



Planning Committee

Wednesday, 20 October 2010 at 7.00 pm

Committee Room 4, Brent Town Hall, Forty Lane,
Wembley, HA9 9HD

Membership:

Members

Councillors:

RS Patel (Chair)
Sheth (Vice-Chair)
Adeyeye
Baker
Cummins
Daly
Hashmi
Kataria
Long
McLennan
CJ Patel

first alternates

Councillors:

Kabir
Mistry
Hossain
Steel
Cheese
Naheerathan
Castle
Oladapo
Thomas
J Moher
Lorber

second alternates

Councillors:

Kataria
Mitchell Murray
Mashari
HM Patel
Allie
Ogunro
Clues
Powney
Powney
Moloney
Castle

For further information contact: Joe Kwateng, Democratic Services Officer, Tel. 020 8937 1354, joe.kwateng@brent.gov.uk

For electronic copies of minutes, reports and agendas, and to be alerted when the minutes of this meeting have been published visit:

www.brent.gov.uk/committees

The press and public are welcome to attend this meeting

There will be no members' briefing prior to this meeting.

Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

ITEM	WARD	PAGE
1. Declarations of personal and prejudicial interests Members are invited to declare at this stage of the meeting, any relevant financial or other interest in the items on this agenda. Extract of Planning Code of Practice		
2. Masterplan Supplementary Planning Document for Alperton <i>This report seeks approval for public consultation for a Supplementary Planning Document (SPD) for Alperton. Alperton 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.</i> I have produced the appendix to this report separately in colour for members of the Committee.		5 - 82
3. Wembley Link SPD draft for public consultation This report sets out proposals for part of Wembley High Road linking the main town centre with the new retail development in the stadium that will be adopted as a Supplementary Planning Document (SPD). It is proposed that the draft SPD be approved for public consultation and any representations made on the draft plan will be reported back to Planning Committee for their consideration and Executive for their approval. The SPD will be used as guidance in determining planning applications in the Wembley Link area.		83 - 134
4. Brent LDF - Draft Joint West London Waste Plan This report asks Planning Committee to consider the draft West London Waste Plan which is 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.	All Wards;	135 - 218

An appendix to this report is attached.

5. Brent LDF - Revised Local Development Scheme and Request by Health Select Committee for SPD on Take-Aways All Wards; 219 - 232

This report asks Planning Committee to consider the 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.

6. Any Other Urgent Business

Notice of items to be raised under this heading must be given in writing to the Democratic Services Manager or his representative before the meeting in accordance with Standing Order 64.

Date of the next meeting: Tuesday, 2 November 2010

The site visits for that meeting will take place the preceding Saturday 30 October 2010 at 9.30am when the coach leaves Brent House.



Please remember to **SWITCH OFF** your mobile phone during the meeting.

- The meeting room is accessible by lift and seats will be provided for members of the public.
- Toilets are available on the second floor.
- Catering facilities can be found on the first floor near The Paul Daisley Hall.
- A public telephone is located in the foyer on the ground floor, opposite the Porters' Lodge

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EXTRACT OF THE PLANNING CODE OF PRACTICE

Purpose of this Code

The Planning Code of Practice has been adopted by Brent Council to regulate the performance of its planning function. Its major objectives are to guide Members and officers of the Council in dealing with planning related matters and to inform potential developers and the public generally of the standards adopted by the Council in the exercise of its planning powers. The Planning Code of Practice is in addition to the Brent Members Code of Conduct adopted by the Council under the provisions of the Local Government Act 2000. The provisions of this code are designed to ensure that planning decisions are taken on proper planning grounds, are applied in a consistent and open manner and that Members making such decisions are, and are perceived as being, accountable for those decisions. Extracts from the Code and the Standing Orders are reproduced below as a reminder of their content.

Accountability and Interests

4. If an approach is made to a Member of the Planning Committee from an applicant or agent or other interested party in relation to a particular planning application or any matter which may give rise to a planning application, the Member shall:
 - a) inform the person making such an approach that such matters should be addressed to officers or to Members who are not Members of the Planning Committee;
 - b) disclose the fact and nature of such an approach at any meeting of the Planning Committee where the planning application or matter in question is considered.
7. If the Chair decides to allow a non-member of the Committee to speak, the non-member shall state the reason for wishing to speak. Such a Member shall disclose the fact he/she has been in contact with the applicant, agent or interested party if this be the case.
8. When the circumstances of any elected Member are such that they have
 - (i) a personal interest in any planning application or other matter, then the Member, if present, shall declare a personal interest at any meeting where the particular application or other matter is considered, and if the interest is also a prejudicial interest shall withdraw from the room where the meeting is being held and not take part in the discussion or vote on the application or other matter.
11. If any Member of the Council requests a Site Visit, prior to the debate at Planning Committee, their name shall be recorded. They shall provide and a

record kept of, their reason for the request and whether or not they have been approached concerning the application or other matter and if so, by whom.

Meetings of the Planning Committee

24. If the Planning Committee wishes to grant planning permission contrary to officers' recommendation the application shall be deferred to the next meeting of the Committee for further consideration. Following a resolution of "minded to grant contrary to the officers' recommendation", the Chair shall put to the meeting for approval a statement of why the officers recommendation for refusal should be overturned, which, when approved, shall then be formally recorded in the minutes. When a planning application has been deferred, following a resolution of "minded to grant contrary to the officers' recommendation", then at the subsequent meeting the responsible officer shall have the opportunity to respond both in a further written report and orally to the reasons formulated by the Committee for granting permission. If the Planning Committee is still of the same view, then it shall again consider its reasons for granting permission, and a summary of the planning reasons for that decision shall be given, which reasons shall then be formally recorded in the Minutes of the meeting.

25. When the Planning Committee vote to refuse an application contrary to the recommendation of officers, the Chair shall put to the meeting for approval a statement of the planning reasons for refusal of the application, which if approved shall be entered into the Minutes of that meeting. Where the reason for refusal proposed by the Chair is not approved by the meeting, or where in the Chair's view it is not then possible to formulate planning reasons for refusal, the application shall be deferred for further consideration at the next meeting of the Committee. At the next meeting of the Committee the application shall be accompanied by a further written report from officers, in which the officers shall advise on possible planning reasons for refusal and the evidence that would be available to substantiate those reasons. If the Committee is still of the same view then it shall again consider its reasons for refusing permission which shall be recorded in the Minutes of the Meeting.

29. The Minutes of the Planning Committee shall record the names of those voting in favour, against or abstaining:
 - (i) on any resolution of "Minded to Grant or minded to refuse contrary to Officers Recommendation";
 - (ii) on any approval or refusal of an application referred to a subsequent meeting following such a resolution.

STANDING ORDER 62 SPEAKING RIGHTS OF THE PLANNING COMMITTEE

- (a) At meetings of the Planning Committee when reports are being considered on applications for planning permission any member of the public other than the applicant or his agent or representative who wishes to object to or support the grant of permission or support or oppose the imposition of conditions may do

so for a maximum of 2 minutes. Where more than one person wishes to speak on the same application the Chair shall have the discretion to limit the number of speakers to no more than 2 people and in so doing will seek to give priority to occupiers nearest to the application site or representing a group of people or to one objector and one supporter if there are both. In addition (and after hearing any members of the public who wish to speak) the applicant (or one person on the applicant's behalf) may speak to the Committee for a maximum of 3 minutes. In respect of both members of the public and applicants the Chair and members of the sub-committee may ask them questions after they have spoken.

- (b) Persons wishing to speak to the Committee shall give notice to the Democratic Services Manager or his representatives prior to the commencement of the meeting. Normally such notice shall be given 24 hours before the commencement of the meeting. At the meeting the Chair shall call out the address of the application when it is reached and only if the applicant (or representative) and/or members of the public are present and then signify a desire to speak shall such persons be called to speak.
- (c) In the event that all persons present at the meeting who have indicated that they wish to speak on any matter under consideration indicate that they agree with the officers recommendations and if the members then indicate that they are minded to agree the officers recommendation in full without further debate the Chair may dispense with the calling member of the public to speak on that matter.

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Planning Committee 20th October 2010

Report from the Director of Planning

For Action

Wards Affected:
Alperton, Wembley Central and
Stonebridge

Report Title: MASTERPLAN SUPPLEMENTARY PLANNING DOCUMENT FOR ALPERTON – APPROVAL FOR PUBLIC CONSULTATION

1.0 Summary

- 1.1 This report seeks approval for public consultation for a Supplementary Planning Document (SPD) for Alperton.
- 1.2 Alperton 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.
- 1.3 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.

2.0 Recommendations

- 2.1 That members agree the draft SPD (set out in appendix 1) for the purposes of public consultation;

the extent and timetable for consultations as set out in the report.
- 2.2.1 Members are asked to delegate any minor changes to the final consultation draft to the Head of Planning.

3.0 Detail

- 3.1 Identified within the adopted LDF Core Strategy, the Alperton “growth area” is 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 abiding impression of people visiting the industrial areas is not just its poor quality but the potential of the canal in creating a new waterside residential neighbourhood.
- 3.2 The LDF Core Strategy has identified this land for approximately 1600 new homes with supporting physical and social infrastructure. The Council has also identified most of the sites contained in the SPD within its Site Specific Allocation document which is soon to be considered at a public inquiry. This means the council has agreed the land use changes in broad terms, therefore officers are not seeking approval to change land use designations. The purpose of the SPD is to set out how the council will facilitate the transformation of this poor quality industrial area into a new, mostly residential neighbourhood. It will provide clear guidance for developers, landowners and residents about the significant scale of change proposed.
- 3.3 Emerging Site Specific Allocations introduce specific policy requirements for the individual development sites, including the provision of new commercial floorspace as part of development proposals.
- 3.4 The strategic objectives of the document are 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
- 3.5 The approved “Vision for Alperton” described a transformed Alperton as having three distinct character areas by virtues of use, scale and appearance, linked together by a lively stretch of the Grand Union Canal. Each character area is described in terms of its overall feel and character, land use, building height, street hierarchy, public realm and open space improvements and housing density, types and tenure. Viability appraisals have been undertaken to test that the housing types and density suggested are feasible and deliverable considering current and emerging market conditions. The three zones are as follows:
- 3.6 “Alperton’s core: a cultural centre” is the area stretching from Alperton House and Middlesex House to Atlip Road. It also includes Alperton Station and Alperton Community School. It will be a lively centre for cultural activities, community facilities and local shopping.

Development will be mixed use with a supply of modern business space for economic growth.

- 3.7 The “Waterside residential neighbourhood” begins at Atlip Road and stretches further east towards the beginning of the Northfields Industrial Estate. It includes the poor quality industrial land within the Abbey Estate. This will predominantly be a place to live for families within a compact environment defined by a network of connected streets and public spaces. Access to the canal for existing and new residents will be introduced on the off-side.
- 3.8 The “Industrial transition zone“ comprises of the Northfields Industrial Estate. It will be a new working suburbia” will combine new homes with modern business space for large and small operations. Taking advantage of the topographical changes at Northfields Industrial Estate, the uses will have a clearly defined separation. A road bridge link across the River Brent will connect the estate with the North Circular Road and onwards to Park Royal.
- 3.9 As well as the canal, the three character areas are linked by a network of streets, public spaces and canal crossings.

Key considerations:

- 3.10 **Introducing a distinctive residential character**
Proposals within the central character area – “Waterside Residential Neighbourhood” portray the compact and tight-knit character described in the vision that is sympathetic with the surrounding building heights and generally seeks maintains the spirit of existing development control standards within SPG17. Building heights range from two to five storeys.
- 3.11 Some standards, such as physical separation, have been challenged in the Masterplan SPD and it is suggested that good quality residential amenity can still be achieved through the careful design, placement and orientation of windows to prevent overlooking. It is intended that the masterplan document will clarify how design quality will need to be demonstrated to support development types that challenge existing development control standards, including where new development forms a boundary relationship with existing dwellings.
- 3.12 There will be a strong emphasis on the quality of development and of streets and public spaces for pedestrians and cyclists to move through and use. It is intended that new dwellings should be in the form of family housing wherever possible and that high density flatted development all over the masterplan area is inappropriate and not conducive to achieving the vision.

Industrial land policy change

- 3.13 The adopted Core Strategy has re-designated previously protected industrial land in Alperton to become a “growth area” to facilitate mixed use development. This re-designation is supported by evidence (2009 Industrial Land Study) that shows that Brent has an excess of industrial land and that the council can re-designate some of this land to other uses in the Alperton area.
- 3.14 The council has already decided on the change of use from industrial land to largely residential uses. However the SPD sets out how some industrial warehousing and business uses will be either kept on site, redeveloped for new business premises or developers will contribute to pay for new premises in the wider area that can provide potential opportunities for displaced businesses in the area. This does not mean that all firms can be relocated, but it is recognised that there is a significant amount of vacant land and premises locally at very competitive rents
- 3.15 The Industrial Transition Zone includes the Northfields Industrial Estate that is identified by the Mayor of London as a Strategic Industrial Location. This land has not been re-designated and is not technically within the “growth area”. However the masterplan includes a development possibility for the site that considers how a quantum of residential development can be used to subsidise the delivery of a large supply of commercial floorspace and a number of physical infrastructure projects, such as a bridge across the River Brent to the North Circular Road. Officers will work with colleagues at the GLA to explore a policy vehicle to justify this approach.
- 3.16 Forthcoming proposals will also be expected to provide appropriate types and sizes of space, including for business that could potentially be displaced by development. Businesses will be encouraged to take opportunities within modern premises. Draft Site Specific Allocations have been used to secure space within planning permissions at the former B&Q site and Minavil House, both at Ealing Road.
- 3.17 A similar concept, but on a grander scale is for businesses to be relocated east to the Northfields Industrial Estate referred to above. Alternatively, the council work with business to explore opportunities to relocate elsewhere in the wider Alperton or Park Royal area where there is a high level of vacancy and generally low rents.

Movement and transportation

- 3.18 A sustainable approach to transport proposes fewer cars (and an average parking ratio of 0.5 spaces per dwelling – although a slightly higher ratio is proposed for the less accessible locations) and improved connections to public transport, including improvements to the frequency and accessibility to bus route 224. The document explains that Controlled Parking Zones will need to be delivered as

part of new developments so that new residents do not overspill park along neighbouring streets that are currently uncontrolled.

- 3.19 Much is made in the masterplan of improving the experience of Alperton for pedestrians and cyclists. People will be able to move through the area along a connected axis of streets, public spaces and across canal bridges. These connections will help to improve access to Alperton and Stonebridge Park Stations and local bus services.

Delivery

- 3.20 Although property interests in the area are very limited, the council's role in delivery is to facilitate development and prioritise the physical and social infrastructure needed to support new homes and adapt to changing economic circumstances. For example, the funding of the redevelopment of Alperton School requires reconsideration and may now rely more heavily on the pooling of s106 receipts.
- 3.21 Using the adopted Core Strategy and the Infrastructure and Investment Framework, the masterplan considers the type and delivery of infrastructure that is required to support additional residential 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

Sustainability Appraisal

- 3.22 An appraisal is not deemed necessary for this document as both the "growth area" status of Alperton and individual Site Specific Allocations have been tested in detail through the Local Development Framework process.

4.0 Public Consultation

- 4.1 Consultation on the masterplan document will 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 exercises for the Alperton Vision and Masterplan have already been undertaken. These include:
- 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

4.2 Formal public consultation of the Masterplan SPD will be carried out for a minimum of 6 weeks from the 15th of November 2010 which will allow consultees to submit written representations upon its content. Any comments made in writing and officers responses will be reported to Planning Committee for comments and then reported to the Councils Executive. Any changes to the document will need to be agreed by the Executive, the SPD will then be adopted and will then be a material consideration for determining planning applications in this area.

5.0 Financial Implications

5.1 The costs of preparing the document have been met within existing budgetary constraints, although financial support has also been provided by a number of the council's RSL partners that are active within the area.

6.0 Legal Implications

6.1 The masterplan document has been prepared in accordance with PPS12 – Local Spatial Planning and supporting regulations.

7.0 Diversity Implications

7.1 The Statement of Community Involvement identifies how the public are to be engaged in the preparation of SPDs in general. An inclusive approach is suggested to ensure that different groups have the opportunity to participate and are not disadvantaged in the process

7.2 Alperton's identity is one of a diverse and mixed community, the population is largely Asian with proportionally more Asian residents (32% Indian, 12% other Asian) compared to Brent as a whole. The Masterplan SPD will be designed to benefit this community as this unique selling point will ensure the success of this diverse neighbourhood. A specific aim of the Masterplan SPD is to maximise the benefits to local people where much of the development will be developer led.

Any person wishing to inspect the above papers should contact:

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Major Projects Team
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Brent Town Hall
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HA9 9HD

t: 020 8937 1048 / 1038

Chris Walker
Director of Planning

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Alperton Masterplan SPD
Version 4
ISSUED FOR PLANNING COMMITTEE
20/10/10

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Supplementary Planning Document

Foreword (text from vision to be updated)

I am delighted to introduce this document which aims to describe our ideas for how Alperton could be transformed over the next 10 years.

The Council has identified the land adjoining the canal in Alperton as a growth area suitable for the construction of new homes to meet the UK wide demands of population growth and the shortage of housing.

As well as providing new homes, we believe that there is an opportunity to substantially renew and improve existing business and employment opportunities. Brent Council wants to see Alperton transformed into a place where people choose to live, work and invest.

Councillor Ann John OBE—Leader of the Council

Our vision describes a journey through Alperton in ten years time. A journey designed to evoke the senses, and which will be travelled by many local residents going about their daily lives.

We want to work closely with residents, businesses, land owners and all our partners to ensure that the transformation of Alperton is a success.

This is a starting point. Delivering our vision will take many years. We are keen to share our initial ideas with you, and I would invite you to get in touch with my team with your own ideas and comments.

Councillor George Crane—Lead Member for Regeneration and Economic Development

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Executive Summary

Brent Council has identified the land adjoining the canal in Alperton as a growth area suitable for the construction of new homes to meet the UK wide demands of population growth and the shortage of housing.

As well as providing new homes, we believe that there is an opportunity to substantially renew and improve existing business and employment opportunities. Brent Council wants to see Alperton transformed into a place where people choose to live, work and invest.

The Alperton growth area is a strip of brownfield land along the Grand Union Canal from Middlesex House in the west to Northfield Industrial Estate in the east. Brent Council has identified this land for approximately 1,600 new homes with supporting physical and social infrastructure.

This masterplan is a Supplementary Planning Document (SPD) to the Brent Local Development Framework and directly derives its status from the Brent Core Strategy 2010. The purpose of the Masterplan SPD is to set out in detail how the council will bring about the transformation of this poor quality industrial area into a new, mostly residential, neighbourhood. It will provide clear guidance for developers, landowners and residents about the significant scale of change proposed.

The strategic objectives of the document are 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

As a “growth area” Alperton’s transformation sits within the council’s overall approach to growth: the delivery of physical, social and economic regeneration by enabling new development in a defined location. This transformation is considered within the context of the diverse population of Alperton and how it can support existing arts and cultural activities and the Diwali festival.

The “Vision for Alperton” developed with council partners, residents, businesses, and landowners, forms the basis for this Masterplan SPD. The vision describes a transformed Alperton as having three distinct character areas by virtue of use, scale and appearance, linked together by a lively stretch of the Grand Union Canal. Each character area is described in terms of its overall feel and character, land use, building height, street hierarchy, public realm and open space improvements and housing density, types and tenure.

“Alperton’s core: a cultural centre” is the area stretching from Alperton House and Middlesex House to Atlip Road. It also includes Alperton Station and Alperton Community School. It will be a lively centre for cultural activities, community facilities and local shopping. Development will be mixed use with a supply of modern business space for economic growth.

The “Waterside residential neighbourhood” begins at Atlip Road and stretches further east towards the beginning of the Northfields Industrial Estate. It includes the poor quality industrial land within the Abbey Estate. This will predominantly be a place to live for families within a compact environment defined by a network of connected streets and public spaces. Access to the canal for existing and new residents will be introduced on the off-side.

The “Industrial transition zone” comprises of the Northfields Industrial Estate. It will be a “new working suburbia” combining new homes with modern business space for large and small operations. Taking advantage of the topographical changes at Northfields Industrial Estate, the

uses will have a clearly defined separation. A road bridge link across the River Brent will connect the estate with the North Circular Road and onwards to Park Royal.

A new urban structure is established which suggests new streets and connections, improving connectivity between the new and existing communities, and access to and across the canal. Destinations, spaces and places are identified as a series of new public realm and open space improvements.

A sustainable approach to transport is set out which proposes fewer cars and improved connections to public transport; energy efficient design and renewable energy is encouraged.

Viability studies have been carried out to test that the housing types and density suggested are feasible and deliverable considering cur-

rent and emerging market conditions.

Whilst much of the industrial land in Alperton is of poor quality there are businesses which are doing well and employing local people. The council intends to encourage proposals where affected businesses have been offered an acceptable solution which might include being relocated elsewhere in Alperton and Park Royal where rents are currently low, the option to move back into new premises created as part of the mixed development created or to move into newly subsidised premises.

Although property interests in the area are very limited, the council's role in delivery is to facilitate development and prioritise the physical and social infrastructure needed to support new homes and adapt to changing economic circumstances.



A Vision for Alperton

Alperton Today

There are some great things happening in Alperton today. Ealing Road is one of London's best Asian shopping areas and the stunning new Shri Sanatan Hindu Temple is nearing completion, once open it will be an important visitor destination.

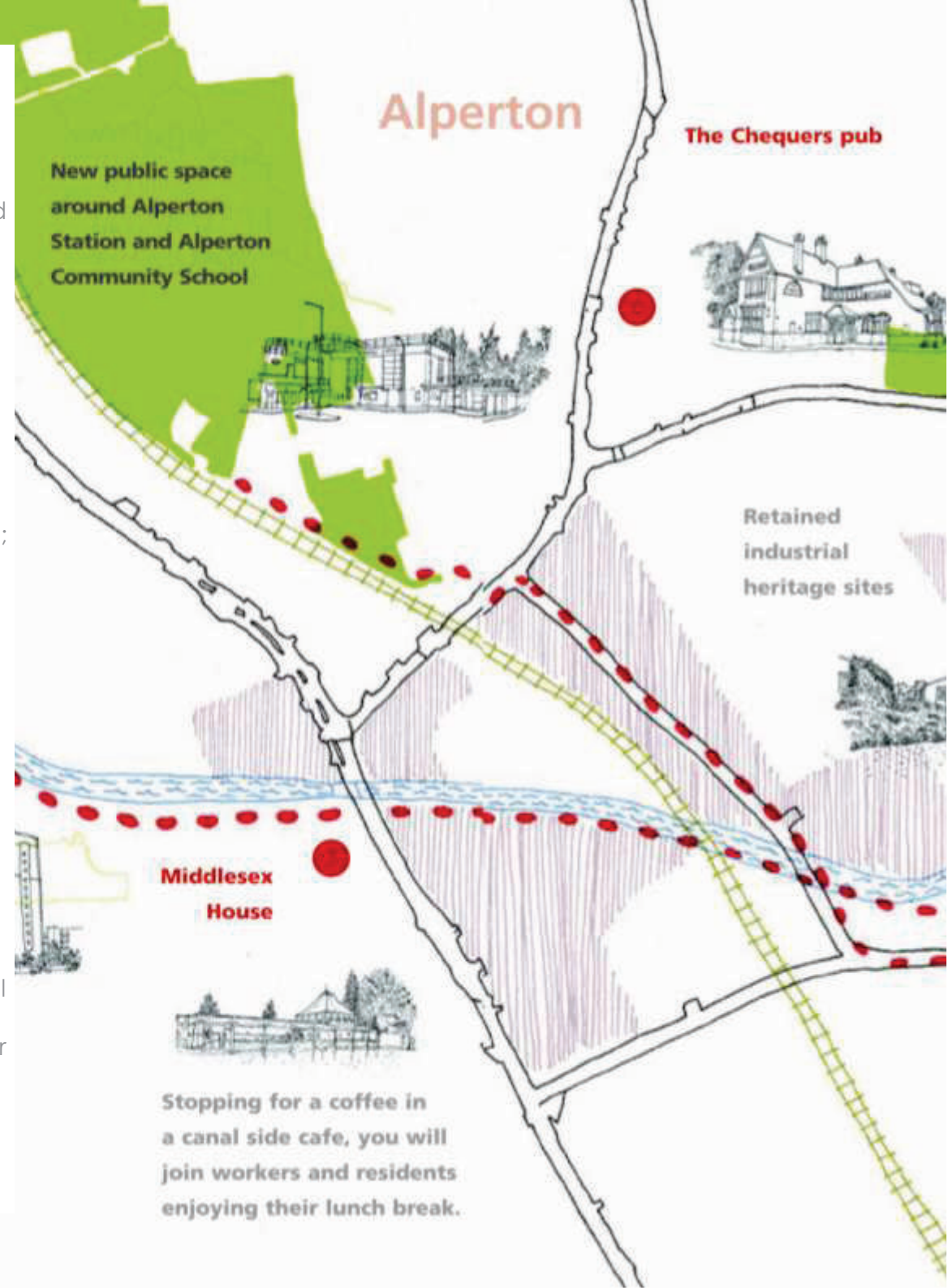
Hidden behind the housing and industrial estates is Alperton's great surprise – one of the most under-appreciated stretches of the Grand Union Canal. Running along the canal is a network of small industrial estates, supporting a wide variety of businesses.

But these great attractions do not add up to an identifiable community. Ealing Road loses its unique character as it nears Alperton Station; the streets are visibly run down and disadvantaged by conflicts between the industry and residential neighbourhoods; the canal itself is under-used.

Our vision for Alperton is to transform this disjointed and rundown part of London into a coherent and attractive place to live and work.

Strategic objectives

- Open up the canal and develop it as an asset for local people – as a place to travel to and from home, work and school, as an open space for them to enjoy and as a place for recreation, respite and peace
- To find ways of connecting the attractions of Ealing Road to the tube station in order to better link the new communities with local facilities
- Provide new homes for families, couples and individuals, together with new facilities and open spaces
- Exploit Alperton's proximity to Park Royal Industrial Estate to generate more local jobs



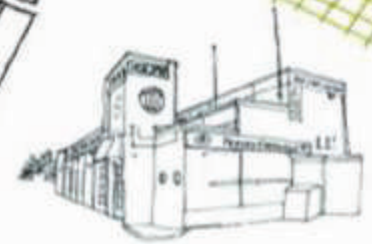
Improved public transport



Existing footbridge



Commercial uses for the canal



Ace Café

Park Royal

You will observe residents relaxing, socialising and playing alongside, and on, the canal.



A choice of routes lead you into Wembley, Ealing or Central London.

Achieving the Vision

Purpose of this document

The masterplan is a Supplementary Planning Document (SPD) to the Brent Local Development Framework and directly derives its status from the Brent Core Strategy 2010 and the emerging Site Specific Allocations. It is a material consideration for the determination of planning applications for land in the masterplan area.

Alperton has been identified as being suitable for at least 1600 new homes (Core Policy CP2 and CP8) but the council owns very little of the land identified so cannot physically deliver the change on its own.

The masterplan SPD has been developed to inform and influence developers in the types of development the council would consider appropriate in Alperton. This masterplan can be used by developers to understand the key principles of the regeneration and to guide proposals, and the council to encourage regeneration and assess planning applications.

New investment will generate funds to pay for new services and community infrastructure; modern business space and improvements to public transport. This approach is embedded within the Core Strategy (Core Strategy policy CP5), the Site Specific Allocations and supported by qualitative and quantitative research.

This agenda informs wider spatial implications, the headlines being:

- All development proposals must deliver and contribute to forms of physical and social infrastructure, either directly through development or through secured planning obligations, including open space, play space, towpath improvements and forms of health and education.
- The Brent Infrastructure and Investment Framework identifies supporting facilities that are required to service the needs of a new population in Alperton.

- Development will include affordable housing with a target of 50% affordable housing in line with Core Strategy policy CP2, with a mix of unit sizes according to the particular character area, 2009 BNP Paribas study demonstrated that 50% affordable housing was achievable under certain circumstances;
- Residential development must achieve Code for Sustainable Homes Level 4 and where possible we aspire to carbon neutral development for Alperton up to Code Level 5. Commercial and community floor space must achieve BREAM excellent. This is outlined within Core Strategy policy CP19 Developments must be able to plug into a decentralised CCHP system, and investigate energy differentials between day and evening use;
- Proposals must accord with the Site Specific Allocations in terms of a mix of uses. This will entail the provision of affordable floor space for business and/or possible relocation;
- Proposals must contribute to a sustainable transport strategy, including improved public transport, car sharing clubs, rollout and subsidy of local controlled parking zones and parking restraint;
- These facilities will require space secured from new development in space that meets their needs, and at rents that they can afford;
- Proposals must deliver the design and build quality required to create the character described throughout the masterplan



Change of use: enabling growth

Alperton growth area includes Northfields Industrial Estate, Abbey Industrial Estate, Sunleigh Road and sites at the crossing of Ealing Road and Grand Union Canal.

Alperton is an attractive place for property developers to deliver change: it has good public transport with opportunities to deliver further improvements; the canal is a tremendous asset for waterside living and Ealing Road offers genuine cultural value. Critically however, there is an availability of land in Alperton that is ripe for development – including poor quality industrial land and vacant and derelict land and buildings.

Although the Council is not a major landowner in Alperton, its prerogative to review land use policy can facilitate regeneration in Alperton. Much of the land that is being promoted for development had long been protected for industrial use by planning policies. With the adoption of the Core Strategy this has changed and now the land is promoted for higher value, mixed use development.

Industrial land use surveys show that there is approximately 100 hectares of vacant industrial land in the borough – over 20 years supply. While acknowledging the importance of local employment areas, there would seem little sense in continuing to protect the very poorest quality land and accommodation in the borough that so negatively impacts upon neighbouring homes while there is so much vacancy in the borough. Most of the industrial land in Alperton sits immediately adjacent to existing residential areas, generating noise, visual, dust and odour impacts, as well as significant transport problems.

This planned release has been considered and justified on the basis of the demand, supply and quality of land and premises in the borough. Additionally, the 'release' requires new business space that can be properly integrated with existing and new homes, and be properly serviced and operated to modern standards and high densities, with a

proportion at affordable rents.

As well as enabling development through land use policy change and shaping development through planning policy the council will continue to take an active role to help facilitate delivery through:

- Working with developers to achieve the best and most sustainable solution for each site
- Helping to deliver specific forms of infrastructure to support development, a framework of infrastructure projects (e.g. streets, bridges, school places) that must be delivered with growth has been identified in this document.
- Supporting businesses who are affected
- Strong partnerships with Housing Associations

Northfields Industrial Estate remains protected for industrial use by the Mayor of London. The London Plan designates the land as a Strategic Industrial Location and the Core Strategy does not include the site as within the Alperton Growth Area. This document does not introduce a revised policy position for the land.

Despite this, the masterplan includes a development possibility for Northfields as the Council feels that the site presents a major opportunity and will work with the Mayor to investigate a policy vehicle for releasing the potential of the site in the medium to long term.

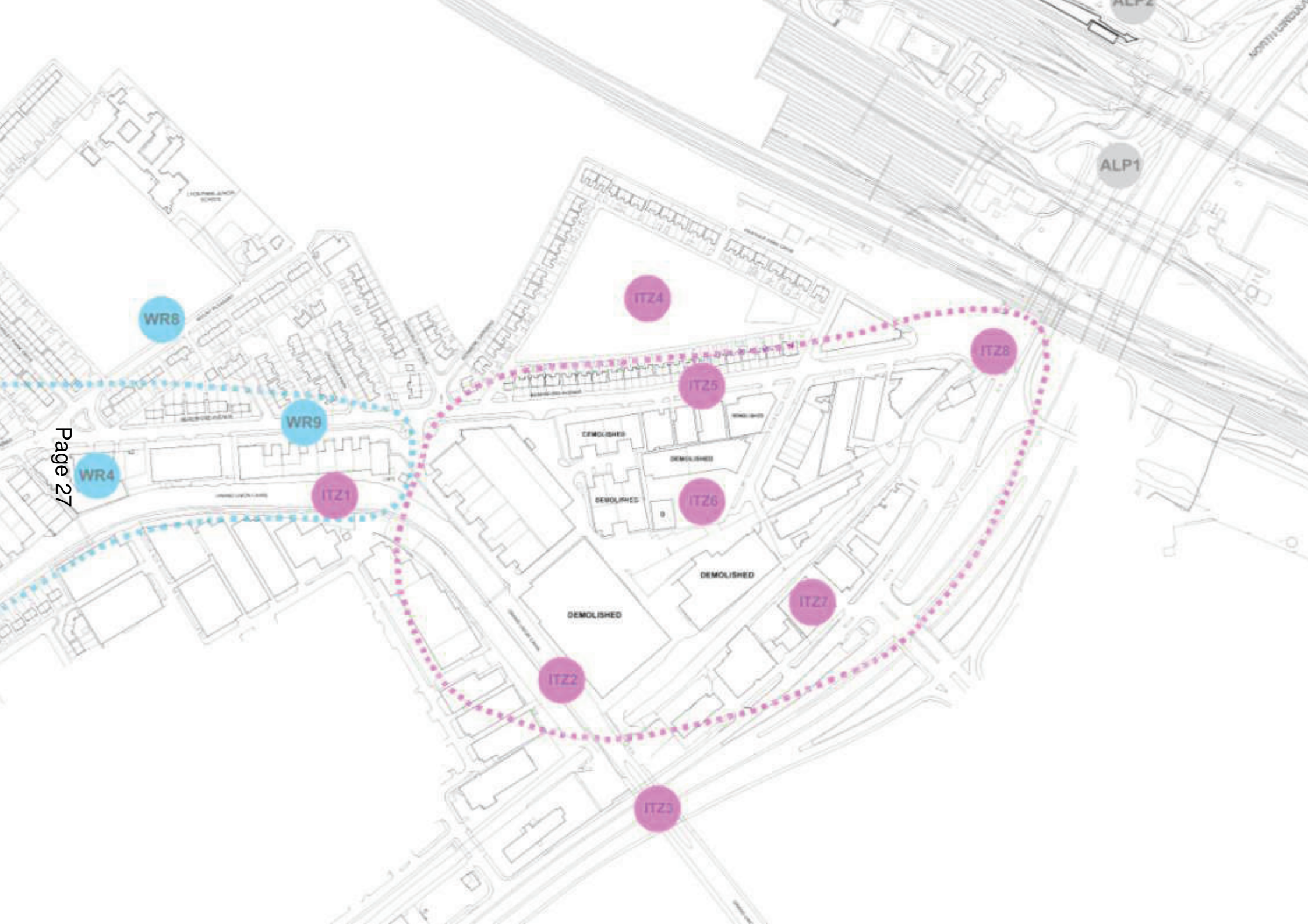
Alperton Today

Alperton is situated in the south west of Brent, set within the wider environs of Park Royal. Physically Alperton consists of 1930s suburban residential streets, culs-de-sacs and industrial estates sitting uneasily side by side. Alperton has a number of assets: a 1.6km stretch of the Grand Union Canal, Ealing Road and the Shri Sanathan Hindu Temple, access to good public transport and it's proximity to Park Royal. Alperton is host to the largest Diwali festival outside India. Wembley is the closest and most accessible large town centre.

