

**References:** 00443/G/P3 00443/G/P4  
00443/G/P5 00443/G/P6  
00443/G/P7

**Address:** **Ferry Quays, Brentford**

**Ward:** Syon

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## **1.0 SUMMARY / RECOMMENDATION**

- 1.1 Whereas the majority of the redevelopment of Ferry Quays has been completed, there are a number of matters that remain outstanding. This report identifies those parts of the development (some of which are legal obligations) that have not been carried out as part of the development, and which Officer's wish to seek Members views on, namely:
- Landscaping;
  - Public access;
  - The provision of a building for community use at Point Wharf;
  - The provision of a boat storage/repair facility at Ferry Wharf;
  - The provision of mooring facilities and;
  - The restoration of Lots Ait.
- 1.2 Officers' understanding is that the ownership of the Ferry Quays development site was transferred in 2005. The current owners of the majority of the site, (with the exception, as officers understand it, of a parcel of land at Ferry Wharf) Hither Green Developments, recognise that there are outstanding / unresolved issues and through the submission of planning applications have sought to address these matters.
- 1.3 It is recommended that Members comment on the report to inform Officer negotiations on the site including possible action to ensure delivery of the legal obligations.

## **2.0 SITE DESCRIPTION**

- 2.1 The majority of the Ferry Quays redevelopment was completed a number of years ago following approval for major development in 1999 and 2000. The overall site comprised 4.7 hectares (11.6 acres), located at the junction of the Grand Union Canal and the River Thames, to the south of High Street, Brentford.
- 2.2 Ferry Quays is a mixed-use development comprising residential blocks ranging four and five storeys in height, and A1, A3, and B1 uses. A hotel (the Premier Travel Inn) is situated at Brentford High Street. On the west side of Ferry Lane is the former Peerless Pumps building, an eighteenth century Grade II Listed building.
- 2.3 Town Meadow (to the west) formed part of the comprehensive scheme for Ferry Quays and was subsequently the subject of a separate application for a conservation based scheme for offices and residential (planning permission and conservation area consent granted at the Sustainable Development Committee meeting held 7 November 2005 (ref. 01128/F/P4 and CA2)). This consent is yet to be implemented. Part of the central courtyard has been hard landscaped, but hoardings surround the whole site.

- 2.4 Whilst the majority of the landscape works have been completed throughout the development, there is an area to the immediate east of Soap House Creek (Ferry Wharf) where the hard landscape works are incomplete. Immediately adjacent to this area is a parcel of land that has remained undeveloped and from which the public are excluded.
- 2.5 Situated in the Thames, to the southeast of Ferry Quays, is Lots Ait, which is partly occupied by a derelict former boatyard.

### **3.0 UDP DESIGNATION**

- 3.1 The application site is designated as a Mixed Use Development Site (M10) within the London Borough of Hounslow Unitary Development Plan Adopted 12 December 2003 (UDP). The UDP Proposals Schedule gives the site address as land east and west of Ferry Lane, and Lots Ait, Brentford and the proposal as,
- “Mixed development to include Class B1(a), (b) and (c) uses, residential and retail together with public open space, community facilities, public car parking, public river walk, public pier, river related uses and ecological area. Development proposals may also include hotel, tourism and leisure uses. Provision of affordable housing should be in accordance with Policy H.2.1”.*
- 3.2 The UDP Proposals Schedule goes on to state,
- “Permission was granted in 1999 for demolition of existing buildings, and the erection of 401 flats (including 57 affordable units), a hotel, boat storage area, retail and restaurant uses, Thameside path, underground car parking, vehicle access from Town Meadow and Goat Wharf Development commenced in 2000.”*
- 3.3 The Brentford Area Action Plan (BAAP) is a policy document that will form part of the Borough’s Local Development Framework, and will replace all ‘Brentford specific’ policies and proposals within the existing UDP. The BAAP area covers Brentford town centre and riverside stretching north to the Great West Road and is defined by a map within the preferred options paper.
- 3.4 The preferred options paper sets out the preferred approach to the consideration of new developments in the BAAP area and have been informed by the views of local people. Ferry Wharf is identified as a Preferred Proposal Site (proposal site RR1) within it, with the preferred use for ‘Ferry Wharf, Point Wharf, Soap House Creek’ set out in the preferred options paper as “Water related uses including boat house, water related visitor centre and ancillary restaurant use and moorings”.
- 3.5 A Waterspace Strategy for Ferry Quays, required under the terms of the section 106 agreement, was approved on 17 December 2003. The Waterspace Strategy sets out aims and objectives for the use of the waterspace, and outlines proposals and recommendations for the development of the waterspaces and adjoining land at Ferry Quays.
- 3.6 Part of the site, fronting Brentford High Street and including Pump Alley and the Town Meadow Depot, falls within the St. Paul’s Conservation Area (designated February 1989). Point Wharf borders the Grand Union Canal and Boston Manor Park Conservation Area, which was designated in July 2001. Lots Ait is designated Nature Conservation Area on the UDP Proposals Map.

