



LONDON BOROUGH OF BRENT

MINUTES OF THE PLANNING COMMITTEE

Wednesday, 20 October 2010 at 7.00 pm

PRESENT: Councillors RS Patel (Chair), Sheth (Vice-Chair), Adeyeye, Cummins, Daly, Hashmi, McLennan, CJ Patel and Thomas (alternate for Long)

Apologies for absence were received from Baker, Kataria and Long.

1. **Declarations of personal and prejudicial interests**

None.

2. **Masterplan Supplementary Planning Document for Alperton**

This report sought approval for public consultation for a Supplementary Planning Document (SPD) for Alperton which has been identified as a growth area within the adopted Local Development Framework (LDF) Core Strategy. This draft planning guidance for Alperton is being developed in the form of a Masterplan by council officers. In December 2009 the Council's Executive approved a vision for Alperton, which was illustrated and published in a prospectus document used to describe the vision to stakeholders and statutory partners.

In introducing the report, Alex Hearn of Major Projects Team informed the Committee that the Alperton growth area had been identified within the adopted LDF Core Strategy as a strip of brownfield land along the Grand Union Canal from Middlesex House in the west to Northfield Industrial Estate in the east, encompassing some of the poorest quality industrial land in the borough. The land had been identified for approximately 1600 new homes with supporting physical and social infrastructure. He set out the strategic objectives of the document as to;

- Demonstrate how Alperton can be transformed through growth to deliver homes, business space and jobs, services and infrastructure
- Deliver a definable and legible place where people will want to live, work and visit through a robust urban structure and a quality environment
- Develop a distinct urban character of buildings, streets and spaces building upon the huge potential of the canal and Ealing Road

He continued that using the adopted Core Strategy and the Infrastructure and Investment Framework, the masterplan considered the type and delivery of infrastructure required to support additional residential development across the masterplan area, including:

- improved bus services and attractive, safe pedestrian routes

- additional school places including expansion of local primary schools funded by developer contributions
- a delivery mechanism for Alperton School needs to be established in the light of the withdrawal of BSF funding
- improvements to road junctions and pedestrian crossing
- a series of new open spaces and improvements to existing parks
- accommodation for doctors and dentists
- canal crossings

Consultation on the masterplan document would be completed in accordance with the Statement of Community Involvement. In addition to statutory consultation for the LDF Core Strategy and Site Specific Allocations, a series of informal consultation for the Alperton Vision and Masterplan including the following had been undertaken;

- presentations and workshops with Alperton Community School pupils;
- questionnaires with shoppers and passersby;
- posters and leaflets distributed;
- residents and community leaders through Safer Neighbourhoods Forums; and
- interviews with businesses and employers

Formal public consultation of the Masterplan SPD would be carried out for a minimum of 6 weeks from the 15th of November 2010 to allow consultees to submit written representations upon its content. Written comments and officers' responses would be reported firstly to Planning Committee and the Council's Executive for their final agreement. The SPD would then be adopted and become a material consideration for determining planning applications in the area.

During members' discussion Councillor McLennan enquired as to whether improvements were planned for the bus garage area. In response, Alex Hearn stated that discussions between Council officers and Transport for London (TfL) suggested that TfL had no proposals for expansion or further improvements. Councillor Daly suggested the inclusion of the following in the planned consultation; public meetings at Alperton Community School fronted by local councillors and MPs; street questionnaires; interviews with local businesses; site and press notices; additional presentations at Area Consultative Forum meetings. Councillor Thomas also suggested the inclusion of the Unisys building on the North Circular Road in the list of possible sites in the Masterplan SPD.

RESOLVED:-

- (i) that members agree the draft SPD (set out in appendix 1) for the purposes of public consultation;
- (ii) that the extent and timetable for consultations as set out in the report be agreed;
- (iii) that any minor changes to the final consultation draft be delegated to the Head of Planning in consultation with the Chair of Planning Committee

3. Wembley Link SPD draft for public consultation

This report set out proposals for part of Wembley High Road linking the main town centre with the new retail development in the stadium that would be adopted as a Supplementary Planning Document (SPD). The report recommended that the draft SPD be approved for public consultation and any representations made on the draft plan be reported back to Planning Committee for their consideration and Executive for their approval. The SPD would be used as guidance in determining planning applications in the Wembley Link area.