Alperton's greatest assets and attractions are clearly under used and do not enable an identifiable community to flourish. Ealing Road is congested and the successful end of the high street does not extend down to Alperton Station. The canal is cut-off from many residents in existing communities, with one long standing footbridge from Mount Pleasant only now being supported by a new crossing connecting Atlin Road and Hazel Grove.

Open spaces in and around the area are either of poor quality (Weather Park Drive, Alperton Recreation Ground) or inaccessible (One Tree Hill) and as a result they are not well used and have become hotspots for anti social behaviour.





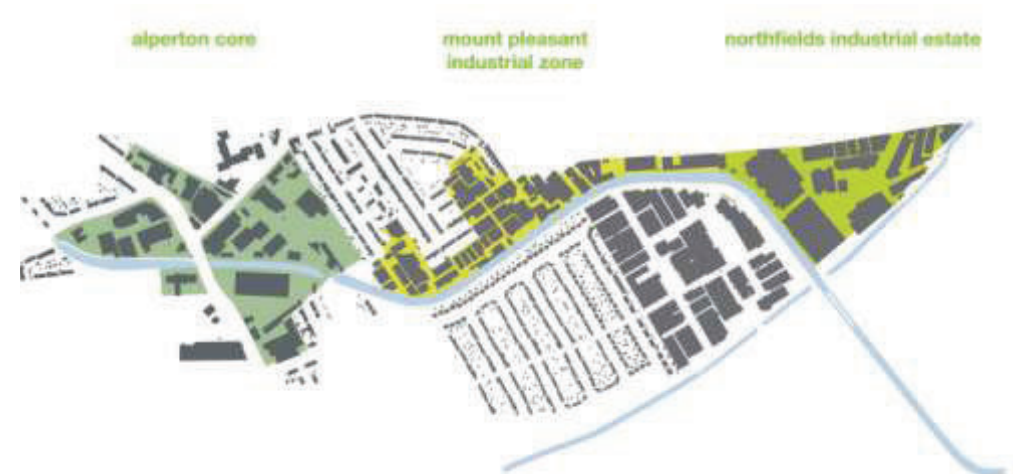
Urban Grain/Character

Alperton is an area of contrasts. Open suburban residential streets about close grained, densely developed industrial estates with building typologies ranging from large scale industrial sheds to mixed use flatted development, late twentieth century office blocks and traditional suburban terraces. The existing built form in the growth area is more easily understood by looking at the three distinct areas that each have their own characteristics and common features.

Alperton's core: The area at the western end of the masterplan is characterised by relatively large building footprints arranged in a fairly ad-hoc manner. The principal organising structures are all linear in nature (Ealing Road, the canal and the railway arches), none of which are particularly well defined by the buildings that surround them.

Mount Pleasant Industrial Zone: The central character area probably has the most distinctive urban form. It is fine grain, densely developed and intimate in scale. The streets are narrow and difficult to navigate, which adds as well as detracts from the experience. The buildings generally turn their backs on the canal, thus missing out on the potential of this attractive waterside location.

Northfields Industrial Estate: The eastern character area, Northfields Industrial Estate, is currently designated as a Strategic Industrial Location by the GLA in the London Plan. The majority of the site is vacant but historically has been characterised by large low rise industrial buildings.





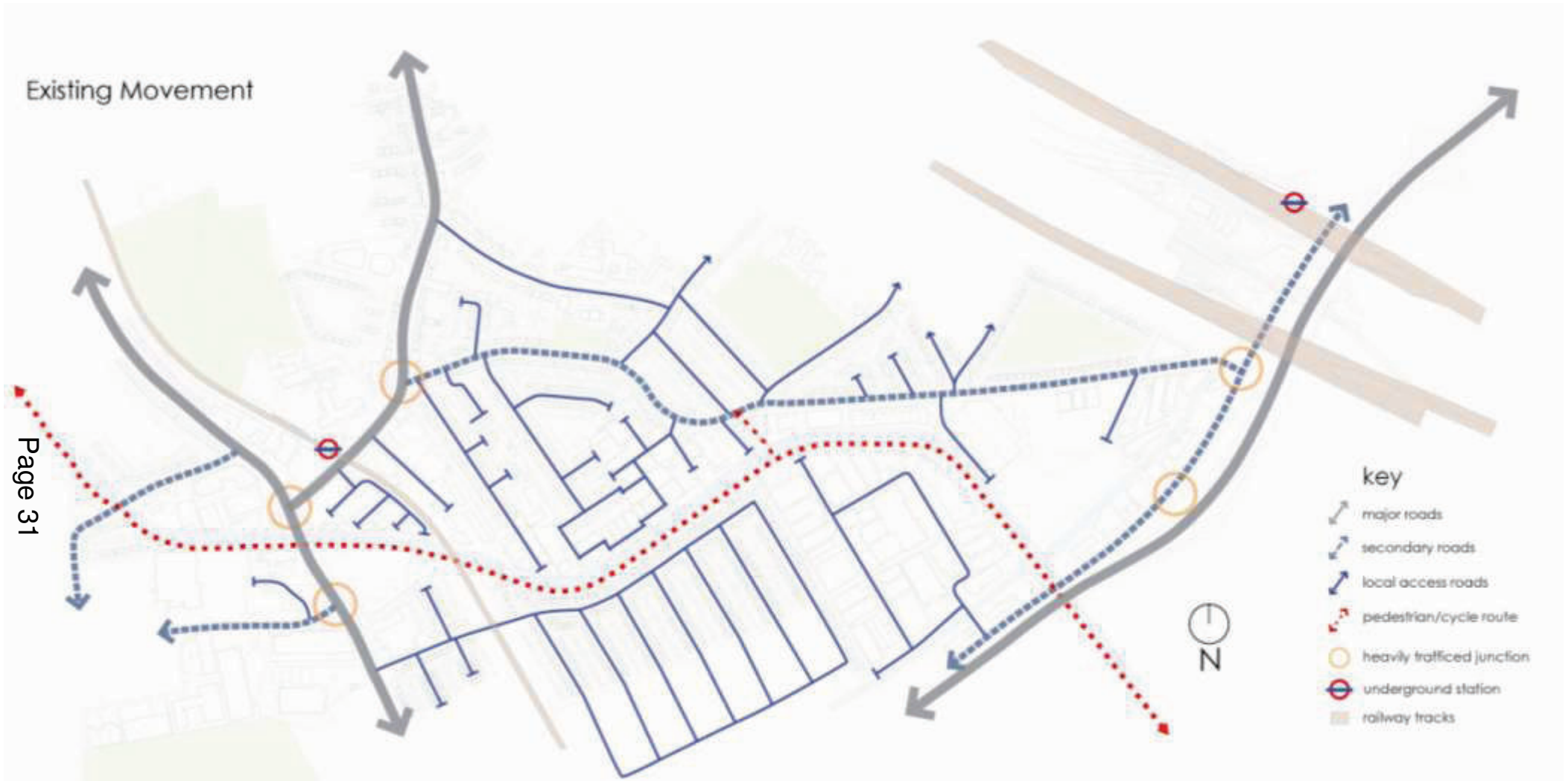
Movement

Permeability through the masterplan area is relatively poor at present, partly because of the severance created by the canal, rail line and the busy Ealing Road. In addition, much of the area is made up of derelict or semi derelict plots, most of which are only accessible directly from the nearest main road. Residential side roads provide access to some of the existing commercial uses; these roads are narrow and have become congested with on street parking.

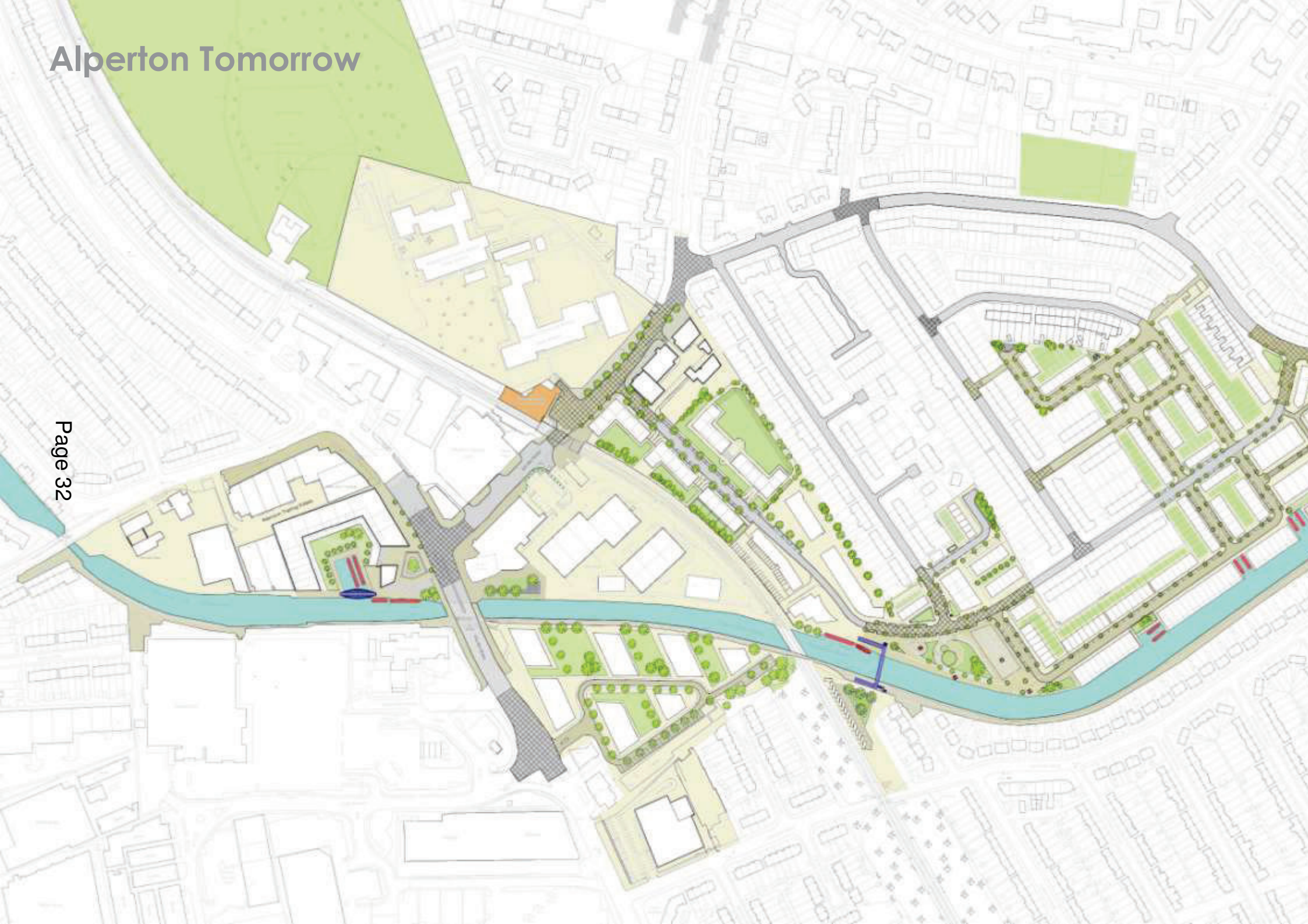
Alperton growth area lies between Alperton Station (Piccadilly Line) and Stonebridge Park Station (Bakerloo Line & London Overground). These mainline stations provide frequent and direct services to central London.

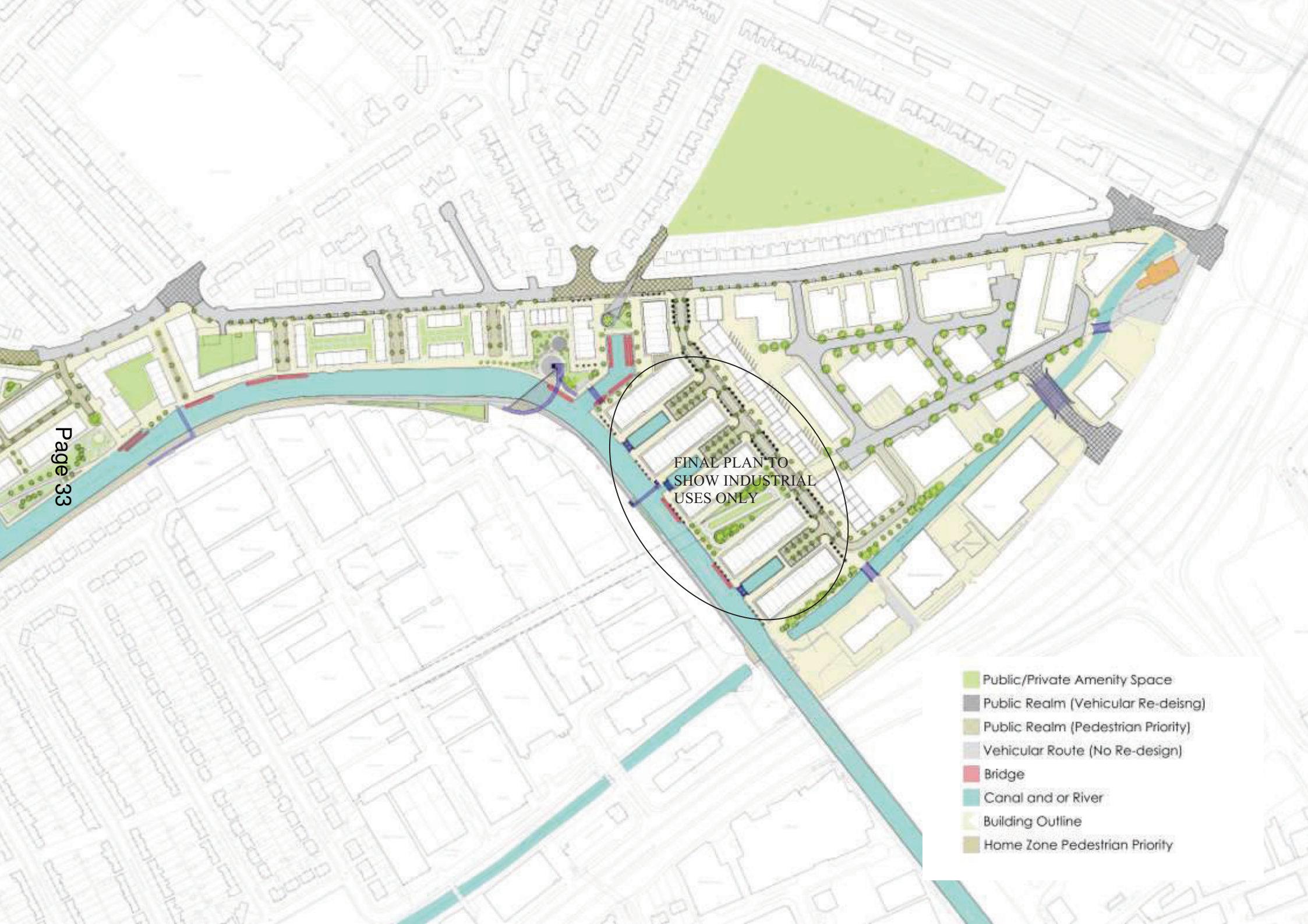
The western end of the growth area, close to Alperton tube, benefits from good accessibility to bus services, while most of the remaining areas are only served by the currently infrequent number 224 which connects to Alperton Station but does not serve Stonebridge Park Station. The PTAL in the central character area therefore is currently low.





Alperton Tomorrow





FINAL PLAN TO
SHOW INDUSTRIAL
USES ONLY

- Public/Private Amenity Space
- Public Realm (Vehicular Re-design)
- Public Realm (Pedestrian Priority)
- Vehicular Route (No Re-design)
- Bridge
- Canal and or River
- Building Outline
- Home Zone Pedestrian Priority

A canal runs through it

Our ambition is to establish three distinctive new neighbourhoods linked by a high quality and lively stretch of canal, these are:

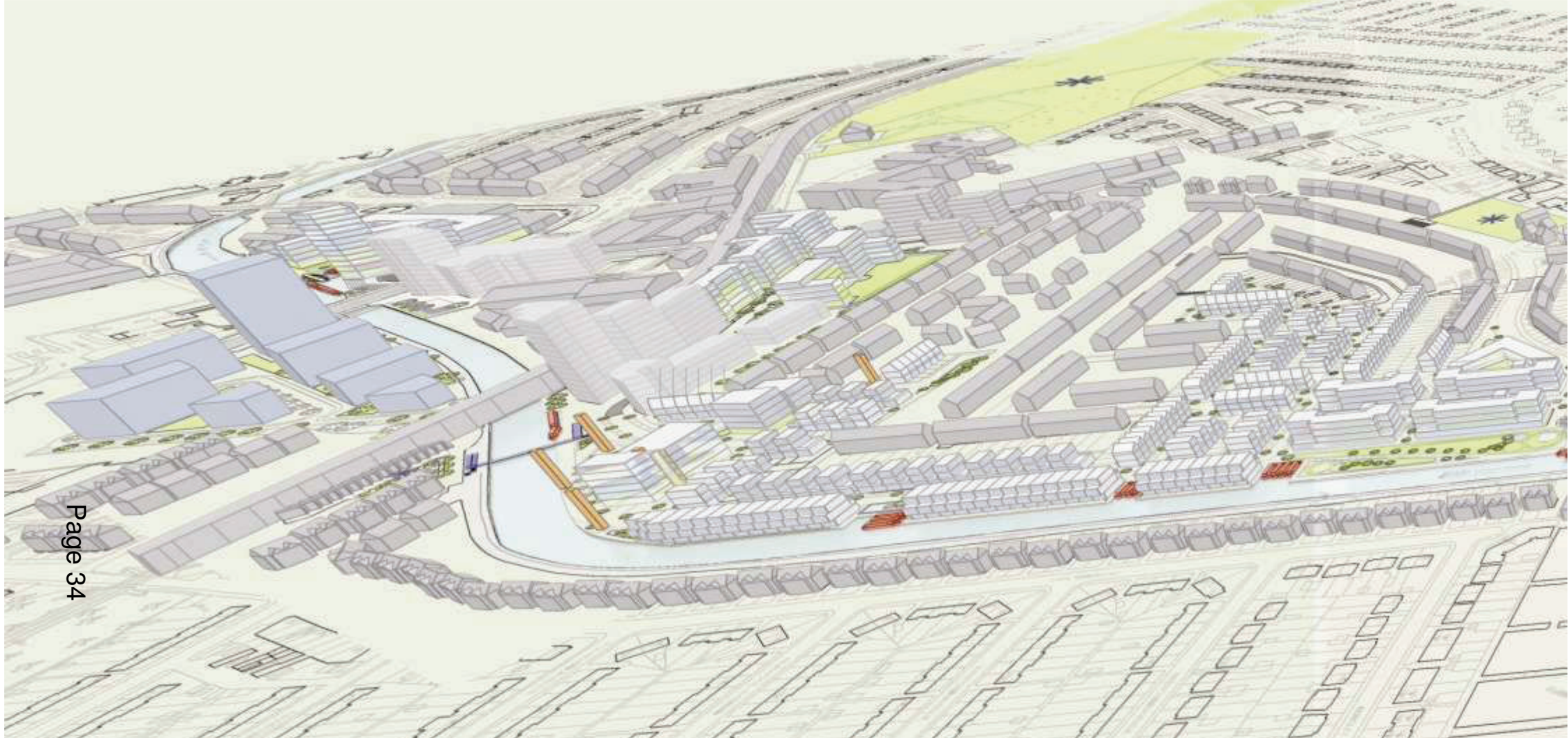
- Alperton's Core: a cultural centre
- Waterside Residential Neighbourhood
- Northfields Industrial Estate

As you walk towards the canal from the cultural core of Alperton you will encounter a series of green spaces, each with a different charac-

ter, some active centres for play and gathering and others more tranquil spots for quiet relaxation.

Along the canal a new waterside residential neighbourhood will emerge with conveniently located bridges across the canal, connecting communities either side with local facilities, such as a doctor's surgery, library, learning centre, café, local jobs, and transport hubs.

The industrial transition zone adjacent to Park Royal links the canal with a wider pedestrian and cycle network, through a new green corridor along the North Circular Road and Brent River Park, providing a pleasant and safe route through the area.





FINAL PLAN TO
SHOW INDUSTRIAL
USES ONLY

A new legible urban structure

When we transform Alperton, pedestrians and cyclists will be able to move freely and easily through the area: across Ealing Road; across the canal; and into attractive and safe places and spaces.

Alperton will be tied together by a network of new streets, public spaces and footbridges. Both new and incoming residents will be able to access the waterside and use straight forward connections to local amenities, shops and public transport nodes. The onus will be on ease of movement through an attractive and safe public place.

Principal interventions of note include:

- A connection from One Tree Hill open space to Mount Pleasant, using Atlip Road and Woodside End, linking with a continuous east-west route through the masterplan area
- New footbridge at Atlip Road, already planned, nearly complete
- New footbridge at Northfields
- An improved route to Stonebridge Park station through Northfields
- A new road linking Atlip Road and Mount Pleasant improving access to the underground and existing bus routes
- Landscape improvements to the tow path and new footbridges will link into the new development on the off side of the canal,
- New public spaces that will bring existing and new residents close to the water.



Destinations, spaces and places

As part of a legible network of connections, the masterplan proposes a series of new public realm and open space interventions.

A series of new small spaces will be created as part of development proposals to provide public amenity and activity exploiting the unique setting of the canal. Active commercial and community uses will be sited alongside public spaces to provide activity and natural surveillance.

The five existing principal open spaces will be improved in terms of quality of landscape, facilities and accessibility, including play facilities and consistent and robust furniture and lighting.

Show important places on a separate diagram:

- Schools
- Open spaces
- Shopping areas
- Potential locations for facilities like doctors surgeries

ANNOTATION,
CREDITS AND
REFERENCES
TO BE ADDED



Reducing car use

Legibility and connection is fundamental to the success of the masterplan SPD which has specific proposals for new connections, improved linkages to Alperton and Stonebridge Park stations, local shops and services and an improved bus service. Together, these measures will encourage people to use walk, bicycle and use public transport.

With increased demand from passengers living in the new homes, bus route 224 will be improved in terms of frequency and capacity, providing a regular connection to Wembley and Park Royal, and connecting with both Alperton and Stonebridge Park Stations. Additional bus stops are to be provided, particularly along Mount Pleasant and Beresford Avenue.

Parking restraint measures are proposed across the masterplan area, with fewer spaces provided for cars in locations more accessible by public transport. To compliment this, the roll out of car sharing clubs provide residents with access to cars at affordable rates as and when they need them, but reducing the overall number of cars on the roads.

The masterplan proposes that controlled parking zones will be introduced across surrounding streets in the vicinity of the masterplan to stop “over-spill” parking in neighbouring streets by residents of new developments.

Existing residents of surrounding streets can apply for parking permits (paid in full for the first 5 years by development proposals). Residents of new developments will not be allowed to apply for these permits, and will therefore not be allowed to park on those streets.

Average parking ratios for the respective character areas are as follows

Alperton's Core	0.4 spaces per unit
The Waterside Residential Neighbourhood	0.6 spaces per unit
The Industrial Transition Zone	0.65 spaces per unit

Charging points for electric cars will be provided for new development.



CPZ plan

Energy Efficient Design

The Brent Core Strategy requires that new housing development in Alperton is built to Code for Sustainable Homes Level 4, and commercial or community development to BREAM excellent. The extensive southern aspect of development sites offers potential for passive solar design, while a tight urban grain, particularly within the Waterside Residential Neighbourhood will provide opportunities for shading from the orientation of buildings.

Renewable Energy

The proximity of the development sites and the mix of uses within the masterplan facilitate the introduction of a decentralised network of Combined Cooling, Heat and Power systems, with the potential to connect with adjacent sites as development proceeds. The presence of both commercial and residential floor space allows for heating and cooling to occur within respective buildings and neighbouring uses at different times of the day, maximising the potential of heat recovery.

PRECEDENTS
TO BE ADDED

Alpertons Core: a cultural centre

“Alpertons local centre will be a lively, cosmopolitan destination catering for its culturally diverse population”

The canal acts as a spine connecting a network of open spaces that extend from the cultural core of Alpertons at Ealing Road through a waterside residential neighbourhood and into an industrial transition zone next to the North Circular Road.

Emerging out of Alpertons Station a new public space will be the start of a busy and energetic high street, linking in a selection of shops, restaurants and public transport facilities. Alpertons School will be a local hub, providing extended services to the wider community.

This new flexible space will be capable of being closed to traffic for festivals such as Diwali; it will also provide a navigable and safe connection between the Grand Union Canal and One Tree Hill.

Alpertons local centre will be a lively, cosmopolitan destination catering for its culturally diverse population. The Shri Sanathan Hindu Temple will re-enforce the cultural significance of the centre. Alpertons is a popular shopping destination specialising in Asian food, fashion and music. The entrepreneurial spirit which exists will be nurtured and encouraged; existing businesses will have room to expand in appropriate accommodation.

New and improved business premises will help to further raise the aspirations of the existing business community and attract new investment. The new development at this centre will be high density and mixed use. Well designed tall buildings at the crossing of Ealing Road and the canal will mark the entrance to this destination.



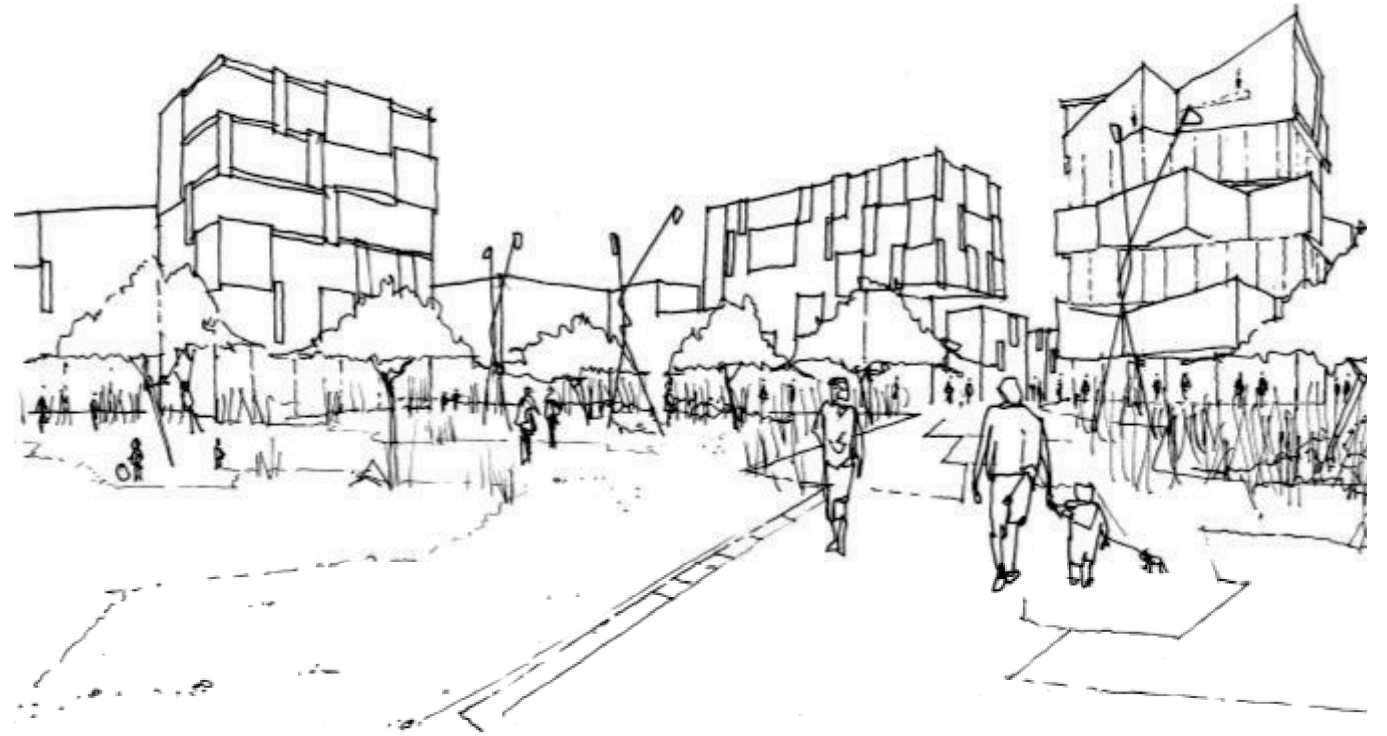
Alperton's Core: a cultural centre

Regeneration principles

- A busy urban area with commercial uses at an active street level
 - A more pedestrian friendly place with better, simpler and more useable connections across streets
 - Legible area defined by distinctive buildings up to 17 storeys in height in specific locations, including a refurbished Middlesex House
 - A coherent and less cluttered public realm with robust and attractive street furniture, including a major new public space around Alperton Station
 - Canal side buildings will exploit the proximity to the water benefiting from the increased sales value of buildings next to open water.
 - Public access to the canal will be provided with activity in new public spaces
- Development in Alperton's core will be more conventional in

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Interventions and projects

1. Alperton Community School

2. Ealing Road Square

3. Improvements to One Tree Hill Open Space including quality, facilities and accessibility

4. Public space at the former B&Q site

5. Public space at Alperton House

6. Junction improvements to Ealing Road at Bridgewater Road and Mount Pleasant

7. Lighting scheme at Manor Farm and Ealing Road canal bridges

8. Facilitation of connection of Atlip Road to Woodside End in the adjacent character area

9. Greater legibility of access to the superstore, including from the canal and a new crossing at Ealing Road

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ANNOTATION AND REFERENCES
TO BE ADDED TO PLAN





Alperton's Core: a cultural centre

A place to live: housing types

Alperton's core will be a busy urban area with high density development, and new housing is promoted for smaller households, with a predominance of 1 and 2 bedroom homes. However at least 40% of social rented accommodation should preferably be 3 bedrooms and above in size.

New dwellings must meet the standards Mayor's Housing Design Guide.

Below is a suggested mix across tenures

Area1	1	2	2	4
social	15	45	40	0
intermedi-	45	45	10	0
private	45	45	10	0

MORE
PRECEDENTS
TO BE ADDED

MORE
PRECEDENTS
TO BE ADDED

ANNOTATION,
CREDITS AND
REFERENCES
TO BE ADDED



Waterside Neighbourhood: a new community

“A new type of community which provides family homes in a compact modern environment”

Moving east along the canal a different neighbourhood emerges, quieter and more residential; a new type of community which provides family homes in a compact modern environment. New housing will activate the canal, taking advantage of the views and special character that is generated.

The scale of the new development will relate to the adjacent existing neighbourhoods to the north and south, with taller buildings making the transition into a different scale in the Northfield Estate. The homes will set high standards of environmentally sensitive design.

A series of public and private open spaces emerge with the new developments. Open spaces along the canal will be the location for new community facilities. Existing open spaces will be improved to provide new recreation and sports facilities.

The new residential neighbourhood will be made accessible by improvements to public transport. Initiatives could include a more frequent local bus route joining Alperton and Stonebridge Tube Stations and a 'fast bus' link to Wembley. Car clubs will be introduced to provide residents with an alternative to private car use.



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Waterside Neighbourhood: a new community

Regeneration principles

The existing built form and physical location of this district offers the greatest opportunities to apply innovative design to create a neighbourhood with a very special and clearly distinguishable character. It is envisaged that mews and courtyard type of development will be introduced, and other similar forms that entail relatively small front to front distances.

The concept for this area is to create a new canal side community, whilst retaining and reinforcing that which currently makes up the character of Alperton today. The proposed development seeks to achieve a unique identity for this new residential neighbourhood where streets and spaces are compact, urban and enclosed allowing housing targets to be achieved whilst maintaining a massing appropriate to the existing context.

Standards in existing planning policy such as physical separation have been challenged and it is suggested that good quality residential amenity can still be achieved through the careful design, placement and orientation of windows to prevent overlooking.

Where new development interfaces with existing residential areas great care will be taken to protect the privacy outlook and amenity of the existing residents of Alperton.

- A permeable network of streets and spaces designed primarily for people
- Building heights between three and six storeys with maisonettes and town houses with doors on the street
- Proposals more closely respecting SPG17 separation standards where it interfaces with existing properties
- Commercial activity within studios, workspaces and local shops
- A new primary vehicular connection between Atlip Road and Mount Pleasant
- On street car parking provided as part of an integrated shared surface and off street parking provided within developments as appropriate.
- Access to the canal for existing and new residents will be introduced on the off-side.





