



Planning Committee
24th November, 2010

**Report from the Assistant Director,
Planning and Development**

Wards Affected: Toykngton

**Certificate of Appropriate Alternative Development Applications for
Land adjacent to South Way.
Reference Numbers: 10/1368, 10/1369 & 10/1454**

Introduction

This report deals with three applications submitted on behalf of Network Rail and RE International (UK) Ltd for Certificates of Appropriate Alternative Development in relation to land they once owned adjacent to South Way. This land was compulsorily purchased by the London Development Agency five years ago in order to facilitate the construction of the White Horse Bridge and the South Way marshalling area.

Landowners can, when their land is being compulsorily purchased for development, apply for compensation. They can apply for compensation equal to the value of their land had they been able to sell it on the open market.

To help with the valuation process the landowner can under section 17 of the 1961 Land Compensation Act apply to the Local Planning Authority for a Certificate of Appropriate Alternative Development (CAAD). This certificate states what, in the LPA's opinion, would have been granted planning permission if the land was not being compulsorily acquired. Either the acquiring authority or the landowner can appeal to the Secretary of State for the Department of Communities and Local Government if they are unhappy with the certificate (or the LPA fail to issue one within the deadline).

CAAD applications are akin to outline planning applications, they seek to gain approval for a mix and quantum of use. They can include a number of options or development scenarios. In determining the applications the Council can not simply reject the proposals put forward. If it considers the options put forward to be an inappropriate form of development the Council must issue a decision setting out an alternative form of development that it does consider appropriate.

While the proposed schemes submitted with the CAAD applications are not planning applications and will never be built, the Council's decisions will set a quantum and mix of development that the Council might consider appropriate on the undeveloped parts of the site and so will have a relevance beyond merely determining the level of compensation to be paid by the LDA to the two landowners.

Recommendation

Agree with the officer's conclusion that the submitted Certificates of Appropriate Alternative Development would not have been granted planning permission and agree the alternative form of certificate recommended by officers.

The Site

The application site has an area of 2.23 hectares and includes all the land between the Chiltern Railway Line, Wembley Hill Road and South Way. Approximately 0.41 hectares of this site is now taken up by part of the White Horse Bridge the new access route to Wembley Stadium Station from Wembley Hill Road and the marshalling area. The rest of the site remains undeveloped. Prior to acquisition the site was largely overgrown except for a narrow pedestrian match day route from the Station to South Way and the old station ticket hall and car-park in the north western corner of site.

For the benefit of these CAAD applications the site has been divided into three plots:

- Plot 1 – The bulk of the site occupying an area of approximately 1.69 hectares formerly owned by RE International (UK) Ltd.
- Plot 2 – An area of approximately 0.43 hectares formerly owned by Network Rail and located at the western end of the site.
- Plot 4 – An area of approximately 0.11 hectares also formerly owned by Network Rail and located at the eastern end of the site (location of the old station ticket hall).

Rather confusingly there is no Plot 3.

The Proposal

The applicants have put forward two options for the development of the land in question and have submitted three parallel applications, one for each of the three plots described above. The two development options are described by the applicant as the 'Perpendicular Scheme' and the 'Parallel Scheme'.

Perpendicular Scheme: In this scenario, the three plots would have been brought forward at the same as part of a single development. It proposes a linear arrangement of parallel blocks rising from around 8 to 24 storeys with the taller buildings to the western end of the site. The total gross floor space proposed in this scenario is 94,949 m², all but 220 m² of which is residential which equates to 1016 units. A level of basement parking and three levels of podium parking are proposed facing the railway line.

Parallel Scheme: In this scenario, the three plots would be brought forward separately, but as part of a comprehensive masterplan covering all three plots. This scenario proposes a linear arrangement as a single block fronting South Way rising from around 9 - 15 storeys with a separate twenty storey tower at the west end of the site. A third block is located to the south parallel to the railway tracks. The total gross floor space proposed in this scenario is 95,135 m², all but 679 m² of which is residential which equates to 1089 units. Two to three storeys of basement parking are proposed.

Relevant Policies

The relevant date for assessing when planning permission would have been granted is 25th February 2004, the date when the notice confirming an intention to compulsorily purchase the land was published. The Certificates have to be considered against the relevant policies that were in force at that time. Any changes to policy whether local or national have to be disregarded.

Disregarding the acquisition and the underlying scheme (the "no scheme world"):

Section 17(4) of the 1961 Act requires the decision maker to certify the alternative development (if any) for which planning permission would have been granted "in respect of the land in question, if it were not proposed to be acquired by an authority possessing compulsory purchase powers". For this reason, the purpose for which land is being acquired must always be disregarded, as must any other purpose involving public acquisition. It is not sufficient to ignore the fact of acquisition-the underlying public purpose of the scheme must also be disregarded.

Section 17(7) of the 1961 Act provides that a certificate may not be refused for a particular class of development solely on the grounds that it would be contrary to the relevant development plan. The purpose of this provision is to avoid the whole purpose of the certificate system being defeated, where

land is allocated in the development plan for the use for which it is being acquired. It follows that the decision maker must ignore development plan policies with no function beyond the acquisition scheme- for example, policies that earmark land for a road or school. But they may take account of broader policies- for example, Green Belts and countryside protection policies- if the classes of alternative development suggested by the applicant or appellant would have been objectionable in the "no scheme world".

Brent Unitary Development Plan 2004

The development plan for the purposes of S54A of the Town and Country Planning Act is the Adopted Brent Unitary Development Plan 2004. Within that plan the following list of policies are considered to be the most pertinent to the application.

- STR10 Seeks the investment and improvements towards public transport facilities, and links with national and international connections for the proposed National Stadium and associated developments.
- STR 11 Seeks to protect and enhance the quality and character of the Boroughs built and natural environment and resist proposals that have a harmful impact on the environment and amenities.
- STR14 New development will be expected to make a positive contribution to improving the quality of the urban environment.
- STR15 Major development should enhance the public realm, by creating or contributing to attractive and successful outdoor areas,
- BE1 Requires the submission of an Urban Design Statement for all new development proposals on sites likely to have significant impact on the public realm or major new regeneration projects.
- BE2 Proposals should be designed with regard to local context, making a positive contribution to the character of the area, taking account of existing landforms and natural features. Proposals should improve the quality of the existing urban spaces, materials and townscape features that contribute favourably to the area's character and not cause harm to the character and/or appearance of an area or have an unacceptable visual impact on Conservation Areas.
- BE3 Proposals should have regard to the existing urban grain, development patterns and density in the layout of the development sites, and should be designed to ensure that spaces are satisfactorily enclosed by the built form; its layout is defined by pedestrian circulation; emphasis is placed upon prominent corner sites, entrance points etc; it respects the form of the street of which it is part by building to established frontages unless there is a clear urban design justification; connections are established where appropriate to open space.
- BE4 Access for disabled people.
- BE5 Development shall be designed to be understandable to users, free from physical hazards and to reduce opportunities for crime.
- BE6 High standards of landscape design is required as an integral element of development schemes.
- BE7 A high quality of design and materials will be required for the street environment.
- BE8 Seeks sensitively designed proposals which create and improve lighting where it contributes to the overall spectacle and image of major areas such as Wembley.
- BE9 Creative and high-quality design solutions specific to site's shape, size, location and development opportunities. Scale/massing and height should be appropriate to their setting and/or townscape location, respect, whilst not necessarily replicating, the positive local

