a more inviting, inclusive and accessible environment. Level Playing Fields were consulted as part of the application process and responded positively to the consultation. Level Playing Fields have confirmed that they are satisfied with the proposal on the basis that the four approved lifts are delivered at Wembley Stadium. As stated previously, a condition will be attached to any subsequent approval to ensure that the lifts are delivered and fully functioning as required by Level Playing Fields prior to the demolition of the Pedway

38. In accordance with the principles of inclusive design, colour / tonal contrast has been used for materials to help identify the main pedestrian route, street furniture, bollards, lighting columns and tactile paving surfaces. The main purpose of using contrasted marking is to help partially sighted people avoid obstacles that they might walk into or trip over. Darker blue / black paving (or dark grey concrete) have been used in both the central shared carriageway and in the 'tree zones' either side. These are broken up by a pale grey (off white) paving either side of the main shared surface section.
39. Strips of pale grey (off white) paving are provided across the shared surface at 15 metre intervals to break up the colour and provide a ladder design. The colour and tonal contrasting materials help to provide delineation between the main shared surface and the sections where the lighting columns and benches (street furniture) are provided to help minimise the potential obstacles to visually impaired people.
40. The CCTV proposed follows the linear existing CCTV posts situated along the northern part is of Olympic Way and are acceptable as they do not cause street clutter that would be to the detriment of the visually impaired. The CCTV provides a clear sight line along Olympic Way and the concourse level at the top of the steps and does not impact upon neighbouring sites' privacy or give rise to overlooking concerns.
41. Overall the Olympic Way Zone C proposals adhere to both policy and design guidance in terms of inclusive and accessible design, and will enhance the public realm in the area. It is considered that the proposed steps would offer safe and effective access/egress to and from the National Stadium.

Transport and Movement

Introduction

42. The proposed development would result in Perimeter Way separating on either side of the proposed steps, and the creation of two new priority junctions with Engineers Way. Engineers Way would be retained in its current layout, with the existing Zebra Crossing retained to the east of the proposed steps.
43. The removal of the Pedway and its replacement with steps on the southern side of Engineers Way would mean that in future all pedestrians travelling to and from the Stadium on an event day would need to cross Engineers Way at carriageway level. This would in turn require Engineers Way to be closed for about two hours before all events as well as after events, as is currently the arrangement with Fulton Road.
44. This would result in all east-west routes across Wembley Park being closed for significantly longer periods of time than the current arrangement on Stadium event days. At present, the closure of all three east-west routes is only required at the end of events (except for NFL American Football events). In general, this is for a 60-90 minute period towards the end of the afternoon at weekends (for afternoon sporting fixtures) or at night for evening sporting fixtures or concerts.
45. There are currently a few occasions when Engineers Way is already closed prior to events; namely for the hosting of NFL American Football games and the tailgate parties that take place.
46. It should be noted that the number of major stadium events held on weekday evenings is currently limited to 37 per year under Condition 3 of application reference number 99/2400. This maximum number of events would not change as a result of the current application, as such the potential impacts on the road network already have a level of control.

Traffic Management Measures

47. A Management Plan has been submitted by the applicant which focuses predominantly on soft measures (including general information to be provided to the public, along with signage to alert to road closures) which will raise awareness amongst local businesses and residents of road closures prior to events, and help local residents to prepare alternative routes ahead of time to avoid unexpected disruption and delays.
48. Separate to this application, the Council are progressing with other traffic management measures which when implemented would improve traffic flow and circulation in the area. These measures include proposals to introduce two-way traffic flows around the estate, and improvement works to open a new east-west connection to North End Road. Upon completion of these measures the soft mitigation

measures required as part of this application would no longer be necessary.