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Waterside Neighbourhood: a new community

Projects and interventions

1.	Completing of connection from Atlip Road to Mount Pleasant
2.	Public space at landing of footbridge
3.	Public spaces adjacent to the canal
4.	Reconfiguration of Mount Pleasant/Beresford Avenue junction
5.	Mount Pleasant play area
6.	Variety of access to the canal

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ANNOTATION AND REFERENCES
TO BE ADDED TO PLAN





Waterside Neighbourhood: a new community

A place to live: Housing types

The Waterside Residential Neighbourhood is promoted as suitable for families, and as such housing types should be focussed more towards larger units, including townhouses and maisonettes. At least 60% of social rented accommodation should be 3 bedrooms and above in size.

New dwellings must meet the standards Mayor's Housing Design Guide.

Below is a suggested mix across tenures

Area2	1	2	3	4
Social	5	35	30	30
Intermedi-	40	40	20	0
Private	40	40	20	0

ANNOTATION,
CREDITS AND
REFERENCES
TO BE ADDED



ANNOTATION,
CREDITS AND
REFERENCES
TO BE ADDED



Page 59

ANNOTATION,
CREDITS AND
REFERENCES
TO BE ADDED



Northfields: a new working suburb

Development on the Northfield Estate will provide new employment space where local industry can be relocated and consolidated. New development in this area will provide a mix of modern light industrial units, studios and managed workspaces.

Open spaces and cafes will provide places where residents and businesses can feel connected. The Ace Café will continue to be a significant landmark and social hub for the area.

A new access road to the North Circular will reduce existing conflicts between residential and employment land and improve established business links to Park Royal. There is a long-term ambition for Stonebridge Park Station to become a transport interchange.

The “Industrial transition zone” comprises of the Northfields Industrial Estate. This land is protected in the London Plan as a Strategic Industrial Location and this document does not propose a deviation from this. However, an option is proposed where land adjacent to the canal is released for mixed use development as there is potential to create a new working suburbia which will combine new homes with modern business space for large and small operations.

The Council is committed to securing the long term commercial and industrial role of the site and will seek to explore a policy and delivery vehicles to achieve this with partners, including the GLA.

Interventions and projects

1.	Vehicular Crossing to North Circular Road
2.	Footbridge at Beresford Avenue
3.	Heather Park Drive open space
4.	Route to Stonebridge Park Station
5.	New pedestrian crossings across Brent River
6.	Public realm improvements to Queensbury Road SIL including signage, planting, lighting and landscaping.

ANNOTATION AND REFERENCES
TO BE ADDED TO PLAN



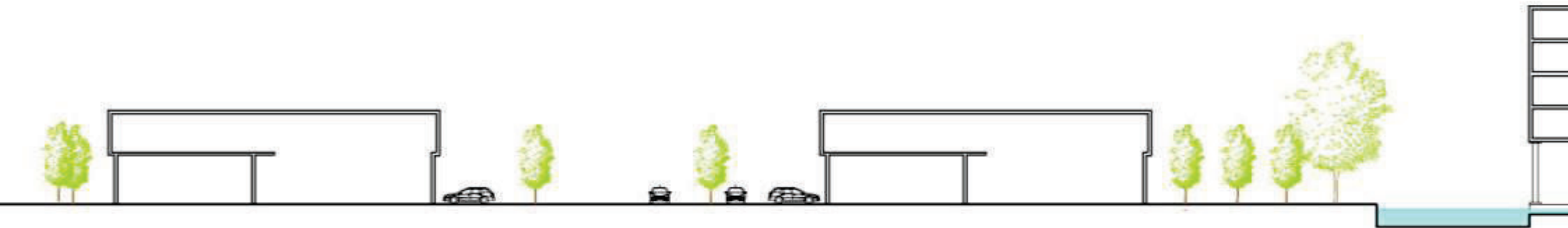


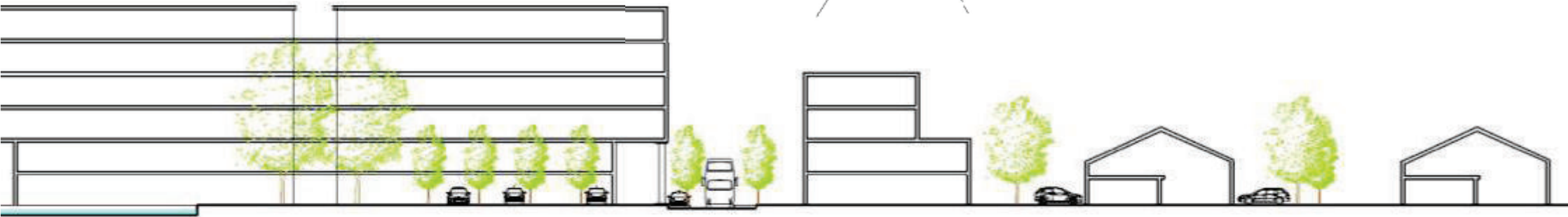
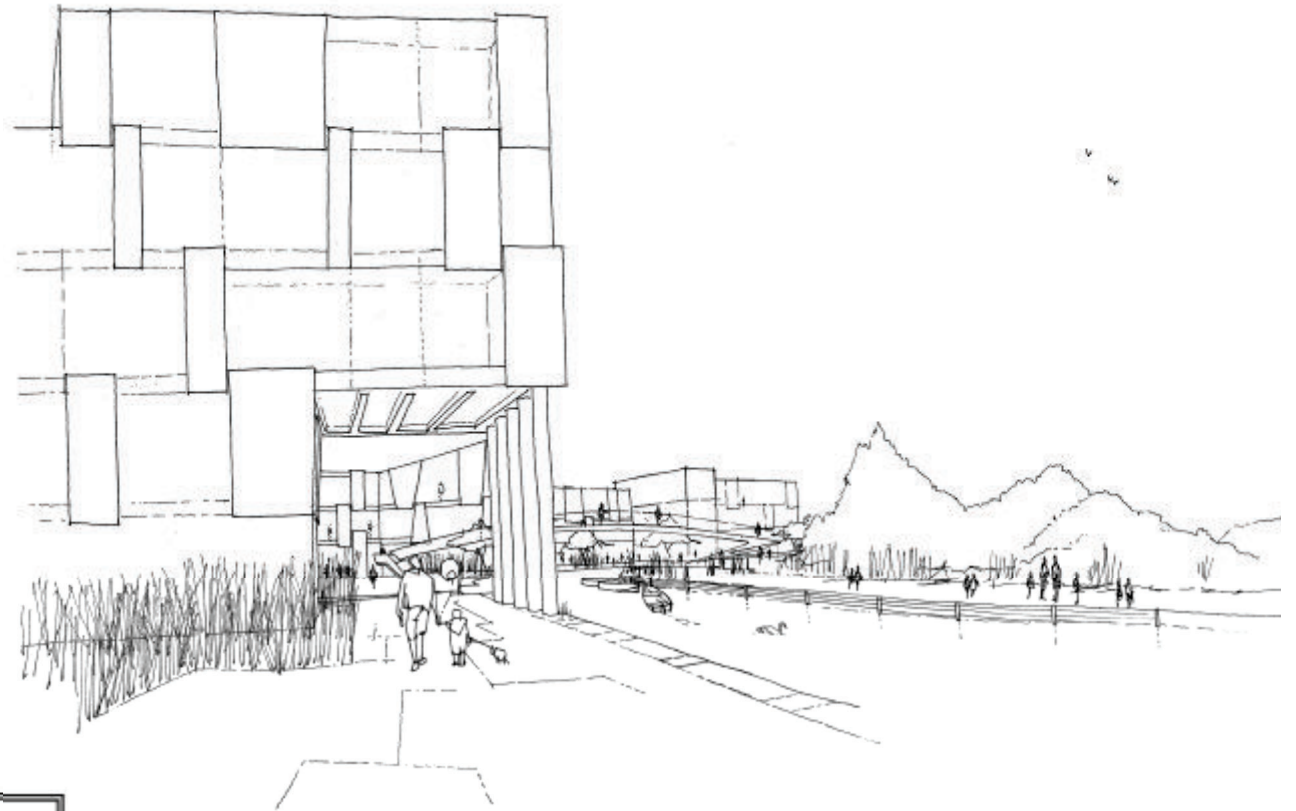
Northfields: a new working suburb

Regeneration principles

- An industrial character in the designs for new workspace
- Major pedestrian route connecting the waterside with the Ace Cafe and Stonebridge Park Station beyond
- A new street moving south from Beresford Avenue providing effective separation from new workspaces and active frontages for commercial and community uses
- Business relocation space
- New public space at the 'knuckle' of the canal, with a crossing across the water
- Improved physical links to Park Royal with a road bridge across the River Brent to the North Circular Road
- Development will be industrial in scale with large building footprints and wide spaces between blocks.

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Northfields: a new working suburb

Opportunity to introduce residential development along the canal

An option is proposed where land adjacent to the canal is released for mixed use development as there is potential to create a new working suburbia which will combine new homes with modern business space for large and small operations.

New home-work units will provide a buffer zone between the light-industrial and residential area. Taking advantage of the topographical changes at Northfields Industrial Estate, the uses will have a clearly defined separation.

Housing tenure/ social mix

The Industrial Transition Zone is considered suitable for a wide range of unit sizes across tenures, with large building footprints and wide open spaces between them. At least 50% of social rented accommodation should be 3 bedrooms and above in size.

New dwellings must meet the standards Mayor's Housing Design Guide.

Below is a suggested mix across tenures

Area3	1	2	3	4
Social	10	40	40	10
Intermedi-Private	45	45	10	0
	40	40	20	0





Implementation

Working with partners

Much of the land in Alperton is within private ownership, either by existing businesses, property developers and investors or housing associations, who will deliver new homes, commercial and community space. Discussions with landowners and developers have been held in relation to all of the land within the masterplan area. Indeed, some sites now benefit from planning permissions and developments on the ground.

As stated in section (#) the council owns very little land within Alperton and therefore its role is one of *leading, enabling and facilitating change*.

The council is leading and enabling change in Alperton through clear statements of change. The LDF Core Strategy has released planning protection upon land in Alperton, setting the basis for allowing mixed use development to come forward. The preparation of the Vision for Alperton and this masterplan document set a direction for how this change should occur – what can Alperton become?

To facilitate change in Alperton, the council negotiates development proposals through the planning system and secures affordable housing community facilities and public realm interventions through planning obligations. It also develops partnerships between delivery agencies to ensure local and regional players can collectively use their influence and obligations to shape the place of Alperton.

The council does have compulsory purchase powers and will consider using them to remove blockages to the transformation of Alperton to deliver the masterplan.

Deliverability

An understanding of the deliverability of the masterplan has informed and tested the formation of the design and commentary text. This has been an iterative process of testing and refining.

To understand the viability of future developments, a comprehensive analysis of ownership and exchange has been completed across the masterplan area to form an appreciation of existing use values, exchange of land and prices paid and any premiums to assemble land from fractured demises.

The highest value existing commercial uses in Alperton are found within Alperton House and the Atlip Centre, with a combination of office and quasi-retail uses. However, as the land is not fragmented and can be delivered as development sites. Further east along the canal at sites at the foot of Sunleigh Road and Woodside End and along Mount Pleasant and Beresford Avenue, existing use values are very low. Some of this land requires assembly.

With assistance from the development market, the council has an understanding of likely construction costs of the types of homes and commercial and community space that are proposed in the masterplan. Additionally, an appreciation of sales values has been sought. High density flatted developments cost significantly more to build than houses and maisonettes. Because they are denser, they often require physically more car parking spaces, often in basements. They also take longer to build and therefore longer to sell.

The Core Strategy requires 50% affordable housing across the borough, supported by a 2009 Affordable Housing delivery study prepared by BNP Paribas. The appraisal of the masterplan has sensitivity tested proportions of affordable housing to understand the impact on scheme viability. Development sites within Alperton have a track record of producing a high proportion of affordable housing, although clearly there is a level of uncertainty regarding grant funding from the government.

Implementation

Business relocation

The message of this masterplan is clear. The run down dislocated industrial estates of Alperton will be transformed into a coherent sustainable mixed use community. Alperton has some of the worst industrial land in Brent, and there are almost 100 hectares of vacant land and buildings elsewhere, including approximately 60 hectares in Park Royal – this is over 20 years supply of vacant land.

Although there are a small number of successful and sustainable businesses, much of the units accommodate marginal car repair operations that are only sustained by very low rents. Bad neighbour uses, such as car repair, spaying and scrapping are better located away from established and growing residential areas. This situation requires a radical transformation and will not be possible to achieve the objectives of the masterplan while keeping some businesses in situ and redeveloping land around them.

Part of the offer to release industrial land is for new mixed use development to include business space at affordable rents – some space has already been secured at the former B&Q site and the Minavil House developments. Developers are encouraged to negotiate with occupiers to include businesses within new space that can sit comfortably and sensitively alongside residential development.

A similar concept, but on a grander scale is for businesses to be relocated east to the Northfields estate. The masterplan development possibility for the land includes enabling residential development to bring forward new business space, including affordable space for relocated business. Businesses are encouraged to consider moving to modern premises with proper servicing and delivery arrangements.

Alternatively, the council work with business to explore opportunities to relocate elsewhere in the wider Alperton or Park Royal area

A supply of space could be delivered that includes a number of units at a range of sizes. Rents could be “stair-cased” or “pump primed” so that early years were more affordable but could then increase as businesses grow. Units could be located around shared business administrative hubs (such as meeting venues, reception, copying).

Interviews with existing businesses in the area indicate that there is an appetite for businesses to come together to purchase land and build units at Northfields as part of the comprehensive redevelopment. It is likely that this will require subsidy as part of the development.

Implementation

Alperton's Core: a cultural centre

Project	Time-frame	Delivery partners	Comments
Alperton Community School	Ongoing	Brent Council Alperton Community School Development	The council will investigate delivery vehicles to bring forward a new school. New campus could include space for wider community facilities.
Ealing Road Square	Ongoing	Brent Council Development Alperton Community School Transport for London London Buses Mayor of London Design for London	A major new public space on Ealing Road redefining the setting and role of Alperton Station, Alperton Community School, Alperton Bus Garage and One Tree Hill.
One Tree Hill Open Space	Ongoing	Brent Council Development Alperton Community School	Access to open space will be integrated with Ealing Road Square. Improvements will include landscaping, furniture and play facilities.
Public space at the former B&Q site	By 2016	Brent Council Development	Secured by planning permission.
Public space at Alperton House	By 2016	Brent Council Development	Will be required from development.
Junction improvements to Ealing Road at Bridgewater Road and Mount Pleasant	By 2012	Brent Council Development Transport for London	Bridgewater Road/Ealing Road secured by Minavil House planning permission. Mount Pleasant/Ealing Road delivered as part of public space at Ealing Road.
Lighting scheme at Manor Farm and Ealing Road canal bridges	By 2012	Brent Council Development British Waterways	£106 monies could be pooled into a canal fund.

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Waterside Neighbourhood: a new community

Project	Time-frame	Delivery partners	Comments
Atlip Road foot-bridge	By 2011	Brent Council Development	Secured by planning permission.
Public space at landing of foot-bridge	By 2018	Brent Council Development	This will be secured through development, and could entail the retention of historic structures for community uses.
Public spaces adjacent to the canal	By 2018	Brent Council Development	This will be secured through development.
Reconfiguration of Mount Pleasant/ Beresford Avenue junction	By 2018	Brent Council Development	Redesign of junction will create public space on Mount Pleasant, secured through development.
Mount Pleasant play area	By 2018	Brent Council Development Playbuilder	Redesign of connection between Mount Pleasant and Stanley Avenue with improved boundary design. New play facilities.

Implementation

Northfields: a new working suburb

Project	Time-frame	Delivery partners	Comments
Vehicular Crossing to North Circular Road		Brent Council Development Transport for London	To relieve Heather Park Drive of industrial traffic. Will help to integrate Northfields with the fabric of Park Royal.
Footbridge at Beresford Avenue	By 2020	Brent Council Development British Waterways	Connecting towpath with Northfields. Will land at new public space and link with redefined connection to Heather Park open space.
Heather Park Drive open space	By 2020	Brent Council Development	Increased accessibility from Beresford Avenue, new furniture and play space.
Route to Stonebridge Park Station	By 2020	Brent Council Development Transport for London Network Rail	Use of water main through Northfields. Significant public realm and security improvements to space beneath the viaduct including lighting and de-cluttering.
New pedestrian crossings across Brent River	By 2020	Brent Council Development British Waterways Environment Agency	Will connect masterplan area to North Circular Road bus routes.
Public realm improvements to Queensbury Road SIL including signage, planting, lighting and landscaping.	By 2020	Brent Council Development	To support the continuing function of the industrial estate and improve the local environment.

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Infrastructure projects

There are a number of projects that are not within character areas, or do not yet have identified locations. These include:

Project	Delivery mechanism	Comments
Nursery places for 0-2 year olds.	Private operation Development	This is not a statutory obligation of the council. Opportunities for space within new developments will be explored.
New Lyon Park primary school and nursery places for 3 year olds.	Brent Council Lyon Park primary school Development	The space could be provided within an expanded Lyon Park primary school.
Approximately 2 hectares of public open space	Brent Council Development	A series of small public spaces will be created within developments and character areas.
Improvements to Alperton Sports Ground and Mount Pleasant playground	Brent Council Development Playbuilder	Improvements will be to accessibility to spaces, landscaping works, sports and changing facilities, play facilities and furniture.
Canal towpath improvements to planting, furniture, surface and lighting	Brent Council Development British Waterways	Developments on offside will pay into a canal fund for works on the towpath side as part of a cohesive strategy.
New doorstep play areas for the youngest children	Development	These must be delivered on site in line with the London Plan.
New play areas, including MUGAs for older children in local open spaces	Brent Council Development Playbuilder	These must be delivered in line with the requirements of the London Plan.
Health and fitness centre	Private operation Development	Opportunities for space within developments will be explored.
New health centre for doctors and dentists	Brent Council Brent PCT Development	This could be provided as a community campus around Alperton Community School and Alperton Station.
Improved bus service along Mount Pleasant and Beresford Avenue	Brent Council Transport for London London Buses Development	Increased frequency and capacity and additional bus stops.

Getting Involved

Contact Us

Please submit written representations on the content of this document to:

Alex Hearn or Beth Kay
Major Projects Team
Policy and Regeneration Unit
Brent Council
Brent Town Hall
Forty Lane
Wembley
HA9 9HD

Or email

aperton.masterplan@brent.gov.uk

Disclaimer

The information contained within this masterplan is, as far as Brent Council is aware, correct. However, developers should satisfy themselves about any information contained within it. The council is not responsible for any loss arising from any error of information contained in the document. Potential purchasers and developers are advised to consult the relevant Brent Council officers about their specific proposals before making any application for redevelopment within this area. The masterplan does not bind Brent Council to grant consent for any particular development within the area.

Useful Information

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Appendix 1

Masterplan process

Alperton was initially identified for growth in 2005 through the preparation of the Core Strategy which was formally adopted as planning policy by the Council in July 2010. Sustainability Appraisal of growth and development in Alperton has been provided by the appraisal of the Core Strategy and Site Specific Allocations Development Plan Documents.

Masterplan preparation began with a visioning exercise in the summer of 2009. The importance of a robust vision document was established at the outset to set an ambitious aspiration and harness support from stakeholders. The vision was drafted through informal but extensive consultation with local businesses, residents (through community leaders and interviews in the street), school children and shoppers as well as organisations such as British Waterways, the Greater London Authority and Transport for London. Consultants Fluid worked with L B Brent during this stage.

Since Autumn 2009 the document has been developed in house by Brent Council with the support of CABE, the GLA, British Waterways and consultants MVA Transport.

Adoption of the masterplan as a Supplementary Planning Document requires at least six weeks of public consultation prior to seeking approval and adoption at Executive.

Appendix 2

Policy References

Brent Local Development Framework: Core Strategy (adopted 2010).

Brent Local Development Framework: draft Site Specific Allocations (Examination in Public 2010).

Brent Supplementary Planning Document: Planning Obligations (2008).

Brent Supplementary Planning Guidance 17: Design Guide for New Development (200#).

Mayor of London: London Plan (consolidated with alterations 2008).

Mayor of London Park Royal Opportunity Area Planning Framework (2010).

Brent Affordable Housing Viability Study 2009

Brent Employment Land Study 2009

The Brent Placemaking Guide – Final Draft 2010

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Planning Committee 20th October 2010

Report from the Assistant Director, Regeneration and Major Projects

For Action

Wards Affected:
Wembley Central, Tokyngton

Report Title: Wembley Link SPD – Draft for Public Consultation

1.0 Summary

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

2.0 Recommendations

- 2.1 That the Planning Committee approves the attached Wembley Link (appendix 1) as a draft Supplementary Planning Document for the purposes of public consultation; and
- 2.2 Agrees that the consultation will take place for a seven week period from 1 November to 17 December 2010 as set out in paragraph 3.16; and
- 2.3 Delegates minor changes to text and diagrams to the Assistant Director, Regeneration and Major Projects

3.0 Detail

Introduction

- 3.1 Supplementary Planning Documents are intended to provide more detailed planning guidance. They are not intended to introduce new policy but expand on existing policy and they must supplement an adopted planning document such as the Core Strategy or an extant policy in the Unitary Development Plan. The Wembley Link SPD

provides the detailed proposals that flow from the council's Local Development Framework Core Strategy, notably policies CP1, CP2, CP7 and CP16. The Core Strategy was adopted by the council in June 2010 and sets out the spatial strategy for the whole borough. The LDF will eventually replace the former borough plan, the Unitary Development Plan (UDP) adopted in 2004.

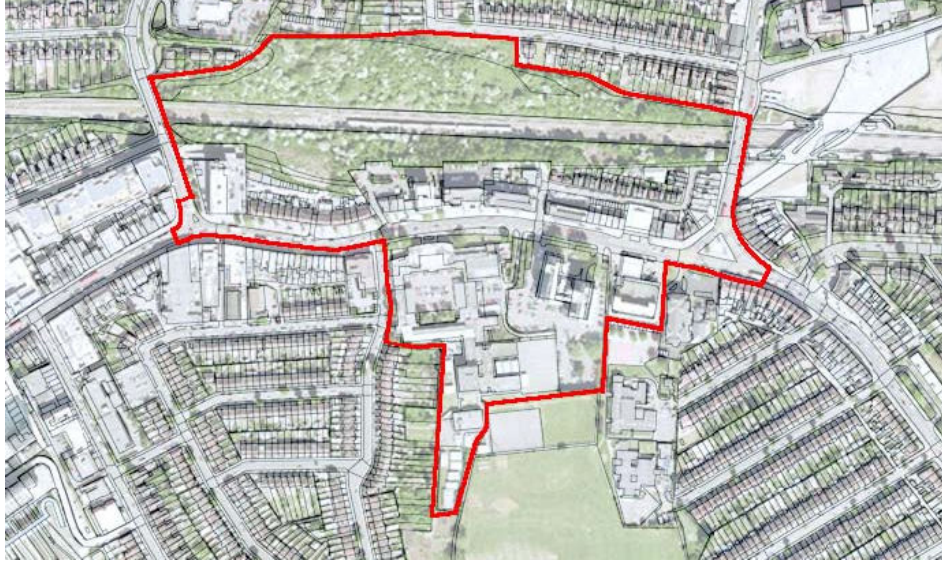
- 3.2 The Wembley Link SDP refers to the stretch of Wembley High Road from Wembley triangle to Chesterfield House (at the corner of High Road and Park Lane). It provides a link between the new retail proposals approved and proposed in the Stadium area and the main shopping core around Wembley Central station. The LDF Core Strategy sets out a strategy to promote the expansion of the town centre eastwards towards the Stadium and this requires an improved retail presence in the Wembley Link. This SPD provides the detail to achieve the LDF Core Strategy.
- 3.3 As well as this Core Strategy imperative, there are other good reasons to promote development in the Wembley Link. The Wembley Link is made up of an incoherent patchwork of 1960's to 1980's office blocks that were built on existing two-three story turn of the century and 1930's development. Many of these office blocks are no longer suited to modern needs and have significant amounts of vacancy. There is 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. A number of design studies and market tests have been carried out on this area and a specific site boundary has recently been established for a zone that would form the key anchor to kick-starting regeneration.
- 3.4 The Wembley Link includes land on both sides of the Wembley High Road including the Brent House and Copland school sites on the south side. Copland School is badly in need of redevelopment and in order to facilitate bringing this forward, it is essential to provide clear guidance about acceptable land uses and development details such as building heights and access arrangements.
- 3.5 The Wembley area has a mix of different guidance and proposals applied to it. This contains Site Specific Proposals in the 2004 UDP, draft Site Specific Allocations in the council's 2010 Development Plan Document and SPD in the form of the Wembley Masterplan (covering the Stadium Area) The intention is to bring all this planning guidance to one document which will be an Area Action Plan. This will be a Development Plan Document and will need to go through an Examination in Public. Although a DPD has more planning weight than an SPD, it takes considerably longer to adopt, usually at least a year. It is proposed to complete the Wembley Link document as a SPD in order to maximise the opportunities arising from current developer interest in some of the Wembley Link sites, particularly Brent House and Copland School.

Key Features of the Missing Link SPD

- 3.6 The Key points of the SPD are to:
 - 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.

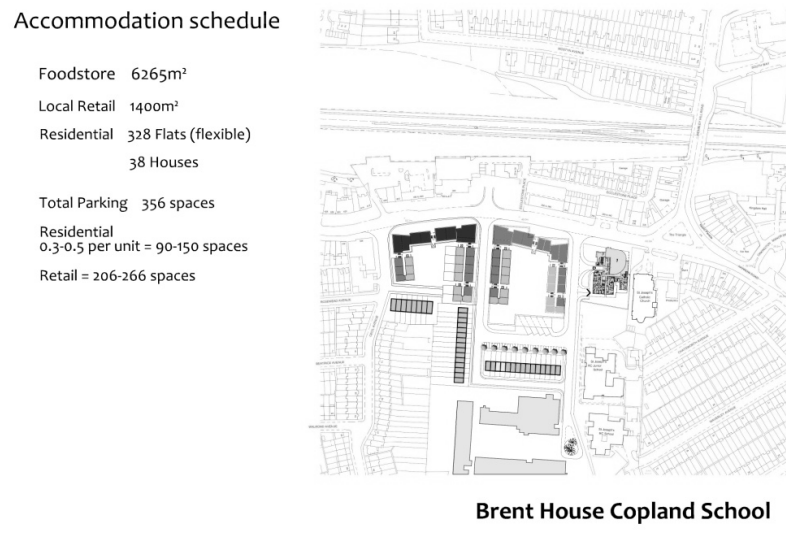
- 3.7 The new LDF proposes linking the two retail areas of Wembley Central and Wembley Park by facilitating the eastward expansion of Wembley Town Centre (The Wembley Link area). This is committed through existing permissions for the development of a number of sites including Copland School. The LDF states that the council will also produce design guidance for the High Road and develop a new retail street in the Wembley City area. The development of a new retail street in the North West Lands area of the Stadium is supported by the improvement of the retail link from the High Road. This creates the notion of a single town centre from the High road through to the Stadium area. This SPD will facilitate improving the retail 'value' offer of the High Road and creating well serviced larger footprint stores that the main town centre often lacks. This is also part of the "Wembley Growth Area" aiming to generate 10,000 new jobs across a range of sectors and at least 11,500 new homes to 2026.
- 3.8 Design studies have been carried out on the Wembley Link area both by the Council and by external consultants. In addition to this, market testing and viability assessments have been carried out. The most recent was a study by Navigant Consulting and GVA Grimley on the Brent House/ Copland School sites. It is recognised that the sites will not be easy to develop, but the intention of the SPD is to encourage landowners to come forward with proposals.
- 3.9 Some of the challenges to the successful implementation include fragmented land ownership, whether Network Rail wishes to bring forward its land and the reduced demand for office space. A key test will be whether the council can promote development and limit the amount of parking and transport movements so that the traffic problems of the High Road do not get worse. Officers have carried out some initial work by consultants to re-model the triangle and widen the road bridge over the Chiltern railway at Wembley Hill Road. The development of the Wembley Link can provide developer contributions to assist funding the work.



Copland School and Brent House

- 3.10 Copland School and Brent House sites are located in the Wembley Link area to the south of the High Road. Brent House is owned by the council and will be vacated in 2013 into the new Civic Centre. Copland School is in a state of serious disrepair and badly in need of redevelopment. A plan for delivering the new school building through a private developer building over 200 homes, some of which were in a 28 storey tower has foundered. The council's subsequent attempt to resurrect a different development-led approach was thwarted by a cut in Building Schools for the Future (BSF) funding which was needed to bridge the gap. In order to facilitate bringing forward the school development, it is essential to harness the current market interest in the Copland and Brent House sites that has been tested by consultants talking with interested parties. With the intention of giving the market more certainty over the acceptability of development proposals, the SPD sets out the form and nature of development that would be supported by the council.
- 3.11 The anchor development on the Copland/Brent House sites could be a mixed use development of residential accommodation combined with a reasonably large food store, probably best located on the Brent House site. It is envisaged that this would encourage an additional limited amount of adjacent local retail on the Copland School frontage. This would make a significant contribution to the retail offer on the High Road as well as providing family housing to the rear of the site. The market study has shown that a medium density and height scheme would be the most viable. In planning terms this would be preferable to the 28 storey tower previously proposed for the Copland School redevelopment. This would mean an approximately eight storey development along the frontage of development (on the Copland and Brent House frontage) and in the worst case scenario, no higher than Brent House as it currently stands. It is proposed that the school would be re-located on the playing field land to the rear (on the same site as the consented scheme) but may have to be re-configured for viability reasons.
- 3.12 The council has engaged transportation consultants to look at how a food store with a significant amount of parking could be accommodated and not worsen the traffic problems along the High Road. Their advice is that a food store of up to 6,000m² could be accommodated and would be supported by changes to the Wembley Triangle junction. It

will also be important to reduce car parking elsewhere in the Wembley Link area so as not to further overload the key junctions. It is therefore proposed that the SPD encourages limited parking for residential schemes, including car free development (particularly to the development to the north side of the High Road). This is an area of parking control and very good public transport accessibility and would allow a viable quantity of development without over-stressing the road junctions. It would also allow servicing to be a priority in laying out service roads particularly from development on the north side of the High Road.



3.13 The following illustrations show the overall proposal for the Wembley Link area. These are set out in more detail in the attached SPD –see appendix 1. The SPD breaks the Wembley Link down into a number of plots. For each plot on the north side of the High Road, proposals are suggested for development if the railway embankment is included and if it is not. The embankment is owned by Network Rail who may or may not wish to pursue development options. Having two options provides flexibility to achieve good regeneration outcomes in either scenario. If the embankment land could be included, a tighter grained development clustered around squares could be achieved. If not there is more limited space and this will require a more limited ribbon of development with a service road to the rear. It is important to be as flexible as possible with any option to allow regenerative development to proceed.

3.14 Within each option, on the north side, different options are considered but they revolve around creating a strong retail/town centre frontage and allowing development above between 4 and 8 storeys. This illustrates what the council believes to produce viable quantities of floor space that encourages development to come forward. Again the council will need to treat the guidance in a flexible way if this is not the case.



3.15 The SPD concentrates on Plot 2 of the north side of the High Road, the middle section currently occupied by three large office buildings, one of which is vacant and the other two have vacant floor space. The council has been approached by the owners of some of these blocks looking at longer term development solutions. This is the plot that has least ownership constraints in that there are four main landowners. Other sites are in multiple ownership and it will be difficult to develop in a comprehensive manner. None more so than plot 3 where a small terrace of homes (Ecclestone Place) sits behind the High Road frontage. Again it is possible to develop the site leaving the terrace intact or as part of a wider scheme but the SPD suggests that either option is possible and supportable in the longer term. This flexibility is built into the SPD.

Chesterfield House

3.16 The council is currently considering an application for a very tall hotel building of striking contemporary design. This is yet to put before members. The site already has an approved scheme for an office building of 17 storeys (in part). The Wembley Link SPD has considered this site afresh, particularly in the context of the two new

taller buildings on Elm Road and Central Square. The SPD recommends that any new development on this site should be broadly similar fitting into the new built context and responding more sympathetically to building heights, scale and massing of that proposed in the SPD.

- 3.17 This report has picked out some of the key features of the draft SPD but members are urged to consider the document as a whole as set out in Appendix 1. The next stage will be to undertake consultation and for the council to consider representations made on the attached draft SPD.

Next Steps

- 3.18 The proposed timetable for the production and consultation of the Wembley Link SPD is set out below and members are asked to agree the timetable. To complete the SPD as guidance expeditiously, members are asked to support bringing back the results of the consultation as an item on the xx February Planning Committee so that any SPD can be put to the council's Executive for adoption in February 2011.

Key date	Event
20th October 2010	Planning Committee approves draft spd
1st November 2010	Public Consultation commences
10 th November 2010	Public Consultation Meeting
17 th December 2010	Consultation ends (7 weeks)
2 nd February 2011	Report to Planning Committee
15 th February 2011	Executive Committee

Conclusions

- 3.19 The Wembley Link requires urgent action, none more so than Copland School. The SPD attempts to bring forward guidance that encourages regenerative development at an appropriate scale. It provides options so that guidance can respond to market changes and flexibly adapt to different market conditions. The SPD is a stepping stone on the way to an Area Action Plan for Wembley to be completed next year but it is important to get early guidance in place to assist the regeneration of Wembley and support the overall growth strategy.

4.0 Financial Implications

- 4.1 There is an existing budget to cover the cost of consultation work for this stage.
- 4.2 The intention of producing the Wembley Link SPD is to promote regeneration both in the town centre and assist in the regeneration of

wider Wembley City and provide a means of addressing the urgent need of redeveloping and improving Copland School.

5.0 Legal Implications

- 5.1 Any legal implications arising from particular development will be dealt with accordingly through the process.

6.0 Diversity Implications

- 6.1 The Copland School takes the majority of its pupils from diverse ethnic backgrounds. By assisting the improvement of the school, the council will be helping these communities. The proposals also attempt to secure larger family homes that are in greater demand from many of its black and ethnic minority groups. The SPD will also support skills and other training and job placement such as by Brentin2work, or successor organizations adept at placing new migrants.