design characteristics of adjoining development and satisfactorily relate to them, exhibit a consistent and well considered application of principles of a chosen style, have attractive front elevations which address the street at ground level with well proportioned windows and habitable rooms and entrances on the frontage, wherever possible, be laid out to ensure the buildings and spaces are of a scale, design and relationship to promote the amenity of users providing satisfactory sunlight, daylight, privacy and outlook for existing and proposed residents and use high quality and durable materials of compatible or complementary colour/texture to the surrounding area.

- BE10 Seeks to ensure that tall buildings (over 25m) are appropriately located. Preferred locations include the Wembley Regeneration Area and should be of outstanding architectural quality, be carefully related to their surroundings and avoid marring the skyline.
- BE11 Encourages proposals for intensive and mixed use developments in town centre locations and transport interchanges.
- BE12 Expects proposals to embody sustainable design principles, commensurate with the scale and type of development, including taking account of sustainable design, sustainable construction and pollution control criteria, etc. Regard will be had to the SPG in assessing the sustainability of schemes.
- BE13 Seeks particular regard to be given to the design and attractiveness of all development proposals in Areas of Low Townscape or Public Realm Quality (See Map BE1).
- BE15 Seeks particular regard to be given to the design and attractiveness of all development proposals in the vicinity of and visible from Transport Corridors and Gateways. A number of road and rail corridors (See Map BE2) including Harrow Road and the Chiltern Line (between Sudbury and Willesden Green Stations, are priorities for enhancement during the Plan period, and where opportunities arise, attractive views and important local landmarks should be opened up from these corridors.
- H1 Seeks the provision of affordable housing on residential sites capable of providing 15 or more units, or 0.3ha or more in size.
- H2 Seeks a proportion of 30%-50% affordable housing of sites above the threshold.
- H8 Requires a mix of family and non-family units on sites capable of accommodating 10 units or more, having regard to local circumstances and site characteristics.
- H12 Seeks to ensure that all residential development has a high quality layout, has an appropriate level of car parking and features housing facing onto streets.
- H14 The density of development is design-led, where higher density developments are more appropriate in areas where there is very good public transport accessibility. Surrounding densities should be at least matched unless this would harm residential amenity.
- TRN1 Developments having a potentially significant impact on the transport network should submit a Transport Assessment.
- TRN2 Ensures that development should benefit and not harm the operation of public transport network, and should be located where the public transport accessibility is sufficient to service the scale and intensity of the use.
- TRN4 Where transport impact is unacceptable, measures will be considered, which could acceptably mitigate this and enable the development to go ahead – and where necessary secured at the developers expense public transport improvements and other transport measures.
- TRN6 Intensive development is supported on appropriate sites at/adjoining transport interchanges (e.g. Wembley Stadium Station)

TRN8	Relates to the design considerations of new and upgraded rail stations. Where practical, they should have a visual impact which is a community focal point and landmark, interchange with other facilities, disabled access facilities, adequate secure cycle parking facilities and good lighting and community
TRN25	Relates to parking in town centres
SH3A	In the Major Town Centres and District Centres proposals for retailing and other key town centre uses which attract a lot of people will be determined in accordance with the sequential approach: Proposals should be consistent with the scale and function of the centre within which they are located. Proposals for sites on the edge of Major Town Centres and District Centres, will be required to comply with the above and they should also demonstrate: i) a need for the development; ii) that no sequentially preferable site is available (see Policy STR2); iii) no unacceptable impact on the vitality, and viability of other town or district centres, and iv) the development would be accessible by a choice of means of transport.
SH11	A3 uses are acceptable in town centres and provided they do not result in the creation of traffic congestion, car parking problems or a reduction in highway safety in surrounding areas and not adversely affect the amenity of residential occupiers
WEM1	Supports the regeneration of the Wembley Area as a regional sport, entertainment, leisure and shopping destination.
WEM2	Seeks a pedestrian route to the north and west of the Stadium linking Olympic Way to Wembley Town Centre. Development along the route should, where possible, have an active frontage and public spaces will be sought adjacent to the route.
WEM3	National Stadium Policy Area – large scale leisure, entertainment and retail uses will be directed to the National Stadium Policy Area.
WEM4	Higher density residential development is encouraged within the Wembley Regeneration Area.
WEM7	National Stadium Policy Area – development in this area should be designed principally for access by public transport rather than by private car.
WEM9	National Stadium Policy Area – the area to the north and west of the Stadium should be developed comprehensively in accordance with adopted guidance. On other sites should include good links to adjoining sites.
WEM10	Requirement for a masterplan approach to the National Stadium Policy Area (which extends southward to the Chiltern Railway).
WEM11	An upgrading of all three rail stations in Wembley will be secured, including improved interchange facilities and pedestrian links to them, and, if necessary, an increase in the capacity of the rail networks serving them.
WEM17	Seeks to ensure that development within the Wembley Regeneration Area contributes towards the creation of a world class environment. Development should help produce a distinctive and identifiable place, with a vital urban mixed use character, where the pedestrian has priority.
WEM18	Seeks to ensure that development within the Wembley Regeneration Area contributes towards the creation of a pedestrian friendly and distinctive public realm around and between buildings including, where appropriate, the provision of public art and new structural landscaping.
WEM23	A comprehensive programme of environmental improvements will be undertaken in Wembley town centre between Wembley Central Station and the wider Wembley Complex

to improve the pedestrian environment and encourage greater usage of Wembley Central Station for major events at Wembley stadium.

