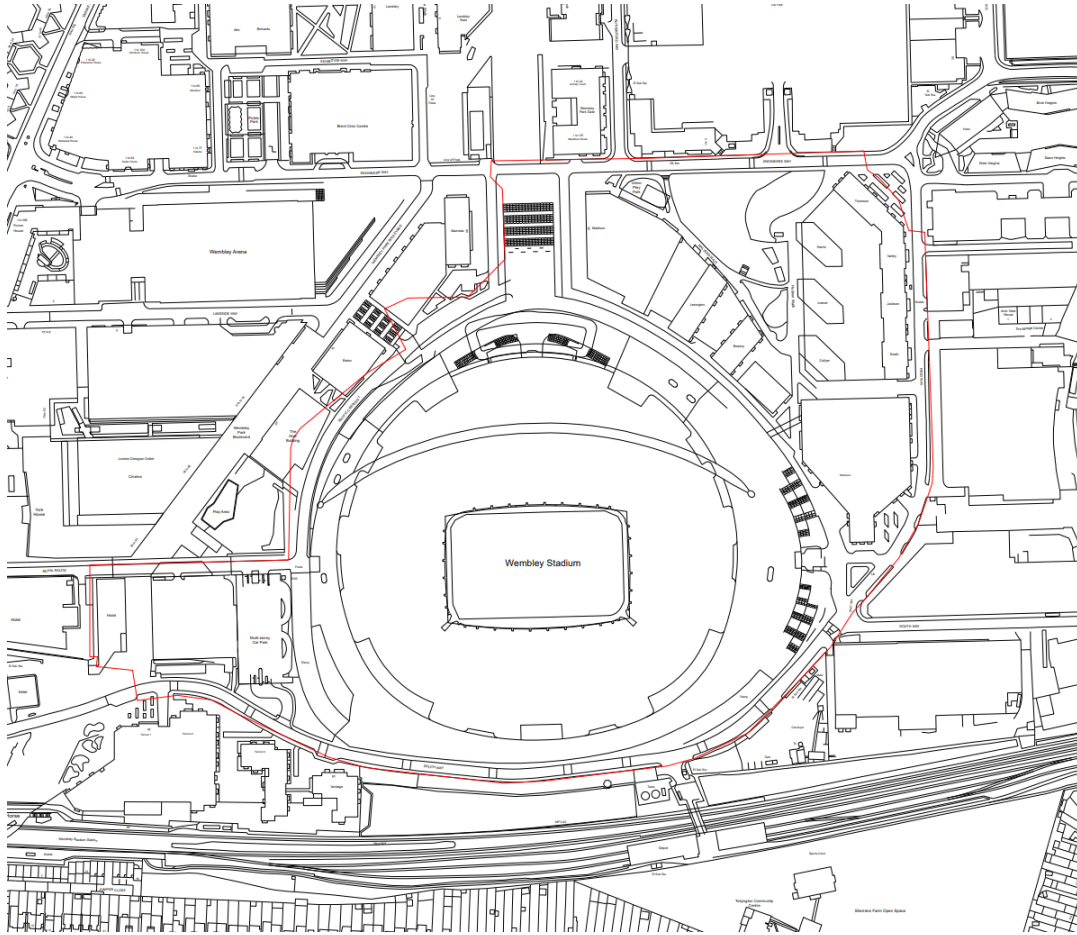




= application site

Wembley National Stadium, Olympic Way, Wembley, HA9 0WS	PL/1376/24
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Location Plan



LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

4th September 2024

APPLICATION NUMBER: PL/1376/24
VALID DATE: N/A
LOCATION: WEMBLEY NATIONAL STADIUM (BRENT)
WARD: ADJOINING BOROUGH (BRENT)
POSTCODE: HA9 0WS
APPLICANT: WEMBLEY NATIONAL STADIUM LIMITED
AGENT: MR NICK BAKER (LICHFIELD'S)
CASE OFFICER: JAMES CLARK
EXPIRY DATE: N/A

PROPOSAL

Consultation from Neighbouring Authority: Brent Council Ref: 24/1329: 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 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.

RECOMMENDATION

INFORMATION

This application is reported to Planning Committee as Cllr Ashton has called in the neighbouring boroughs request for consultation comments to committee.

INFORM

London Borough of Brent that Harrow Council highlights the additional Major non-sporting events raises concerns to the application, based on the potential impact on residential car parking on event days.

HUMAN RIGHTS ACT

The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report.

EQUALITIES

In consideration of this application, the Council has regard to its equality's obligations including its obligations under section 149 of the Equality Act 2010.

For the purposes of this application there are no adverse equalities issues.

S17 CRIME & DISORDER ACT

Policy D11 of The London Plan (2021) and Policy DM1 of the Development Management Policies Local Plan, require all new developments to have regard to safety and the measures to reduce crime in the design of development proposal. It is considered that the development does not adversely affect crime risk. However, a condition has been recommended for evidence of certification of Secure by Design Accreditation for the development to be submitted to and approved in writing by the Local Planning Authority before any part of the development is occupied or used.