## 4.0 HISTORY

- 4.1 **00443/G/P3** Land either side of Ferry Lane, Ferry Lane, Brentford  
Outline application (siting and access only) for demolition of existing buildings and erection of 353 flats (117 x 1 bed and 236 x 2 bed), a hotel, boat storage area, various retail and A3 (restaurant/café) units along Ferry Lane, Soaphouse Creek and Point Wharf, Thameside and canalside path, two new vehicular accesses from Town Meadow and Goat Wharf, one two level underground car park, one single level underground car park, a globe museum and café at Point Wharf, new pedestrian bridge to Lots Ait, use of Lots Ait for boat storage/repairs, a leisure club and A3 use at first floor, reduction in size of Ferry Wharf to create new inter-tidal area, enlargement and works to Soaphouse Creek with new lockgate, pedestrian footbridge, visitor moorings and services, and mooring facilities at Point Wharf.

**Approved (legal agreement approved) 2 July 1999**

This was later amended through variation of a condition to permit car parking on one level only.

- 4.2 **00443/G/P4** Detailed planning permission for the demolition of existing buildings and erection of 191 flats (53 x 1 bed and 138 x 2 bed), a 93 bed hotel including ancillary ground floor restaurant, boat storage area, 9 retail units and 10 restaurant units along Ferry Lane and Soaphouse Creek, Thameside Path, vehicular access from Goat Wharf, the change of use the Peerless Pumps building to a restaurant and ancillary manager's flat, underground car parks and landscaping including public spaces.

**Approved 2 September 1999**

This was also later amended to permit car parking on one level only.

- 4.3 **00443/G/P5** Variation of condition 5 (in accordance with approved plans) of planning permission reference 443/G/P3 relating to amendments to the layout of the approved underground car parking arrangements.

**Approved 14 December 1999**

- 4.4 **00443/G/P6** Variation of condition 4 (in accordance with approved plans) of planning permission reference 443/G/P4 relating to amendments to the layout of the approved underground car parking arrangement.

**Approved 14 December 1999**

- 4.5 **00443/G/P7** Land Either Side Of Ferry Lane, Ferry Lane, Brentford  
Additions and alterations to approved planning scheme (planning reference number 443/G/P4) for the demolition of existing buildings and erection of 191 flats, 93 bed hotel (including ancillary restaurant), retail and restaurant units, Thameside Path, vehicular access from Goat Wharf, change of use of Peerless Pumps building to a restaurant and managers flat, underground car parking and landscaping by the addition of 42 flats, an additional 53 bedrooms on the hotel and widening of the inter-tidal inlet.