- WEM30 Wembley Stadium/South Way Major Opportunity Site – the site should be developed comprehensively with other adjacent sites. Development should not prejudice the provision of a new station. Development should not prevent the continued closure of South Way on event days. Development should be appropriate to site's prominent location near the Stadium and the proposed pedestrian promenade to Wembley Town centre.
- WEM32 The site should be developed comprehensively with other adjacent sites, pedestrian links from the station concourse to the stadium and Wembley Hill Road/Town centre should be provided, with bus and taxi interchange facilities, etc.
- OS12 Development on sites of Nature Conservation Importance (this applies only to plot 1 and 2 and not plot 4) – development will not be permitted on or adjacent to these sites unless it can be demonstrated that there will be no adverse impact on nature conservation.
- OS14 Wildlife corridors, as shown on the proposals map from developments which sever or otherwise unacceptably harm their importance for conservation or visual amenity unless appropriate compensatory provision can be made.

Brent Supplementary Planning Guidance

A Framework for Development – Destination Wembley: Adopted September 2003

This document describes the main policies and principles of the Local Planning Authority and the Mayor of London for the future redevelopment of the Wembley Stadium area. The principal aim of the Framework is to provide clear planning guidance to those responsible for redeveloping the area surrounding the Stadium and improving linkage to the High Road. The document also draws upon the need for Wembley's 3 stations to be upgraded in response to the opening of the new national stadium. In particular, the Framework supports the redevelopment of Wembley Stadium Station to increase the capacity in order to adequately cater with event crowds at peak times. The guidance also seeks to promote facilities for pedestrians and bus users to enhance the interchange with tube services, taxis and improved pedestrian facilities outside the station.

Wembley Stadium Hub Feasibility Study 2003

This document sought to explore options that would maximise the regeneration benefits of Wembley by integrating Wembley Town Centre and the Stadium area through development of the site, development over the railway line and land adjacent to the 'Triangle'. The document identified a preferred option which would provide a visual link between the Stadium and town centre by way of a single pedestrian link from Wembley High Road to South Way, diagonally across Plot1. The study include

Wembley Masterplan – Adopted March 2004

This was document was not adopted until after the relevant date for considering the application (25th February 2004), but was at advanced stage of development and officers would have had regard to it when assessing the application.

Following the Inspectors report into objections to the Replacement UDP, the requirement for a comprehensive approach to development in the area surrounding the stadium was changed from a single planning application to an agreed masterplan, thereby allowing a number of applications to be submitted for various parts of the masterplan area and judged in the context of how they conformed to the principles of the agreed masterplan. The agreed Wembley Masterplan identified four main districts of which the South Western District/Town Centre Link, related to the application site. The centre piece for the district was a broad pedestrian route linking the High road to a new square (Station Square), that in turn provided access to the stadium and the new Boulevard link to Olympic Way, and doubled up as a crowd marshalling area for Wembley Stadium Station and a route through to Wembley central Station on major event days. The Quantum of development considered appropriate for this district was 66,700 to 81,000 sq. m. with retail community and commercial uses on the ground floor, and residential and commercial uses above.

SPG4 "Design Statements" Draft Consultation document (2003)

Meeting
Date

Version no.
Date

Provides guidance on the preparation and content of coherent and comprehensive design statements as required by Policy BE1.

SPG 17 “Design Guide for New Development” Adopted October 2001

Provides comprehensive and detailed design guidance for new development within the borough. The guidance specifically sets out advice relating to siting, landscaping, parking, design, scale, density and layout.

SPG19 “Sustainable Design, Construction & Pollution Control” Adopted April 2003

Provides design and planning guidance on complying with Policy BE12, of the adopted UDP, which requires developments to embody sustainable design principles. The guidance covers measures to ensure energy and water conservation, selection of sustainable materials, environmentally-friendly landscape design, sustainable demolition and construction practices, and reduction of pollution in the operation of developments

Tree Preservation Order – A woodland preservation order covers the eastern end of the application site north of the railway and south of South Way. The order covers the wooded rail embankment to the south of the Stadium.

The London Plan

The London Plan, which was adopted in February 2004, sets out an integrated social, economic and environmental framework for the future development of London. The vision of the Plan is to ensure that London becomes a prosperous city, a city for people, an accessible city, a fair city and a green city. The plan identifies six objectives to ensure that the vision is realised:

Objective 1: Making the most sustainable and efficient use of space in London; encouraging intensification and growth in areas of need and opportunity;

Objective 2: Making London a better City for people to live in;

Objective 3: Making London a more prosperous city with strong and diverse economic growth;

Objective 4: Promoting social inclusion and tackling deprivation and discrimination;

Objective 5: Improving London’s transport;

Objective 6: Making London a more attractive, well designed and green city.

The Plan recognises Wembley as a nationally important Opportunity Area for leisure related development and that it should take account of the key role of public transport in sustaining such generators of heavy demand for mass movement, including upgrading the three stations (Central, Stadium and Park). The plan supports the regeneration of Wembley Town Centre including the addition of new homes.

National Planning Policy Guidance

Planning Policy Guidance Note 1 – General Policy and Principles (February 1997)

Which sets out the government’s approach to planning. Emphasises the importance of sustainable development, good design and the need to demonstrate how it has been taken into account in the development process and the importance of a plan-led approach. Annex A provides detailed comment on the handling of design issues and encourages the preparation of clear design policies in development plans, the preparation of supplementary planning guidance and early consultation with the Planning Authority.

Planning Policy Guidance Note 3 – Housing (March 2000)

PPG3 establishes the Government’s objectives for housing and reinforces the commitment to more sustainable patterns of development. PPG3 sets broad guidelines for the provision of affordable housing, placing emphasis on the importance of creating mixed, balanced and integrated communities. The guidance also encourages local authorities to revise their parking standards to allow significantly lower levels of parking provision in all housing developments and to increase the density of development at, and immediately around places with good accessibility.

Planning Policy Guidance Note 6 – Town Centres and Retail Developments (June 1996)

PPG6 sets out a sequential approach to locating retail development, and encourages local authorities to define a retail hierarchy. The guidance reiterates the need to create mixed use development within town centres in order to enhance vitality and to reduce the need to travel. In terms of local centres, PPG6 indicates that a wide range of facilities should be encouraged that are consistent with the scale and function of the centre. The facilities should meet people's day-to-day needs and therefore reduce the need to travel.

Planning Policy Guidance Note 13 – Transport (March 2001)

PPG13 outlines the Government's aim of achieving reduced car dependency via transport and planning policies that are integrated at the national, strategic and local level. The guidance places an emphasis on putting people before traffic, indicating that new development should help create places that connect with each other sustainably, providing the right conditions to encourage walking, cycling and the use of public transport. PPG3 also requires local authorities, when assessing planning applications, to intensify housing and other uses at locations that are highly accessible by public transport, walking and cycling.

