



LONDON BOROUGH OF BRENT

MINUTES OF THE PLANNING COMMITTEE Thursday 11 September 2014 at 7.00 pm

PRESENT: Councillor Marquis (Chair) and Councillors Agha, Chohan (alternate for Councillor Colacicco), Filson, Hylton, Kansagra and Mahmood

Apologies for absence were received from Councillors S Choudhary and Colacicco

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

None.

2. **Minutes of the previous meeting - 1 July 2014**

RESOLVED:-

that the minutes of the previous meeting held on 1 July 2014 be approved as an accurate record of the meeting.

3. **Sudbury Town Neighbourhood Plan**

Members considered a report that provided an overview of the process which Sudbury Town Residents Association had followed to date in producing the draft Sudbury Town Neighbourhood Plan (STNP), and a summary of its content. The report recommended that the draft Plan be published on 23 October 2014 and made available for comment for 6 weeks and be submitted for examination subject to Full Council approval.

Claire Jones (Policy Officer), Planning and Regeneration in setting the background to the STNP informed members that Neighbourhood Planning introduced through the Localism Act 2011, enabled communities to develop planning policies that would become part of the planning framework for their area. Neighbourhood planning was delivered by 'neighbourhood forums' for their 'neighbourhood area'. Members heard that in 2011 Sudbury Town Residents' Association successfully applied for £22,000 'frontrunner' money' which they used to engage consultants (SKM Colin Buchanan) to produce an Issues Paper for the area. In August 2012 the Association applied to become a neighbourhood forum and to have Sudbury Town designated as a neighbourhood area.

In line with the Neighbourhood Planning (General) Regulations 2012, the Council publicised the applications for a six week consultation period ending on 19 October 2012. In the absence of comments, on 12 December 2012 the Council approved the designation of Sudbury Town Neighbourhood Forum and Neighbourhood Area.

The Policy Officer continued that following a series of consultation events and exercises for a 6 week period, the draft Neighbourhood Plan outlining the vision and key policies as set out in the report, was submitted to the Council on 12 August 2014. The Council assessed the Plan and was satisfied that it complied with statutory requirements as set out in paragraph 6 of Schedule 4B of the Town and Country Planning Act 1990 (as amended). She sought advised members to publicise the Plan for a 6 week period in order to allow the Plan to progress. Following the consultation period the Council, with agreement from the forum, must select and appoint an independent examiner to Examine the Plan.

Mr George Sabaratnam, Chair of Sudbury Town Residents' Association (STRA) addressed the Committee on the process, objectives and aspirations of STRA. He started by paying tribute to contributions by Council Officers, local businesses and local residents in achieving the draft Plan. He outlined the consultation undertaken which involved the entire community and other stakeholders. Mr Sabaratnam stated that the vision of the STNP was to create a greener, cleaner, safer Sudbury Town, with a High Street at the heart of the community that all residents could be proud of. The Plan contained six key planning policies which were summarised as follows:-

STNP 1 seeks to promote a mix of uses within Sudbury town centre which will support the viability and attractiveness of the centre.

STNP 2 sets design criteria for the continuation of public realm works.

STNP 3 sets design criteria for shopfronts within the Plan area.

STNP 4 seeks to protect open spaces and allow the reuse or redevelopment of buildings within Butlers Green and Barham Park, for uses which support the function of the green space.

STNP 5 sets priorities for spending Neighbourhood CIL, including public realm improvements.

STNP 6 identifies uses which will be appropriate in Sudbury town centre and support development that strengthens Vale Farm as a regional centre for sports excellence, whilst preserving open space.

In addition to the policies summarised above, STRA had identified as aspirations, items that the community would seek but which cannot be delivered through planning policy.

During members' discussion, Mr Sabaratnam's views were sought on the bus stop by the bridge that had almost become a bus stand to the detriment of free flow of traffic in the area. In respect of the process, he was requested to provide analysis which would benefit other areas in parts of the borough in their future attempts to adopt a Neighbourhood Plan and also to clarify the lease arrangements of the community centre with respect to use by STRA. In the same vein Mr Sabranatnam was asked to clarify any hard core issues which were still unresolved and attempts being taken by STRA to overcome those issues.

Mr Sabranatnam responded that STRA had raised the problem with the bus stop around the bridge area and were currently taking steps to escalate the matter with ward members and AVIVA, the bus company. In respect of the process, he stated that they had a walkabout in groups of 6 persons, identifying residents' likes and

dislikes and areas that needed to be given protection within the policies. In addition, the management team visited other regeneration areas and studied neighbourhood plans in the Royal Borough of Kensington and Chelsea for ideas which could be of benefit to STRA. He added that some of the difficulties were engagement issues with the business community and in particular how to involve the business community in the roadshows. He continued that funding continued to be an issue and currently STRA were clarifying with Planning Services as to the amount that may be made available to STRA.