7.0 Staffing/Accommodation Implications (if appropriate)

- 7.1 Brent House is within the SPD area. The intention is to vacate Brent House when the new Civic Centre is completed. The SPD proposes suitable new uses for Brent House but the council can still retain Brent House for office uses if it so wishes.

Background Papers

Core Strategy, Adopted July 2010

Unitary Development Plan 2004

Site Specific Allocations Submission Version June 2010

London Plan consolidated with amendments 2008

Consultation Draft Replacement London Plan, October 2009

Contact Officers

Any person wishing to inspect the above papers should contact Dave Carroll, Planning Service, 020 8937 5202, dave.carroll@brent.gov.uk

Chris Walker

Assistant Director

Planning and Transportation

APPENDIX 1 Draft Wembley Link SPD

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Wembley Link

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London Borough of Brent

Supplementary Planning Document
DRAFT FOR CONSULTATION — October 2010



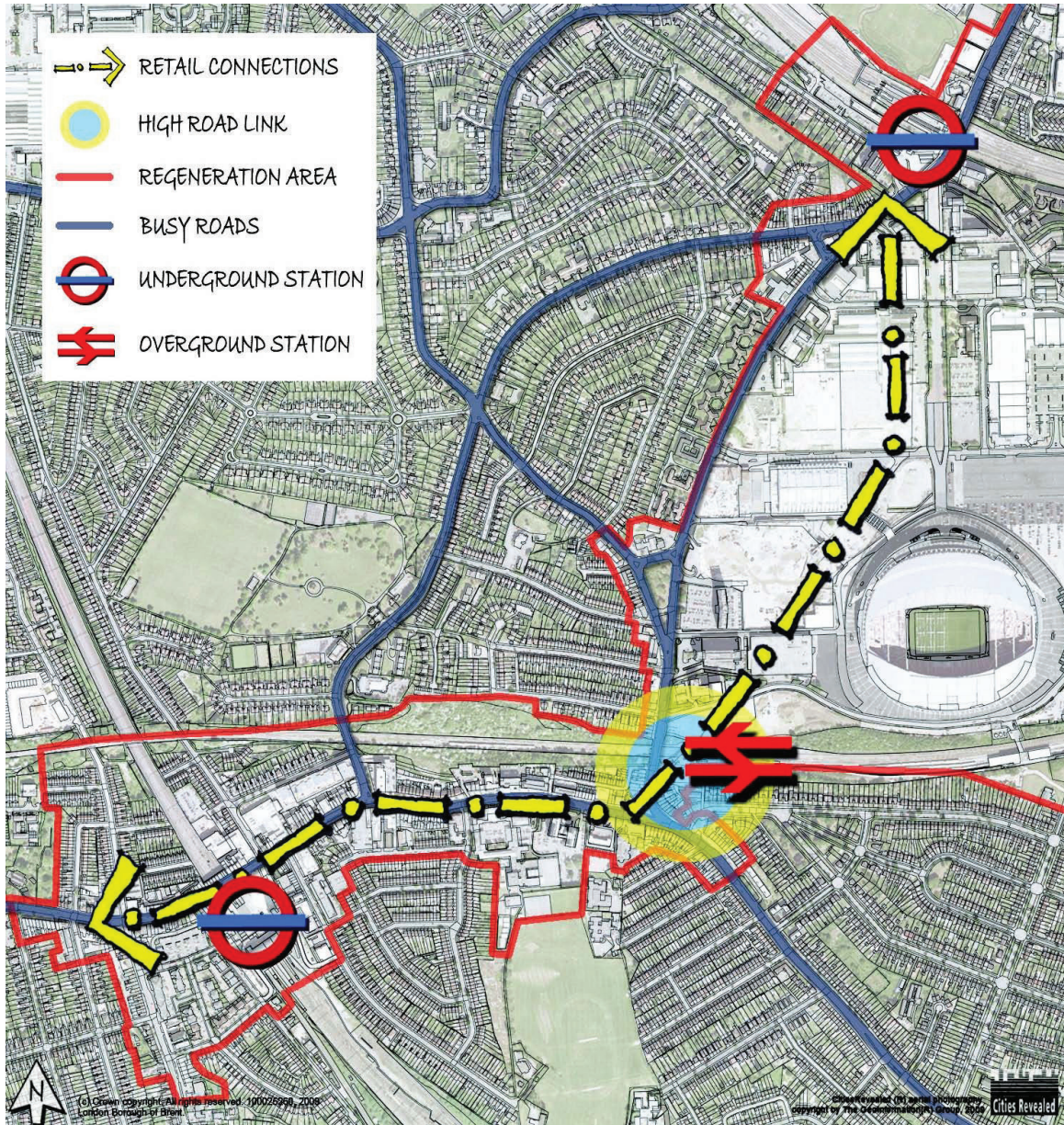
Wembley Link Masterplan

Supplementary Planning Document

Contents:

- 1- Vision
- 2- Introduction
- 3- Wembley Link Today
- 4- Land Use – Enabling Growth
- 5- A Framework for Sustainable Mixed Use Development
- 6- Character Area 1 - Brent House / Copland School
- 7- Character Area 2 - North of High Road South of Railway
- 8- Character Area 3 – North of Railway
- 9- Delivery and Implementation

1. Vision



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Fixing the link

There are some great things happening in Wembley today. Wembley City – anchored by the stadium and arena, has advanced plans for a new retail shopping street, offices, residential and a range of leisure and entertainment uses. New development at Wembley Town Centre has included the Wembley Central Square mixed use scheme.

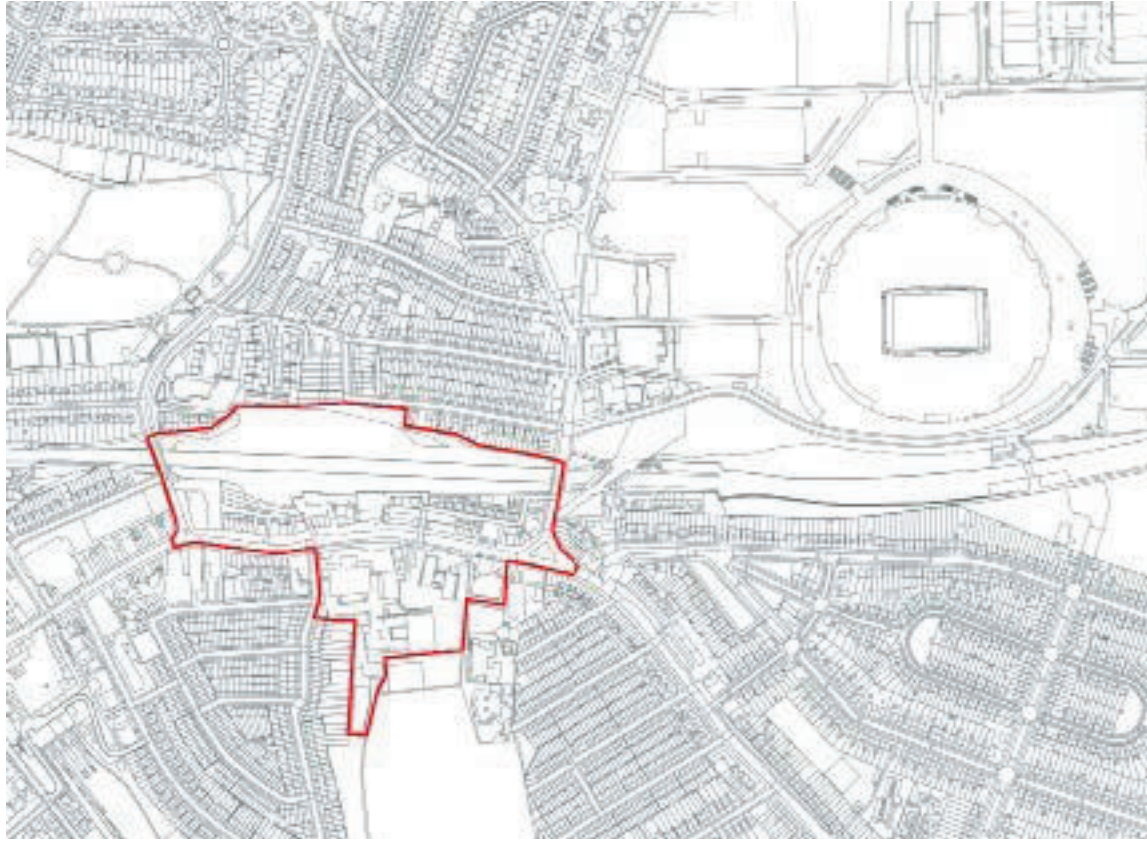
However, the area in between needs attention. The Wembley link area is the crucial crossover between these two destinations and must draw people from one to the other for their mutual benefit. Our strategy, as set out in the LDF, is to promote the expansion of the town centre eastwards towards Wembley Stadium. The stadium development includes a new high street running parallel to Olympic Way and this will create a continuous “retail” strip from the high road to Wembley Park.

The key sites in this area include the Brent House office building and adjacent Copland School site which we propose to bring forward with the twin aims of regenerating the High Road and supporting any future proposals to deliver a new school. The High Road is visibly run down and disadvantaged mainly by a large amount of vacant office accommodation. Our vision for Wembley Link is to transform this disjointed part of London into a coherent and attractive place to live, shop and work.

The Wembley Link masterplan will:

- Contribute to the delivery of a significantly enhanced retail offer for Wembley.
- Develop and stimulate the regeneration of the area known as “Wembley Link” so named as it forms the important connection between the Wembley Stadium development and Wembley’s primary shopping area around central square.
- Include for a range of high quality active frontage development to this part of the High Road
- Facilitate medium density development identifying a number of locations which will provide an opportunity for taller buildings.
- Encourage exemplary standards of design to reflect the benchmark provided by the stadium. Only the highest quality architecture and urban design can achieve a distinctive development with a strong identity that can develop the town centre as an attractive and exciting destination for shopping, living, working and visiting.
- Encourage the provision of family housing where appropriate in the context of and supply of one and two bedroom dwellings and meet the Mayor of London’s objectives.

The plans, maps and diagrams in this document showing proposals for the Wembley Link area are illustrative and are not intended to preclude innovative design solutions. They should be considered flexibly in order to deliver change to High Road. They do however illustrate important planning and design concepts and principles that the council wishes to secure.



Map showing the Wembley Link area .

The site considered within this spd is outlined in red. There is however reference to the Copland school playing fields to the south of the red line.

Wembley High Road—a new identity

Our ambition is to establish some new active frontages along the High Road, to support a vibrant mixed use community.

Drawing west from the stadium development will be the start of a busy and energetic stretch of Wembley High Road, linking in a selection of shops, restaurants and public transport facilities. A number of locations for taller buildings have been identified, to mark the beginning and end of the Wembley Link area.

The spd identifies 3 character areas:

1. The Brent House / Copland School site

The Brent House / Copland School site will be considered as one combined site, to maximise their potential and to stimulate redevelopment on the rest of the high road. The preferred proposal is a mixed use development incorporating a new foodstore on the current Brent House location. This will act as an anchor for the link area and will help support an certain amount of adjacent retail .

Copland School rebuilt will be a local hub, providing extended services to the wider community.

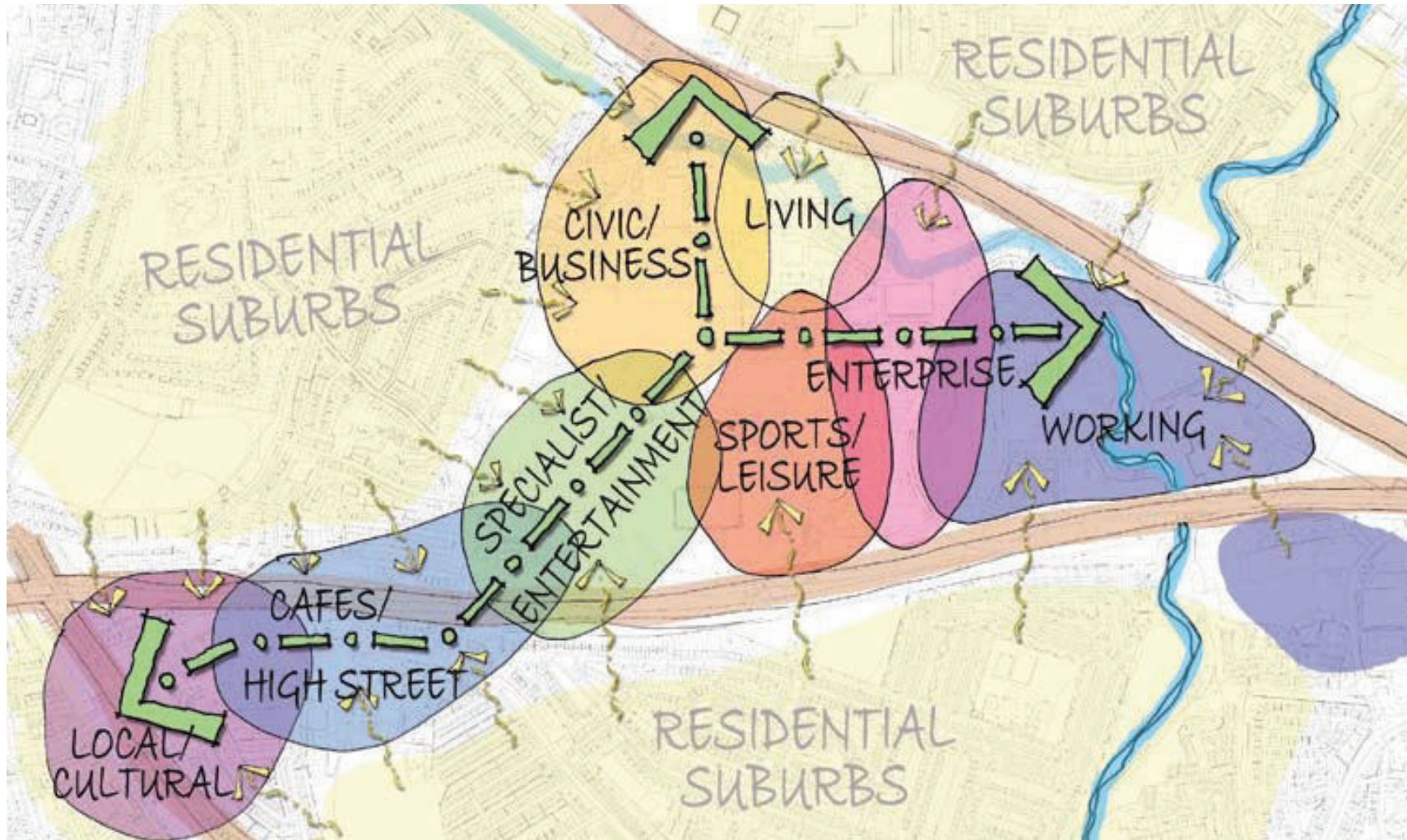
2. North of the High Road, South of the Railway

To facilitate redevelopment this stretch of the high road can be broken down into 3 distinct zones. Our vision will facilitate each zone to be advanced separately, while following the masterplan design strategy.

3. North of the Railway

This area would support on a very limited amount of new development . The scale of any new development should relate to and respect the adjacent existing neighbourhoods to the north of this character area.

2. Introduction — The Role of the Wembley Link



The Wembley Masterplan illustrates the connecting role that the Wembley link will have. New retail development in the Wembley City (stadium) area will be contingent on strong linkages between the primary shopping area of the High Road and the Wembley City development. Thus the Wembley Link proposes an intensification of retail, offices, cafes and other town centre uses that provides the link between the two new and 'old' centres.

Strategic Planning Objectives

The London Plan requires that Brent plans for 11,200 new homes by 2026. Brent's LDF Core Strategy identifies the Wembley Growth Area (including Wembley Link) to accommodate the majority of this, generating 10,000 new jobs across a range of sectors and at least 11,500 new homes over the next twenty years.

This spd will describe the planned transformation of Wembley Link which will include these new homes as well as new space for business, jobs and a renewed social and physical infrastructure. The spd details what, how, when, where and why development will occur and should be used as a guide to developers in the preparation of development proposals, while the council will use it to assess development proposals.

The strategic objectives of the Wembley Link spd are to:

- Address the missing link between the established primary shopping area of the high road and new retail development proposed in the Stadium area.
- Demonstrate how the Wembley Link can be transformed through growth to deliver a new school, homes, business space and jobs, services and infrastructure
- Deliver a definable and legible place where people will want to live, work and visit producing a quality environment
- Develop a distinct urban character of buildings, streets and spaces building upon existing local assets .

The Council will support and encourage development proposals that deliver the Vision and objectives of the Wembley Link spd while resisting those that threaten it.

Planning Objectives

The council is also seeking to secure other planning objectives:

- To reduce on site car parking to a minimum on the north side of the Wembley link and allow car parking that serves a food store on the south side
- To secure contributions that will be used to improve traffic flow and pedestrian safety of Wembley Triangle and improve the road-bridge over the Chiltern Line at Wembley Hill Road, including the improvement of the South Way junction.
- To support the development of the Railtrack embankment on the south side of the Chiltern line Cutting but limit development on the north side to a level that limits damage to its nature conservation value. The council would also encourage a footbridge/pedestrian link between the two embankments.
- To improve the physical and visual links between the Stadium White Horse Bridge and the High Road
- To create a boulevard feel to this part of the High Road.
- To secure a rear servicing road on the north side of the High Road that allows appropriate servicing of the retail units
- To secure larger footplate retail units currently lacking in the high road.

Status of the document

The Wembley Link will be a Supplementary Planning Document (SPD) to Brent's Core Strategy June 2010. The intention is to merge various Wembley SPD's including the Wembley Link into a single Wembley Area Action Plan Development Plan Document (DPD). However there is an urgent need to bring forward this SPD particularly to assist in the provision of Copland School since the collapse of the Building Schools for the Future programme and also to set out the infrastructure improvements needed to Wembley triangle and Wembley Hill bridge . In the interim, this leaves a number of planning documents that need to be considered in the development of land in the Wembley Link.

Core Strategy, June 2010

Brent's Local Development Framework (LDF) Core Strategy sets out the council's ambitions for Wembley as the borough's key growth area that will drive the economic regeneration of the borough. Policy CP7 seeks the provision of 10,000 new jobs and over 11,500 new homes in the Wembley area. It is intended that jobs will be provided in a range of sectors including retail, offices, hotels, sports, leisure, tourism, creative and cultural industries. New retail facilities are promoted with a growth of the town centre eastwards into the stadium area. As well as this substantial housing and jobs growth, social and physical infrastructure will be required to meet the needs of the new population living and working in the Wembley Area. <http://www.brent.gov.uk/tps.nsf/Planning%20policy/LBB-26>

London Plan, Consolidated with Alterations since 2004

The London Plan is also part of the council's Development Plan and is used in determining planning applications in the borough. Wembley is an Opportunity Area in the London Plan. Opportunity Areas are identified as areas with good public transport facilities, capable of accommodating substantial growth with appropriate social infrastructure. Wembley is also recognised as an important visitor attraction.

Brent's Unitary Development Plan (UDP) 2004

Policy WEM28 deals with development sites in the Wembley Link area, WEM28 (e) sets out development proposals for Copland School and WEM28(f) for Chiltern Line Cutting.

Site Specific Allocations DPD, Submission version June 2010

These policies and proposals will be replaced by Proposals within Brent's draft Site Specific Allocation DPD, notably with the following sites:

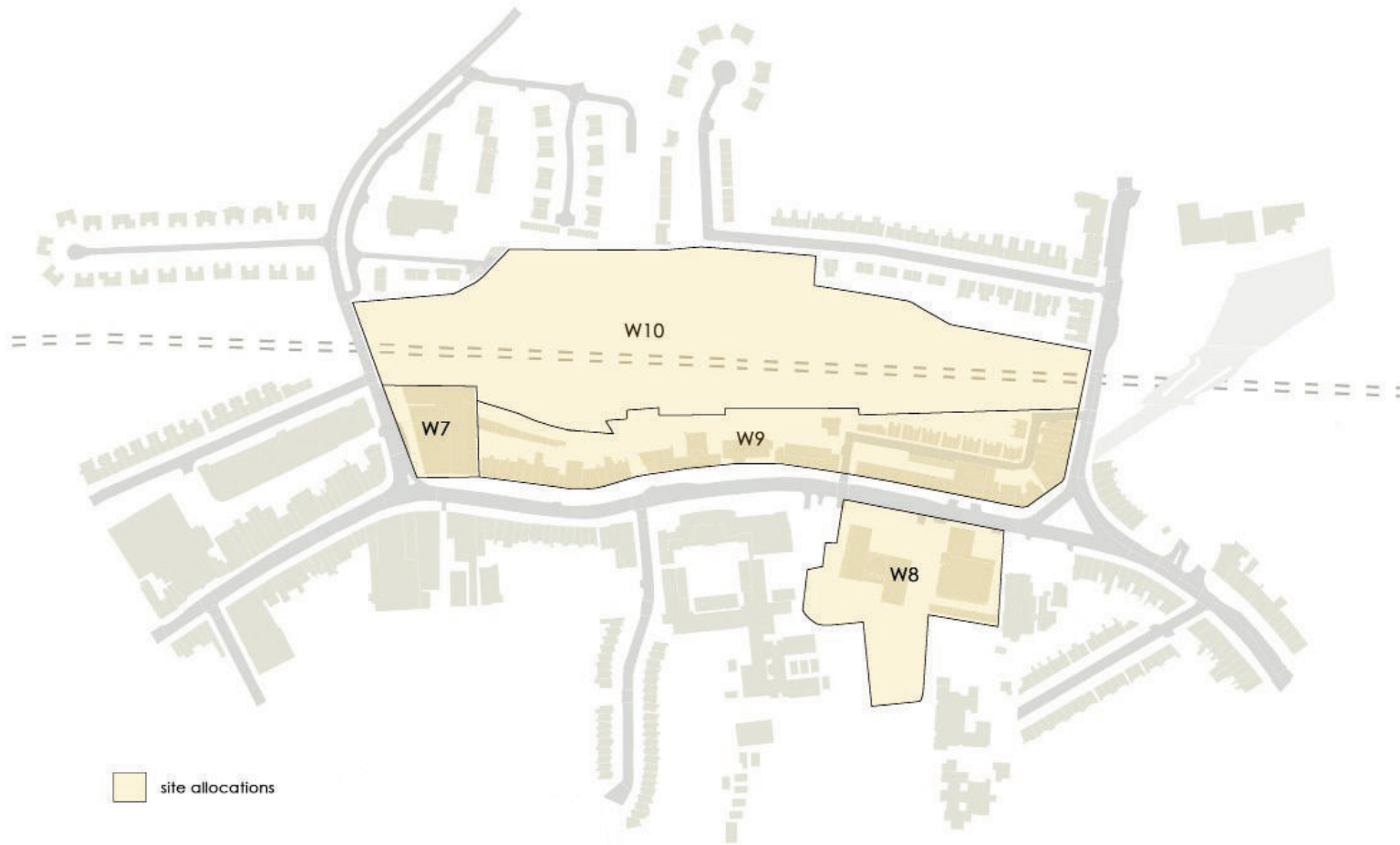
- W7 Chesterfield House
- W8 Brent House & Elizabeth House
- W9 Wembley High Road
- W10 Wembley Chiltern Embankments

These SSA's can be seen in full in the submission version of the site specific allocations document at <http://www.brent.gov.uk/tps.nsf/Planning%20policy/LBB-27>. The Site Specific Allocations Document DPD is the subject of an Examination in Public (EIP) in November 2010 before an independent inspector who may recommend changes to the current draft. Once this process is complete the council will be able to adopt the Site Specific Allocations Document as a DPD and replace the UDP 2004 proposals.

The Wembley Link SPD

The role of this SPD is therefore to set out more detailed proposals than the strategic policies in the Core Strategy and the brief ideas set out in the Site Specific Allocations. The Wembley Link is the result of a considerable body of work to ensure that the proposals are realistic, viable and deliverable. The proposals within the Wembley Link will be set out in some detail but the council is clear that they will be interpreted flexibly to deal with changing circumstances. They are not intended as a blueprint but to provide the public, developers and landowners of the nature and quality of development the council is seeking.

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Local policy site specific allocations diagram

Consultation

This spd will follow this programme of consultation with local residents, groups and organisations.

Key date	Event
20th October 2010	Planning Committee approves draft SPD
1st November 2010	Public Consultation commences
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2 nd February 2011	Report to Planning Committee
15 th February 2011	Executive Committee

3. Wembley Link Today



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The site

The site area is approximately: 11.16 Ha overall. It includes Copland School, Brent House and Elizabeth House to the south of the High Road and all properties between Park Lane and Wembley Hill Road to the north of the High Road. Chesterfield House forms the western end of the Wembley Link. An area of 4.48 Ha consists of the Chiltern Line railway cuttings and tracks. Major junctions at Park Lane and the Triangle are included in the study area because any development is likely to have significant impacts on these areas.

Historically the site consisted mainly of edge of town centre 1930's shops with residential accommodation above in buildings of 2-3 storeys high. There is a limited amount of Victorian housing in Ecclestone Place, to the east of the Wembley Link area. These were replaced in large part in the 60's—80's by a number of speculative office blocks that are no longer fit for purpose. Planning permission already exists for the construction of tall buildings on the current locations of Elizabeth House, Chesterfield House and Copland School. To address the challenge of regenerating the area the Council suggests a planned approach of bold themes to create a unified comprehensive design and encourage the emergence of a shopping street between Wembley Central and Wembley City. The High Street has positive features including wide pavements and a good public realm. This is a good setting for buildings that should be of a much higher quality to frame the street and provide a quality town centre environment.



Site Constraints

The site is divided horizontally by the High Road and the Chiltern railway line. There is a steep level change at the railway cutting which is several metres below the level of the High Road, and the existing residential area to the North of the site. There may be limited development potential on areas near the railway due to limited site depth and technical difficulties due to the steep embankment. The junction capacities are currently limited and work may need to be undertaken to increase capacity.

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The Masterplan Process

To bring forward regenerative proposals on this challenging site the Council has looked carefully at ways of developing the Wembley Link area and considered the viability of a number of options. This background work has resulted in the production of this spd which shall now be the subject of a public consultation.

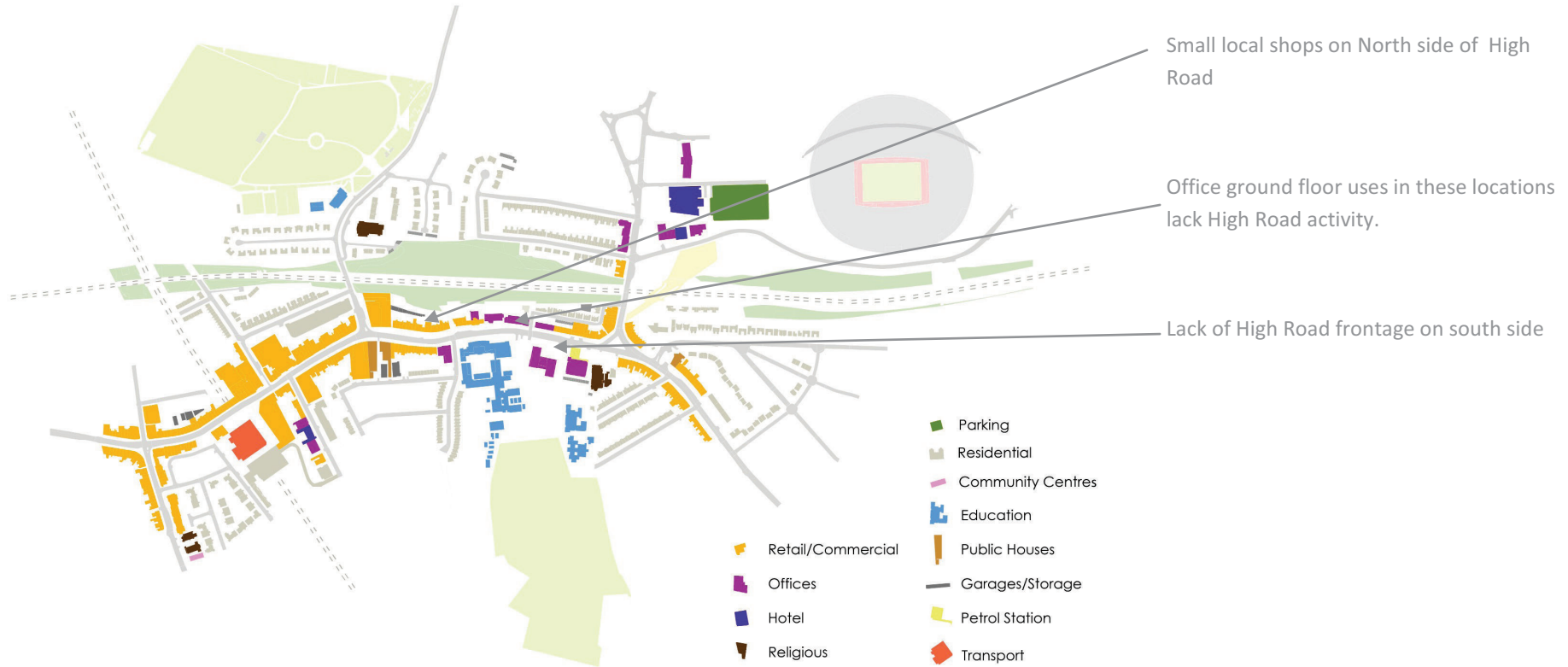
The illustrations below show some of the previous design ideas for the Wembley Link.

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4. Land Use – Enabling Growth

The diagram below shows current land uses. Some of the urban design shortfalls have been highlighted.



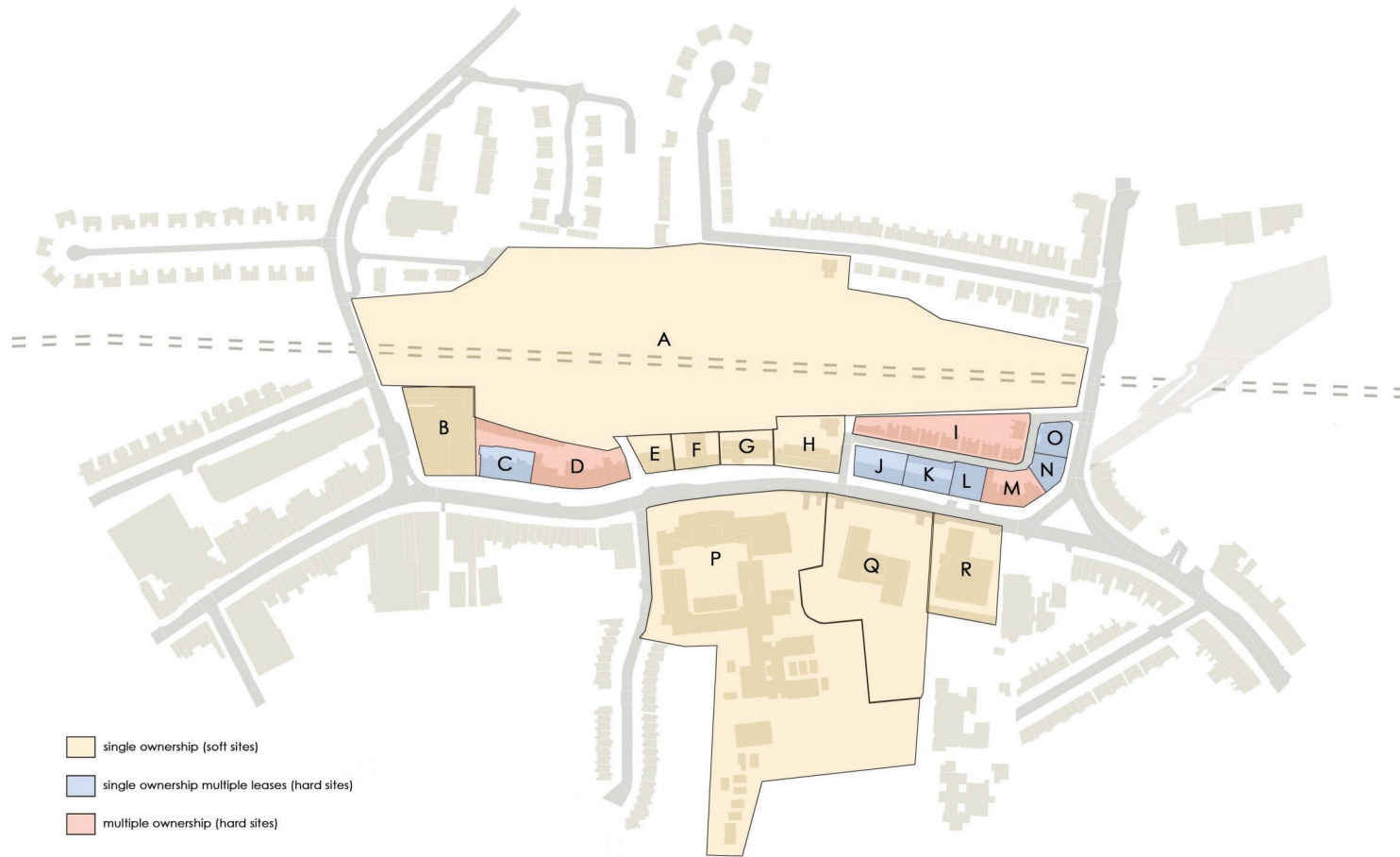
Page 109

The purpose of the SPD is to encourage the redevelopment of the Wembley Link to:

- Improve retail and other town centre uses (Cafes, pubs, offices, community facilities) in order to strengthen the link between the existing town centre and the new stadium retail developments and create a strong and continuous ground floor frontage.
- Secure office floor space as part of mixed developments to meet the council’s employment objectives and add to the vitality of the town centre.
- To bring forward the development of a new and expanded Copland school.
- Allow residential development over commercial development that wherever suitable provides family accommodation

Land Ownerships in the Wembley Link area

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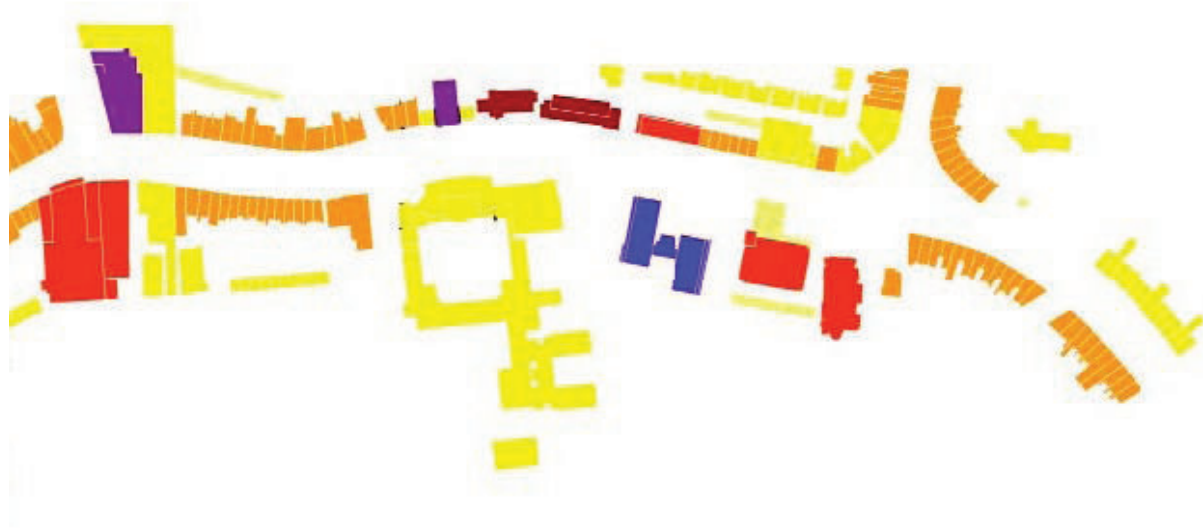


- A - Network Rail
- B - Single Ownership
- C - Single Ownership
- D - Multiple Ownership
- E - Single Ownership
- F - Single Ownership
- G - Single Ownership
- H - Single Ownership
- I - Multiple Ownership
- J - Single Ownership
- K - Single Ownership
- L - Single Ownership
- M - Multiple Ownership
- N - Single Ownership
- O - Single Ownership
- P - Copland School
- Q - London Borough of Brent
- R - Single Ownership

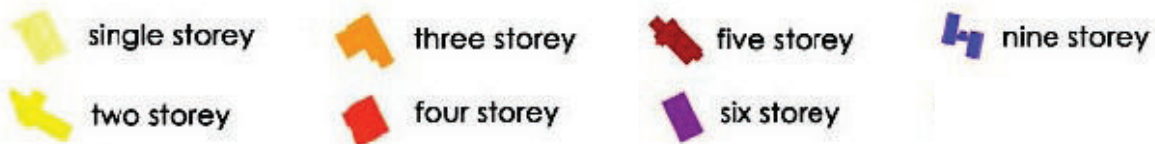
The two largest pieces of land in the area are A & P. A is the land either side of the railway cutting and is owned by Network Rail. P is the land occupied by Copland School and is adjacent to Q, the Brent House site owned by Brent Council. These 2 sites form Character Area 1. Character Area 2 comprises sites B to O along the High Road and the Network Rail owned land which lies south of the railway. This has been divided into 3 sites for the purposes of this study. Due to the limited number of ownerships in the middle site (site 2—E-H) significant attention has been given to this site. Character Area 3 is the remaining land in A which lies north of the railway.