History

With such a large land area associated with this application there is a significant amount of planning history relating to individual sites. Of particular significance are planning proposals relating to the RE1 site (1.7 ha) immediately to the south of South Way. In 1988 consent was granted for 200,000 sq. ft of offices. Consent was agreed for a hotel development in 1992 subject to a section 106 Agreement and again for a similar development in 1996. A mixed commercial scheme was received in 1999 and withdrawn in 2001 following advice on the need for a more comprehensive approach to new development. An outline application for a mixed-use development was registered on 31st July 2003 but was withdrawn before it was determined.

The most recent planning approval affecting the site was a hybrid (part full/part outline) permission granted in November 2004 to the LDA for this site and land to the south of the station (Ref: 04/0379). The LDA scheme sought outline planning permission for a comprehensive mixed-use redevelopment together with detailed planning permission for the provision of the White Horse Bridge and Station Square. The bridge and public square elements have been implemented however the outline elements of the scheme have not and time limit for submitting reserved matters applications has now lapsed.

Also of relevance to the application site is the permission granted in September 2004 to Quintain for the outline masterplan for the redevelopment of land around the Stadium (Ref: 03/3200).

Consultation

The only statutory consultation required for CAAD applications is the notification of the purchasing authority, in this case the London Development Agency. The LDA's consultants Driver Jonas Deloitte have provided detailed representations on the CAAD schemes. In summary they consider both scenarios to be inappropriate forms of development for the following reasons: the indicative heights of the proposed buildings; impact on views of the Stadium; failure to create an appropriate gateway; daylight and sunlight and the insufficient size of the crowd marshalling area.

Assessment of the two development scenarios

Scenario 1 (Perpendicular Scheme)

Residential Quality

1016 units in 94,949 m² (GEA) of floor space. Assuming 85% efficiency this results in approximately 80,457 m² of residential floor space. Applying the proposed mix this gives:

- 132 (13%) 1 bed units occupying approximately 7244 m² of floor space resulting in an average flats size of 54 m².
- 630 (62%) 2 bed units occupying approximately 47464 m² of floor space resulting in an average flats size of 75 m².
- 254 (25%) 3 bed units occupying approximately 25749 m² of floor space resulting in a average flats size of 101 m².

The above is a rough approximation but demonstrates that the mix and quantum of residential floor space proposed could exceed the Council's SPG17 minimum floor space guidelines by an average of 10 sqm per unit type.

The proposed mix and number of units would result in a density of 1268 hab rooms per hectare. For the purpose of calculating the density the site area has been estimated as 2.5 hectares. The PTAL for the site runs from 3 to 4 and so therefore straddles the middle and upper density bands of the Mayor's matrix. Given the matrix upper range is 650-1100 hrh the density proposed in scheme 1 appears to be a little excessive.

External amenity space provision is very low. Even accepting that the 13,350 m² of amenity space described in para 3.4 of the parameter document could be delivered this would still fail to meet the SPG17 guideline of 20 m² of useable external amenity space per flat. However much of the external amenity space indicated in scheme 1 includes pedestrian and vehicular circulation and access ways, ramps to the basement/podium car parking, marshalling areas, railway embankment etc. When the requirement for private amenity space in front of ground floor flats is taken account (including the SPG17 guideline that a ground floor family flat (defined as having 2 or more bedrooms in the 2004 UDP) should have a minimum 50 m² of private amenity space, the amount of actual useable communal amenity space appears to be as low as 3100 m². In development where the site constraints are such that adequate external amenity space cannot be provided the Council may accept the provision of balcony space as mitigation. Given the degree of shortfall much larger balconies would need to be provided than the average 4 sqm suggested in the parameter document.

The majority of units appear to be single aspect which is undesirable.

The separation between blocks ranges from 20-26 metres which meet the SPG17 minimum guidelines for window to window separation. However this is a minimum and given the height and mass of the blocks proposed the Council would expect a greater separation. The requirement for much larger balconies than indicated in the parameter document is likely to reduce the separation between blocks. Given the scale of the blocks and in order for the open space between the blocks to be a pleasant and useable space and to increase the amount of useable open space the Council would expect a greater separation between blocks, something in the order of 30 metres.

Other Uses

Without the White Horse bridge the eastward extension of Wembley Town Centre could not occur so the Council agrees that significant retail development on the site would not be appropriate. However it would still be a valid policy requirement that Major Opportunity Sites to the east of the Town Centre contribute towards improved pedestrian links to the town centre with continuous active frontages. In the absence of the new bridge the Council would seek an improved pedestrian route along the sites Wembley Hill Road, South Way frontage with active uses at ground floor.

In large developments such as this one the Council would normally seek a greater mix of uses. B1, D1 etc. There are a number of policies in the UDP that would encourage this approach (BE11, WEM3).

Height and Design

In terms of design and appearance the Council has little to go on. As the CAAD's are akin to an outline permission these would be reserved matters. The UDP encourages high buildings within the Wembley Stadium Policy Area. The principle of matching the heights of the buildings that formed part of the 2004 LDA consent is acceptable.

Views

Policy WEM19 seeks to protect a number of views on the Stadium. None of these views are affected by either of the development scenarios. The closest of these views to the site is the one from the junction of South Way and Wembley Hill Road. However in both scenarios a view of the stadium is maintained from this point.

Ecology

Both scenarios encroach on a part of the site designated as a site of Nature Conservation Importance and the entire site is identified as a wildlife corridor. However ecological surveys submitted in support of

the 2003 LDA application revealed the site to have little or no ecological or nature conservation importance. Furthermore the site was revealed in the survey to be infested with Japanese Knotweed, the removal of which would have required the removal of any other flora or fauna that may have been of ecological interest. However the LDA application did include a 'green corridor' running parallel to the Chiltern Line. Given the Council already has concerns regarding the lack of amenity space in this development scenario the provision of some land to compensate for the loss of open space is likely to have been sought.

Marshalling Area

The suggested routes through the site proposed in the parameter document would benefit from the increased separation between buildings suggested above. Allowing for the provision of a more generous public space and reducing conflict with the proposed residential uses.

Parking

The parking standards set out in the UDP are a maximum with parking levels significantly below the maximum considered appropriate for affordable housing and on sites with good public transport accessibility. In areas with good public transport and on street parking controls car free schemes may be possible. It is therefore considered that the level of parking proposed in the parameter documents is acceptable and could in fact be lower.