The Head of Policy and Projects Dave Carroll informed the Committee that the Wembley Link SPD which referred to the stretch of Wembley High Road from Wembley triangle to Chesterfield House (at the corner of High Road and Park Lane) would provide the detailed proposals that would flow from the council's Local Development Framework Core Strategy, notably policies CP1, CP2, CP7 and CP16. The SPD would provide a link between the new retail proposals approved and proposed in the Stadium area and the main shopping core around Wembley Central station.

In setting out the reasons to promote development in the Wembley Link, Dave Carroll drew members' attention to an incoherent patchwork of 1960's to 1980's office blocks that were no longer suited to modern needs, resulting in significant amounts of vacancy and, Copland School which was badly in need of redevelopment. These presented an opportunity to provide new residential development as part of the mix of development proposed in the SPD and thereby help meet the housing targets set out in the LDF Core Strategy.

He set out the key features of the SPD which included the following;

- Encourage new development along the Wembley Link that has retail and other town centre uses on the ground floor;
- Retain some office floor space but allow for residential uses over the ground floor retail;
- Bring forward good servicing arrangements for new shops while, limit car parking for residential development and secures improvements to key junctions and bridges
- Limit development to between 4 and 8 stories generally except for the end blocks of the link;
- Show proposals with and without the Network Rail embankment on the north side of the High Road;
- Limit development on the north side of the railway;
- Promote a foodstore on the Brent House site that enables the redevelopment of Copland school to the rear; and
- Encourage family housing where ever possible.

Dave Carroll drew the Committee's attention to, and urged them to agree, the proposed timetable for the production and consultation of the Wembley Link SPD set out in the report. To complete the SPD as guidance expeditiously, he

undertook to bring back the results of the consultation as an item on the Planning Committee agenda for the meeting in February so that any SPD can be put to the council's Executive for adoption in February 2011.

RESOLVED:-

- (i) that the attached Wembley Link (appendix 1) be approved as a draft Supplementary Planning Document for the purposes of public consultation;
- (ii) that the consultation be agreed to take place for a seven week period from 1 November to 17 December 2010 as set out in paragraph 3.16;
- (iii) that minor changes to text and diagrams be delegated to the Head of Planning in consultation with the Chair of Planning Committee.

4. Brent LDF - Draft Joint West London Waste Plan

This report asked Planning Committee to consider the draft West London Waste Plan proposed for public consultation and, in particular, to note the sites proposed for allocation for waste management use within Brent. Members are asked to recommend that the Executive agree the draft plan for public consultation.

The Policy and Projects Team Manager Ken Hullock informed the Committee that the Waste Development Plan Document (DPD) was being prepared jointly by the six West London Waste Authority (WLWA) boroughs of Brent, Ealing, Harrow, Hillingdon, Hounslow, and Richmond upon Thames. When completed the DPD would form part of the Local Development Framework for each borough. The Proposed Sites and Policies Consultation Document was the latest stage in the preparation of a joint Waste Development Plan Document (DPD), known as the West London Waste Plan, for the six west London boroughs.

He continued that the purpose of the WLWP was to set out a planning strategy to 2026 for sustainable waste management, deliver national and regional targets for waste recycling, composting and recovery so as to provide sufficient waste management capacity to manage waste arisings. Planning applications for any new waste management facilities would be considered in the light of the WLWP policies, and would also be assessed by the relevant council against the individual borough's Local Development Framework, including its local development management policies and any other material considerations.

Members heard that in Brent, two existing waste sites were considered suitable for intensification or re-orientation, i.e. to make a potentially bigger contribution to the management of waste locally. These were Veolia Depot at Marsh Road, Alperton (1261) and the Twyford waste transfer station (352). In addition there were also four other sites identified as potential locations suitable for new waste treatment facilities within Brent. These were the Hannah Close site in Wembley (144), which was recently granted planning consent for waste management use, part of Twyford Tip also known as Asian Sky site (386), the rail sidings at Premier Park Road, Park Royal and formerly known as Heinz sidings (129) and land at Marsh

Road, Alperton adjacent to the Veolia Depot (1262). These sites were appended to the report with the site numbers corresponding to those in the schedule of sites and the maps in the draft Waste Plan.)