Transport Infrastructure Improvements

49. The Wembley AAP and Brent's Core Strategy have identified a number of transport infrastructure improvements that are required to support new development in this growth area.
50. The transport infrastructure improvements proposed are a new road connection between the western end of North End Road and Bridge Road (opposite Wembley Park station) for use by traffic and pedestrians. This would be achieved by removing pedestrian steps and ramps between North End Road and Bridge Road and by raising the level of the road over a distance of about 60m.
51. The future proposed scheme means that on Wembley Stadium event days there would be a replacement east-west route across the Wembley Stadium area that does not cross Olympic Way and therefore would not need to be closed to maintain pedestrian and crowd safety.
52. Brent Council has financially committed to delivering an east-west route through the North End Road connection which would therefore further support the road network on event days.
53. Local residents and businesses would therefore have an alternative route that could remain open throughout an event day to allow them access to and from their properties. In addition to this, bus routes 92 and 206 would not need to divert completely away from Wembley when events are taking place. The applicant has confirmed that there will be ongoing communications with Transport for London to facilitate where the diverted buses will alight.
54. It is worth noting that if there are possible delays with the delivery of the North End Road connection, the modelling that has been provided demonstrates a worst case scenario of a weekday evening peak hour. The road network would be less affected at the weekend as the volume of traffic associated with businesses in the Wembley Industrial Area would be far lower and the residential traffic would naturally be more evenly spread across the day.

Impact on Pedestrian Movement

55. The Crowd Movement Report submitted acknowledges that the Pedway is recognised as the principal approach route by many to the stadium. However, the assessments undertaken and modelling have shown that there is the capability to maintain and improve the capacity of the system during ingress, egress and evacuation with the reduction in the number of available channels for pedestrians in accordance with the Green Guide.
56. The steps provide more resilience than the existing arrangement and have been designed to maximise the safety of users and are best suited to accommodate the arrival and departure of high pedestrian flows on event days.

Mitigation for Local Residents

57. It is proposed that communication strategies would be in place informing residents of organised events which will assist Brent residents' to make informed choices prior to the event such as opting not to use their car, or re-timing their journey to avoid the period before or after an event.
58. As residents will be made aware of the events in advance, when combined with the measures proposed (North End Road connection) local residents are expected to have information available to help reduce their journey times.

Impact on Road Network

59. This area of the report focuses primarily on the impact on Harrow Road, North Circular Road and Forty Lane.
60. The Forty Lane corridor modelling shows that the corridor would experience a greater increase in flows, however, the modelling shows that it has sufficient spare capacity to accommodate this without significant detriment to travel times or delays.
61. The modelling demonstrates that the delay between the Forty Lane corridor, North Circular Road and

Bridge Road would amount to less than 30 seconds, whilst along Harrow Road between North Circular Road and Wembley Hill Road a delay of between 45 seconds to 1½ minutes would be added to journey times. This is not expected to cause detrimental inconvenience to residents or drastically increase the potential traffic.

62. Following the submission of the addendum to the modelling, the impacts on Harrow Road and Forty Lane corridors are likely to be less pronounced than had previously been assumed, partly due to traffic being delayed along the Great Central Way corridor and partly due to traffic redistributing itself over a wider area to avoid congestion close to the Stadium.
63. Flows along Harrow Road are therefore forecast to barely change, largely due to the road being congested already. Traffic diverted away from Engineers Way looking to travel to the southwest would therefore look for a less congested route.
64. The modelling also shows that roads to the west of the Stadium would experience a reduction in traffic flows and an improvement in traffic conditions as a result of the closure. Most notably, Empire Way and Wembley High Road would see significant falls in traffic flow as traffic cannot travel west from Engineers Way and this would cut journey times along the Empire Way corridor by up to 30 seconds.
65. The North Circular Road corridor including Great Central Way and St Raphael's Way would experience temporary congestion and delays on event days, however, the proposed North End Road connection would alleviate any concerns over traffic in these areas.
66. The Head of Highways & Infrastructure has accepted that the predicted additional disruption to the highway network on Wembley Stadium Event Days can be accepted for the temporary period before the delivery of the North End Road connection. The road network will be managed as well as possible during the interim to minimise inconvenience and delay to local residents and businesses, until such time as the North End Road scheme is delivered.

