

## Agenda Item 03

### Supplementary Information Planning Committee on 28 April, 2021

Case No.

20/3914

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Location	330 Ealing Road, Wembley, HA0 4LL
Description	Demolition of the existing buildings and structures, the erection of a building ranging in height up to 28 storeys, incorporating residential units and industrial, community and commercial uses, together with associated landscaping, access arrangements, car and cycle parking, servicing and refuse and recycling (Amended Description 09.03.21)

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#### Recommendation section

The planning obligation numbered 13c) is proposed to be amended as follows:

To TfL towards feasibility work or the provision of step-free access at Alperton Station for improvements to public transport services (£418,000 583,165) (tbc)

#### Consultation section

Detailed comments have been received from TfL, in addition to the comments provided as part of the GLA Stage 1 response. These are summarised as follows:

- Relocation of bus depot: Comments are as summarised in the GLA Stage 1 response.
- Active Travel Zone, Healthy Streets and Vision Zero: An Active Travel Zone Assessment was submitted with the application. This identified improvements that could be made to the local street network to encourage greater use of active travel modes, which should be secured by the Council. Public realm improvements along road frontages welcomed and complement Council's recent improvements. Contributions should be sought towards implementing recommendations of accident analysis.
- Access and parking: Access arrangements are acceptable and removing two vehicle crossovers would improve pedestrian environment. Parking provision meets minimum 3% blue badge requirement, but passive provision has not been identified for an additional 7% blue badge spaces to be provided in the future if required. In lieu of additional parking spaces, a contribution to step-free access at Alperton Station is sought. Cycle parking accords with policy, however further details should be secured by condition to demonstrate compliance with London Cycling Design Standards in terms of access and layout, and to include appropriate provision for larger and adapted cycles.
- Trip generation and traffic impacts: TfL is satisfied that the net vehicle movements generated would not have a material impact on the strategic road network. A financial contribution of £583,165 towards feasibility work or delivery of step-free access at Alperton Station is sought. A contribution towards bus service improvements of £418,500 was previously requested. This contribution is no longer sought, in light of the contribution requested towards step-free access and the affordable housing offer in this particular instance.
- Agent of Change: Due to proximity to Alperton Station, residential premises should be protected against noise and vibration.
- Travel Plan: The Travel Plan is generally acceptable, and the final version should be secured through the s106 agreement.
- Construction Logistics Plan and Delivery and Servicing Plan. These should be secured by condition.

Officer response:

Active Travel Zone assessment and accident analysis: this assessment looks at how easily car-free journeys can be made to key destinations in the area, including public transport facilities, the strategic cycle network, parks, town centres, schools/colleges, healthcare facilities and places of worship. Potential improvements identified include seating, additional street trees and landscaped planters, increased frequency of footway maintenance, additional crossings and speed limit reductions on Ealing Road north of the site; altering signal timings at the Glacier Way junction; improving the footway and increasing cleaning at the Bridgehill Close underpass into One Tree Hill; and improvements to the junction of Woodstock Road and Vincent Road such

as a raised table junction. These improvements are not necessitated by the development but would potentially contribute to an enhanced pedestrian and cycling environment in the area, and could be progressed through ongoing Highway Authority programmes.

Step-free access contribution: This contribution is subject to the applicant's agreement prior to the Stage 2 referral to the Mayor. However, the request for a contribution towards step-free access is considered to accord with emerging Policy BT1.

Noise and vibration: This issue is addressed in paragraphs 131 - 133 of the main report.

#### Paragraph 120: Street trees

The applicant has confirmed that street trees would be planted as part of the development. This would be secured through the section 106 Agreement, including details of species to be agreed with the Council.

#### Amendments to conditions

Condition 27 (hard and soft landscaping scheme) is proposed to be altered with the addition of the following requirement, as recommended by Transport for London:

- "measures to maintain vehicle speeds of not more than 20mph within the site."

**Recommendation: Remains to grant permission as set out in the Committee Report**