Comparison to other relevant schemes

The LDA scheme granted consent for two development scenarios a 'commercial' scenario and a 'residential' scenario. The residential scenario provided for up to 494 residential units occupying up to and up to 43,160 m² of floor space and up to 32,223 m² of other floor space comprising retail, food, drink, community, cultural and leisure uses and up to 11,787 m² of class B1. This gives a quantum of development of up to 75,383 m² of floor space compared to 94,949 m² in Scenario 1 of the CAAD application. The residential density of the 2004 LDA scheme 112 units per hectare compared to 406 units per hectare proposed in Scenario 1 of the CAAD application. Even given the additional land that could be developed if the White Horse Bridge and Station Square aren't provided this still seems an extremely high density.

The 2004 Quintain Masterplan (03/3200) proposed 3727 residential units within a 17 hectare area giving a density of 219 units per hectare. The Quintain Masterplan also proposed 222,500 m² of other uses giving a total quantum of development of 479,500 m².

Conclusion

It is considered that Scenario 1 or the 'Perpendicular' scheme as proposed by the Applicants would not have been granted planning permission for the reasons set out above. However, since the Local Planning Authority is required by S.17 not only to consider the application proposals but also to consider what development would have regarded as appropriate, the following text explains how in your officers mind Scenario 1 could have been modified to remedy the deficiencies that we have identified.

Introduce a 30 metre separation between each of the parallel blocks in order. This would have the dual impact of increasing the amount of amenity space, improving the quality of amenity space, reduce the impact of the proposed marshalling area on residential amenity and result in an overall improvement in the quality of residential environment being created. This suggested modification would require the removal of one of the larger central blocks resulting in a reduction in floor area of approximately 15,000 m².

The Council would also seek active uses along all frontages facing South Way in order to create the continuous active frontage along the pedestrian route to the Stadium sought by policy. This would increase the amount of non-residential floor space to 820 m².

The maximum quantum of development that the Council would have considered granting permission for is therefore is 79,129 m² of residential floor space (849 residential units) and 820 m² of non-residential use (A1, A2 and A3), subject to the conditions and heads of terms set out at the end of this report.

Scenario 2 (Parallel Scheme)

Residential Quality

1089 units in 95,135 m² (GEA) of floor space. Assuming 85% efficiency this results in approximately 80,864 m² of residential floor space. Applying the proposed mix this gives:

- 142 (13%) 1 bed units occupying approximately 7668 m² of floor space resulting in an average flats size of 54 m².
- 675 (62%) 2 bed units occupying approximately 50625 m² of floor space resulting in an average flats size of 75 m².
- 272 (25%) 3 bed units occupying approximately 27472 m² of floor space resulting in a average flats size of 101 m².

The above is a rough approximation but demonstrates that the mix and quantum of residential floor space proposed could exceed the Council's SPG17 minimum floor space guidelines by an average of 10 sqm per unit type.

The proposed mix and number of units would result in a density of 1359 hab rooms per hectare. For the purpose of calculating the density the site area has been estimated as 2.5 hectares. The PTAL for the site runs from 3 to 4 and so therefore straddles the middle and upper density bands of the Mayor's matrix. Given the matrix upper range is 650-1100 hrh the density proposed in scheme 1 appears to be a little excessive.

External amenity space provision is even lower than in Scenario 1 despite being a denser scheme. Even accepting that the 9,890 m² of amenity space described in para 3.4 of the parameter document could be delivered this would still fail to meet the SPG17 guideline of 20 m² of useable external amenity space per flat. However much of the external amenity space indicated in this scenario includes pedestrian and vehicular circulation and access ways, ramps to the basement/podium car parking, marshalling areas, railway embankment etc. A significant proportion of the area described as amenity space is actually undercroft area beneath part of the building. When the requirement for private amenity space in front of ground floor flats is taken account (including the SPG17 guideline that a ground floor family flat (defined as having 2 or more bedrooms in the 2004 UDP) should have a minimum 50 m² of private amenity space, the amount of actual useable communal amenity space appears to be as low as 3100 m². In development where the site constraints are such that adequate external amenity space cannot be provided the Council may accept the provision of balcony space as mitigation. Given the degree of shortfall much larger balconies would need to be provided than the average 4 sqm suggested in the parameter document.

The majority of units appear to be single aspect which is undesirable, particularly the block adjacent to the railway on plot. Half these units would have a single aspect facing across the railway which raises concerns about noise and residential amenity.

The separation between blocks is less of an issue with this scheme given its configuration although the three wings attached to the southern side of the main block may have to be moved further apart to achieve an appropriate level of separation.

Other Uses

Without the White Horse bridge the eastward extension of Wembley Town Centre could not occur so the Council agrees that significant retail development on the site would not be appropriate. However it would still be a valid policy requirement that Major Opportunity Sites to the east of the Town Centre contribute towards improved pedestrian links to the town centre with continuous active frontages. In the absence of the new bridge the Council would seek an improved pedestrian route along the sites Wembley Hill Road, South Way frontage with active uses at ground floor.

In large developments such as this one the Council would normally seek a greater mix of uses. B1, D1 etc. There are a number of policies in the UDP that would encourage this approach (BE11, WEM3).

Height and Design

In terms of design and appearance the Council has little to go on. As the CAAD's are akin to an outline permission these would be reserved matters. The UDP encourages high buildings within the Wembley Stadium Policy Area. The principle of matching the heights of the buildings that formed part of the 2004 LDA consent is acceptable. However the indicative block form shown creates a continuous wall of development along the most of the sites South Way frontage. This is considered an overbearing form of development and the Council would expect a significant break somewhere in the centre of this block.

Views

Policy WEM19 seeks to protect a number of views on the Stadium. None of these views are affected by either of the development scenarios. The closest of these views to the site is the one from the junction of South Way and Wembley Hill Road. However in both scenarios a view of the stadium is maintained from this point.

Ecology

Both scenarios encroach on a part of the site designated as a site of Nature Conservation Importance and the entire site is identified as a wildlife corridor. However ecological surveys submitted in support of the 2003 LDA application revealed the site to have little or no ecological or nature conservation importance. Furthermore the site was revealed in the survey to be infested with Japanese Knotweed, the removal of which would have required the removal of any other flora or fauna that may have been of ecological interest. However the LDA application did include a 'green corridor' running parallel to the Chiltern Line. Given the Council already has concerns regarding the lack of amenity space in this development scenario the provision of some land to compensate for the loss of open space is likely to have been sought.

Parking

The parking standards set out in the UDP are a maximum with parking levels significantly below the maximum considered appropriate for affordable housing and on sites with good public transport accessibility. In areas with good public transport and on street parking controls car free schemes may be possible. It is therefore considered that the level of parking proposed in the parameter documents is acceptable and could in fact be lower.