1.0 SITE DESCRIPTION

- 1.1 Wembley Stadium is an international sports and entertainments venue and the English National Stadium, located towards the centre of the London Borough of Brent within the Wembley Park district of the Borough.
- 1.2 The Wembley Stadium complex, as identified by the Site Plan submitted alongside the application and Figure 2.1 below, broadly comprises the stadium building itself surrounded by an elevated concourse, ground level car parking to the north-east and multi-storey parking to the south-west.

2.0 PROPOSAL

- 2.1 The variation of condition (section 73) submitted by the applicant Wembley National Stadium Limited seeks vary the Event Cap set out in Condition 1 and the Temporary Traffic Management measures required by Condition 2, attached to planning permission LPA ref. 20/4197 at Wembley Stadium (London Borough of Brent) to allow up to 9 additional major non-sporting events per event calendar year.
- 2.2 This amendment to Condition 1 of planning permission reference LPA ref. 20/4197 therefore seeks permission for the use of the Stadium, on a permanent basis, for up to 54 major events, with a major event considered as an event with a capacity in excess of 60,000 people.
- 2.3 The variation of this capacity figure reflects the technology available to Variation to Event Cap and Temporary Traffic Management at Wembley Stadium monitor attendance and the now well-established transport improvements which have increased passenger capacity on the local networks. It is no longer reasonable or necessary for the cap to be limited to (the capacity of) the lower and middle tiers as originally structured. The current pattern of events, and the operational considerations associated with larger events, mean that while this change provides some limited additional flexibility, it is not expected to materially increase the number of non-major events.

3.0 RELEVANT PLANNING HISTORY

- 3.1 The original 2002 approval for the new stadium provided the London Borough of Harrow Parking Control Contribution - £100,000 as part of the legal s106 payments which to date have all be paid.

4.0 CONSULTATION

4.1 Harrow's highway authority have been consulted, please see assessment section.

5.0 BACKGROUND

5.1 The rationale for the event cap to the Wembley stadium was due to delays in providing adequate public transport in place, principally the Estate Access Corridor, the Stadium Access Corridor and the Wembley Park Station upgrades, to achieve the planned capacity of 50,000 persons per hour to service the number of attendees to the major events. As such Event Cap (Condition 3 on the original permission, LPA ref: 99/2400) to temporarily limit the overall number of sporting and other events to 22 and 15 respectively was applied. Although up to three additional major sporting events are 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.

5.2 The variation of the cap highlighted above is itself a variation of other event caps in large part on account of Tottenham Hotspurs FC using the stadium for a temporary period of time while their new stadium was built.

6.0 ASSESSMENT

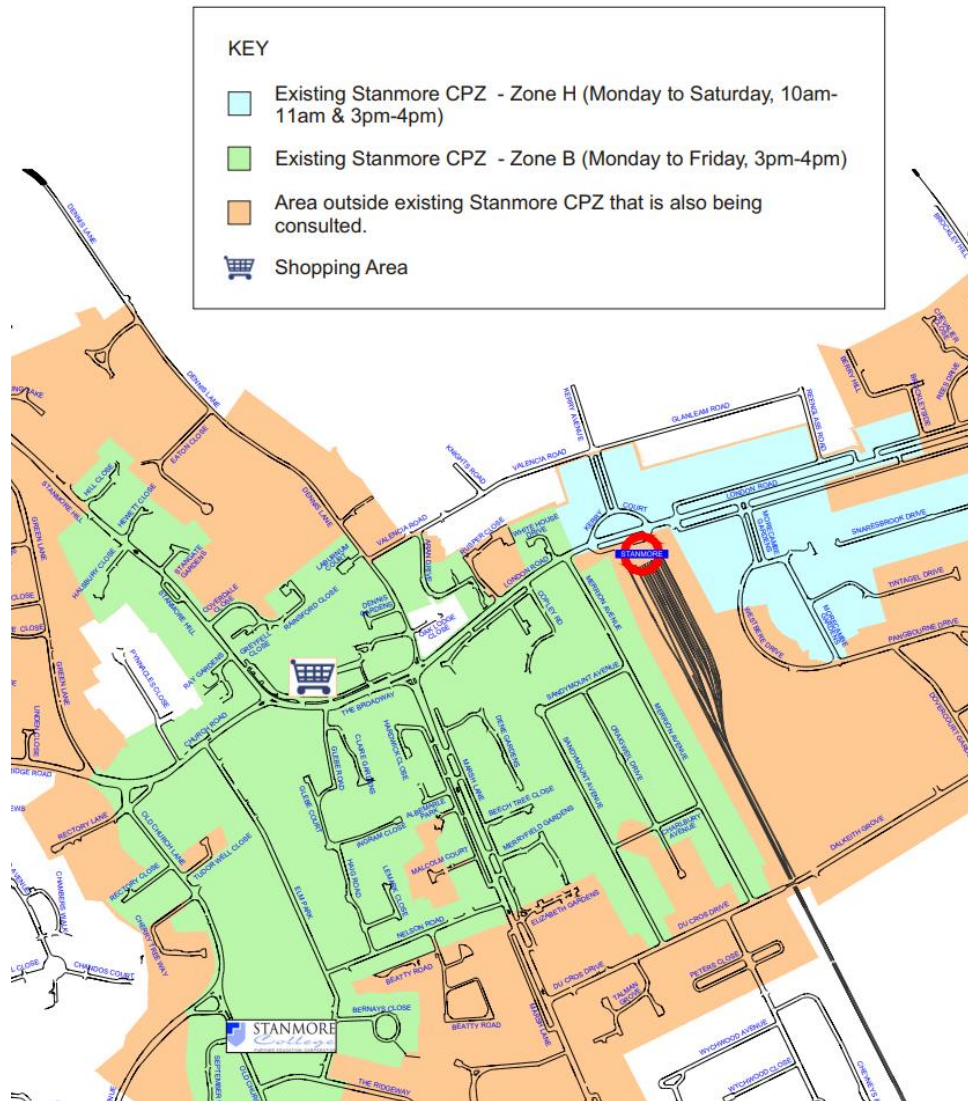
6.1 The main issue is the impact on the transport network and parking in Harrow.

