

## Agenda Item 03

### Supplementary Information

**Planning Committee on 12 September, 2018**

Case No.

18/0973

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Location	Zone C, Olympic Way & Perimeter Way, Wembley, HA9
Description	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.

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#### Wembley National Stadium Ltd (WNSL) formal response

Following publication of the committee report and agenda, a formal response has been received from Wembley National Stadium Ltd (WNSL). This has been submitted following ongoing discussions between WNSL and Brent Council. The letter sets out that WNSL's support for the proposals is conditional upon a number of matters being addressed by planning conditions within any planning permission granted. The majority of the matters raised by WNSL are captured within the proposed conditions. However, the matters raised which are not directly reflected in the proposed conditions are discussed below:

- 1 As a slight variation to the trigger points requested by WNSL, a piling phasing and logistics plan would be required prior to piling taking place (condition 8) and a separate construction phasing and logistics plan would be required prior to the demolition of the Pedway and/or construction of the steps (condition 14). This would allow the developers sufficient time to finalise their demolition and construction schedule after early works/piling have commenced.
- 2 WNSL request a condition requiring the submission of a 'phased milestone plan' including 'test events'. However, it is considered that these points will be appropriately covered within the above mentioned phasing and logistics plans.
- 3 It is considered most appropriate to refer to test events within informative 1 which informs the applicants that the scheme must comply with the guidance contained within the "Green Guide" and other relevant legislation and states that test events using the new steps arrangement should be organised to allow assessment in relation to that guidance and legislation.
- 4 WNSL request that an Interim Highways Management Plan is required for bowl events occurring at the Stadium after the removal of the Pedway but prior to the completion of the North End Road re-connection and the implementation of 2-way working (a two-way system for some of the roads in the area to the east of the Stadium).

Officers consider that the condition originally proposed, which only referred to the North End Road re-connection, should be amended to refer to the two-way working arrangements as well, given that different future scenarios are possible.

Officers therefore consider that the wording of condition 15 should be amended as shown below:

'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 relating to the following

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circumstances:

- a. The period before either the North End Road re-connection or two-way working on South Way between VDC Careys and Great Central Way, First Way, Fifth Way, Fourth Way has been completed
- b. Once the North End Road re-connection has been completed but prior to the completion of two-way working on South Way between VDC Careys and Great Central Way, First Way, Fifth Way, Fourth Way
- c. Once two-way working on South Way between VDC Careys and Great Central Way, First Way, Fifth Way, Fourth Way has been completed 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.'

#### **Letter from Hilton Hotel**

Following publication of the committee report and agenda, it came to light that a letter received from the Hilton Hotel had not been formally recorded within the committee report. This letter requests that signage for local hotel facilities, LDO etc should be installed at the base of the Steps to prevent confusion/pedestrian blockages. A condition is proposed requiring the submission and approval of a Wayfinding Strategy which would deal with the above matter.

The letter also requests that the Hilton Hotel is included in the Site Environmental Plan and is consulted on Dust/ Dirt/Noise and disruption. A 'Site Management Plan' has been submitted which deals with potential environmental impacts of the proposed works and sets out mitigation measures which would minimise the impact of the proposed works on all neighbouring residents and occupiers, including the Hilton Hotel. A condition is proposed requiring that the development is carried out in accordance with this plan.

#### **Recommendation:**

Remains approval subject to the conditions set out in the Committee report, with an amendment to the wording of condition 15 as set out above.

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