Overall Impact

67. In conclusion, the surveys of existing traffic flow along the Harrow Road and Forty Lane corridors do show some increases in volume and journey time travelling towards the Stadium, but this is to a certain extent balanced by lower flows and quicker journey times on routes heading away from the Stadium – probably as a result of some traffic avoiding the area on event days. Journey times are therefore only increased to a notable degree along the Forty Lane corridor towards the Stadium.
68. The North End Road connection is therefore expected to mitigate traffic concerns surrounding Wembley Stadium on event days.

Conclusion

69. The scheme provides a suitable access point for visitors that creates an inviting, inclusive and accessible environment for the Stadium. It continues the improvements of the streetscape in accordance with the wider Wembley Masterplan and positively responds to its surrounding environment.

Whilst it is acknowledged that there is the potential for there to be temporary delays to users of the road network on Wembley Stadium event days these are expected to be mitigated by the delivery of North End Road which Brent Council has made a financial commitment to deliver.

CIL DETAILS

This application is liable to pay **£49,984.14*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): sq. m.

Total amount of floorspace on completion (G): 476 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total

Storage and distribution	476		476	£40.00	£35.15	£26,605.00	£23,379.14
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BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	313	
Total chargeable amount	£26,605.00	£23,379.14

*All figures are calculated using the formula under Regulation 40(6) and all figures are subject to index linking as per Regulation 40(5). The index linking will be reviewed when a Demand Notice is issued.

****Eligible** means the building contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development.

Please Note : CIL liability is calculated at the time at which planning permission first permits development. As such, the CIL liability specified within this report is based on current levels of indexation and is provided for indicative purposes only. It also does not take account of development that may benefit from relief, such as Affordable Housing.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 18/0973

To: Miss Carney
WYG
11th Floor
1 Angel Court
London
EC2R 7HJ

I refer to your application dated **12/03/2018** proposing the following:

Full planning permission for the demolition of the existing 'Pedway' ramp structure to the front of Wembley Stadium and the construction of a set of steps (with associated lighting) to connect ground level to Wembley Stadium Landing Level (concourse); and use of the void created beneath the proposed steps as secure storage for estate maintenance equipment; the reconfiguration of an existing unadopted estate road (Perimeter Way) to create two new roads either side of the steps connecting to Engineers Way; the use of land beneath the steps bridge as temporary event space; a revised vehicular access to Plot W03 immediately west of the application site and public realm works comprising the installation of hard landscaping, street trees, lighting columns that can incorporate advertising banners, street furniture, underground water attenuation measures, services, tree pits and other associated works.

and accompanied by plans or documents listed here:
Please see condition 2.

at **Zone C, Olympic Way & Perimeter Way, Wembley, HA9**

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: 04/09/2018

Signature:

Alice Lester
Head of Planning, Transport and Licensing

Notes

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

SUMMARY OF REASONS FOR APPROVAL

- 1 The proposed development is in general accordance with the:-
 - Revised National Planning Policy Framework 2018
 - London Plan consolidated with alterations since 2011 (March 2016)
 - Brent Local Plan 2016
 - Wembley Area Action Plan 2015
 - Brent Local Development Framework Core Strategy 2010

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

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

- 2 The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):
 - 01-ZC-100 - Existing Ground Floor (Level B2) Plans
 - 01-ZC-110 - Existing Landing level (B1) Plan
 - PA-ZC-001 - Site Location Plan
 - PA-ZC-105 - Proposed Ground Floor (B2) Paving Plan
 - PA-ZC-106 - Plan of reinstatement to NW corner of Pedway
 - PA-ZC-110 - Proposed Landing Level (B1) Plan
 - PA-ZC-115 - Proposed Landing Level (B1) Paving Plan
 - PA-ZC-201 - Proposed Section BB
 - PA-ZC-203 - Proposed Section DD
 - PA-ZC-204 - Proposed Sections EE & FF
 - PA-ZC-202 - Proposed Section CC
 - PA-ZC-200 - Proposed Section AA Looking South
 - PA-ZC-120 - Proposed Concourse (Level 0) Plan
 - PA-ZC-205 - Proposed Sections GG & HH
 - PA-ZC-100 - Proposed Ground Floor (Level B2) Plan
 - 981111-PA-30-002 Rev A - Zone C - Olympic Way Tree Planting Detail
 - 981111-PA-30-005 Rev A - Zone C- Olympic Circus Tree Planting Detail
 - 981111-PA-10-002 Rev A - Zone C Landscape Tree Planting GA
 - Olympic Way Zone C Geoenvironmental Remediation Method Report Rev 01 (Dated: 13/03/2018)
 - Planning Statement (Dated March 2018)
 - Olympic Steps & Zone C Transport Statement Rev 001 (Dated March 2018) and (10th August 2018) Highway Statement Addendum for Engineers Way Closure Pre-Event
 - Olympic Steps Schedule One Description of Development (Dated March 2018)
 - Olympic Way Zone C: Crowd Movement Study (Dated 01/03/2018)
 - Olympic Way, Zone C Site Management Plan (Date March 18)
 - Planning Application Cover Letter (Dated 12 March 2018)
 - Olympic Way and Olympic Steps, Wembley | Zone C Design and Access Statement (Dated March 2018)