In response to the lease arrangement, Stephen Weeks (Head of Planning) stated that Brent Council held the freehold interest in the building but that there were problems with the current leaseholders as they had not fulfilled the terms of the Section 106 legal agreement. Claire Jones added that it was an aspiration of STRA to work with Transport for London (TfL) to improve the area around the bridge.

In welcoming the report, members were united in applauding the work done by STRA in achieving their draft Neighbourhood Plan. The Chair added that the draft Neighbourhood Plan was a testament to the hard work done by STRA which she hoped could be repeated throughout the Borough.

RECOMMENDED:-

that the Cabinet agree the draft Sudbury Town Neighbourhood Plan for publication and public consultation from 23 October 2014 for 6 weeks, and that Full Council agree that the draft Plan be submitted for Examination.

4. Wembley Area Action Plan

The report explained that the Council had received an Inspector's report into the Examination of the Wembley Area Action Plan (WAAP) Development Plan Document which she considered sound subject to recommended changes being made. The report also asked members to recommend to Cabinet and Full Council that the Area Action Plan be adopted with the changes incorporated.

Claire Jones (Policy Officer, Planning and Regeneration) in setting the background informed members that the WAAP was borne out of the need to bring up-to-date the UDP policy, particularly the Wembley Regeneration Area chapter, first drafted in 2000 and adopted in 2004. It was a logical step in drawing up the folder of Development Plan Documents (DPDs) that would make up the borough's development plan and ultimately supersede the UDP.

Members heard that Wembley was designated as a Growth Area and was expected to deliver around 11,500 new homes, 10,000 new jobs and 30,000 sq.m of new retail floorspace. The strategic direction for development in Wembley including new infrastructure to support growth was set out in Core Strategy policy CP7 with details as to what, where, how and when the growth would be delivered provided in the Wembley Area Action Plan. The WAAP was subject to examination by an independent Inspector, who held hearing sessions to consider

oral evidence in March 2014. A number of changes to the document were proposed both before and during the hearing sessions and these were made available during public consultation for a six week period commencing 15 May 2014.

The Policy Officer continued that following the Examination, the Inspector had found the WAAP sound subject to a number of recommended changes as set out in the Inspector's report and summarised in paragraph 3.4 of the report from the Operational Director of Planning and Regeneration. She emphasised that the changes recommended by the Inspector did not alter the thrust of the Council's overall strategy for the regeneration of the Wembley area. That meant the Council could adopt the document with the changes incorporated.

During the ensuing discussion, members noted the deficiency in car parking facilities in the town centre, a situation which was felt likely to be worsened by various development proposals including plot W19 for 1500 units and asked officers to clarify measures which would be taken to address such situation. It was generally felt that development would be required around Wembley station area which would act as a catalyst to Chiltern Railways to increase the frequency of trains. The need for improving the frequency of bus routes 92 and 206, making the local car parks and pavement user friendly and signage was also highlighted.

In response, Stephen Weeks (Head of Planning) stated that it was a requirement that development proposals should provide car parking spaces but added that the key to addressing the parking situation was public transport accessibility. Claire Jones explained that due to the complexity of the site around the station, the change in levels between the High Road and Montrose Crescent (up to two storeys) and the multiplicity of ownership, a series of development schemes had not been progressed, resulting in steady decline of that area over a number of years. She added that Wembley West End site had a Supplementary Planning Document (SPD) to support development on the site at the junction of Wembley High Road and Ealing Road. The council considers this area to be suitable for a mixed use redevelopment scheme, incorporating new residential and retail uses. This will develop the site as a key gateway to the town centre and create sufficient development to stimulate the regeneration of the west end of Wembley High Road, complementing the development of Central Square.

Aktar Choudhury (Operational Director of Planning and Regeneration) informed the Committee about the Council's efforts in securing a Crossrail spur stop at Wembley Central and sought the Committee's support in its endeavours. Members were unanimous in expressing their support to the Council in its efforts to seek a spur stop at Wembley Central.

RECOMMENDED:-

that the Cabinet and Full Council adopt, the Wembley Area Action Plan Development Plan Document subject to the recommended changes as set out in appendix 1 to the report from the Operational Director of Planning and Regeneration.

5. Any Other Urgent Business

None.

The meeting ended at 8.25 pm

S MARQUIS
Chair