**Approved (legal agreement approved) 28 July 2000**

## 5.0 DISCUSSION

- 5.1 The Ferry Quays development has a complex planning history and development build-out, with a number of planning permissions and associated legal agreements including variations to those legal agreements. There were two main legal agreements relating to the site. One relates to an outline planning permission for the full site (00443/G/P3) which was completed on 2 July 1999, and the second to a detailed planning permission (00443/G/P7), for a smaller site excluding the land to the west of Town Meadow and Lots Ait, which was completed on 28 July 2000.
- 5.2 Whereas the majority of the redevelopment of Ferry Quays has been completed to a high standard, there are a number of elements of the comprehensive scheme that have not been carried out. These elements include the provision of a building at Ferry Wharf, which, as approved, would provide public benefit in the form of a boat storage / repair facility and history wall, provision for mooring activities, and the enhancement of public realm areas and riverside walks. It is the view of officers that the completion of some of these outstanding elements would benefit the development, assist with the continued regeneration of the area, improve access and movement, promote increased use of the water spaces and waterside, and add to the interest and vibrancy of the area.
- 5.3 This report identifies obligations that have not been carried out as part of the development, which Officer's wish to seek Members views on. Members comments are sought in respect of the preferred direction to be taken; either:
- in meeting the outstanding obligations (whether all or some), or
  - with respect to any outstanding obligations that are no longer desirable from the perspective of the Council and / or local residents, it is recommended that Members advise officers as to what an acceptable form of alternative development might be if at all and authorise officers to explore the legal ramifications of releasing the developer from the requirement to fulfil these obligations.
- 5.4 Recent applications for planning permission submitted by Hither Green Developments have sought to address a number of the outstanding matters, specifically, the provision of visitor and residential moorings at Soaphouse Creek and Brent River, the completion of landscaping, and the erection of a building at Point Wharf. The last application for a building at Ferry Wharf was made in January 2005 and was submitted by Stateland Estates Limited, who officers understand acquired the site after 2003. These proposals fell short in many respects of what was approved within the overall regeneration scheme and planning permission was either refused or applications withdrawn on officer advice that refusal would be recommended. Whilst discussions have taken place with Hither Green Developments, no applications have yet been submitted in respect of Lots Ait.
- 5.5 This report set out those obligations that have not been carried out as part of the development, and which Officer's wish to seek Members views on. Namely:
- Landscaping;
  - Public access;
  - The provision of a building for community use at Point Wharf;
  - The provision of a boat storage/repair facility at Ferry Wharf;
  - The provision of mooring facilities and;
  - The restoration of Lots Ait.

## **Landscaping**

- 5.6 A comprehensive landscaping scheme for the Ferry Quays development was required as a condition of the original planning permission. Whilst the majority of the landscape works have been carried out, there is an area to the immediate east of Soaphouse Creek (namely, Ferry Wharf) where the hard landscape works are incomplete and where the management of the inter tidal area is not taking place. In addition, no scheme for the management of Lots Ait has been submitted and landscaping to the area east of Goat Wharf has not been carried out.
- 5.7 In February 2006 an application for planning permission to carry out hard landscape works for Ferry Wharf was submitted (ref. 00443/C/P7). Whilst in principle the completion of the outstanding landscaping works was supported, inadequate and unsatisfactory detail was provided to fully assess the development, so that it was considered that the proposal would likely give rise to an unsatisfactory development. For this reason the application was refused in April 2006.
- 5.8 Whilst this work remains outstanding (notwithstanding the separate land ownership issue with the remainder of Ferry Wharf discussed at paragraph 5.19 below), public access to, and use of, this space is prejudiced. It is therefore considered appropriate, in the opinion of officers, that an acceptable scheme for completion of the outstanding landscape works be pursued. Officers recommend that Members endorse this course of action.