6.2 **Impact on Transport and parking around stations**

6.2.1 The boroughs transport network is located along feeder transports lines for attendees to major events at Wembley Stadium (albeit one of many) and so the potential impact to residents in Harrow will be upon the designated train and underground stations in the following, but not limited to locations.

Station	Designated Line
Stanmore	Jubilee
Canons Park	Jubilee
Harrow and Wealdstone	Overground, national Rail and Metropolitan
Kenton	Bakerloo
Pinner	Metropolitan

6.2.2 Stanmore station has been the subject of a CPZ review in 2008. The findings of the CPZ changes are in large part introduced but the hours of operation do not prevent parking during evening events. The current parking in restrictions in Stanmore are provided in Map form below



6.2.3 The findings of the CPZ review were carried out costings provided below. The information is 16 years old now and cost for the implementation would be considerably more in 2024.

6.2.4 The estimated implementation costs for an event day parking scheme around Stanmore Station is **£115,000**. The ongoing revenue costs to operate the scheme would be **£35,000 per annum**.

The main assumptions made are that :-

- The zone extends to the core area around Stanmore Station where residents stated there were match day problems on the Stanmore CPZ consultation

- There are up to 37 events per year (this has been increased to 46 as of July 2024)
 - Residents/Visitor Permits are charged at £10 with validity unlimited except existing zone B and H permit holders who would have it added to existing permit at no additional cost.
- 6.2.5 The feedback did not include residents on the periphery of the proposed event day area and if they decided they wanted to be included in the event day zone this would increase the implementation and ongoing costs.
- 6.2.6 Whilst an event day parking scheme would reduce the impact of events on Stanmore residents, it must be considered that the operating costs of such a system are ongoing – if it isn't possible to secure a regular amount, the Council would become liable for the expense. The whole borough is being reviewed in terms of existing parking controls this year. The CPZs in the vicinity of Stanmore Station have been surveyed (albeit not on event days) and it is possible that recommendations to increase operating times may be made. This is already funded by Harrow Capital however, a further contribution would be welcomed but I would expect supporting evidence of need in the form of event day parking surveys would be needed.
- 6.2.7 A further consideration would be looking at the impact of displacement to other stations for example Canons Park or the Met line (Rayners Lane, Harrow on the Hill etc) or Chiltern (Northolt Park). Highway officers are not aware of a significant problem at any of these stations at present on match days
- 6.2.8 TfL would need to advise on train capacity. I would expect that there is no issue at Stanmore as it is the terminus of the Jubilee line meaning all trains are empty to start their journey and are unlikely to be full when they return as people will have departed throughout the route”.

Major Non-Sporting Events

The major event mode share presented in Table D4.3 is based on the ‘concerts’ mode share of the 2020 ES.

Table D4.3 Major Non-Sporting Event Mode Shares

Mode	Concerts
Car	6.4%
Coach	2.7%
Motorcycle	0.0%
Blue Badge	0.2%
Minibus	0.0%
Mainline rail, LU, LO	75.5%
Other	15.0%
Total	100.0%

7.0 CONCLUSION

- 7.1 The proposed increase of nine (9) non-sporting major events would result in additional pressure to the rail and underground lines on those particular days although research conducted by the applicants outlined in the Environmental Statement (Dated April 2024 by Steer Group) has confirmed capacity at the time of events ending would be sufficient to cater for the numbers in attendance at the relevant events.
- 7.2 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 (9) further major event days will have an impact on Stanmore Station.
- 7.3 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.

CHECKED

 <p>Orla Murphy Head of Development Management</p> <p>21st August 2024</p>	 <p>Viv Evans Chief Planning Officer</p> <p>21st August 2024</p>
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