Building Heights, Scale and Massing

The diagram below shows the current building heights along the High Road, as a guide to the existing context. The high road currently has a fragmented and disjointed feel due to an inconsistent mix of different heights, scale and massing, and gaps in the building line. To improve on this, the council is not seeking to achieve a monotonous line of buildings of the same height but a comprehensive boulevard feel in line with the wide street and generous pavement depths.

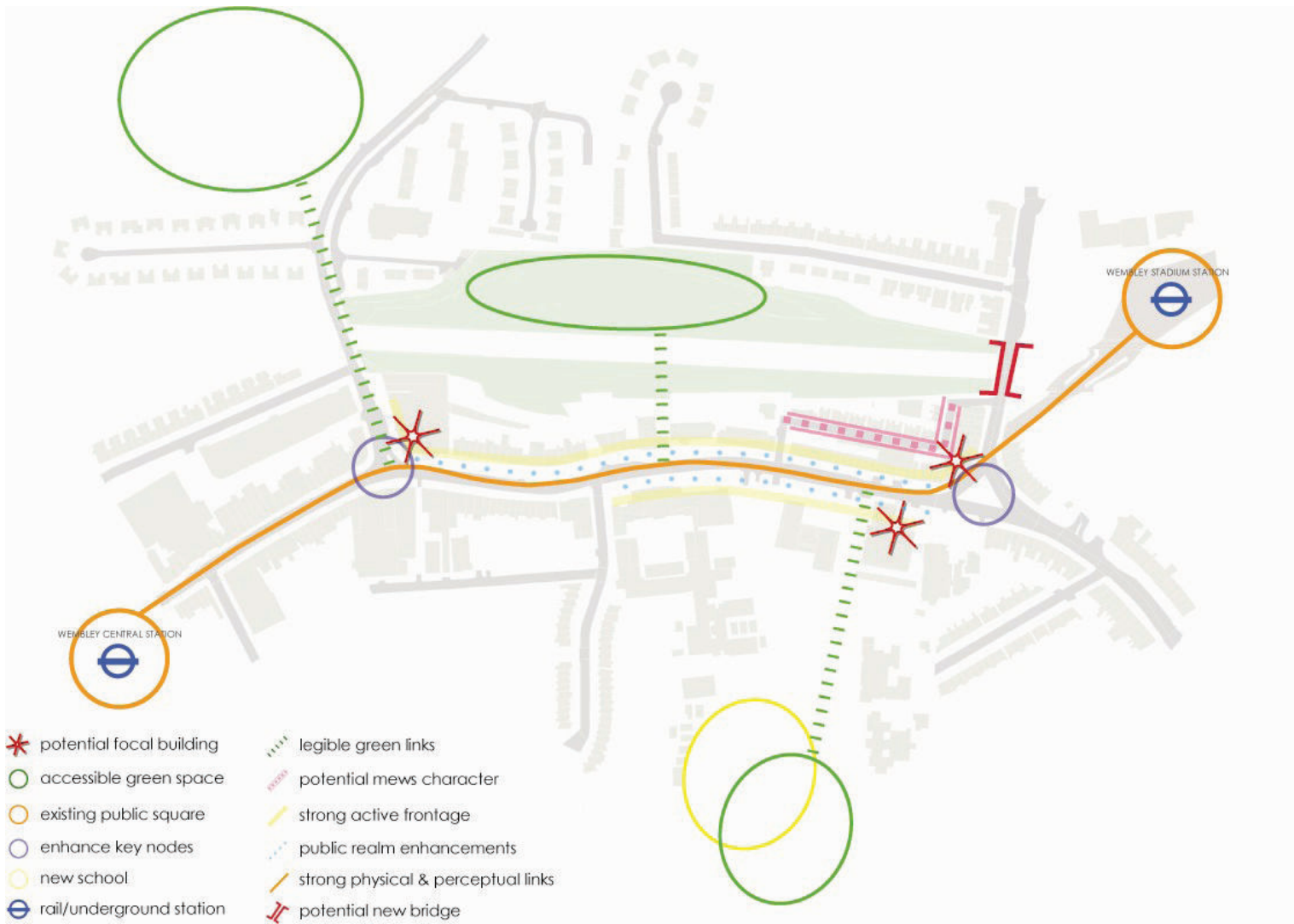


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5. A framework for sustainable and mixed development - Site Opportunities

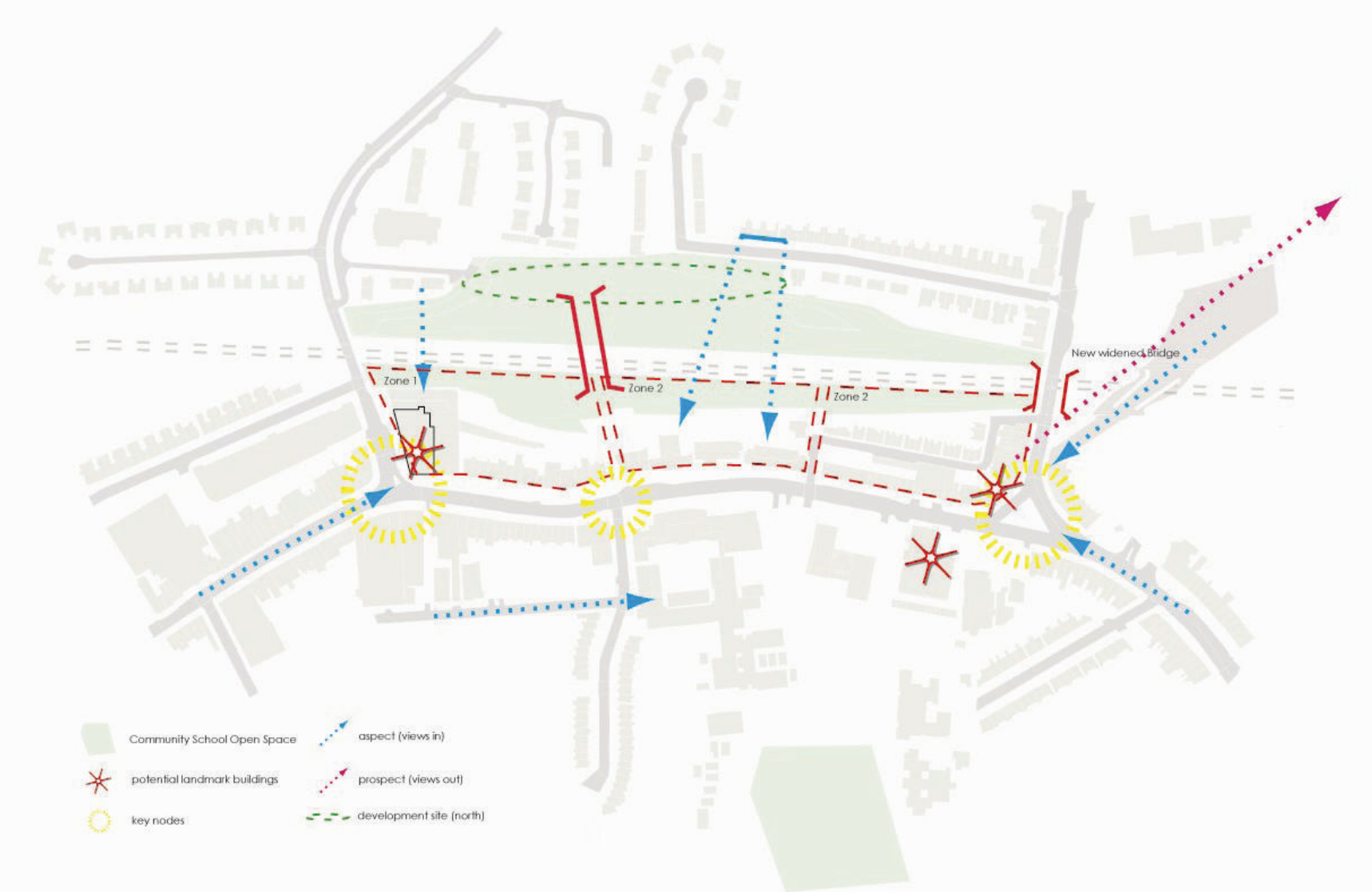
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Identified within the Wembley Link area are 3 locations for potential focal buildings which coincide with the beginning and the end of the stretch of High Road under consideration.

A new legible urban structure

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Open spaces

The largest open spaces in the area are the King Edward VII Park to the north-west of the Wembley Link., and the playing fields behind the Copland school. There are also two primary schools located adjacent to these playing fields and any proposals should make provision for the fields to be shared with the primary schools or show why this would not be possible. The new school development should also show how community use of the open spaces can be successfully incorporated into the new proposals.

A series of new smaller spaces could be delivered as part of larger scope development proposals to provide public amenity and activity. These will exploit the new retail environment to be combined with active space for commercial or community based uses. The principal open spaces will be improved in terms of quality of landscape, facilities and accessibility, including play facilities with robust furniture and lighting.

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Transportation issues

Access and movement considerations are important in considering how plots can/should be developed. Developments should continue to exploit the proximity of Wembley Central and Wembley Stadium stations and the very good bus routes in the area. The onus will be to reduce car parking and provide car free development for commercial and residential units on both sides of the High Road to limit pressure on junctions and and encourage public transport use.

North of High Road:

The narrow depth of site makes access very difficult. Access solely from Park Lane / Wembley Hill Road would be problematic; at least one major access from the High Road would be desirable. Any service road running parallel to the high road should not be continuous or be designed to avoid being used as short cuts to other destinations.

South of High Road:

Car parking on the foodstore site should be used for town centre as a whole

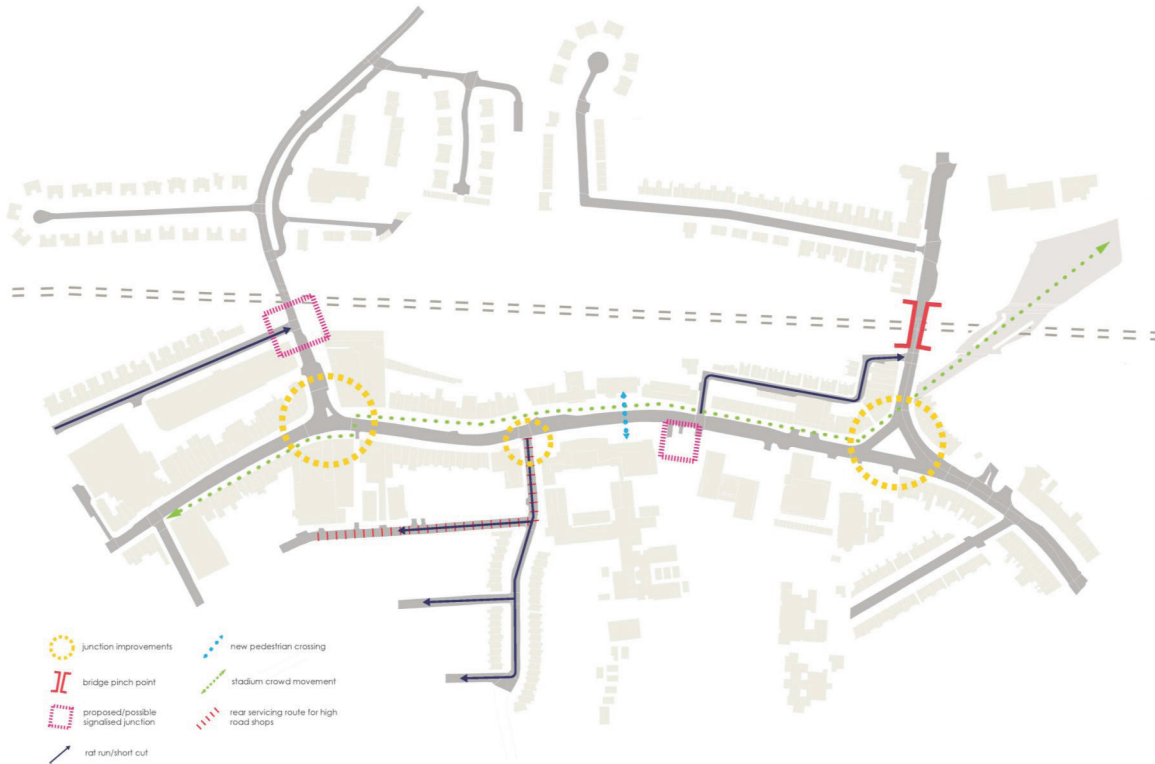
Copland school access – developments should propose a combined new major signal controlled access with other uses (superstore, residential); some servicing accesses may still be required from the High Road but these should be limited. Pedestrian movement to and from the new school should be encouraged from the West (Cecil Ave.) and East (Waverley Ave.)

The masterplan proposes that controlled parking zones will be introduced across surrounding streets in the vicinity of the masterplan to stop residents of new developments 'over-spill' parking in neighbouring streets. This process would require to be funded by the new development.

Residents of surrounding streets will have parking permits (paid in full for the first 5 years by local development proposals)?? Residents of new developments will not be allowed to apply for these permits, and will therefore not be allowed to park on those streets.

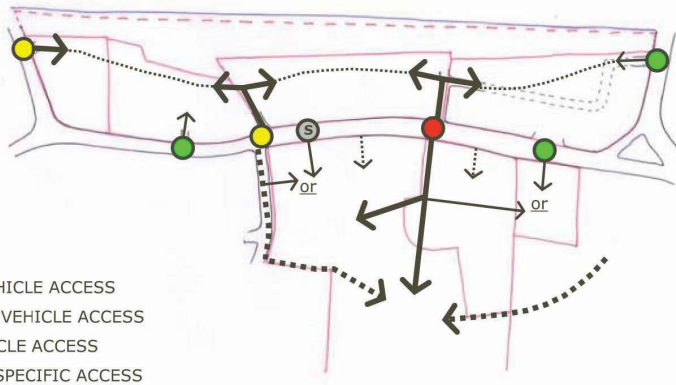
Average parking ratios for the respective Character areas are as follows

South of High Road	0.6 spaces per unit
North of High Road	0.4 spaces per unit
North of Railway	0.65 spaces per unit



Current transport diagram

- junction improvements
- bridge pinch point
- proposed/possible signalled junction
- new pedestrian crossing
- stadium crowd movement
- rear servicing route for high road shops
- rat run/short cut



- PRIMARY VEHICLE ACCESS
- SECONDARY VEHICLE ACCESS
- MINOR VEHICLE ACCESS
- SERVICING-SPECIFIC ACCESS
- PEDESTRIAN/CYCLIST ACCESS
- POTENTIAL MOVEMENT ROUTE THROUGH PLOTS 1-3

Transport analysis of proposals

Renewable energy

New development will need to mitigate climate change and be adapted to its impacts. The council will seek sustainable redevelopment of the Wembley Link area which addresses transport, energy, water, waste, pollution and biodiversity issues.

Transport is one of largest contributors to carbon emissions as well impacting upon local air quality (the site is within Air Quality Management Area, where levels of pollutants exceed EU standards). Wembley Link area has very good links to public transport and proposals should encourage people to use public transport by providing a safe and attractive walking and cycling environment for visitors, workers, students and residents.

New developments should be built to substantially reduce energy and water use. Building designs should follow the London Plan principles of Be Lean, Be Clean, Be Green. Core Strategy policy CP19 requires new housing to be built to Code for Sustainable Homes level 4 and commercial or community development to BREEAM Excellent.

The mix and density of uses within the masterplan provides a good opportunity for Combined Heat and Power technology. Electricity is generated onsite and heat can be piped to a variety of buildings which require heat at different times of the day, via a district heating network. Core Policy 19 requires development in Wembley to connect to, provide or contribute towards CHP.



6. Character Area 1 – Brent House / Copland School

Character area 1 is the combined Brent House and Copland School site. Brent House is a 10 storey office building built in the 1960's but subsequently refurbished. It is currently occupied by Brent council staff but will become empty in 2013 on completion of the new civic centre and the relocation of the Brent Council staff. Copland school is a community school also built in the 1960s but in a very bad state of repair. Behind the school are large playing fields which are also referred to in this spd.

Mixed use retail proposal

The Wembley Link spd proposes a ground floor commercial retail frontage including a large retail store with undercroft parking predominantly using the natural fall of the site to avoid the costs associated with providing basement parking. The council are trying to achieve a large proportion of family housing. The heights of the proposed scheme have been assessed as likely to be viable at a maximum of 7 storeys above ground over a double height ground floor for the retail unit heights. The council will be flexible on considering proposals but there will be a preference for lower height schemes. There will be a requirement to achieve an active retail frontage with servicing off Wembley High Road, Cecil Avenue should be limited to some of the residential development only. Submitted proposals will require detailed work in respect of transport studies and reasonable contributions to the Wembley Triangle and other adjacent transport improvements will be sought.

In the event of the school not coming forward with joint development proposals the council will bring forward proposals for the Brent House site only.

The scale of new development near to Cecil Avenue should respect the adjacent suburban hinterlands.

Housing

Housing types should be a mix of units, with a substantial proportion being larger family units (3 bed or more). The council will be seeking as many family units as possible as there is a local need for affordable family housing and the form of proposals should follow this provision. There is currently a significant proportion of already consented 1-2 bed accommodation on the nearby Wembley City developments. The council will be seeking to now rebalance that lack of family provision at Wembley City in order to generate a more mixed and balanced community.

Although this is a Town Centre area where the provision of non-family housing may be the more obvious choice, careful design should not preclude family housing by using opportunities to create larger units with suitable amenity space in the form of ground floor units with gardens and large apartments with generous balconies and terraces.

Development Site

Major Retail 6265m²

Local Retail 1400m²

Residential 328 Flats (flexible)

38 Houses

Total Parking 356 spaces

Residential

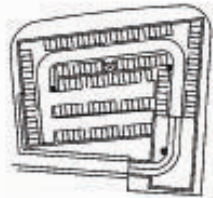
0.3-0.5 per unit = 90-150 spaces

Retail = 206-266 spaces

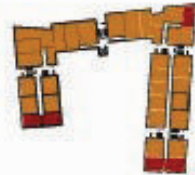


Brent House Copland School

Floor Plans



Undercroft car park



3rd floor



Undercroft car park



2nd floor



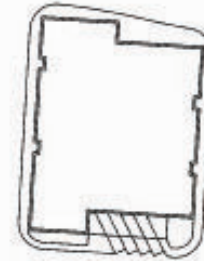
6th floor



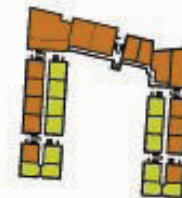
Ground Floor



4th floor



Ground Floor



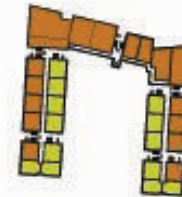
3rd floor



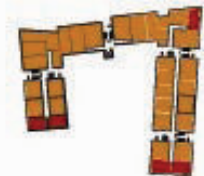
1st floor



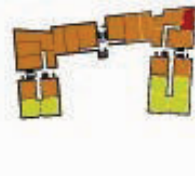
5th floor



4th floor



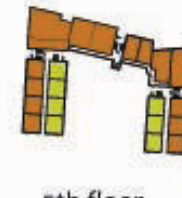
2nd floor



6th floor



1st Floor



5th floor

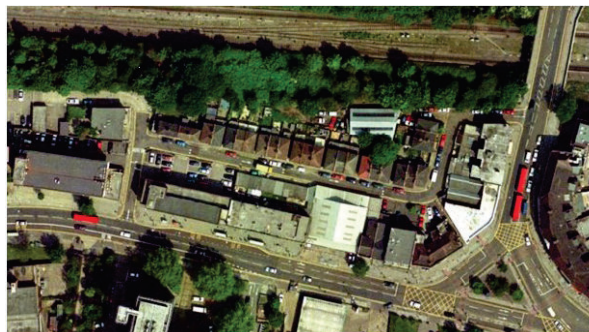
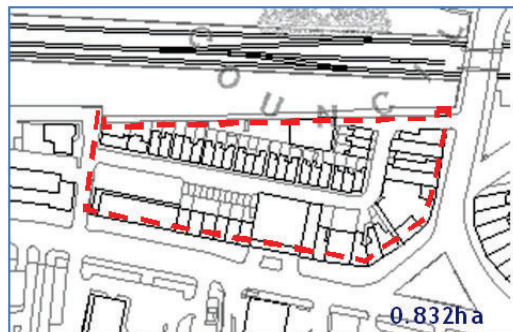
7. Character area 2- North of the High Road, South of the Railway

The area divides into three zones which are formed by existing access roads for consideration:



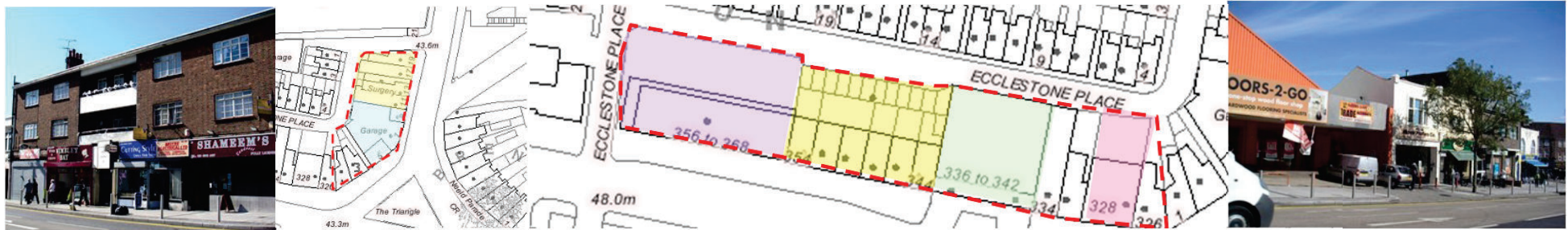
Site 1

The area, which this study covers, is an area defined by Ecclestone Place to the west, Chiltern railway line to the north, Wembley Hill Road to the east and Wembley High Road to the south. The boundary includes part of the railway embankment which currently is designated as wildlife corridor in the UDP. Network Rail requires an 8m buffer from the railway line. Nevertheless a 16m buffer is required if additional tracks are planned. Planned transport improvements to the triangle junction propose removal of the “triangle” and an increased pavement width on the corner, opening the opportunity for public realm improvements and a landmark public space opposite the White Horse Bridge marking the beginning of the High Road. Any proposals for this corner should continue this concept.



1 – 19 Wembley Hill Road & 326-356 Wembley High Road

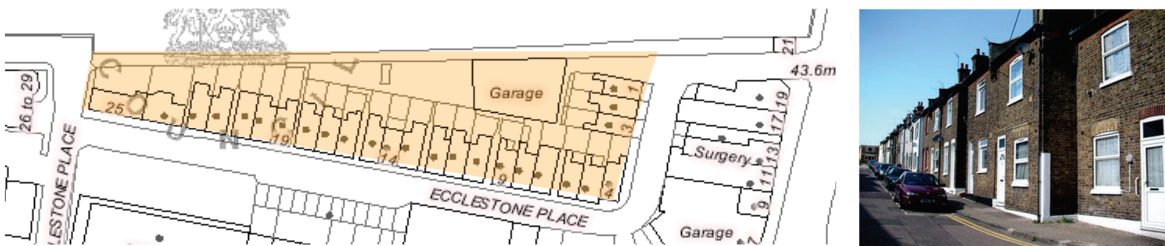
There is a variety of different building uses, ages and conditions, with multiple commercial ownerships



Ecclestone Place

Ecclestone Place is one way from 1 – 25 Ecclestone Place. It is currently used as a rat run by drivers who try to get to Wembley Hill Road from the High Road. The properties are mainly two storey, two-bedroom houses. They lack front gardens, privacy and off street parking, The masterplan options show proposals which include retaining the existing housing on Ecclestone place.

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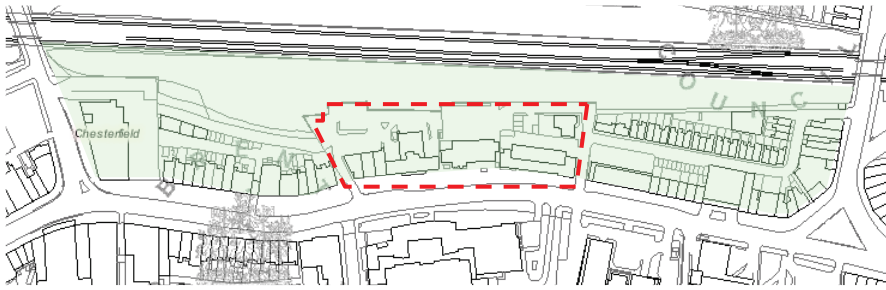
There are two options for redeveloping the land in Site 1:

1. Take in the railway embankment and include Ecclestone place in a more comprehensive development.
2. Concentrate the development on the land to the south of Ecclestone place.

Both options should propose improving the servicing arrangements without encouraging a through route.

Site 2

The 1.65 acre (0.67ha) plot mainly consists of multi-storey, dated office buildings on the High Road.



The council will support the following form of development:

- A Commercial ground floor that supports retail and other town centre uses (4.5m high ground) and provide sufficient depth (20m) to provide deeper plots not available in the primary frontage.
- Upper floors may contain residential but should also contain an element of office accommodation (needing similar floor heights to commercial)
- Over the whole of Plot 2 frontage development should sit within a 4-8 storey envelope

This building footprint is estimated to provide a viable development quantum of floorspace. It is however important to ensure that sites are deliverable.

There are two options for the development of Plot 2, depending on whether Network Rail embankment land is added to the frontage development sites.

The first option without the embankment secures a strong frontage with some buildings running to the rear boundary and depends on a rear service road to meet servicing requirements and providing limited parking.

The second option that includes the embankment proposes a series of streets and squares, creating a distinctive character from the High Road, providing a mixture of private and semi-private space with a more intimate scale and character. Buildings and spaces between them will need careful design to ensure good daylight and sunlight and frontage buildings in this option will be lower in height overall than in option 1

Site 3 – Wembley Court Parade and Chesterfield House

The area which this plot covers is an area defined by Park Lane to the South, Chiltern railway line to the north, Park Lane to the west and Wembley High Road to the south. Wembley Court Parade is a three storey, brickwork, mock Tudor block with shops on ground floor, residential above.

Apart from multi-ownership of the area, the state of the back land is also very challenging. The back land area not only is used as a business car park but also used by a car repair business. Access to the back land via the passage under 428 High Road is regularly blocked with vehicles attempting to manoeuvre. All the flats above shops at Wembley Court Parade are accessed from the stairs at the back. Some of the duplex maisonettes have been subdivided into smaller flats.



Chesterfield House

Chesterfield House is located within the primary shopping frontage of Wembley Town Centre at the corner of Park Lane and Wembley High Road. The existing building is a 7 storey 1960's building on a 2.67ha site comprising office and retail accommodation. Vehicular access to the site is off Park Lane.

There is an extant planning permission for a 17 storey office block and a current application for hotel accommodation of similar height but in a bulkier building. The Wembley link SPD gives an opportunity to re-think the role of taller buildings within the area both here and at Copland School. This is both in the light of taller schemes that have been consent and built (notably Central Square and Elm Road) and relating those to an approach across the Wembley link area that seeks to moderate early ideas that promoted higher buildings. A key consideration of this SPD is the identification of taller buildings at either end of the Wembley Link. However any new building on the Chesterfield House site in its elevated position should better reflect the heights of Wembley Central Square and Elm Road rather than significantly depart from them.

The key considerations are:

- Provides active ground floor uses with a mix of uses on the upper floors that could include office, hotel and/or residential uses (where suitable amenity space can be provided)
- Where hotel or residential uses were provided solely there is a limited element of office use
- A new approach that limits heights reflecting newly approved and built schemes
- Sets back any building on the corner and provides an expanded public realm
- Provides a more considered relationship to the East and provides a more neighbourly building through set backs from the boundary and other devices
- Provides or secures a new access road into the east of plot 1 to improve servicing arrangements



Chesterfield House

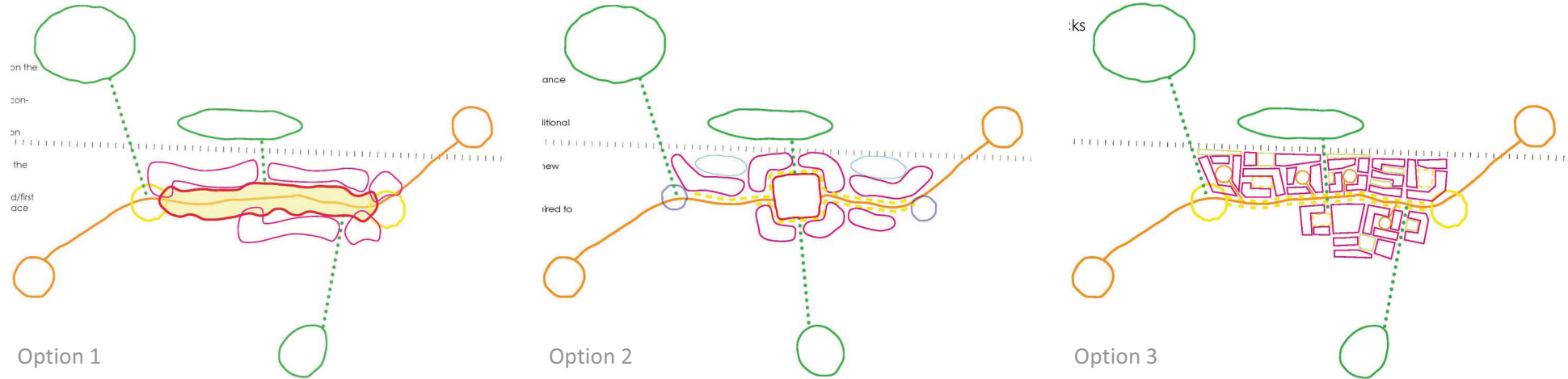


Extant planning permission

Masterplan options—design principles

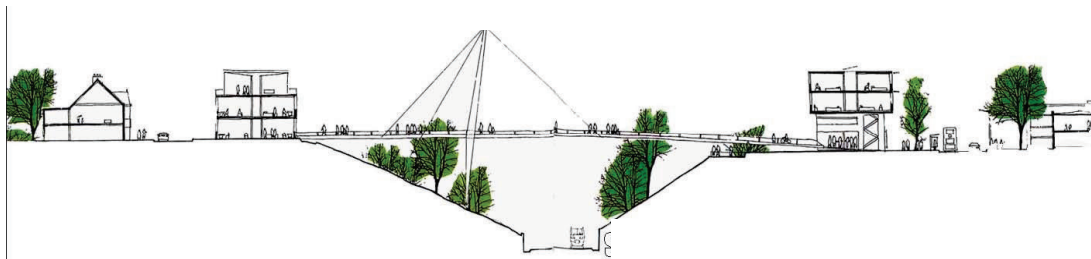
Analysis of the three study areas have resulted in three strategic options to allow flexibility. Option 1 uses the existing plots without including any of the Network rail owned land. Options 2 & 3 suggest proposals that make use of the whole area up to the railway including the land currently owned by network rail. Option 2 has a larger courtyard arrangement and option 3 has a tighter grain smaller courtyard arrangement.