## **Public access**

- 5.9 The provision of the 'Thameside Path' was secured through the legal agreements. The works were required to be carried out and completed before last occupation. Following completion, arrangements were to be made for the dedication of the Thameside Path as a public right of way, which would thereafter be maintained in perpetuity by the owner and available for use by the public at all times.
- 5.10 The approved development provided for a public riverside walkway to link up with a canalside footpath running around Point Wharf . It was intended that the walkway would continue along the southern boundary of the site, linking up to a proposed cantilevered footpath to the rear of 41 High Street and a proposed new pedestrian footbridge to Lots Ait.
- 5.11 Members should note that the 'Thameside Path' is defined in the legal agreement as "the path shown coloured pink on plan CPM1732/05 A being entitled Route of Riverside Walkway". Whilst the bridge to Lots Ait has not been constructed this is not shown on the plan referred to above. Members should also note that the bridge to Lots Ait was time limited and this (namely, the alternative scheme) is discussed below at Paragraph 5.21.
- 5.12 The riverside walkway has not been completed between Goat Wharf and the rear of 41 Brentford High Street. Officers consider that the completion of the riverside walkway in this area would be beneficial for public access and it is recommended that Members endorse this course of action.

### **The provision of a building for community use at Point Wharf**

- 5.13 The outline scheme included the provision of a 'globe' museum and café at Point Wharf. The 'globe' museum was designed principally for public use and activity and was intended to encourage pedestrian movement around this part of the site. Indicative drawings of the building were submitted as part of the outline application. The building envisaged was glassy and reflective, comprising an internal ramp, leading up to an actual globe (equivalent of three-storey in height) of solid but silvery and transparent construction, designed to reduce its visual impact and taking cues from its riverside setting.
- 5.14 Under the terms of the section 106 agreement the developer was required to submit details of the 'globe' museum and café included in the outline planning application, or suggestions as to an alternative appropriate building to encourage public use and activity on Point Wharf. Of relevance, the "Ferry Quays Waterspace Strategy" shows an activity zone where the building was envisaged, which would seem to allow alternatives to be explored.
- 5.15 An application for the approval of reserved matters in respect of the design, external appearance, and landscaping for Point Wharf, Lots Ait, and land adjoining the river between Goat Wharf and 41 High Street, was refused in February 2005 (00443/G/P3(BB)). The proposal for Point Wharf consisted of a glazed oblong building, approximately 7.5m in height, with a metal roof, metal-framed windows and an aluminium screen. An A3 use was proposed at ground floor, with B1 use at first floor. The application was refused because the scale of the building was considered to be unacceptable and the design lacked architectural merit, and the proposal failed to provide the community / museum uses within the building that were anticipated as part of the overall redevelopment scheme. The introduction of an A3 use in this location, immediately adjacent to residential units, was also considered to be unacceptable.
- 5.16 In February 2006 Hither Green Developments submitted a new application for planning permission to construct a building at Point Wharf, comprising a management office (related to the moorings they were proposing under separate applications), a shop, a lock keepers gatehouse and control, and ancillary residential accommodation (01128/A/P31). A public viewing platform was proposed at lower level and a history wall was to be integrated at the ramped entry together with an information plaque. The proposal was considered unacceptable in respect of its scale, massing and design in its riverside location; in terms of the uses proposed; being situated riverward of the tidal flood defences and with no flood risk assessment having been provided; and with insufficient details having been provided with respect to car and cycle facilities including vehicular access and a location for a vehicle to service the building, such that it is considered that the proposal would likely lead to pedestrian conflict and parking congestion. The application was refused on 13 April 2006.
- 5.17 In total 243 representations were received in response to the consultations carried out by the Council, with all but four in opposition to the development. Objections included loss of amenity to residents, the design, massing and appearance of the development, the impact on the listed building, Kew Gardens, and conservation area values, increased pressure on infrastructure, the proposed uses of the building, and flood and fire risk.

- 5.18 Members are asked to consider the desirability of requiring the developer to provide a new building in this location, and if so, what function(s) and form this should take (Members comments on height, scale and massing would be welcomed).