The Committee were informed that the sites in Brent were chosen following initial consultations on a West London Waste Plan Issues and Options report between January and February 2009. Comments received since had helped to shape the Draft WLWP Proposed Sites and Policies document. The suitability of all these sites was tested by consultants Mouchel in light of the 'Sustainability Appraisal' and against a list of environmental site selection criteria. Members were requested to note that the sites chosen for consultation were either adjacent to, or were, within existing industrial areas, given that industrial areas must be considered for possible use for waste treatment, as a requirement of the London Plan.

Consultations on the Draft West London Waste Plan were planned for a six-week period commencing in mid-January and would comply with the Council's Statement of Community Involvement, 2006. The six boroughs had agreed that consultation would be undertaken by members of the WLWP Steering Group Committee together with a firm of consultants, CAG, with a programme drawn up and agreed with their respective corporate communication officers. The Manager informed Members that delays in adopting the Plan might lead to the Council (and its West London Waste Authority partners) being subject to a number of additional expenses in dealing with its waste in future. For example, by continuing to send waste to landfill, the Council would be liable to pay landfill taxes (stemming from an EU Directive) as well as costs associated with transporting waste out of the area, in the absence of adequate local facilities to treat / recycle waste.

In the discussion that ensued, members noted that some Boroughs within the scheme such as Richmond upon Thames were being considered for much fewer sites compared to Brent. This situation was not only unfair but could also result in significant and disproportionate detrimental impact on public health of Brent residents without any compensatory and regenerative benefits. Members were therefore not minded to recommend the adoption of the WLWP until a joint site visit had been undertaken and issues regarding public safety, welfare, fairness and acceptability had been addressed.

RESOLVED:-

- i) that the draft joint West London Waste Plan be not recommended to Executive for formal public consultation until issues regarding congestion, compensation, regeneration, hazard to public safety, fairness and acceptability had been addressed and a joint site visit had taken place;
- (ii) noted that approval was also being sought to undertake consultation on the draft West London Waste Plan by five other west London councils, namely Hillingdon, Ealing, Harrow, Hounslow and Richmond upon Thames, as members of the West London Waste Authority partnership.

5. Brent LDF - Revised Local Development Scheme and Request by Health Select Committee for SPD on Take-Aways

This report asked Planning Committee to consider a referral from Health Select Committee on the issue of restricting or reducing the number of hot food takeaways in close proximity to schools and, in light of officers' recommendations on this, to endorse the proposed Local Development Scheme timetable to be considered by Executive.

The Policy and Projects Manager informed the Committee about a request made by the Health Select Committee at its meeting on 24 March 2010 to produce a Supplementary Planning Document (SPD) to provide more detailed guidance than currently existed on dealing with planning applications for take-away restaurants (referred to as Class A5 uses in the Use Classes Order). He outlined the main issues relating to the control of A5 and added that a decision on the production of the SPD to be made against the background of staff reductions and resources and if so, whether it was considered to be a greater priority than other scheduled work.

In relation to Wembley, members noted that a key driver for the regeneration of Wembley was the provision of food and drink uses associated with the development of Wembley as a destination, building upon demand created by the stadium and Arena and also meeting new demand created by visitors to the new attractions including the proposed outlet centre and cinema. In addition, if it was proposed that limits be placed upon the level of take-aways because of the effect on health, particularly on that of young people, then there was a logical need to assess whether the take-away food to be provided was in fact damaging to health. There was also the issue of other shops, such as convenience stores, selling food and drinks which may have similar effects to food sold from A5 uses. This would be by no means straight forward and would present serious difficulties for officers and Members in making this assessment.

For the reasons given above, he recommended that the appropriate way forward for reviewing the Council's approach to the determination of planning applications for hot-food takeaways was to undertake this as part of the preparation of the Development Management Policies DPD. Officers considered that a policy revision would be appropriate if it was based upon a body of evidence and sound planning reasons as part of a corporate approach to improving the health of local people.

RESOLVED:-

- (i) that the proposed Local Development Scheme timetable at Appendix 3 be endorsed and recommended to Executive that it be agreed for submission to the Secretary of State and the Mayor of London.
- (ii) that the appropriate way forward for reviewing the Council's approach to the determination of planning applications for hot-food takeaways was to undertake this as part of the preparation of the Development Management Policies DPD.

6. Any Other Urgent Business

None.

The meeting ended at 8.45pm

RS PATEL
Chair