

London Borough of Brent & Quintain Estates and
Development plc

WEMBLEY AREA ACTION PLAN

EXAMINATION IN PUBLIC

**Statement of Common Ground between
London Borough of Brent and Quintain Estates and Development plc**

(Consultee Reference No. X)

September 2013

This Statement of Common Ground has been prepared to identify areas of agreement between the London Borough of Brent and Quintain Estates and Development plc on matters relating to the Council's Wembley Area Action Plan Proposed Submission DPD and the representations submitted by Quintain Estates and Development concerning that document.

Matters of Agreement

It has been agreed between the parties that the following changes be proposed to the Submission version of the Wembley Area Action Plan.

(NB Existing text deleted shown as struck-through, new text shown in red and underlined.)

Priorities for Investment Paragraphs 2.13 to 2.16

Amend as follows:

~~2.13 Priorities for infrastructure investment~~ The council's Infrastructure and Investment Framework (IIF) provides a list of infrastructure requirements in the Wembley Growth Area ~~include~~ including open space, play facilities, accessibility and cycling routes, wildlife enhancements, health, public realm, schools and community facilities. ~~These are set out in the council's Infrastructure and Investment Framework (IIF). The document is subject to regular review.~~ The council is now producing a Strategic Infrastructure Plan (SIP) that will prioritise the IIF infrastructure list, indicating sources of funding including CIL, and then prioritise its delivery. This will turn the IIF, which sets out all likely infrastructure needs, into a delivery strategy.

~~2.14 The AAP also sets out priorities for developer contributions, appropriate to the scale of the proposed development that would normally be secured through planning obligations. Essential requirements include flood mitigation, transport improvements and affordable housing. Developers will also be encouraged to provide low cost business start-ups, public realm improvements, public art, and connection to a decentralised energy system, particularly in view of the introduction of the Community Infrastructure Levy.~~ The SIP will prioritise infrastructure delivery over time for all of the growth areas including Wembley. The IIF considers infrastructure directly related to growth but the SIP will take a wider view, and could address existing deficiencies or bring forward infrastructure that promotes further development. Since funding sources and priorities change over time, the SIP is a separate document that can be more regularly updated in consultation with stakeholders.

INSERT NEW PARAGRAPH AFTER 2.14:

The Mayoral Community Infrastructure Levy (CIL) and the Brent CIL are both now charged on development. Brent CIL will be the main route for development to fund larger scale infrastructure of public benefit. From July 2013, S106 planning obligations will generally be used, as set out in the council's Planning Obligations SPD 2013, to deal with more minor site related issues. Planning Obligations will also be used to compensate for a loss of existing provision on site or to mitigate against a lack of provision on a development site. Contributions for off-site environmental improvements will normally be paid for through CIL and not sought through S106 agreements. The council will continue to use planning obligations from sites where planning consent was given prior to the introduction of CIL.

2.15 Delivery of all identified infrastructure these investment priorities is dependent on resources and viability. Major infrastructure will be delivered through the Community Infrastructure Levy mechanism, and the IIF includes opportunities for funding sources to complement CIL contributions. Priorities for contributions to infrastructure investment will be considered on a site by site basis. The council will work closely with delivery partners such as developers, the Greater London Authority and Transport for London. The council will use CIL to support bids for funding to London, national and European governments. Infrastructure that supports further growth and development will be a priority for the council. The council will deploy CIL, S106, New Homes Bonus, Non Domestic Rate revenues and its own land and capital resources to support growth in the Wembley area.

2.16 The Community Infrastructure Levy (CIL) will be applied on development from 1st July 2013. It is the council's intention to produce a Strategic Infrastructure Plan (SIP) that will set out infrastructure requirements, sources of funding including CIL and then prioritise their delivery. This will take the IIF, which sets out all likely infrastructure needs and turn it into a deliver strategy. The SIP will prioritise infrastructure delivery over time for all of the growth areas. Because funding and priorities change over time it is considered sensible to put this in a separate document that can be more regularly updated.

Policy WEM 3

Public Realm

The council will seek a consistent approach to the public realm along the pedestrian and cycle priority route between the three station gateways.

~~New development will be expected to contribute to connectivity in the area through public realm improvements at key nodes and junctions.~~

Major public realm improvements will be secured through the use of CIL payments. Public realm improvements may be required to be provided as part of an individual development scheme via S106 if it is regarded as necessary local mitigation in conjunction with a development scheme, or to compensate for the loss of facilities already on site.

~~The council will require development to contribute to new tree planting.~~

The council will require appropriate mitigation for the loss of any trees on site.

Policy WEM 4

Public Art

Where appropriate, the design of public spaces should allow for event infrastructure.

The design of new on site open space should include a place for public art.

Also, the council will seek contributions, through S106, towards public art from development within the AAP area, particularly at key gateways or ~~where new~~ within open spaces, where on site provision is not made are proposed.

Policy WEM 8

Securing Design Quality

Amend policy as follows:

The council will ~~expect~~ encourage details of the primary materials suite to be submitted as part of all major planning applications within the AAP area.