If the view of Members is that it is no longer desirable for a building to be built at Point Wharf, officers seek Members comments on ways to encourage waterside activity in this public realm area, (if Members agree this is desirable), and suggest that the following options for achieving this are commented on separately: The provision of -

- a) public seating;
- b) soft landscaping;
- c) public viewing platform;
- d) history wall.

for which a variation to the original legal agreements would be required. Members are also asked whether other options are considered worthwhile exploring.

### **Ferry Wharf**

- 5.19 The planning permission granted in 1999 included the provision of a two-storey building at Ferry Wharf comprising boat storage/repair at ground floor, restaurant at first floor with outdoor public viewing galleries and a small mezzanine section of restaurant above the first floor. This permission has now expired. Under the terms of the s106 agreements for both the outline permission and full planning permission, the building on Ferry Wharf for boat storage / repairs was required to be provided before occupation of 90% of the residential units. A pictorial and written representation of the history of Ferry Lane and its environs was required to be provided as part of the development.
- 5.20 A subsequent application (ref. 00443/M/P1) proposed a new building on Ferry Wharf and was withdrawn because the applicants did not want the Council to refuse the application, which at that time seemed likely given the additional height and significant change in design and balance of uses proposed as compared to the 1999 scheme. An application for a three-storey building in this location was refused in April 2005 (ref. 00443/M/P2) as it fell short in many respects of what was approved within the overall regeneration scheme. There are no current applications for planning permission to develop this site.
- 5.21 Officers have been advised (but this has not been confirmed by Certificate of Title) that the larger portion of Ferry Wharf has been sold and is therefore now a separate land parcel to the remainder of the Ferry Quays site. Members are however advised that s106 agreements run with the land and therefore the obligations are transferred to the new owner and could still be pursued. Members' comments with regards to the aspirations for the site are therefore sought.
- 5.22 Officers will establish the ownership of Ferry Wharf and seek to establish the owner's intentions for this area. Officers consider that a scheme delivering what was originally anticipated, (i.e. a river-related activity (boat storage / repairs), small restaurant, history wall), without undue adverse effects (e.g. to residential amenity), should be pursued. Officers do not consider there is capacity for any other uses to be introduced because of the likely increase in building bulk that would result. Members' comments are sought

- 5.23 Aside from the construction of a building (summarised in the Paragraph above), Members are also asked to:
- a) Authorise officers to investigate taking action outside of the legal agreement, including the expediency of serving a notice requiring the owners to clear up the site. Section 215 (s215) of the Town & Country Planning Act 1990 (the Act) provides a local planning authority (LPA) with the power, in certain circumstances, to take steps requiring land to be cleaned up when its condition adversely affects the amenity of the area.
  - b) Endorse officers taking measures to restore public access to the end of Ferry Wharf.
  - c) Endorse officers investigating the expediency of taking enforcement action against the unauthorised moorings (these moorings are referred to again below).

### **Lots Ait**

- 5.24 At the time outline planning permission was granted, it was recognised that any development of the mainland Ferry Lane site must tie in improvements to Lots Ait. This would include an ecological management plan for the island and also either (i) the implementation of the proposed leisure club and first floor café and pedestrian bridge or (ii) the restoration of the existing dock structures for use. The first of the two options for Lots Ait under the outline scheme included a first floor café and pedestrian bridge, with the three main docks being retained – the larger two docks retained for boat repair / building and the third dock (split into two smaller docks) shown as proposed for a leisure river-related use. The slipway on Lots Ait was also to be retained. The maintenance and protection of existing areas of ecological interest was to be achieved by the proposed ecological management plan secured as part of the section 106 agreement.
- 5.25 The Lots Ait Plan for the first of the two options should have been implemented by July 2003 or, failing that, the 'Alternative Scheme' (i.e. the restoration of the existing dock structures for use) by January 2004. A reserved matters submission for Lots Ait was refused in February 2005 principally due to the unacceptable impact of the proposal on ecology. Given the time limitation on the first of the two options, the section 106 agreement does require the developer to restore the existing structures and for Lots Ait to remain as an ecological area with no development. However, this 'Alternative Scheme' should have been implemented by January 2004 and Members should consider the desirability of requiring that such a scheme (including as a minimum, restoration of existing dock structures, dock gates, roof structures and associated features) be put together and submitted to the LPA together with a revised date for implementation.
- 5.26 Suggestions have been made for additional uses on Lots Ait. However, it is Officers' opinion that the introduction of other uses and intensifying the use of Lots Ait would not be in the interest of the nature conservation value of the Ait or the inter tidal mud flats that surround it. It does seem now that the best solution would be for the fallback position to be implemented, that is, the restoration of the existing structures and its use for boat management and repair. The ecological management plan would also need to be agreed as part of any package of works/improvements to the Ait.
- 5.27 Given the breach of the obligation (with the first option time limited so that the alternative should have been carried out), Members are asked to comment on officers pursuing the implementation of the fallback position and requirement for an ecological management plan to be submitted for approval as set out in the preceding paragraph.