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

- 3 Prior to the commencement of the demolition of the Pedway, the 4 additional accessible lifts to the Stadium approved under application ref: 18/1634 dated 24/05/2018 (or any subsequent permission for 4 accessible lifts) shall be operational and available for use.

Reason: In order to ensure the provision of adequate disabled access facilities for the National Stadium.

- 4 Prior to the commencement of works on the superstructure of the development hereby approved, details of external materials (with samples where appropriate to be made available for viewing on site or at another location as agreed) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details, unless alternative materials are agreed in writing by the Local Planning Authority and the development shall thereafter be implemented in accordance with those details.

Reason: To ensure a satisfactory development which does not prejudice the amenity of the locality.

- 5 Full details of any external lighting, including the external lighting fixtures and a light contour plan for the land surrounding and beneath the structure, shall be submitted to and approved in writing by the Local Planning Authority, prior to its installation. This shall include details of the luminance levels, details of any automatic timers or sensors and details of measures to control light pollution. The approved details shall be implemented in full prior to the commencement of the use hereby approved and the lights shall not be installed or operated other than in accordance with the approved details.

Reason: In the interests of safety, sustainability and the amenities of neighbouring residential occupiers.

- 6 The landscaping works hereby approved shall be fully implemented prior to the practical completion of the works hereby approved.

Any trees or shrubs that are a part of the approved scheme that, within a period of five years after planting, are removed, die or become seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size and species and in the same positions, unless the Local Planning Authority first gives written consent to any variation.

Reason: To ensure a satisfactory appearance and setting for the proposed development, to ensure that it enhances the visual amenity of the area and to ensure a satisfactory environment for future users.

- 7 The development hereby approved shall be carried out in accordance with the 'Olympic Way, Zone C Site Management Plan' dated May 2018 hereby approved, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To safeguard the amenity of neighbouring residents by minimising impacts of the development that would otherwise give rise to nuisance.

- 8 No piling shall take place until a piling phasing and logistics plan and a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) have been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling phasing and logistics plan and piling method statement. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

Reason: The proposed works would be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

- 9 Prior to the commencement of the demolition of the Pedway, a Wayfinding Strategy to ensure that event-goers can safely and efficiently navigate the new Stadium access arrangements resulting from the scheme hereby approved shall be submitted to and approved by the Local Planning Authority in consultation with Wembley National Stadium Limited / The FA / their successors or any future owner of Wembley Stadium. The Wayfinding Strategy and associated infrastructure shall be implemented in full prior to first use of the Steps.

Reason: In order to ensure that pedestrian and disabled access routes are clearly legible, and in the interests of proper planning.

- 10 All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reason: To protect local amenity and air quality in accordance with London Plan policies 5.3 and 7.14.

- 11 A method statement for the reduction of emissions from construction vehicles shall be submitted to the local planning authority for approval in writing prior to the commencement of demolition / construction. All mobile vehicles associated with the demolition / construction should comply with the standard of the London Low Emission Zone. (All Heavy Duty Vehicles/Heavy Goods Vehicles should aim to be Euro VI compliant for PM because of the intensive and extensive nature of construction in the surrounding area.)