The council's preference is to achieve option 3 (or then option 2) which requires the inclusion of the Network Rail owned embankment land. However the council will work up option 1 which allows a frontage development and service road to be accommodated if Network Rail land does not come forward. In this way the SPD is flexible to accommodate a range of possible circumstances.



Consideration should be given to the following issues:

- The architectural treatment at the triangle junction corner of the site should be considered carefully in relation to creating public space, and greater visibility between the White Horse Bridge and the High Road.
- Public Realm improvements.
- There may be an opportunity to reduce congestion through introduction of a one way system down St Johns Road / Elm Road.
- High road enhancements would be welcomed to reinforce the “road to Wembley”
- The commitment to public art
- Potential to reinforce tree planting to create a boulevard between park lane and the triangle.
- The Café Quarter design guide 2003 is a design guide to encourage active café / restaurant uses to spill out onto streets, includes guidance on boundary treatments, furniture, awnings etc. The aspirations should be considered in relation to the Wembley link, although this spd seeks to provide predominantly retail high street active frontages.
- A potential new link across the Chiltern cutting opposite Copland school.—see illustration below:



Masterplan layout options

Due to its location the council considers the area to be suitable for a mixed use redevelopment scheme incorporating new residential uses. The spd establishes firm principles of connection and movement through the area. Around this, an interpretation of the vision has been designed, presenting clear manifestations of character and place.

The council will expect development to generally conform with its usual design standards set out in SPG 17. However the Wembley Link spd does allow an opportunity to respond positively to something interesting and distinctive with character and identity that will realise increased values from inherent quality. This will need to be demonstrated in the quality of design, build, material and surface including both buildings and the public realm and set out in such detail as to ensure delivery on the ground.

The illustrations that follow show design options that have been developed by the council to illustrate a range of possible proposals for regenerating character area 2 of the Wembley Link area. They all include the proposal for the mixed use retail development on the Brent House / Copland School site south of the High Road.



Option 1 layout :

This option uses no Network Rail owned land and proposes a strip of mixed use buildings along the High Road. The heights proposed are between 4 & 8 storeys.



Option 2 layout :

This option uses the Network Rail owned land south of the railway and proposes large courtyard arrangements with commercial uses on the ground / lower floors along the High Road and residential accommodation above and behind. The heights proposed would be up to 6 storeys along the high road and 3 storeys behind.



Option 3 layout :

This option uses the Network Rail owned land south of the railway and proposes smaller courtyard arrangements with commercial uses on the ground / lower floors along the High Road and residential accommodation above and behind. The heights proposed would be up to 5 storeys along the high road and 3 storeys behind. This proposal has a much tighter grain than option 2 and would need to be carefully designed with respect to daylight and sunlight and SPG 17 guidelines.

Layout Options—3d views

Option 1



Option 1 - view east along the High Road

Option 1



Option 1 - view west along the High Road

Option 2



Option 2 - view east along the High Road

Option 2



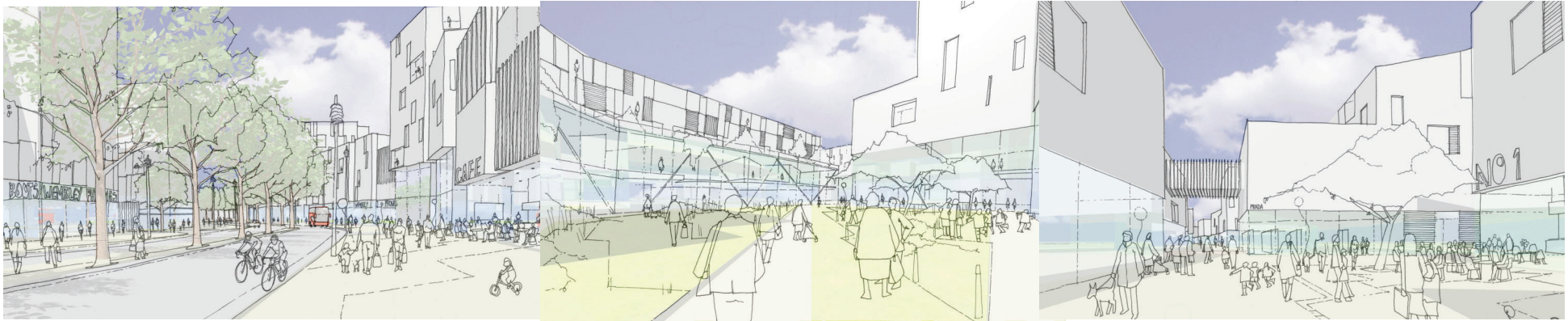
Option 2 - view west along the High Road



Option 3 - view east along the High Road



Option 3 - view west along the High Road



A selection of illustrations showing how the regenerated Character Area 2 may look.

8. Character area 3 – North of Railway

The area north of the railway comprises Network Rail owned land bounded by the Chiltern Railway to the south and existing residential areas of predominantly 2 storey housing to the north.



Ecology considerations and development opportunities

The Chiltern Line embankments are designated Grade I for nature conservation importance. The area is also protected as wildlife corridor and provides a continuous wildlife link between Barham Park and the River Brent. There is roughly 1 ha of vegetated area south of the railway line and 2 ha north of the railway line. Taken together this provides one of the largest areas of woodland in Brent. Development on the site of nature conservation importance will only be accepted where it provides substantial benefits to the town centre and meets the objectives of this SPD. Mitigation and compensation measures will need to be provided to ensure there is no overall net loss to biodiversity value and a continuous wildlife link is provided through the site.

Development proposals for the embankment are set out in the council's Unitary Development Plan (UDP) 2004 and in the council's draft Site Specific Allocations 2010 (SSA W10). The UDP envisaged potentially a more significant development linking both sides of the embankment with a range of town centre uses. The draft SSA in 2010 seeks a mixed use development on the south side of the Chiltern Railway and limited residential development on the north that is respectful of the nature conservation value of the northern embankment in particular. It also seeks links across the railway to form a pedestrian/cycle link between both sides of the embankment. Both the UDP and the SSA's refer to the need for a more detailed masterplan that sets out key development considerations and this SPD is intended to fulfil this role.

The plan below illustrates one possible solution restricting residential development to the northern part of the embankment using Mostyn Avenue as a connection. The road connection allows some views of the embankment to be maintained. It is expected that any development close to Mostyn Avenue will be of a similar height to existing properties and that development can then use the slope to increase stories without increasing heights. A possible alternative is to create a ribbon development between Mostyn Gardens and Park Court at the southern end of Lea Gardens again restricting low scale residential development to the northern edge of the embankment and limiting the impact on the nature conservation value of the site.



9. Delivery and implementation

Working together

Brent Council and delivery partners will devise a narrative for Wembley Link as a successful and sustainable place, including a series of specific infrastructure interventions. This masterplan is part of that narrative. Developers, including the council's housing association partners will deliver homes and space for community and commercial uses within that narrative. Brent Council has a key facilitative role to play in terms of:

- Negotiating development proposals through the planning system
- Securing planning obligations
- Forming partnerships between delivery agencies
- Implementing public realm infrastructure projects

Flagship projects will exist in which the council will have a direct role of delivery. For many other projects, delivery will rely on development coming forward, and the council will need to secure these projects through the planning process. The council does have compulsory purchase powers and will minded use them to remove blockages to the transformation of Wembley Link to deliver the masterplan.

Phasing plan to be determined

Business relocation

The message of this masterplan is clear. The run down Wembley Link area will be transformed into a sustainable mixed use community.

A supply of space could be delivered that includes a number of units at a range of sizes. Rents could be "stair-cased" or "pump primed" so that early years were more affordable but could then increase as businesses grow. Units could be located around shared business administrative space (such as meeting space, reception, copying). This will require the management of space across premises.



Planning Committee

20th October 2010

Report from the Assistant Director, Planning & Transportation

For Action

Wards Affected:
All

Brent LDF – Draft West London Waste Plan

Brent LDF – Draft West London Waste Plan

1.0 Summary

- 1.1 This report asks Planning Committee to consider the draft West London Waste Plan which is 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.

2.0 Recommendations

- 2.1 That Planning Committee recommends to Executive that the draft joint West London Waste Plan be agreed for formal public consultation.
- 2.2 Notes that approval is 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.

3.0 Detail

Background

- 3.1 The Proposed Sites and Policies Consultation Document is 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. It is being prepared jointly by the six West London Waste Authority (WLWA) boroughs of Brent, Ealing, Harrow, Hillingdon, Hounslow, and Richmond upon Thames – and when completed will form part of the Local Development Framework for each borough.

- 3.2 The purpose of the WLWP is to set out a planning strategy to 2026 for sustainable waste management, deliver national and regional targets for waste recycling, composting and recovery and provide sufficient waste management capacity to manage waste arisings. Planning applications for any new waste management facilities will be considered in the light of the WLWP policies, and they will 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.
- 3.3 Municipal solid waste and commercial and industrial waste arisings to be managed to 2026 are identified in the London Plan borough level waste apportionment. In order to accommodate the waste management capacity to manage projected waste arisings, it is anticipated that the land-take required across the six west London boroughs is 56ha under the 2008 London Plan. This requirement has been reduced to a far more realistic figure of 37ha as a result of the Mayor's 'Minor Alteration – waste arisings and apportionments' to the London Plan in December 2009. The draft WLWP contains sufficient contingency to meet the 2008 London Plan requirements, given that the 2008 London Plan is the adopted Plan at this time. However, this contingency will also allow scope for a number of sites to be deleted from the Draft WLWP Proposed Sites and Policies document, should there be valid objections during the consultation stage, and particularly given that the revised London Plan figures will gain more credence following its Examination in Public.
- 3.4 The Draft WLWP Proposed Sites and Policies document seeks to provide sufficient waste management capacity to manage projected waste arisings by safeguarding the capacity of selected existing waste management facilities and identifying opportunities for additional facilities, whilst aiming to ensure that the WLWA boroughs do not manage a disproportionate amount of waste from other London boroughs.

Brent Sites

- 3.5 In Brent, there are two existing waste sites that are considered to be suitable for intensification or re-orientation, i.e. to make a potentially bigger contribution to the management of waste locally. These are Veolia Depot at Marsh Road, Alperton (1261) and the Twyford waste transfer station (352). There are also four sites that are identified as potential locations suitable for new waste treatment facilities. These are 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 are shown on the maps at pages 26, 32 and 33 of the draft DPD appended. (NB The site numbers correspond to those in the schedule of sites and the maps in the attached draft Waste Plan.)

How the Sites Were Chosen

- 3.6 Initial consultation on a West London Waste Plan Issues and Options report was undertaken between January and February 2009. Comments received have since helped to shape the Draft WLWP Proposed Sites and Policies document.

- 3.7 Members should note that a 'Sustainability Appraisal' was carried out by the consultants Mouchel, in order to ensure that sustainability considerations are taken into account early in the process of policy development. The area of search throughout the six boroughs included an initial list of some 312 sites. 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. In addition to this a Habitat Directive Assessment, Equalities Impact Assessment and a Strategic Flood Risk Assessment was also undertaken.
- 3.8 This has led to a short list of 24 sites, which are the subject of this consultation. A key part of the consultation is to gather the views of major stakeholders, including local residents. The sites are listed in Section 4 of the attached draft plan. Following public consultation, it is anticipated that the revised WLWP Proposed Sites and Policies document will contain fewer sites.
- 3.9 Members are asked to note that the sites chosen for consultation are either adjacent to, or are, existing waste sites, or adjacent to or within existing industrial areas, given that industrial areas must be considered for possible use for waste treatment, as a requirement of the London Plan.
- 3.10 It is also relevant to point out that private companies can and do make applications for waste processing developments within the borough, completely separate from the development of the Waste Plan. This highlights the importance of developing an effective local policy framework for such applications.

Consultation Arrangements

- 3.11 Consultations on the Draft West London Waste Plan are planned for a six-week period commencing in mid-January. The overall format for the consultations is prescribed by Regulation 27 of The Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008 and the detailed arrangements will comply with the Council's Statement of Community Involvement, 2006. The six boroughs have agreed that consultation will be undertaken by members of the WLWP Steering Group Committee together with a firm of consultants, CAG, with a programme drawn up which is agreed with their respective corporate communication officers.

4.0 Financial Implications

- 4.1 The costs for undertaking the consultation are estimated at £2,500 per borough and will be met from the existing revenue budget.
- 4.2 Members should note that delays in adoption of 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, it will 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 more local facilities to treat / recycle waste.

5.0 Legal Implications

- 5.1 The Council has power to make joint arrangements with other boroughs for the discharge of its functions. The West London Waste Plan will constitute part of the Borough's Local Development Framework. Formally, it will be a Development Plan Document - further to section 7(c) of the Town and Country Planning (Local Development) (England) Regulations, 2004 - as it will include a site allocation policy for waste management facilities in the borough.
- 5.2 When preparing the West London Waste Plan, the Local Planning Authority must comply with the consultation requirements found both in the Town and Country Planning (Local Development) (England) Regulations 2008 ("the 2008 Regulations") and the 2008 revised Planning Policy Statement 12 (Local Spatial Planning) which sets out government policy on Local Development Frameworks. This includes the duty to consult with specific and general consultation bodies, the requirement to place an advertisement in the newspaper and the general duty to comply with the Council's Statement of Community Involvement.

6.0 Diversity Implications

- 6.1 Full statutory public consultation has been, and will continue to be, carried out in preparing the Waste DPD. An Equalities Impact Assessment of the Waste DPD has also been made.

7.0 Staffing/Accommodation Implications

- 7.1 There are no staffing and accommodation implications arising directly from this report.

8.0 Environmental Implications

- 8.1 The Waste DPD may potentially give rise to a significant impact upon the local environment close to waste management sites. However, the identification and use of appropriate sites will mean that the environmental impact is controlled and minimised, particularly upon residential areas, and managing waste locally rather than it being sent to landfill will help mitigate against the effects of climate change. Sustainability appraisal has been undertaken at all stages of developing the Waste DPD.

9.0 Background Papers

- 9.1 London Borough of Brent LDF – Local Development Scheme, March 2009
9.2 Waste DPD, Issues & Options Consultation Report, Sept. 2010
9.3 Brent Core Strategy, 2010
9.5 The Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008
9.6 Planning Policy Statement 12, Local Spatial Planning, 2008

Contact Officers

Any person wishing to inspect the above papers should contact Ken Hullock, Planning Service 020 8937 5309

Chris Walker
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Appendix 1 West London Waste Plan - Draft Consultation Document

West London Waste Plan

Draft Consultation Document

Proposed Sites and Policies

October 2010

Produced for
WLWP Steering Group

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Organisation	Contact	Copies
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Executive Summary

1. For some time both the European and UK Governments have been concerned that we are sending too much of our waste for incineration or to landfill – not enough is being recycled and re-used.
2. Consequently the Government now requires every local authority to produce a plan which details how it will deal with waste generated in its area over the next 15 years. These plans make up a part of the authority's Local Development Framework and show which factors they will take into account when deciding on whether to grant planning permissions for new waste facilities.
3. In London, the Mayor has set out in the London Plan projections of how much municipal waste and commercial and industrial waste is likely to be generated in the capital over the next 15 years. Each borough is then allocated an apportionment of that waste that they are required to actively plan for managing and has to ensure that sufficient sites are identified to meet the apportionment targets. By meeting the apportionment London will dramatically improve its reliance on landfill and move towards being self-sufficient.
4. In west London, six London Boroughs have agreed to co-operate to produce a single waste plan for their combined area. When finalised, this will form part of each of their respective Local Development Frameworks. The waste plan: details the amount of different types of waste expected to be produced in West London up to 2026; identifies the current sites available to help deal with that waste; identifies the current shortfall of facilities needed and proposes a set of further sites which might be used for waste facilities in the future.
5. As the London Plan is currently being revised – involving lower projections of the amounts of waste to be dealt with in the future - the joint waste plan for west London is being prepared with that objective.
6. The report comprises six sections, covering:
 - i. an introduction to the West London Waste Plan;
 - ii. the Vision and Objectives of the Plan;
 - iii. an explanation of what will be needed in the future to manage waste;
 - iv. details of the Proposed Sites for future waste management use;
 - v. policies to guide the determination of planning applications for new waste facilities (see Section 5), and
 - vi. a short explanation of how the Plan will be monitored in future

7. The existing sites and proposed sites are:

Borough	Description and Location of Existing Sites	Area (ha)
Brent	Twyford Waste Transfer Station, Abbey Road, Brent	1.46
Brent	Veolia Transfer Station, Marsh Road, Alperton, Brent	2.71
Ealing	Greenford Reuse & Recycling Site, Greenford Road, Greenford, Ealing	1.15
Ealing	Greenford Depot, Greenford Road, Greenford, Ealing	0.90
Ealing	Quattro, Victoria Road, Park Royal, Ealing	0.94
Hillingdon	Rigby Lane Waste Transfer Station, Hayes, Hillingdon	1.04
Hillingdon	Victoria Road Waste Transfer Station, Civic Way, Hillingdon	3.65
Hounslow	Transport Avenue Waste Transfer Station, Brentford, Hounslow.	2.57
Richmond	Twickenham Depot, Langhorn Drive, Twickenham, Richmond	1.07
Richmond	Townmead Reuse & Recycling Site, Mortlake Road, Kew, Richmond	0.70
Total		16.19

Borough	Description and Location of New Sites	Area (ha)	
Brent	Abbey Road, Park Royal, Brent	3.57	
Brent	Rail Sidings, Premier Park Road, Park Royal, Brent	2.90	
Brent	Alperton Lane Industrial Area, Marsh Road, Alperton, Brent	1.94	
Brent	Hannah Close /Great Central Way, Wembley	3.00	
Ealing	Park Royal 8, Coronation Road, Park Royal, Ealing	10.0*	15.00
Ealing	Park Royal 9, Coronation Road, Park Royal, Ealing		6.14
Ealing	Park Royal 2, Chase Road, Park Royal, Ealing		14.40
Ealing	Park Royal 1, Victoria Road, Park Royal, Ealing	1.56	
Ealing	Atlas Road, Park Royal, Ealing	4.39	
Harrow	Council Depot, Forward Drive, Harrow	3.20	
Hillingdon	Silverdale Road Industrial Area, Hayes, Hillingdon	3.40	
Hillingdon	Yeading Brook, Bulls Bridge, Hayes, Hillingdon	4.30	
Hillingdon	Tavistock Road Coal Depot, West Drayton, Hillingdon	8.96	
Hounslow	Western International Market, Hayes Road, Southall, Hounslow	3.20	
Total		50.42	

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1 The West London Waste Plan

1.1 Preparation Of The Plan

The West London Waste Plan is being prepared jointly by the six west London Boroughs of Brent, Ealing, Harrow, Hillingdon, Hounslow and Richmond upon Thames.

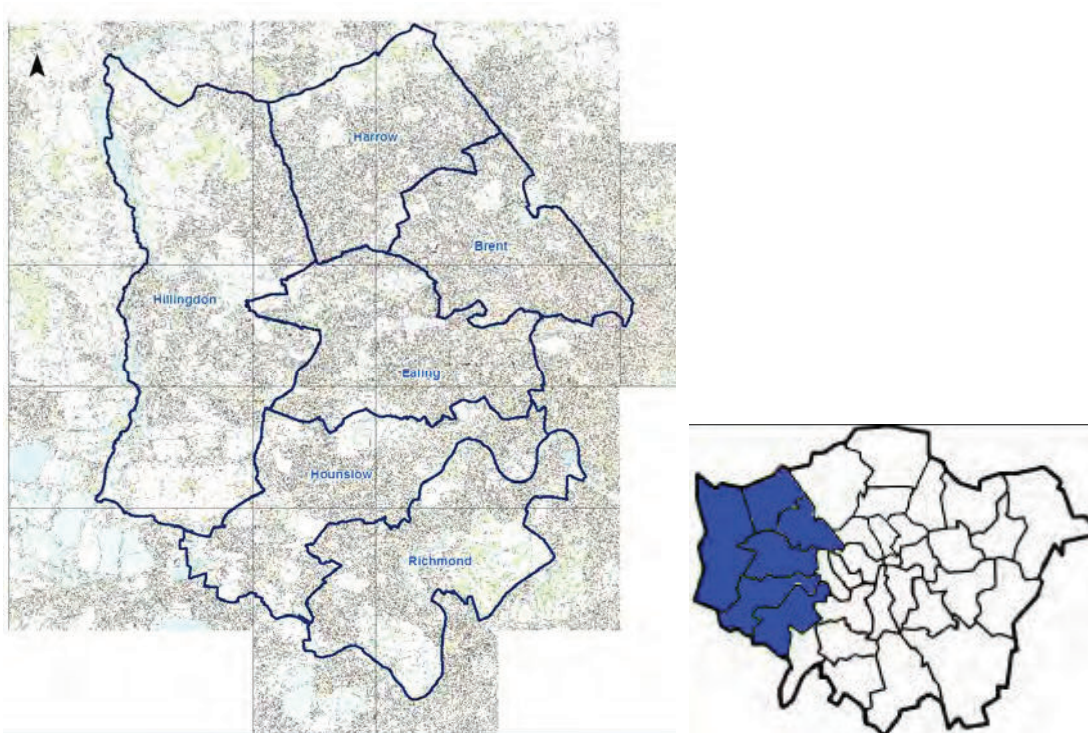


Figure 1-1: West London boroughs

1.2 Why Is The West London Waste Plan Needed?

1.2.1 The West London Waste Plan will provide a planning framework for the management of all waste produced in the six boroughs over the next 15 years. It is needed to comply with the Mayor's London Plan¹, which sets out targets for recycling and composting for waste from households, businesses and industry. The London Plan also requires that the majority of waste generated in London is managed in London, so that the Capital moves towards waste self-sufficiency. Currently a significant amount of waste is transferred outside of London for treatment or disposal in landfill; Table 1-1 shows the London Plan targets for the proportion of waste to be managed within London for various target years. Overall, the target states that 85% of London's waste must be managed within London by 2020.

¹ *The London Plan (Spatial Development Strategy for Greater London)(Consolidated with alterations since 2004) Greater London Authority, February 2008*

Table 1-1: Self-Sufficiency targets for London

Waste stream	2010	2015	2020
Municipal Solid Waste	50%	75%	80%
Commercial & Industrial Waste	75%	80%	85%
Construction, Demolition & Excavation	95%	95%	95%
All wastes	75%	80%	85%

- 1.2.2 Under the Planning and Compulsory Purchase Act 2004, London boroughs are required to replace their existing Land Use Plans (called Unitary Development Plans) with Local Development Frameworks. Local Development Frameworks comprise a number of planning documents and must contain both specific policies for waste and sites identified for waste use. These planning documents must be in general conformity with the London Plan; the Mayor of London's planning strategy for the capital, in addition to national planning policy. Before the West London Waste Plan (the Plan) can be adopted it will be independently tested through a public examination to ensure it meets all of the key tests for a sound plan.
- 1.2.3 The West London Waste Plan will outline the proposed sites for waste management development in the plan area and provide a set of policies with which waste developments must conform. The Plan will cover the London Plan apportionment targets required to be managed in the area including waste from households, businesses and industry up to 2026 but excluding Construction, Demolition, and Hazardous waste. The timetable for the production of the Plan is shown in Table 1-2.

Table 1-2: Timetable for West London Waste Plan

Period	Stage of development
January-March 2009	Issues and Options Consultation
January - February 2011	Draft Plan Consultation
September/October 2011	Publication of Submission Version of the Waste Plan
April 2012	Examination of the Waste Plan
October 2012	Adoption of Plan by the West London boroughs

1.3 Relationship With Other Planning Strategies

- 1.3.1 Each of the six west London boroughs is preparing a number of other strategies and plans which, along with the West London Waste Plan, will form their Local Development Framework (LDF).
- 1.3.2 Each borough must produce Development Plan Documents (DPDs) which make up their LDF. The main DPD is the Core Strategy which sets out the general spatial vision and objectives for delivery of the LDF. It also helps the borough to deliver its

Community Strategy and must reflect the regional strategy which is set out in the London Plan.

- 1.3.3 The West London Waste Plan is a DPD and, although being prepared jointly by the six west London boroughs, must be aligned with their individual Core Strategies.

1.4 Sustainability Appraisal

- 1.4.1 A Sustainability Appraisal (SA) has been conducted on this draft Plan. An SA ensures that planning documents accord with the principles defined in the Government's UK Sustainable Development agenda². The timing of the Sustainability Appraisal aims to ensure that sustainability considerations are taken into account early in the process of policy development. A Habitats Directive Assessment, Equalities impact Assessment and a Strategic Flood Risk Assessment have also been undertaken in conjunction with the development of this Plan. Appendix 1 details the process of these assessments.

1.5 Previous Consultation

- 1.5.1 In January and February 2009 consultation took place on the key issues which the West London Waste Plan needs to address, as set out in the West London Waste Plan Issues and Options report³. A wide range of responses were received via the various public workshops and meetings held across the six boroughs, via the project website (<http://www.wlwp.net>) and in writing. Throughout this Proposed Sites and Policies Report, reference is made to how, broadly speaking, such responses have been taken into account. A fuller description of the outcomes of the previous consultation can be found in the Issues and Options Consultation Summary of Responses (May 2009) and in the Report on Consultation⁴.

1.6 This Consultation

- 1.6.1 This document indicates the Proposed Sites and Policies that will form the West London Waste Plan. There are two questionnaires accompanying this document for you to submit your comments. The short questionnaire is likely to be more appropriate for the general public, and the Technical Questionnaire is likely to be more suitable for those wishing to submit a more detailed technical response. Feedback is essential and will be used to inform the development of the Plan over the next year.

² Defra Sustainable Development Unit - <http://www.sustainable-development.gov.uk/publications/uk-strategy/framework-for-sd.htm>

³ West London Waste Plan Issues and Options Report (February 2009) available to download from <http://www.wlwp.net/documents.html>

⁴ These reports are available to download from <http://www.wlwp.net/documents.html>

- 1.6.2 All consultation comments and feedback forms and other material in support of any comments made should be sent to:

CAG Consultants
West London Waste Plan Consultation
Gordon House, 6 Lissenden Gardens, London, NW5 1LX
email: consultation@wlwp.net

Comments can also be given via the website:

www.wlwp.net

- 1.6.3 The Proposed Sites and Policies Consultation Document and the accompanying Technical Report and Sustainability Appraisal are available via the West London Waste Plan website at: www.wlwp.net and at the following venues:

1. All Libraries across the six boroughs, and
2. Local Council Offices across the six boroughs,

- 1.6.4 The west London authorities will seek to ensure that all reports are accessible to everyone and will offer assistance to those who are blind or partially sighted or do not speak English fluently. This may include spoken or written translation in different languages, Braille, audio or large print format

- 1.6.5 Each borough will also hold a public drop-in session to allow members of the public to view the documents. Details of when and where these will be held will be advertised on the West London Waste Plan website at: www.wlwp.net, and borough websites. Additional copies will also be readily available at the local boroughs' receptions and in local libraries.

1.7 Planning Applications For Waste Management Facilities

- 1.7.1 When considering the development of a potential new waste management facility developers should first use the West London Waste Plan to identify a suitable site. If the developer cannot find a suitable site in the Plan, any alternative site proposed will have to conform to the policies within the Plan. Developers should also consider requirements and policies within the following documents before submitting a planning application for a waste management facility in West London:

- Any national statutory guidance, e.g. Planning Policy Statement 10
- Core Strategy for the relevant borough
- Area Action Plan for the relevant borough
- Development Management/Control Policies for the relevant borough

- Site Specific Proposals/Site Allocations from the relevant borough
- London Plan
- Mayor of London Order (2008)
- Supplementary Planning Guidance from the Mayor or Supplementary Planning Documents from the relevant borough

1.7.2 Planning applications submitted before the West London Waste Plan has been adopted will be assessed against existing adopted plans and strategies such as the London Plan and borough Core Strategies or saved policies from Unitary Development Plans where Core Strategies have yet to be adopted.

1.8 West London Waste Authority

1.8.1 The West London Waste Authority (WLWA) is the statutory Waste Disposal Authority for the six west London boroughs and as such is solely responsible for the transport, treatment and disposal of municipal waste collected by the boroughs.

1.8.2 The West London Waste Authority and its constituent boroughs consulted on and subsequently adopted a Draft Joint Municipal Waste Management Strategy⁵ in 2005 which sets out the future waste and recycling plans and targets for the Authority and each of the six boroughs. An Addendum followed which updates the Authority's Partnerships waste management performance.

1.8.3 The WLWA has a vision of achieving a 70% reuse/recycling/recovery rate and zero waste to landfill although there is no timescale for these targets.

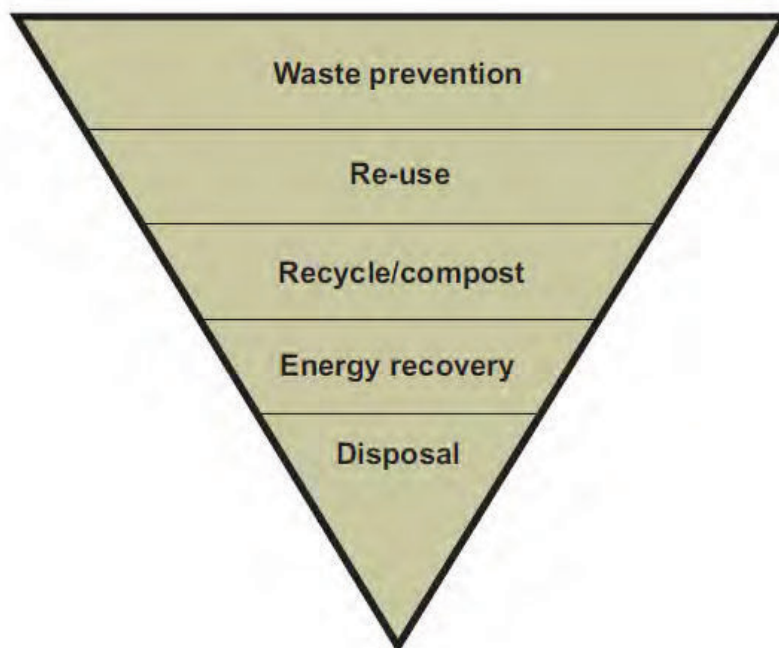
1.8.4 In 2008-2009 the Authority and its constituent boroughs dealt with a total of 767,000 tonnes of municipal waste, including abandoned vehicles. Of this total some 176,000 tonnes was recycled, 84,000 tonnes was composted, and the remaining 507,000 tonnes was sent for disposal, nearly all by rail from the Authority's transfer stations in Brentford and South Ruislip, to landfill sites in Oxfordshire and Buckinghamshire. From 2009/10 increasing quantities of waste not recycled or composted will be diverted from landfill. The WLWA has a contract to send waste to the Lakeside Energy from Waste plant near Slough, for the next 25 years. This contract started in 2009/10 with an annual tonnage of 25,000 tonnes. It remains at this level until 2014/15 when for one year the tonnage increases to 45,000 tonnes. The following year (2015/16) the tonnage increases to 90,000 tonnes and remains at that level until the final year of the contract in 2034/35.

⁵ WLWA Draft Joint Municipal Waste Management Strategy, September 2005 from <http://www.westlondonwaste.gov.uk/documents>

1.9 Waste Minimisation

- 1.9.1 The west London boroughs are committed to waste reduction and minimisation initiatives and understand the importance of such issues to the residents of west London and to the success of sustainable waste management in the area. Although the West London Waste Plan cannot directly enforce waste reduction, it will encourage waste minimisation through appropriate policies.
- 1.9.2 The West London Waste Plan supports the management of waste according to the waste hierarchy (Figure 1-2) as identified in the Waste Strategy for England⁶ and the London Plan.
- 1.9.3 Each of the six boroughs is already dealing with wider waste issues such as encouraging waste minimisation and increasing recycling in accordance with the waste hierarchy. The waste hierarchy states that we should firstly try to reduce and re-use waste, then recycle waste into useful materials and if this is not possible recover energy from waste before considering the disposal of waste as a last resort. All boroughs operate household waste recycling collections, reuse and recycling centres and offer information on waste minimisation such as home composting or re-usable nappies.

Figure 1-2: The Waste Hierarchy



⁶ Waste Strategy for England (2007), Department for Environment, Food and Rural Affairs (DEFRA) www.defra.gov.uk

2 Vision and Objectives of the Plan

2.1 Vision

2.1.1 Following the previous consultation the proposed vision been modified to reflect the revised Plan period covering up to 2026.

West London Waste Plan Vision

By 2026, the West London Waste Plan area will have made provision for enough waste management facilities in the right locations to provide for the sustainable management of waste. It will seek to do so whilst protecting the environment, stimulating the economy and balancing the needs of west London's communities.

2.2 Strategic Objectives

2.2.1 The majority of the Issues and Options consultation responses supported the broad themes set out in the objectives for the West London Waste Plan. There were some suggestions with regard to amending objectives, including additional objectives.

2.2.2 Specific suggestions included:

- Adding reference to waste minimisation
- Mitigating any potential impacts of new waste facilities on residents, and
- Reducing greenhouse gas emissions and the carbon footprint of waste management/transportation

2.2.3 It was also suggested that Strategic Objective 3 – reduce the amount of waste that goes to landfill from the plan area with the aim that by 2015 only inert waste goes to landfill – was not viable. In other cases the objectives were seen to be too vague.