Comparison to other relevant schemes

The LDA scheme granted consent for two development scenarios a 'commercial' scenario and a 'residential' scenario. The residential scenario provided for up to 494 residential units occupying up to and up to 43,160 m² of floor space and up to 32,223 m² of other floor space comprising retail, food, drink, community, cultural and leisure uses and up to 11,787 m² of class B1. This gives a quantum of development of up to 75,383 m² of floor space compared to 95,135 m² in Scenario 2 of the CAAD application. The residential density of the 2004 LDA scheme 112 units per hectare compared to 436 units per hectare proposed in Scenario 1 of the CAAD application. Even given the additional land that could be developed if the White Horse Bridge and Station Square aren't provided this still seems an extremely high density.

The 2004 Quintain Masterplan (03/3200) proposed 3727 residential units within a 17 hectare area giving a density of 219 units per hectare. The Quintain Masterplan also proposed 222,500 m² of other uses giving a total quantum of development of 479,500 m².

Conclusion

It is considered that Scenario 2 or the 'Parallel' scheme as proposed by the Applicants would not have been granted planning permission for the reasons set out above. However, since the Local Planning Authority is required by S.17 not only to consider the application proposals but also to consider what development would have regarded as appropriate, the following text explains how in your officers mind Scenario 1 could have been modified to remedy the deficiencies that we have identified.

Introduce a 30 metre wide break in roughly the centre of the main block. Remove the larger of the three wings attached to the southern side of the main block, this would increase the ration of external amenity space to residential units. This would also improve the quality of amenity space, and result in an overall

improvement in the quality of residential environment being created. This suggested modification would require the removal of one of the larger central blocks resulting in a reduction in floor area of approximately 20,000 m².

The building on plot 2 would need to be made dual aspect.

The Council would also seek active uses along all frontages facing South Way in order to create the continuous active frontage along the pedestrian route to the Stadium sought by policy.

The maximum quantum of development that the Council would have considered granting permission for is therefore is 74,456 m² of residential floor space (852 residential units) and 679 m² of non-residential use (A1, A2 and A3), subject to the conditions and heads of terms set out at the end of this report.

S106 Heads of Terms

Before the adoption of its S106 SPD the Council calculated contribution based on individual formula. It is estimated that the Council would be seeking the following contributions:

- Education: £5,669,700
- Transportation: £1,500,000
- Public Art: £50,000
- Local Training: £50,000
- Nature Conservation: £25,000
- Street Tress: £35,000
- Extension to car-parking controls and/or setting up car-share scheme: £100,000
- That at least 350 square metres and up to 1,000 square metres of the community, cultural and leisure component be built on the ground floor on site or (if agreed by the Council) off-site and set aside in building shell form and offered to the local PCT to accommodate local health facilities.
- Designation of the development as “car-free” so that residents will not be entitled to parking permits and a requirement for the residents to be informed of this.
- A Travel Plan for both residential and non-residential elements of the development.
- An agreement under Section 38/278 of the Highways Act 1980 to include the scope of highway works associated with the development.
- Submission to the Council of a Sustainable Development Strategy to ensure sustainability measures meeting the required BREEAM/EcoHomes standards, and commitments striving to achieve no less than a "Very Good" rating on Brent's SPG19 Checklist, are incorporated into the development The approved Strategy shall be fully implemented.”
- Following completion of each plot, a BRE 'Post-Construction Review' to be submitted to the Council on the scheme as built, to verify the standards achieved on site.”
- An independent site-wide Energy Assessment to be commissioned and submitted to the Council for approval, or a strategy demonstrating how the plots would contribute towards and access any energy infrastructure (such as site-wide CHP) provided as part of the QED Stage 1 scheme.”
- Submission to the Council of a Waste Management Strategy for approval and implementation of the agreed strategy.

Conditions

- 1 The development to which this permission relates shall begin not later than whichever is the later of the following dates:- a) the expiration of 5 years from the date of this outline planning permission or b) the expiration of two years from the date of approval for the final approval of reserved matters, or in the case of different dates, the final approval of the last such matter to be approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

- 2 No phase or part of the development shall commence other than the bridge, public square and approaches to the bridge, any ancillary preparatory works and associated demolition works until details of the;

- i) siting of the buildings;
- ii) design of the buildings, including floor areas, height and massing;
- iii) external appearance;
- iv) means of access including car parking and servicing arrangements;
and
- v) samples of materials and finishes to be used for all external surfaces (including but not limited to roofs, elevations treatment and glazing.
- vi) landscaping (trees to be removed and new landscaping proposed);

(hereinafter called "the reserved matters") in relation to that phase or part of the development have been submitted to and approved in writing by the Local Planning Authority. The relevant phase or part of the development shall in all aspects be carried out in accordance with the approved plans unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order that the Local Authority is satisfied with the details of the proposed development.

- 3 No part of the development shall commence until a phasing plan has been submitted to and approved in writing by the local planning authority. For the avoidance of doubt, such phasing plan may, inter alia, require that development on certain parts of the land only be carried out in conjunction with development of other parts. Any variations to the phasing plan must be submitted to and approved in writing by the local planning authority prior to the determination of subsequent relevant reserved matter applications. Development shall take place in accordance with the approved phasing plan.

Reason: To secure the comprehensive and co-ordinated development of each part of the site, to clearly identify each part of the site to be developed and to ensure comprehensive regeneration of the area.

- 4 Unless otherwise agreed by the Local Planning Authority, no phase or part of the development shall commence until details of :

- i) infrastructure, including roads, plant and equipment
- ii) foul and surface water drainage, including the introduction of on site and off site improvements/connections
- iii) onsite vehicle parking including the number and the location of such vehicle parking
- iv) internal landscaping and planting
- v) internal highway footpath and cycle way layout, connections and traffic management measures including all surface treatments
- vi) provision of internal boundary treatments

in relation to that phase or part of the development have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be completed in accordance with those details.

Reason: In order that the Local Authority is satisfied with the details of the proposed development.

- 5 Unless otherwise agreed in writing with the Local Planning Authority, no phase or part of the development shall commence until the applicant has secured in relation to that phase or part of the development the implementation of a programme of archaeological work in accordance with a written scheme of investigation (including any work necessary to preserve remains in situ and/or by record) or watching brief, as appropriate, which has been submitted to and approved in writing by the Local Planning Authority for that part or phase of the development. The relevant works shall only take place in accordance with the approved scheme.