10.8 Under policy 5.5 of the London Plan, the Mayor expects 25 per cent of the heat and power used in London to be generated through the use of localised decentralised energy systems by 2025. Currently schemes coming forward are proposing site-wide combined heat and power (CHP) solutions, however greater efficiencies could be achieved if a wider Wembley network was established. This would need to overcome barriers of connecting different sites to one another and finding a site for a single energy centre. There is a significant financial risk in pursuing a single energy centre solution for Wembley and this would require substantial viability testing. It is considered more appropriate to ensure developments within Wembley are network ready by installing the appropriate infrastructure to connect to any future district energy network should it be forthcoming ~~in the future~~. Developers should refer to the Mayor's District Heating Manual for London (2013) for guidance on appropriate infrastructure.

Parking standards

Paragraph 6.25

Add after final sentence:

There may be exceptional circumstances where it can be demonstrated, for example for reasons of maintaining town centre vitality and viability, that there is a need for parking provision above that normally allowed by the maximum standards, subject to the usual transport assessment.

Paragraph 6.26

The tables below show the residential, employment and retail parking standards for ~~the borough~~ Wembley.

Policy WEM 15

Car parking standards

The council will ~~adopt~~ apply car parking standards in Wembley as set out in the tables above unless, in exceptional circumstances, it can be demonstrated that there is an overriding need for a higher level of provision.

Map 6.3

Proposed amendments to the legend:

Add 'and local vehicular access.' after 'Corridor improvements to support non-car modes'

Insert 'pedestrian/cycle' between 'Improved' and 'connectivity'.



Paragraph 6.40

Delete third sentence as follows:

The needs of spectators coming to the Stadium are also important. There are still some locations where there is potential conflict between crowds and traffic, such as along Wembley High Road and the crossing of Wembley Hill Road by the White Horse Bridge. The option to remove the pedestrian ramp over Engineers Way to the Stadium from Olympic Way and replace it with steps could be considered as part of future development. ~~This would mean, however, that an alternative east-west through-route for vehicular traffic would be needed, especially for event days.~~ The council supports the removal of the pedestrian ramp and its replacement with an improved access arrangement between Olympic Way and the Stadium providing that access to the Stadium and emergency egress are integral to the design, and that any changes help address what is currently a poor street environment.

Paragraph 6.53

Amend final sentence as follows:

The range of transport improvements that can be promoted as part of an overall package of improvements in the Wembley area will require a significant level of investment. Some of this investment will be delivered as part of the development process and some will be drawn from local and regional funding, e.g. LIP, TfL, S106, CIL, London Growth Fund. However, there are limits as to the amount of funding available and the council ~~has will~~, therefore, ~~identified~~ identify priorities for scheme funding and will produce a programme for implementation in the form of a Strategic Infrastructure Plan which identifies transport improvements alongside other priorities in key areas such as education, housing and community infrastructure.

Policy WEM 35

Open Space Improvements

The council will support the enhancement and improvements of open space in the Wembley area including:

- Creation of public access to Copland playing fields
- Creation of a new woodland walk along Chiltern Embankments
- Semi-naturalisation of the Wealdstone Brook and the creation of a linear open space for informal recreation
- A new pedestrian bridge across the Metropolitan, Jubilee and Chiltern railway lines to link to Chalkhill Open Space at St David's Close

Where appropriate, contributions from development proposals will be sought towards local open space improvements on site or to mitigate a lack of provision on a development site.

Policy WEM 37

Sports Facilities

The council will ~~seek~~ use existing S106 and new CIL contributions from development and use these to improve the provision of sports facilities in Wembley. ~~And~~ New planning obligations will only be used to secure sports facilities where existing sports provision is lost through development proposals and compensatory provision is required.

The council will work in partnership with schools to make new or upgraded sports facilities available for the local community use out of school hours, e.g. Copland Community School.

Site Proposal W 6 South Way Site adjacent to Wembley Stadium

Indicative Development Capacity: ~~344~~ 400

Site Proposal W 9 York House

Indicative Development Capacity: ~~60~~ 100

Site Proposal W 13 Stadium Retail Park

Development should contribute, through CIL contributions, towards environmental improvements, including road and junction adjustments on the gyratory at the junction of Wembley Park Drive, Empire Way and Bridge Road, as well as ~~–L~~ landscape improvements fronting onto Empire Way, and especially Olympic Way, ~~should also be included.~~

Indicative Development Capacity: ~~50~~ 100

Site Proposal W 18 Wembley Retail Park

Indicative Development Capacity: ~~500~~ 700

Site Proposal W 19 Wembley Stadium Car Park

Indicative Development Capacity: 1,500

W25, W26 and W 27

For each allocation above add:

Viability of development will be taken into account in assessing the appropriate width of the buffer strip and the level of contribution towards restoration work.

Map 20.7: Land take required at W6 and W7

20.7 Map 20.7 shows the land required to support junction improvements at Wembley Hill Road / South Way as it affects Site W6 (South Way site adjacent to Wembley Stadium Station) and Site W7 (Mahatma Gandhi House). Current outline permission on the LDA Lands provides for the improvements at the Triangle, and South Way / Wembley Hill Road. ~~Some further land may be required along South Way for other transport facilities including bus stops and taxi drop-offs.~~

The following points are also agreed between the parties but do not require amendment to the document.

Paragraph 6.52 bullet 3

New crossing facilities across Wembley Hill Road, including for spectators walking to the Stadium on Event Days, will come forward in line with the balanced access strategy for the western corridor.

Signed on behalf of Quintain Estates & Development _____

Position _____

Date _____

Signed on behalf of London Borough of Brent _____

Position _____

Date _____