## **Moorings**

- 5.28 The approved development set out an acceptable scheme for the overall site that incorporated visitor moorings and servicing within Soaphouse Creek. Moorings along Point Wharf (i.e. along the River Brent, Grand Union Canal) were also a requirement .
- 5.29 The Ferry Quays Water Space Strategy was approved with an addendum on 17 December 2003. Amongst the elements that the Water Space Strategy covers is the proposed introduction of rise and fall moorings in order to accommodate residential and visitor moorings. The Water Space Strategy was approved on the basis that the type, layout and use of moorings shown in Soaphouse Creek and along the Grand Union Canal are indicative only and would require separate planning permission. The Water Space Strategy states, *“British Waterways would wish to see fully serviced, high quality moorings on rise and fall floating pontoons along the length of the Grand Union Canal Waterfront”*, and goes on to say, *“the enlargement of Soaphouse Creek Waterspace enables a number of moorings opportunities”*.
- 5.30 An outline application for the provision of residential and visitors moorings within Soaphouse Creek was refused in April 2005 (00443/U/P1). This application was considered unacceptable with the high number and layout of the residential berths appearing to be unworkable and likely to prejudice the potential of Soaphouse Creek to accommodate visitor mooring. Further, the application was inadequate in that no details of services facilities were provided or whether there would be any provision for service vehicles and car parking, so that the Council was unable to fully consider and assess the development.
- 5.31 In April 2005, two separate applications for planning permission were submitted, one for the installation of 10 new fully serviced residential moorings and associated facilities to the River Brent (01128/G/P1), the other for the installation of residential and B1 (employment) moorings, incorporating visitor moorings, in Soaphouse Creek with ancillary support areas (00443/U/P2). A total of 199 representations were received from local residents, statutory consultees, and other groups raising objections to the proposed moorings at Soaphouse Creek and River Brent. Given the fundamental concerns the Council had with respect to the number, type, and layout of the moorings both applications were subsequently withdrawn.
- 5.32 The Ferry Quays Waterside Strategy and report to Members at that time sought a mixed provision of moorings (residential and visitor). Generally speaking, it is considered that the presence of vessels within Ferry Quays would add to the interest and vibrancy of the area, and should generally be encouraged with regard to UDP and London Plan policies. Any future applications would be assessed against the Water Space Strategy but recognising that it is dated (e.g. with the London Plan subsequently adopted and in light of the emerging LDF (BAAP)). Key issues to which officers would need to have regard in assessing any future applications for moorings would be the number, type and layout. Details of services facilities and provision for service vehicles and car parking would also be required. Members’ comments are sought with regards to whether officers should continue to pursue moorings within Soaphouse Creek and along the River Brent / Grand Union Canal.
- 5.33 There are boats now moored adjacent to Ferry Wharf (already referred to under the section on ‘Ferry Wharf’), which is contrary to the nature conservation value of the inter tidal mud flats in that area, but seems to follow the pattern of unauthorised moorings and lack of management of moorings along this stretch of the Thames and the Canal.