Reason: To ensure that potential archaeological remains are recorded

- 6 Residential development shall be constructed so as to provide sound insulation against externally generated noise such that resultant internal noise levels between the hours of 7:00am and 11.00pm shall not exceed 38dB L Aeq 15 min (based on a worst case external noise environment of 80 dB L Aeq 15 min 1 metre from the facade of any residential building provided unless otherwise agreed in writing by the Local Planning Authority. This limit applies with windows shut and with an appropriate ventilation system that does not give rise to a noise level greater than 38 dB(A) or a sound level in any 1/3 octave band in the range 50 Hz to 8kHz that is more than 5 dB above immediate adjacent 1/3 octave bands.

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

- 7 Residential development shall be constructed so as to provide sound insulation against externally generated noise such that the resultant internal noise levels between the hours of 11.00 pm and 7.00 am shall not exceed 33dB L Aeq 15 min (based on an external noise environment of 63 dB L Aeq 15 min 1 metre from the closest residential façade), unless otherwise agreed in writing by the local planning authority. This criterion applies with windows shut and with an appropriate ventilation system that does not give rise to a noise level greater than 33 dB(A) or a sound level in any 1/3 octave band in the range 50 Hz to 8kHz that is more than 5 dB above immediate adjacent 1/3 octave bands.

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

- 8 No phase or part of the development shall commence until details of attenuation measures for protecting from noise and vibration to any proposed residential units within that phase or part of the development have been submitted to and approved by the local planning authority in writing. No residential unit within that phase or part of the development shall be occupied until the noise attenuation measures relevant to protecting that residential unit have been completed in accordance with the approved scheme.

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

- 9 Full details of lighting and external illumination for each phase or part of the development shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of that phase or part of the development, unless otherwise agreed in writing by the Local Planning Authority. Lighting design will comply with CIBSE LG6, code for lighting and B55489 and the lighting and external illumination shall be implemented in accordance with the approved details.

Reason: In order to safeguard the general amenities of the local area.

- 10 Prior to the commencement of the relevant part of the development hereby permitted,
- (a) A site investigation shall be carried out by an appropriate person to determine the nature and extent of any contamination present. The investigation shall be carried out in accordance with a scheme, which shall be submitted to and approved by the Local Planning Authority, that includes the results of any research and analysis undertaken as well as details of remediation measures required to contain, treat or remove any contamination found and
 - (b) a completion report and certification of completion shall be provided to the LPA by an appropriate person stating that remediation has been carried out in accordance with the approved remediation scheme and the site is permitted for end use.

The investigation and report shall include measures for the removal and eradication of Japanese Knotweed within the site.

Reason: To ensure the safe development and secure occupancy of the site proposed for use.

- 11 No phase or part of the development as hereby permitted shall commence until details of the use, handling or storage of any hazardous substances included in the Schedule to the Planning "Hazardous Substances" Regulations 1992, as they relate to the relevant part of the development other than the bridge, public square and approaches to the bridge, improvements to the Wembley Triangle Junction, any ancillary preparatory works and associated demolition works, have been submitted to an approved in writing by the Local Planning Authority.

Reason: To prevent pollution of the water environment.

- 12 Surface water and drainage works for the development of the site shall be carried out in accordance with the strategy details which shall have been submitted to and approved in writing by the Local Planning Authority before the development of the site commences.

Reason: To prevent the increased risk of flooding and prevent pollution of the water environment.

- 13 Unless otherwise agreed in writing by the local planning authority, no construction works shall take place before 8:00am on weekdays and Saturdays or after 6:00pm on weekdays and 1:00pm on Saturdays or at any time on Sundays or bank holidays.

Reason: To safeguard the amenities of the adjoining occupiers and in accordance with Policy EP2 of the Revised Brent Unitary Development Plan.

- 14 No phase or part of the development as hereby permitted, shall commence until the configuration and extent of the provision of communal and/or private residential open space within that part of the development are submitted and agreed in writing by the Local Planning Authority unless otherwise agreed in writing by the Local Planning Authority. This should be in accordance with Parameter Plan 05. The open space shall be provided as approved.

Reason: In order to ensure the appropriate provision of communal and/or private residential open space.

- 15 No phase or part of the development shall be occupied until details of any plant at roof level and telecommunications equipment for that phase or part of the development have been

submitted to and approved in writing by the local planning authority. The approved plant and telecommunications equipment shall then be provided prior to the occupation of the development and be retained thereafter.

Reason: To safeguard the visual amenity of the area and the amenity of occupiers and residents.

- 16 Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscape scheme(s) which are removed, die, become severely damaged or diseased within five years of the completion of that phase or part of the development shall be replaced with trees or shrubs of similar size and species in the next planting season.

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

- 17 Details of bicycle parking facilities for each building shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of that building and thereafter shall not be removed or used for any other purpose except with the prior written permission of the Local Planning Authority.

Reason: To ensure adequate cycle parking is provided to meet the Council's standards in the Unitary Development Plan and retained in pursuance of the objectives of the Plan.

- 18 The car-parking spaces provided in conjunction with the development hereby permitted shall not be made available for commercial parking to Stadium visitors on Wembley Stadium event days, unless otherwise agreed in writing with the local planning authority.

Reason: To safeguard the Council's transportation strategy for events at the redeveloped Stadium and control the extent of traffic within the local area on event days.

- 19 Station facilities up to a maximum of 400 square metres, to shell finish, shall be provided before occupation of any part of the development in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure appropriate facilities are provided for users of the railway and staff and in the interests of the visual amenity and character of the area.

- 20 Details of all signing and way marking for vehicles and pedestrians entering, leaving and within the application site, including the public-transport facilities provided within the site, for each phase or part thereof shall be submitted to and approved in writing by the Local Planning Authority and shall be installed in accordance with the approved details prior to the first use of that phase or part of the development.

Reason: To ensure appropriate directional signage is provided to allow access to and from sites within and around the application site and in the interests of the visual amenity of the locality.

- 21 Details of the street furniture, lighting, CCTV and other associated works shall be submitted to and approved in writing by the Local Planning Authority prior to their installation and be implemented and retained thereafter.

Reason: In the interests of the visual amenity and character of the area and in the interests of the safety of those using this area.

- 22 No retail unit with a floorspace in excess of 2,000 square metres (gross external floorspace)

within the development hereby permitted shall be used for food retailing.

Reason: In order that such a unit does not undermine the shopping policies and proposals contained within the adopted Unitary Development Plan 2004, particularly policy WEM3, regarding the provision of such units within the existing Town Centre.