Reason: To protect local amenity and air quality in accordance with Brent Policy EP3 and London Plan policies

- 12 Prior to the commencement of the demolition of the Pedway, drawings shall be submitted for approval under S278 of the Highways Act 1980 including:

- (i) the removal of the existing junction with Perimeter Way/Olympic Way;
- (ii) formation of two new junctions with Perimeter Way (East and West) with 8m kerb radii on both sides of the junction of Perimeter Way West with Engineer's Way, and an 8m kerb radius on the eastern side of the junction of Perimeter Way East with Engineer's Way;
- (iii) construction of a new footway in block paving along the southern side of Engineers Way;
- (iv) resurfacing of the footway on the northern side of Engineers Way in block paving;
- (v) the reduction of the kerb radii on the eastern side of the junction of Wembley Park Boulevard and Engineers Way;
- (vi) repositioning of the westbound bus stop on Engineers Way outside Arena Square; and
- (vii) all associated alterations to street lighting, lining, signage and drainage,

with all works to be undertaken at the developer's expense in accordance with a timescale to be approved by Brent Council.

Reason: In the interest of highway and pedestrian flow and safety.

- 13 Within 12 months of the commencement of development, a study into the optimum siting of future pedestrian crossing(s) on Engineers Way in the vicinity of Olympic Way shall be undertaken and agreed in writing with the Local Planning Authority. The implementation of any recommended findings from the study shall be undertaken at the applicant's expense through an Agreement under S278 of the Highways Act 1980 within a timescale to be agreed in writing with the Local Planning Authority.

Reason: In the interest of highway and pedestrian flow and safety.

- 14 Prior to the demolition of the Pedway and/or the construction of the steps, a Construction Phasing and Logistics Plan for the demolition of the Pedway, construction of the new steps (excluding ground preparation works and piling) and bringing the steps into operational use shall be submitted to and approved in writing by the Local Planning Authority in consultation with Wembley National Stadium Limited / The FA / their successors or any future owner of Wembley Stadium. The Phasing Plan must define the key milestones for completion of each phase of the development. Milestones may include the EFL Cup Final in 2020 and Euro 2020. The approved Construction Phasing and Logistics Plan shall be implemented for the duration of the demolition and construction period.

Reason: In the interest of highway and pedestrian flow and safety.

- 15 Prior to the commencement of the demolition of the Pedway, a Framework Stadium Event Day Travel and Highways Management Plan shall be submitted to and approved by the Local Planning Authority in consultation with Wembley National Stadium Limited / The FA / their successors or any future owner of Wembley Stadium. This shall relate to all events occurring post Pedway removal but prior to the completion of the North End Road re-connection. All recommended signage, traffic signal timing adjustments, bus service diversions and other measures identified in the Plan shall be installed/undertaken at the developer's expense to a timescale agreed in writing by the Local Planning Authority.

Reason: In the interest of highway and pedestrian flow and safety.

- 16 Prior to the commencement of the demolition of the Pedway, an Operational Management Plan for the new steps shall be submitted to and approved by the Local Planning Authority in consultation with Wembley National Stadium Limited / The FA / their successors or any future owner of Wembley Stadium.

Reason: In the interest of pedestrian flow and safety and to protect the residential amenities of neighbouring occupiers.

INFORMATIVES

- 1 The applicant is reminded that the scheme hereby approved must comply with the guidance contained within the Department of Culture, Media and Sport document 'The Guide to Safety at Sports Grounds', ("Green Guide") (5th Edition, 2008). It must also comply with legislation contained within the Safety of Sports Grounds Act 1975, as amended by the Fire Safety and Safety of Places of Sport Act 1987. Test events using the new steps arrangement should be organised to allow assessment in relation to the above guidance and legislation.
- 2 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.
- 3 Attention is drawn to the provisions of s151 of the Highways Act 1980, which requires that all construction vehicles leaving the site must be cleansed as necessary to avoid depositing mud and other material onto neighbouring roads.
- 4 Brent Council supports the payment of the London Living Wage to all employees within the Borough. The developer and constructor of the development are strongly encouraged to pay the London Living Wage to all employees associated with the construction of the development.

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