- 5.34 In summary, officers consider that a limited number, but mixed provision, of moorings would be appropriate within Soaphouse Creek and along the River Brent / Grand Union Canal. The acceptability of any scheme (including number) would be subject to considerations including those set out above (e.g. layout and servicing arrangements). Members' comments are sought.

### **Summary**

- 5.35 This report identifies outstanding obligations that have not been carried out as part of the Ferry Quays development, namely, landscaping, public access, the provision of a building for community use at Point Wharf, the provision of a boat storage/repair facility at Ferry Wharf, the provision of mooring facilities, and the restoration of Lots Ait. This report has also noted that there are unauthorised moorings.
- 5.36 In summary, the following recommendations are made in respect of the above:

### **Landscaping**

a) It is recommended that an acceptable scheme for completion of the outstanding landscape works on Ferry Wharf be pursued and that Members endorse this course of action.

### **Public Access**

b) It is recommended that the completion of the riverside walkway between Goat Wharf and the rear of 41 Brentford High Street (not including the bridge to Lots Ait) be pursued, and that Members endorse this course of action.

### **Point Wharf**

c) Members are asked to consider the desirability of requiring the developer to provide a new building at Point Wharf as was proposed as part of the original scheme, and if so, what function(s) and form this should take.

d) If the view of Members is that it is no longer desirable for a building to be built at Point Wharf, officers seek Members' comments on ways to encourage waterside activity in this public realm area, and suggest that the following options for achieving this are commented on separately: The provision of -

e) public seating;

f) soft landscaping;

g) public viewing platform;

h) history wall.

i) Members are also asked whether other options are considered worthwhile exploring.

### **Ferry Wharf**

Members are asked to:

- j) Authorise officers to investigate taking action outside of the legal agreement, including the expediency of serving a notice requiring the owners to clear up the site.
- k) Endorse officers taking measures to restore public access to the end of Ferry Wharf.
- l) Endorse officers investigating the expediency of taking enforcement action against the unauthorised moorings.

### **Lots Ait**

l) That Members comment on officers pursuing the restoration of existing structures on Lots Ait with a requirement for an ecological management plan to be submitted for approval.

### **Moorings**

m) That Members comment on whether officers should continue to pursue the submission of an acceptable scheme for moorings within Soaphouse Creek and along the River Brent / Grand Union Canal.

- 5.37 The number of consultation responses to recent planning applications indicates that there is considerable local interest in the respect of the above. Should Members wish, consultation could be carried out with local residents and responses reported back for Member's comment.

### **Legal Ramifications**

- 5.38 The Council's Legal Services are reviewing the legal agreements so as to be able to comment on the legal ramifications of the options outlined in this report. It is hoped that comments will be able to be provided by way of an addendum.

## **6.0 CONCLUSION**

- 6.1 This report provides Members with information about obligations that have not been carried out as part of the development of Ferry Quays; namely, with regards to landscaping, public access, the provision of a building for community use at Point Wharf, the provision of a boat storage/repair facility at Ferry Wharf, the provision of mooring facilities, and the restoration of Lots Ait.
- 6.2 Members have been advised of recent applications in respect of the above (including reasons for refusal where applications were refused) and that officers have engaged and are likely to engage in further pre-application discussion regarding the outstanding obligations.
- 6.3 Members' comments are sought in respect of the preferred direction to be taken with regards to the respective outstanding obligations. Following this, it is intended that consultation could be carried out with local residents. Specifically, Members' comments are sought on each outstanding obligation with regards to whether it should be pursued and, if no longer desirable, what would be an acceptable alternative in principle.
- 6.4 In the case of any outstanding obligations that Members no longer wish to pursue, in which case variations to the original legal agreements would be required.

## **7.0 RECOMMENDATION**

- 7.1 It is recommended that Members comment on the report as summarised at Paragraph 5.36, to inform Officer negotiations on the site including possible action to ensure delivery of the legal obligations.