- 23 Details of the laying out and planting of the communal garden, roof terraces, roof-top garden on the car-parking area and vertical green screen of each phase or part of the development, other than the bridge, public square and approaches to the bridge, any ancillary preparatory works and associated demolition works, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the hard-landscaped works of each phase or part thereof or such other time as may be agreed in writing by the Local Planning Authority, and the details so approved shall be carried out and completed within 3 years of the commencement of each phase or part thereof hereby approved, or such other time as may be agreed in writing with the Local Planning Authority.

Reason: To provide suitable soft landscaping in accordance with the terms of the application and in the interests of the visual amenity and character of the locality.

- 24 No phase or part of the development as hereby permitted, shall commence until details of refuse and recycling storage facilities shall be submitted to and approved in writing by the Local Planning Authority prior to the erection of the buildings or commencement of the use on that part of the site and the approved facilities shall be provided prior to the first occupation of any part of the accommodation it serves.

Reason: To ensure adequate and suitably located waste-storage facilities are provided for occupants of the accommodation on site and in the interests of the visual amenities and character of the locality.

- 25 The reserved-matters applications shall be accompanied by a BREEAM Independent Sustainability Assessment, on an individual plot or land-use basis. The scheme(s) should strive to achieve an indicative "Excellent" rating and not less than a "Very Good" rating.

Reason: To provide an independent assessment of the standards of sustainable development to be achieved by the scheme.

- 26 No phase or part of the development shall commence until details of a Construction Management System and Code of Construction Practice has been submitted to, and approved in writing by the Local Planning Authority for that phase or part of the development. The Management Scheme and Code of Practice shall oblige the applicant, or developer and its contractor to use all reasonable endeavours to minimise disturbances including noise, but not limited to vibration, dust and smoke emanating from the site and will include the following information for agreement:

- (i) A detailed specification of demolition and construction works at each phase of development including consideration of environmental impacts and the required remedial measures. The specification shall include details of the method of piling;
- (ii) details of a scheme for the environmental monitoring of noise, dust and vibration;
- (iii) identification of the most sensitive receptors, both residential and commercial where continuous assessment and monitoring of impacts will be undertaken as work progresses;
- (iv) agreement on, and continuous assessment of permitted noise levels emanating from the site at the boundary and at noise sensitive façades;
- (v) engineering measures, acoustic screening and the provision of sound insulation required to mitigate or eliminate specific environmental impacts;
- (vi) unless otherwise agreed as part of the Construction Management Strategy and Code of Practice, the operation of site equipment and / or plant and machinery

generating noise that is audible at the façade of residential or noise sensitive premises shall only be carried out between the hours of 0800 to 1800 Mondays to Fridays, 0800 to 1300 on Saturdays and at no time on Sundays and Bank Holidays.

- (vii) details of hours during which demolition/construction will occur.
- (viii) details of recycling of demolished material.
- (ix) details of how, when and where deliveries to the site(s) will take place and routes that will be taken by construction and demolition traffic.
- (x) measures to adopt and implement the ICE Demolition Protocol, and Considerate Contractor Scheme registration and operation.

All demolition and construction work shall be undertaken in strict accordance with the approved management scheme and code of practice unless otherwise agreed in writing by the Local Planning Authority.

Reason: To limit the detrimental effect of demolition and construction works on adjoining residential occupiers by reason of noise and disturbance.

- 27 Details of the design of the underground car-parking areas shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of such works. Such details shall include ventilation of the areas and measures to attenuate noise and limit other airborne pollution to nearby sensitive receptors, particularly residents, to acceptable levels. The approved details shall thereafter be implemented.

Reason: To safeguard the amenities of occupiers of properties within the vicinity of the car-park area.

- 28 Unless otherwise agreed by the Local Planning Authority, no phase or part of the development as hereby permitted shall not commence until details of a demolition and construction method statement in respect of an Air Quality Management scheme for each period of enabling works within the demolition and construction process has been approved in writing by the Local Planning Authority. The statement shall include the following:

- (a) an assessment of the presence or absence of asbestos and suitable mitigation measures as appropriate;
- (b) the inclusion of suitable measures for the containment of dust, such as the use of debris screens and sheets, suitable and sufficient water sprays, enclosed chutes for dropping demolition materials to ground level;
- (c) the use of enclosures or shields when mixing large quantities of concrete or bentonite slurries;
- (d) details of the provision for the temporary storage of materials on site with preference to the storage of fine dry materials inside buildings or enclosures, or the use of sheeting as far as practicable with water sprays as appropriate;
- (e) consideration to the use of pre-mixed plasters and masonry compounds.

The Air Quality Management scheme shall be implemented in strict accordance with the details which have been approved, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To meet the Local Planning Authority's Air Quality Objectives.

- 29 No phase or part of the development shall commence until details of a car parking strategy for that phase or part of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in full accordance with the approved car parking strategy.

Reason: In order to provide a co-ordinated car parking strategy in the interests of highway and pedestrian safety and the free flow of traffic.

- 30 No phase or part of the development shall commence until details of a servicing strategy for each phase or part of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in full accordance with the approved servicing strategy.

Reason: In order to provide a co-ordinated servicing strategy in the interests of highway and pedestrian safety and the free flow of traffic.

- 31 Sunlight/daylight studies will be undertaken at the detailed design stage for the relevant part of the development (excluding the bridge, public square and approaches to the bridge, any ancillary preparatory works and associated demolition works), and at that time any necessary mitigation will be assessed and approved in writing by the Local Planning Authority unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure a suitable environment for visitors and residents.

- 32 Boundary layer wind tunnel testing will be undertaken at the detailed design stage for the relevant part of the development and at that time any necessary mitigation will be assessed and approved in writing by the Local Planning Authority unless otherwise agreed in writing by the Local Planning Authority. Such mitigation measures shall be constructed in accordance with the approved plans.

Reason: In order to ensure a suitable environment for visitors and residents.

- 33 No phase or part of the development shall commence until a Parcel Ecological Management Strategy, including long term objectives, management responsibilities and maintenance schedules for the relevant part of the development has been submitted to and approved in writing by the Local Planning Authority. The Parcel Ecological Management Strategy shall be carried out as approved unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order to establish an ecological strategy for the area.

- 34 The reserved matters applications for the scheme should where appropriate include:
- (a) Details of how plots implement agreed “development commitments” on energy, including renewable energy technologies.
 - (b) Safeguard routes for any future site-wide CHP scheme.

Reason: To ensure commitments made within the Environmental Statement and other submitted material are implemented.

Contact Officers

Any person wishing to inspect the above papers should contact Neil McClellan,
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