2.2.4 In light of the consultation responses, the revised objectives of the West London Waste Plan are:

West London Waste Plan Strategic Objectives

1. To identify sufficient land for the management of the six boroughs' pooled waste apportionment as set out in the London Plan, including safeguarding existing waste sites and maximising their use as waste management sites.
2. To ensure that waste is managed as far up the waste hierarchy as possible, and to encourage the minimisation of waste and the use of waste as a resource.
3. To reduce the impact of waste management on climate change by encouraging the use of sustainable transport and new clean technologies, whilst seeking to

locate waste management facilities as close to waste sources as practicable.

4. To ensure that, through appropriate policies, waste facilities meet the highest standards possible of design, construction and operation to minimise adverse effects on local communities and the environment.
5. To support the key aims and objectives of Brent, Ealing, Harrow, Hillingdon, Hounslow and Richmond's Community Strategies.

3 Identifying future waste management needs

3.1 How Much Waste Will Need To Be Managed In West London?

- 3.1.1 The 2008 London Plan sets a target for London to become 85% self-sufficient in the management of waste by 2020. To achieve this, each borough has been given a share of London's total municipal and commercial & industrial waste to manage (called the borough's "apportionment" figure) for which it must identify sufficient and suitable potential sites for the development of waste management facilities. The west London boroughs have pooled their apportionments and will meet the collective apportionment figures.
- 3.1.2 Currently west London has few waste management sites but it has many waste transfer sites which bulk waste for disposal elsewhere. The intention is to maximise the use of the existing sites in the area, including re-orientation of some waste transfer sites to waste management facilities, although there is still a need to identify a number of new sites for waste management uses.
- 3.1.3 The issues and options consultation asked whether west London should plan to meet the apportionment or plan further towards self-sufficiency for west London. In the written responses there was some support for west London becoming as self-sufficient as possible with slightly more support for meeting the apportionment, whilst also identifying additional provision to allow for flexibility. Whereas at the public meetings there was general preference for self-sufficiency, though the majority recognised that this may be aspirational and not practically deliverable.
- 3.1.4 The preferred approach is therefore to identify enough additional land to ensure that facilities can be developed to manage the quantity of waste apportioned to west London through the London Plan. The intention is to identify sufficient land, using existing safeguarded sites and new sites, to meet west London's collective apportionment. The West London Waste Plan will identify a longer list of sites than its exact requirement to give the Plan flexibility, should some sites not come forward for development. Annual monitoring of the plan will prevent overprovision of sites occurring.
- 3.1.5 The 2008 London Plan suggests the types of facilities that will be required to manage London's 5.7 million tonnes of municipal solid waste in 2020 based on an assumption of the predicted percentage of waste that needs to be managed by certain types of facility (Table 3-3). The table provides an assumption of the land take required by each type of facility, the smallest of which is 0.9 hectares. However, this is based on typical facilities, as technologies improve and become more efficient, the land take required will become smaller and the Plan assumes that the smallest site size to be 0.5 hectares. This will allow for the development of small facilities (not just the typical size ones) and adds a level of flexibility in the Plan.

- 3.1.6 In 2009, the Mayor of London (the Mayor) recognised that the projected municipal solid waste and commercial & industrial waste arisings at borough level in the current 2008 London Plan needed updating. The Mayor published, for public consultation, new projected borough level arisings and apportionment targets for municipal solid waste and commercial & industrial waste in the form of a minor alteration to the Draft Replacement London Plan in December 2009⁷. The 2008 and revised 2009 waste projections and borough apportionments are listed in Appendix 5. The West London boroughs consider these revised figures to be far more realistic. The implication of the revised figures for west London is that it will be expected to deal with a lower amount of waste than originally projected, because the landtake for west London is 56 ha under the 2008 London Plan figures and 37 ha under the revised 2009 figures.
- 3.1.7 At the time of publication of this document, the 2008 London Plan remains the statutory regional strategy for London until the adoption of the draft Replacement London Plan (which is expected to be during 2011/12). In order to comply with central Government requirements and be considered a “sound” planning document, this stage of the West London Waste Plan is being prepared in accordance with the waste projections and apportionment figures contained in the 2008 London Plan. Accordingly this draft West London Waste Plan identifies 24 potential waste sites, 10 of which are in existing waste use with the potential to be re-orientated and a further 14 which are new - totalling 66 ha overall. In proposing 66 ha there is a 10 ha contingency for the 2008 London Plan figures and a 30 ha contingency for the 2009 London Plan figures. The contingency figure is a means to ensure we have enough sites to meet the target apportionments. Once public comments have been obtained, and further detailed site investigations have been carried out as to their deliverability, the list of proposed sites is expected to fall substantially.
- 3.1.8 The 2008 London Plan only provides apportionment targets for waste up to 2020. Planning Policy Statement 10 requires that all development plan documents must plan for at least a 10 year period and as the West London Waste Plan is expected to be adopted in 2012, an apportionment has been calculated for 2021. An apportionment has also been calculated for 2026 to cover the plan for a 15 year period, in line with borough core strategy planning horizons. The apportionment calculations are based on the same ratio of apportionment compared to waste arisings as projected for 2020. Existing waste treatment facilities are assumed to operate at 75% of their licensed capacity as this is the method that has been used for the calculation of the apportionment within the London Plan. The assumption is made as not all facilities operate at their licensed capacity. A figure of 50% of the capacity of the Reuse and Recycling Centres has also been excluded as it is

⁷ *The London Plan Spatial Development Strategy for Greater London, Minor alteration to the consultation draft replacement London Plan Borough level waste arisings and apportionments, and corrections and clarifications, December 2009*

assumed that half of the waste is recycled and the other half is effectively transferred for disposal.

- 3.1.9 The total existing capacity (excluding transfer facilities) is then compared with the apportionment to understand how much more capacity is required to meet the apportionment. A figure of 90,000 tonnes has also been subtracted from the capacity requirement to represent the waste being sent to the Lakeside energy from waste facility by the West London Waste Authority.
- 3.1.10 For the six west London boroughs to meet the apportionment for municipal and commercial and industrial waste an additional circa 2 million tonnes of waste treatment capacity will need to be planned and licensed by 2021 and circa 2.3 million tonnes by 2026 (Table 3-1).

Table 3-1: West London Capacity Requirements for Target Years (based on the 2008 London Plan)

	2010	2015	2020	2021	2026
Total MSW and C&I arisings (London Plan figures)	2,216,000	2,373,000	2,583,000	2,628,000	2,869,000
Total Apportionment	1,620,000	2,146,000	2,522,000	2,567,229	2,807,312
Total existing capacity (75% of licensed capacity)	484,424	574,424	574,424	574,424	574,424
Additional capacity required to meet the apportionment targets	1,135,576	1,571,576	1,947,576	1,992,805	2,232,888

Note: The figures shown are only for MSW and C&I waste, and are in tonnes per annum.

Source: Derived from the 2008 London Plan and Environment Agency, up to 2020, figures to 2026 are extrapolated.

Table 3-2: West London Capacity Requirements for Target Years (revised draft Replacement London Plan figures, Dec 2009) including self-sufficiency targets

	2011	2016	2021	2026
Total MSW and C&I arisings (London Plan figures)	2,082,997	2,082,711	2,092,270	2,110,935
Apportionment	1,399,132	1,593,145	1,799,320	2,018,719
Apportionment plus (self sufficiency for London)	2,062,823	2,099,847	2,144,267	2,195,297
Total existing capacity (75% of licensed capacity)	484,424	574,424	574,424	574,424
Additional capacity required to meet the apportionment targets	914,708	1,108,721	1,224,896	1,444,295
Additional capacity required to meet the apportionment plus targets	1,578,399	1,525,423	1,569,844	1,620,873

Note: The figures shown are only for MSW and C&I waste, and are in tonnes per annum.

3.2 How Much Land Is Needed?

3.2.1 Using Table 3-1 together with Tables 3-3 and 3-4, the London Plan's projections for types of technologies anticipated to treat MSW and C&I waste in target years of 2021 and 2026, it is possible to calculate an indicative number and type of facilities that would be required to meet west London's waste infrastructure requirements to meet the apportionment figure.

Table 3-3: Indicative number of facilities required to meet Apportionment based on 2008 London Plan

Facility type	Through put per facility (tonnes per year)	Landtake per facility (ha)	Number of additional facilities required to meet apportionment in	
			2021	2026
Materials Recovery Facility	42,000	0.90	31	34
Composting	19,000	1.25	9	10
Mechanical Biological Treatment	125,000	1.75	3	3
Anaerobic Digestion	15,000	1.00	4	4
Gasification/Pyrolysis	114,000	2.25	2	2
Total			49	53

Source: Derived from 2008 London Plan – Throughput and land take of different types of facilities. Number of facilities, round to nearest whole number.

Table 3-4: Indicative number of facilities required to meet the 2009 draft Replacement London Plan Proposed Waste Apportionment

Facility type	Through put per facility (tonnes per year)	Landtake per facility (ha)	Number of additional facilities required to meet apportionment in	
			2021	2026
Materials Recovery Facility	42,000	0.90	19	22
Composting	19,000	1.25	5	6
Mechanical Biological Treatment	125,000	1.75	2	2
Anaerobic Digestion	15,000	1.00	2	3
Gasification/Pyrolysis	114,000	2.25	1	1
Total			29	34

Source: Derived from 2008 London Plan – Throughput and land take of different types of facilities. Number of facilities, round to nearest whole number.

3.2.2 The number and types of facilities required can be translated into a land take (Table 3-5) which shows that west London needs to identify approximately a maximum of 56 ha of land for waste management facilities to ensure that the 2008 London Plan

apportionment is met, or 37 ha to meet the Replacement London Plan apportionment.

Table 3-5: Indicative land take required to meet Apportionment

Facility type	Land take required to meet Adopted Plan Waste Apportionment in		Land take required to meet Replacement Plan Waste Apportionment in	
	2021 (ha)	2026 (ha)	2021 (ha)	2026 (ha)
Materials Recovery Facility	29	31	17	20
Composting	11	12	7	8
Mechanical Biological Treatment	5	5	3	3
Anaerobic Digestion	4	4	2	3
Gasification/Pyrolysis	4	4	2	3
Total	53	56	31	37

Note: Areas rounded to nearest hectare.

3.3 Why Is So Much Land Needed?

3.3.1 There are a lot of waste management facilities in West London but most of them are classed as transfer facilities which mean they do not recycle, treat or dispose of waste but simply bulk waste and transport it elsewhere for treatment or disposal. In the future west London needs to be able to deal with its waste in west London.

3.3.2 The London Plan does not classify transfer facilities as 'management' facilities. Waste is deemed to be managed in London if:

- it is used for energy recovery in London (e.g., through anaerobic digestion, pyrolysis/gasification or through incinerators), or
- it is compost or recycle sorted or bulked in London material recycling facilities for reprocessing either in London or elsewhere.⁸

3.3.3 However, the London Plan does encourage the re-orientation of transfer sites into waste management uses. In West London there are approximately 17 hectares of transfer sites that are suitable for reorientation. The 2008 London Plan figures state 56 ha of land will be required overall to deal with the total waste stream, meaning that an additional 39 ha of new sites would need to be found for waste management uses. The more realistic 2009 draft Replacement London Plan figures require 37 ha overall, which would mean that a further 20 ha is needed for new waste management uses.

⁸ From the London Plan (paragraph 4.71)

3.4 What Kind Of Facilities Will Be Needed?

- 3.4.1 Ensuring that more waste is managed within West London will mean that a range of different waste management facilities will be considered including recycling, composting and energy recovery. Modern waste management facilities utilise clean technologies and are subject to stringent regulation and monitoring of their operations and impacts. Innovative design and architecture can also be applied making facilities sensitive to their settings, although many technologies can be housed in industrial building similar in appearance to a warehouse. Table 3-4 in Appendix 4 to this report gives a brief description of the principal waste management technologies.
- 3.4.2 It is important that modern methods of dealing with waste are found which also seek to produce valuable, usable products such as fuel, heat and power. Waste facilities should be seen as an opportunity rather than a 'bad neighbour' and can be co-located with developments and industry to provide heat, power and other beneficial products that would be attractive to industrial, commercial and potentially residential developments.
- 3.4.3 The issues and options consultation asked whether sites should be specified for general waste use or for specific technologies. There was support for a combination of specifying sites for general waste uses whilst also stating where sites were not suitable for certain technologies.
- 3.4.4 The preferred approach is to identify sites for general waste use and to use the policies within the West London Waste Plan to manage developments to ensure they are suitable for the site and its surrounding uses. The Plan needs to be flexible to allow for developments and improvements in waste management technologies and the changing habits of consumers and waste producers. All proposed developments will have to submit a planning application which will be assessed in line with the West London Waste Plan and other borough plans and strategies and through public consultation.

3.5 What Size Sites Are Required?

- 3.5.1 Waste management facilities are generally sized according to the capacity of waste to be processed; however land is also needed for ancillary activities such as vehicle movements, weighbridges and storage of materials. The West London boroughs have decided that sites of less than half a hectare (0.5 ha) in area are likely to be too small for waste management uses but have considered a range of site sizes above 0.5 ha as different treatment methods will require different land requirements.
- 3.5.2 The issues and options consultation asked whether a distribution of large or small sites or a combination of site sizes should be considered. The majority of respondents thought that a combination approach would be best.
- 3.5.3 The preferred approach is to identify sites ranging from larger sites suitable for co-location of one or more facilities through to smaller sites for smaller localised facilities.

3.6 Construction, Demolition And Excavation Wastes

- 3.6.1 Construction, Demolition and Excavation waste is a large waste stream within London, although it is not included within the apportionment target assigned to boroughs. The issues and options consultation asked whether provision should be made for such wastes within the West London Waste Plan or assume that it is largely re-used and recycled on-site.
- 3.6.2 Whilst there was strong support to make a provision for construction, demolition and excavation wastes within the plan it is difficult to do so without suitable data on how much of this type of waste is produced within the area. The preferred option is to ensure more on-site recycling and re-use takes place by using Policy WLWP 4 whilst ensuring that boroughs monitor the types and capacities of waste management facilities developed against any new waste arising data that is produced.

3.7 Hazardous Wastes

- 3.7.1 Hazardous waste can cause concern amongst residents and communities; however it is also not included within the apportionment targets assigned to boroughs. The issues and options consultation asked whether provision should be made for such wastes within the West London Waste Plan or assume that it is largely managed elsewhere.
- 3.7.2 The majority of respondents thought that some provision should be made for hazardous waste within the plan and some thought that it should be assumed that the waste was managed elsewhere but the boroughs should monitor the situation closely through their annual monitoring plan.
- 3.7.3 The 2008 London Plan Policy 4A.29 states that boroughs should 'make provision for hazardous waste treatment plants to achieve, at regional level, the necessary waste management requirements'. It is not considered efficient to deal with hazardous wastes at a sub-regional (west London) level, but rather at a regional (London) level. This is because hazardous waste usually requires specialised treatment facilities which need to be of a certain size to be viable; therefore a regional approach is valid as it is not possible to determine what kind of hazardous waste facilities at what scale would be required at a sub-regional level.
- 3.7.4 The preferred approach is therefore to make no specific provision for hazardous wastes within the Plan; however, planning applications for hazardous waste facilities will be treated in the same way as applications for all waste management facilities and the capacity of hazardous waste facilities will be monitored closely to establish whether additional provision is required at a later date.

4 The Proposed Sites

4.1 Existing Sites

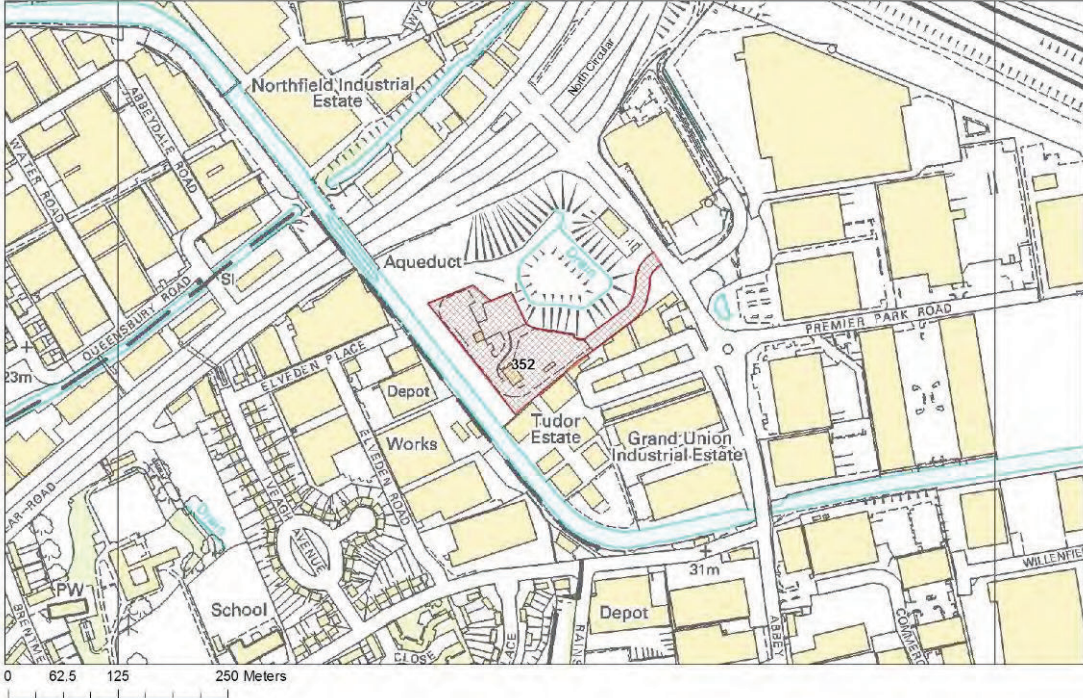
- 4.1.1 Policy 4A.24 of the 2008 London Plan states that all existing waste sites should be safeguarded and their use be intensified (for treatment facilities) or re-orientated (for transfer facilities) where possible. A list of existing waste management sites in the six west London boroughs was obtained from the Environment Agency.
- 4.1.2 The Plan identifies those existing sites which undertake a 'waste management' activity and those which undertake a 'waste transfer' activity. There are a number of waste transfer sites which, in accordance with the London Plan, can be re-orientated to become sites which manage or treat wastes rather than just transferring waste to treatment or disposal elsewhere. Table 4-1 lists the existing sites which are likely to be suitable for re-development. All other existing transfer stations are considered to have constraints that will prevent their re-development. Constraints identified include, for example, the site area being too small for re-development, or the site being within a zone safeguarded for the Crossrail development. However, all existing sites are safeguarded under the London Plan.
- 4.1.3 It is important to note that just because a site is safeguarded it does not automatically mean that planning permission for any waste management related activity of the site will be granted. Re-development of any site will still be subject to the relevant borough's development control processes and require permitting by the Environment Agency.
- 4.1.4 The accompanying Proposed Sites Technical Report lists all of the existing safeguarded sites.
- 4.1.5 Table 4-1 below, lists the existing sites which are likely to be suitable for re-development (including re-orientation) and provides site locational maps. Sites are listed in alphabetical order by borough. An overall west London locational map for these sites is attached as Appendix 1. There are potentially 16.19 ha of land for waste management use available from existing sites.

Table 4-1: Existing waste sites considered to have the potential for re-development

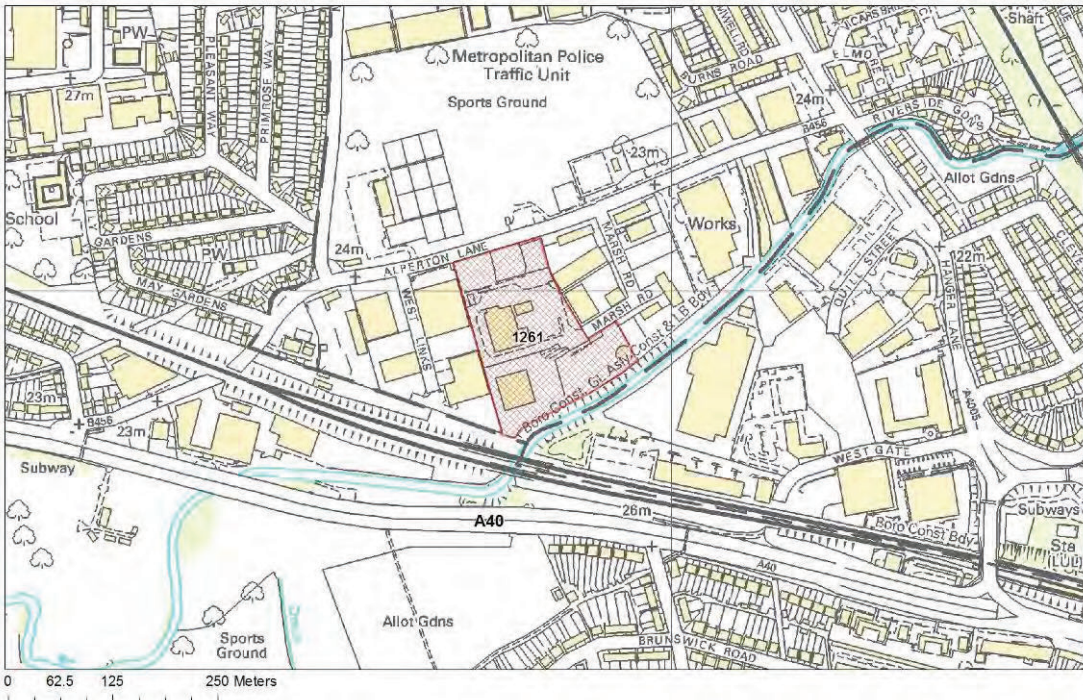
Site Number	Site Area (ha)	Borough	Description	Site Type
352	1.46	Brent	Twyford Waste Transfer Station	Transfer Station
1261	2.71	Brent	Veolia Transfer Station, Marsh Road, Alperton	Transfer Station
309	1.15	Ealing	Greenford Reuse & Recycling Site, Greenford Road, Greenford	Transfer Station
310	0.90	Ealing	Greenford Depot, Greenford Road, Greenford	Depot
328	0.94	Ealing	Quattro, Victoria Road, Park Royal	Transfer Station
331	1.04	Hillingdon	Rigby Lane Waste Transfer Station	Transfer Station
303	3.65	Hillingdon	Victoria Road Waste Transfer Station	Transfer Station
353	2.57	Hounslow	Transport Avenue Waste Transfer Station	Transfer Station
342	1.07	Richmond	Twickenham Depot	Depot
343	0.70	Richmond	Townmead Reuse & Recycling Site, Mortlake Road, Kew	Transfer Station
Total	16.19	ha		

4.1.6 Site plans of existing waste sites considered to have the potential for re-development, identified in Table 4-1, are shown on the following pages.

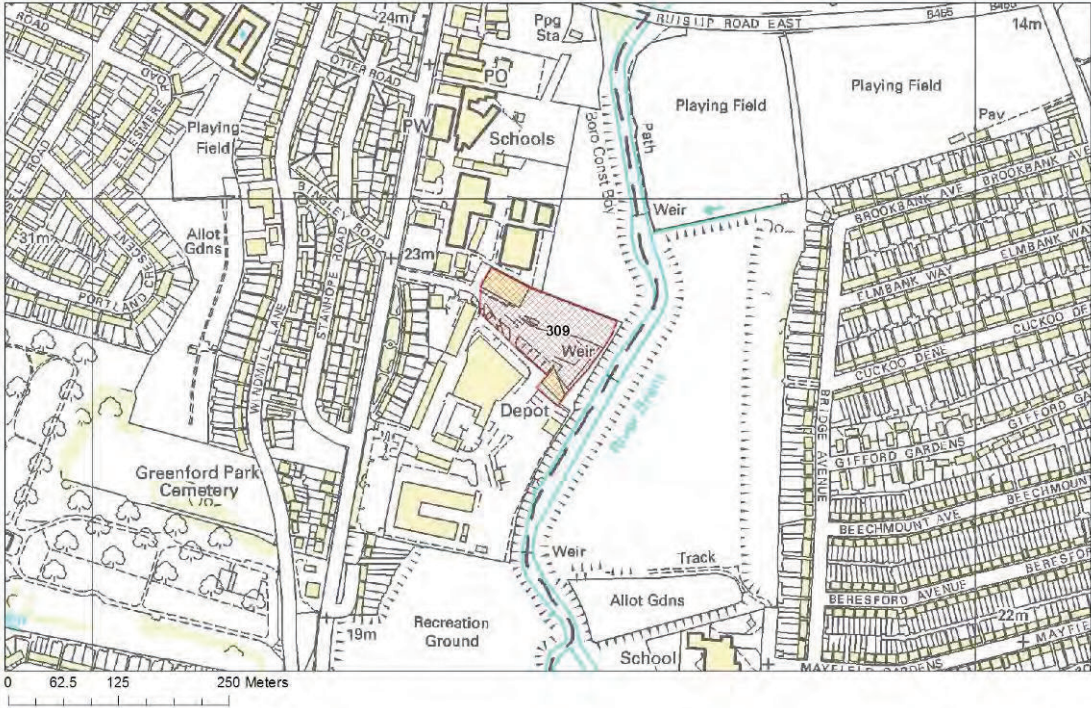
Site 352 Twyford Waste Transfer Station, Abbey Road, Brent



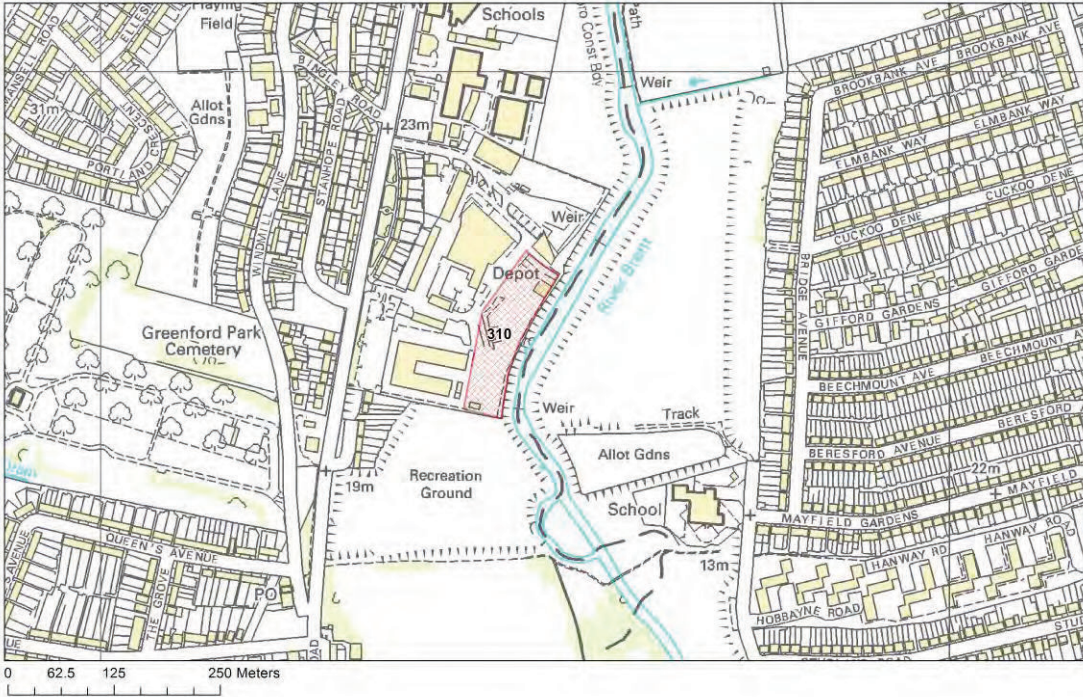
Site 1261 Veolia Transfer Station, Marsh Road, Alperton, Brent



Site 309 Greenford Reuse & Recycling Site, Greenford Road, Greenford, Ealing



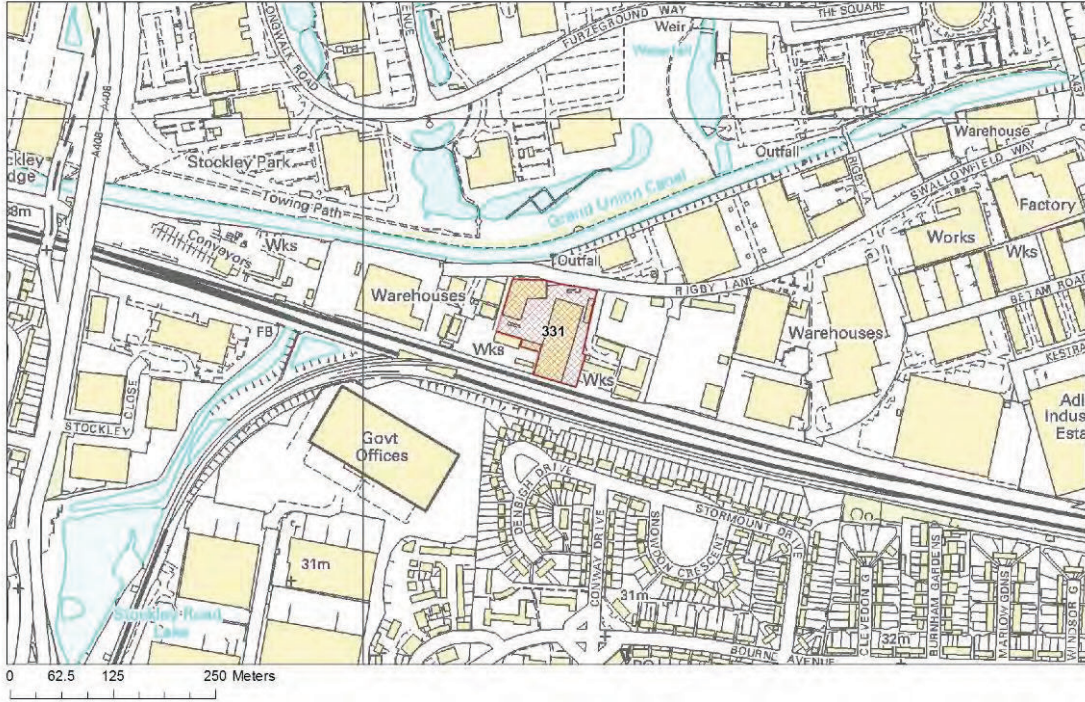
Site 310 Greenford Depot, Greenford Road, Greenford, Ealing



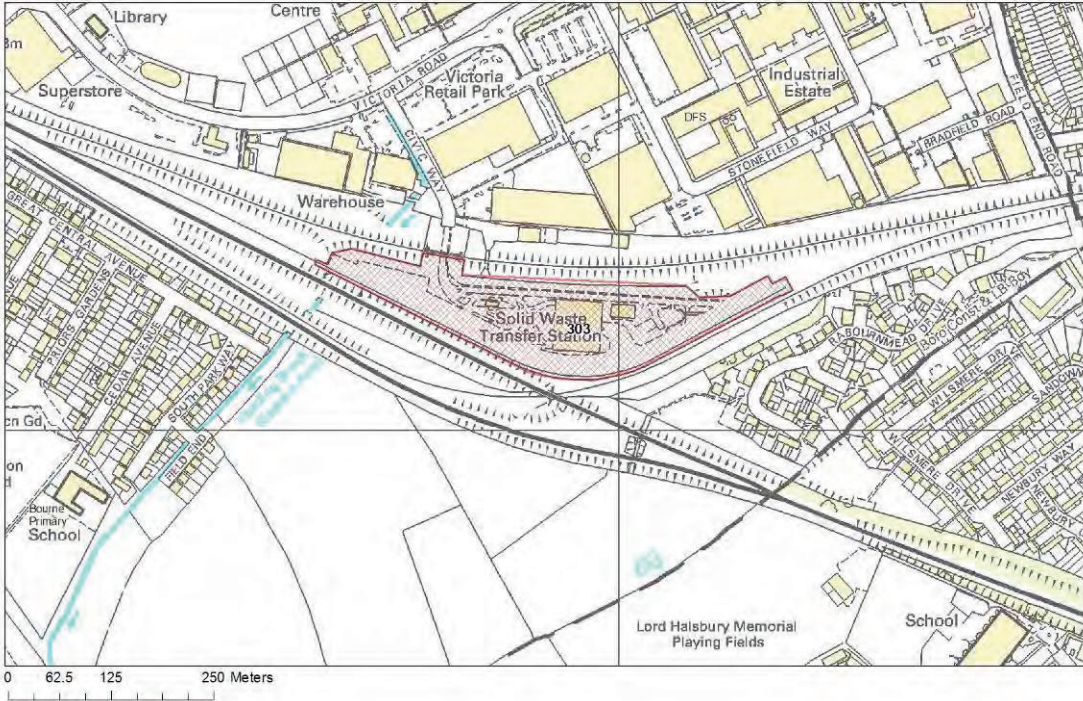
Site 328 Quattro, Victoria Road, Park Royal, Ealing



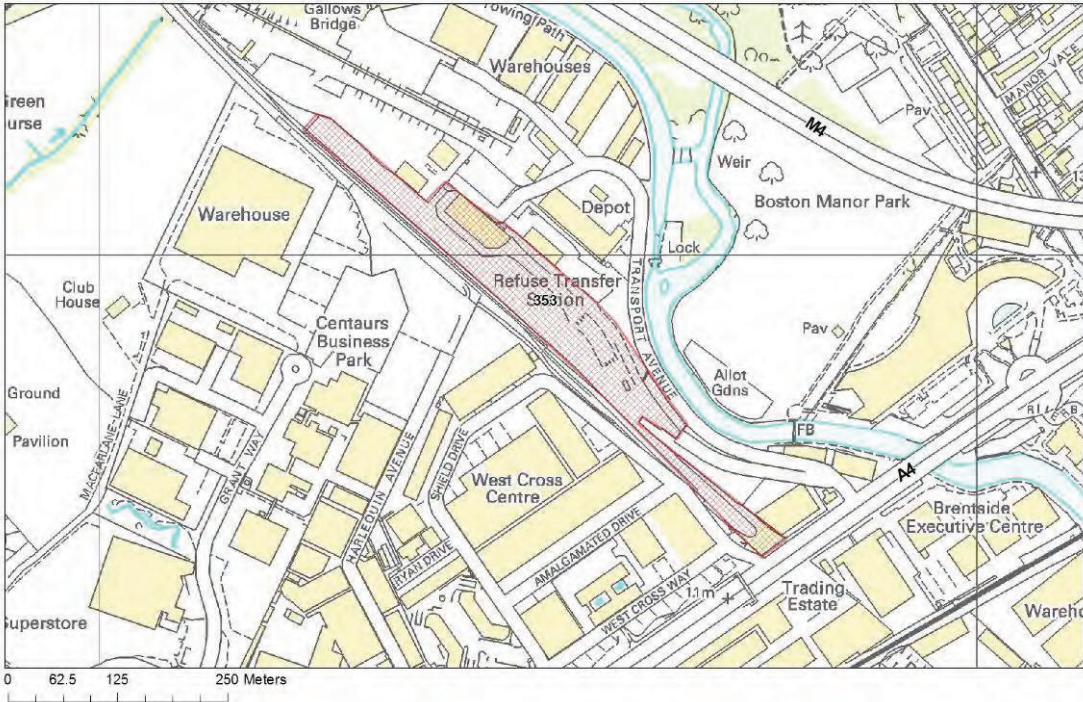
Site 331 Rigby Lane Waste Transfer Station, Hayes, Hillingdon



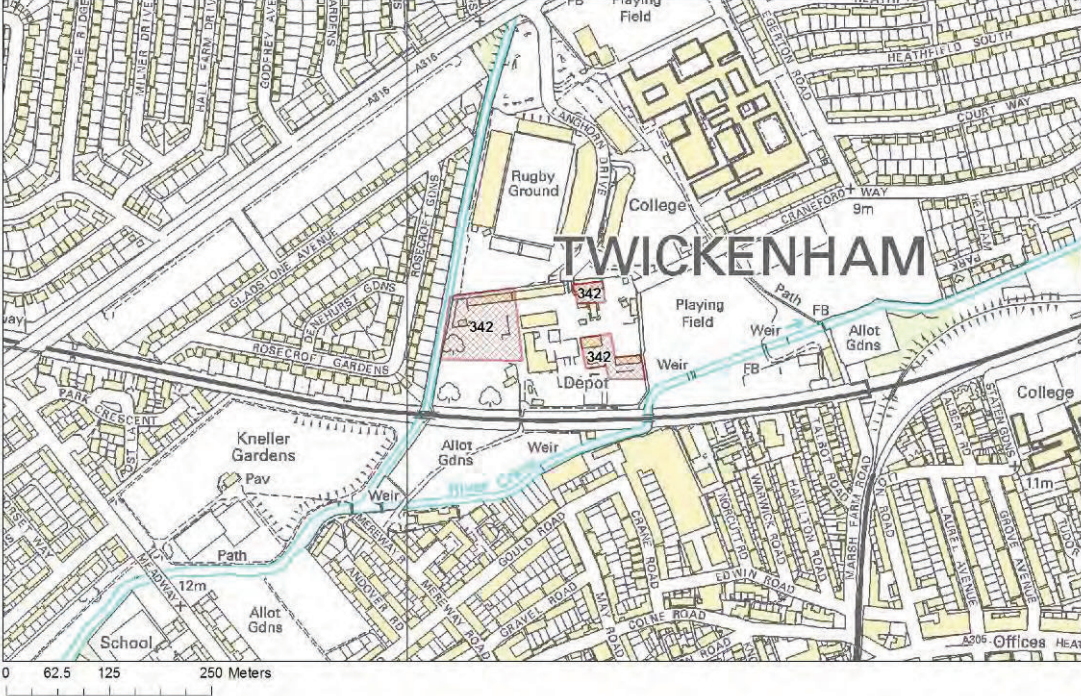
Site 303 Victoria Road Waste Transfer Station, Civic Way, Hillingdon



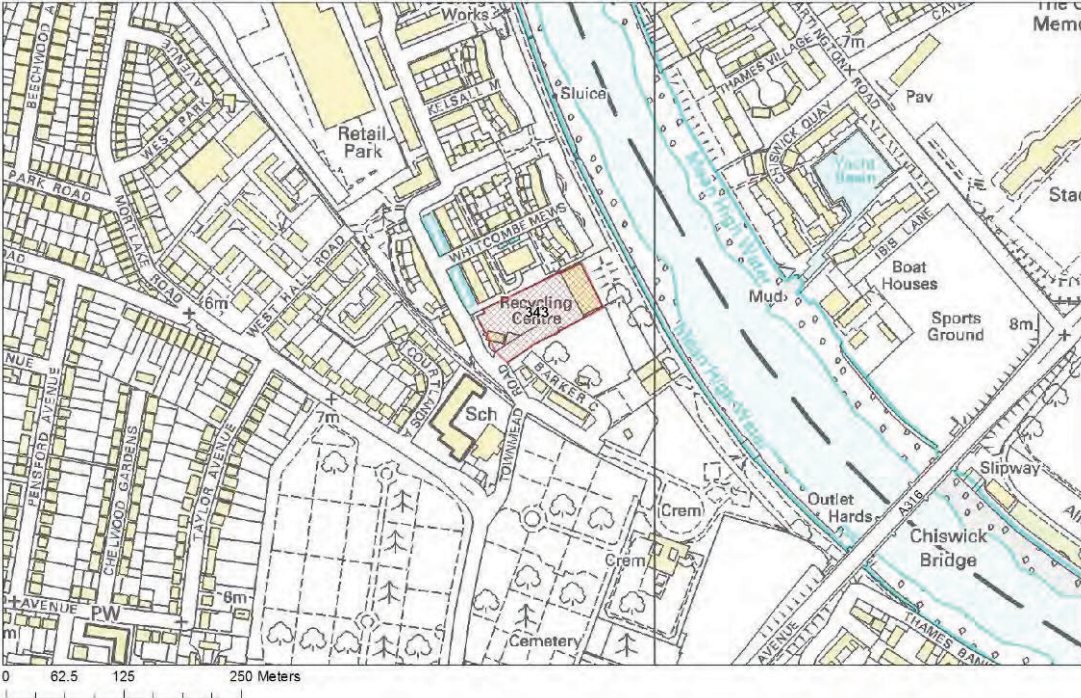
Site 353 Transfer Avenue Waste Transfer Station, Brentford, Hounslow



Site 342 Twickenham Depot, Langhorn Drive, Twickenham, Richmond



Site 343 Townmead Reuse & Recycling Site, Mortlake Road, Kew, Richmond



4.2 Proposed New Sites

4.2.1 The sites identified as proposed new sites for waste management facilities are listed in Table 4-2. The rest of this chapter explains how the sites were identified and the accompanying Proposed Sites Technical Report explains the site assessment in more detail. The proposed sites make up more area than is actually needed as the Plan will be seeking feedback as to the future availability of the proposed sites. This allows the selection of the most realistic proposed sites at the next stage, while still giving the Plan sufficient flexibility.

4.2.2 Table 4-2 below, lists the potential new sites for waste management facilities and provides site locational maps. Sites are listed in alphabetical order by borough. An overall west London locational map for these sites is attached as Appendix 2. There are potentially 50.42 ha of land for waste management use available from new sites.

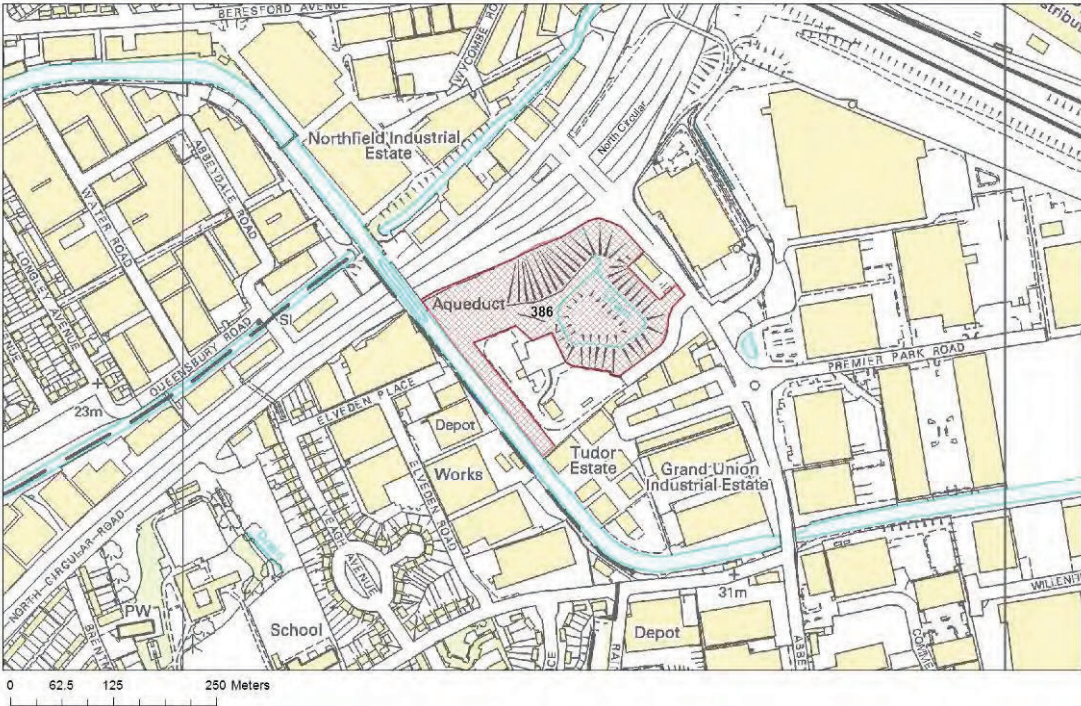
Table 4-2: New sites with opportunity for developing waste management facilities

Site	Site Area (ha)	Borough	Description
386	3.57	Brent	Abbey Road, Park Royal
129	2.90	Brent	Rail Sidings, Premier Park Road, Park Royal
1262	1.94	Brent	Alperton Lane Industrial Area, Marsh Road, Alperton
144	3.00	Brent	Hannah Close /Great Central Way, Wembley
186*	15.06	Ealing	Park Royal 8
187*	6.14	Ealing	Park Royal 9
183*	14.40	Ealing	Park Royal 2
182	1.56	Ealing	Park Royal 1
191	4.39	Ealing	Atlas Road, Park Royal
222	3.20	Harrow	Council Depot, Forward Drive, Harrow
253	3.40	Hillingdon	Silverdale Road Industrial Area
244	4.30	Hillingdon	Yeading Brook, Former Powergen Site, Bulls Bridge
241	8.96	Hillingdon	Tavistock Road Coal Depot, West Drayton
2861	3.20	Hounslow	Vacant Site Western International Market
Total	50.42	ha	

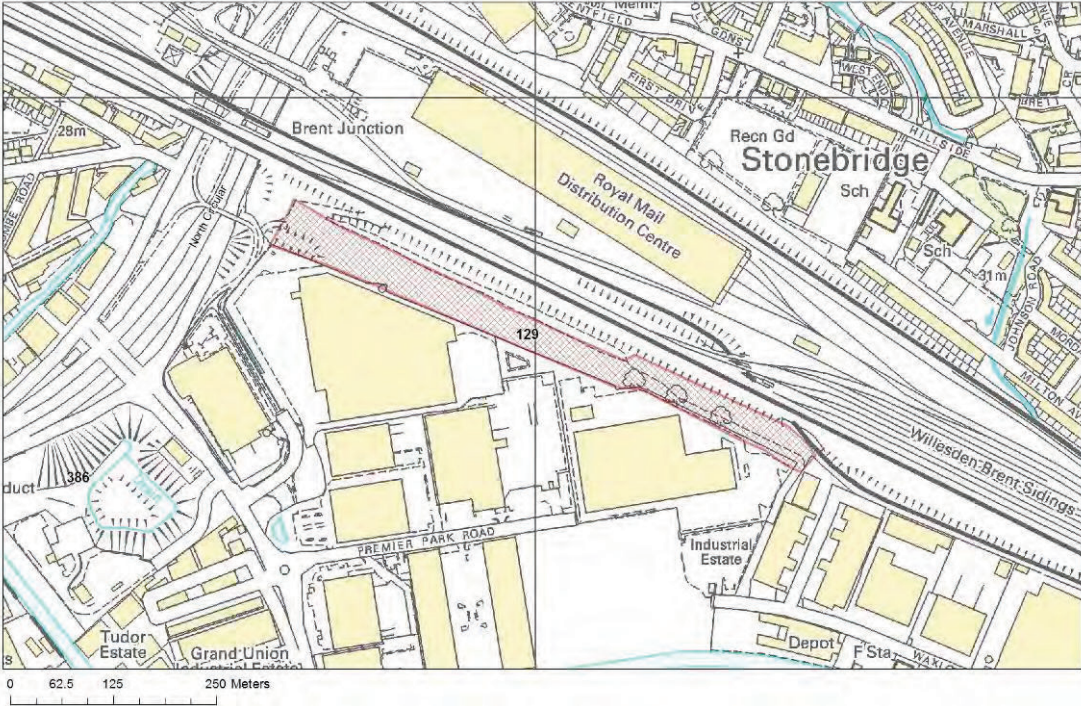
**Please note 10 ha is the amount of land considered available for waste management facilities in sites 183, 186, and 187.*

4.2.3 Site plans of new sites with opportunity for developing waste management facilities, identified in Table 4-2, are shown on the following pages.

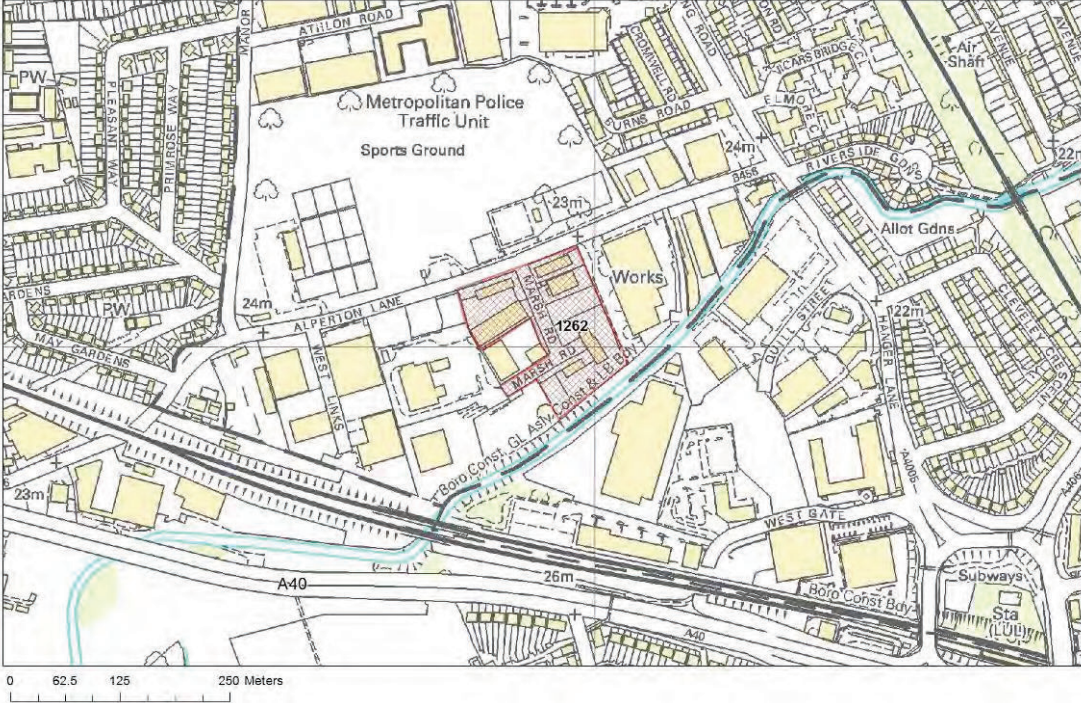
Site 386 Abbey Road, Park Royal, Brent



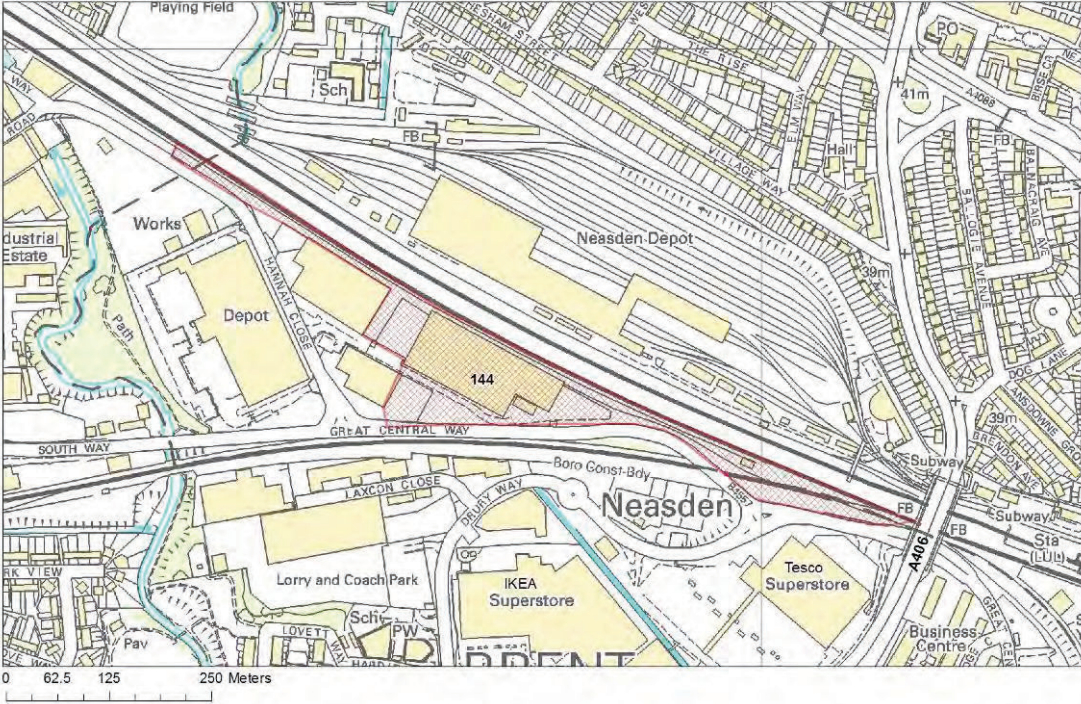
Site 129 Rail Sidings, Premier Park Road, Park Royal, Brent



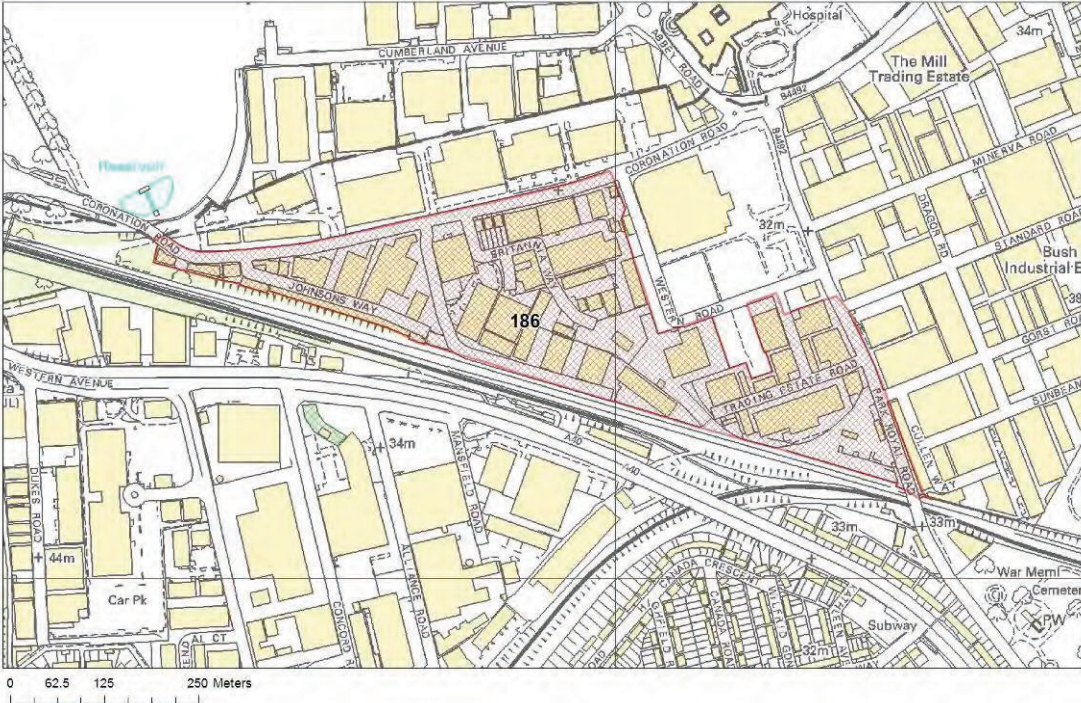
Site 1262 Alperton Lane Industrial Area, Marsh Road, Alperton, Brent



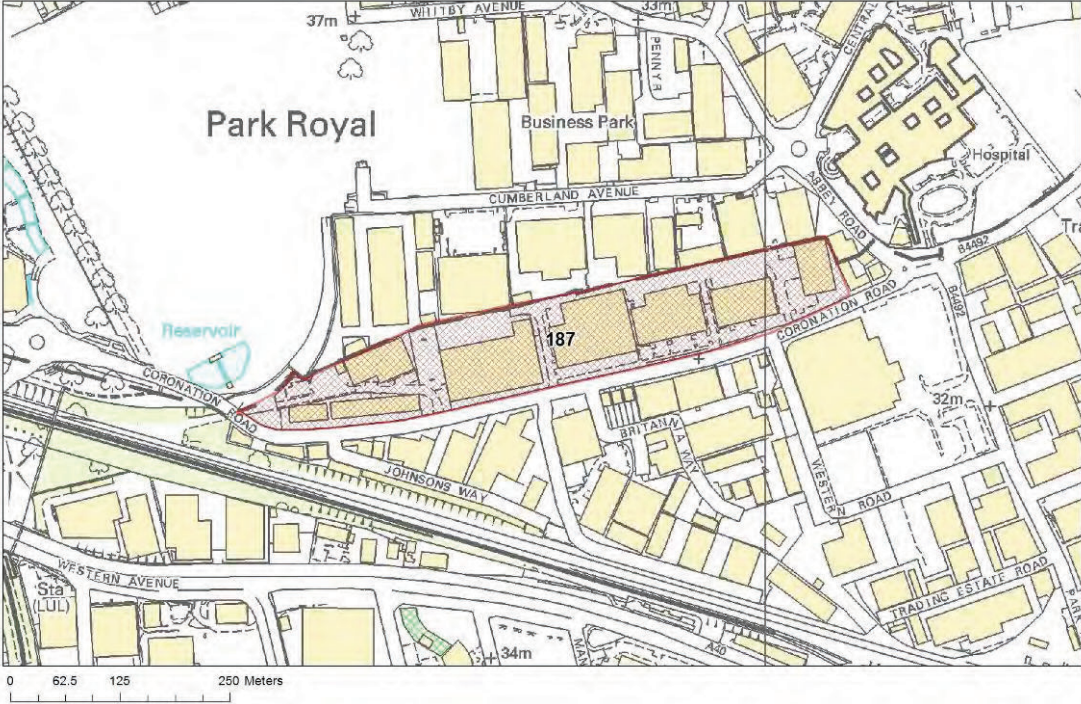
Site 144 Hannah Close / Great Central Way, Wembley, Brent



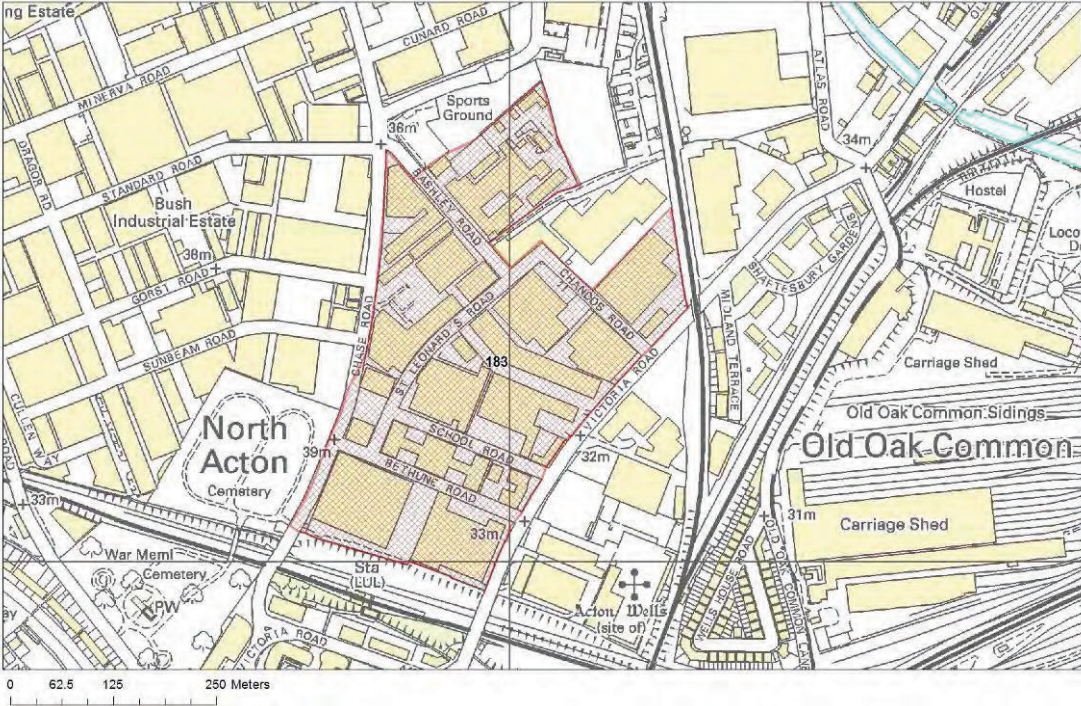
Site 186 Park Royal 8, Coronation Road, Park Royal, Ealing



Site 187 Park Royal 9, Coronation Road, Park Royal, Ealing



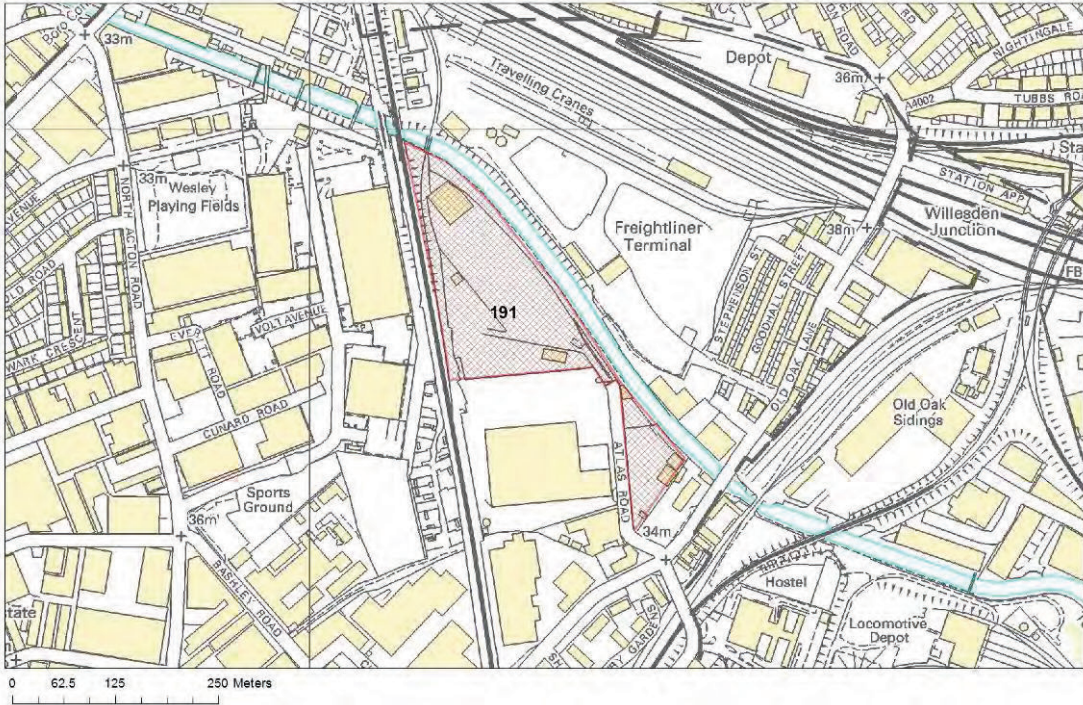
Site 183 Park Royal 2, Chase Road, Park Royal, Ealing



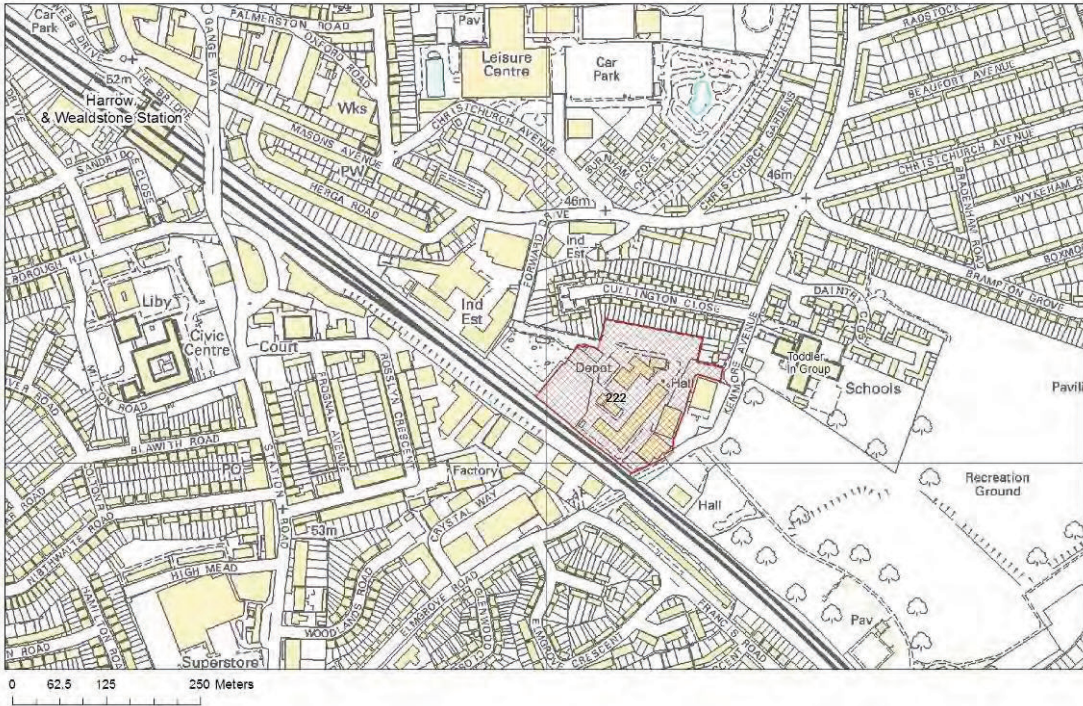
Site 182 Park Royal 1, Victoria Road, Park Royal, Ealing



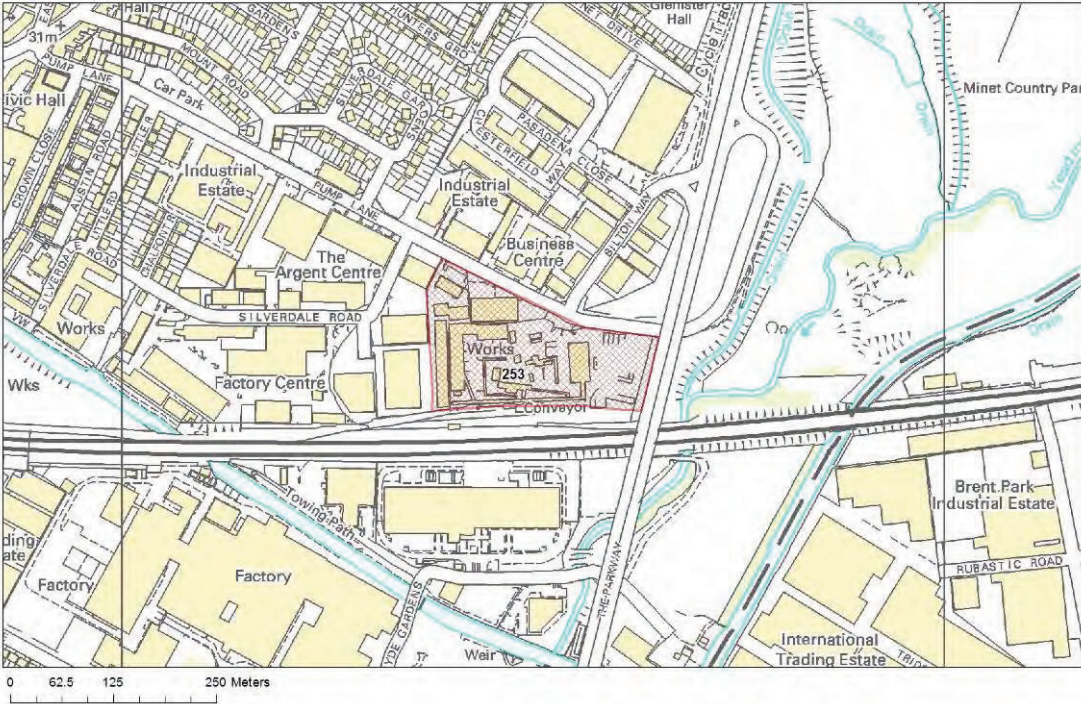
Site 191 Atlas Road, Park Royal, Ealing



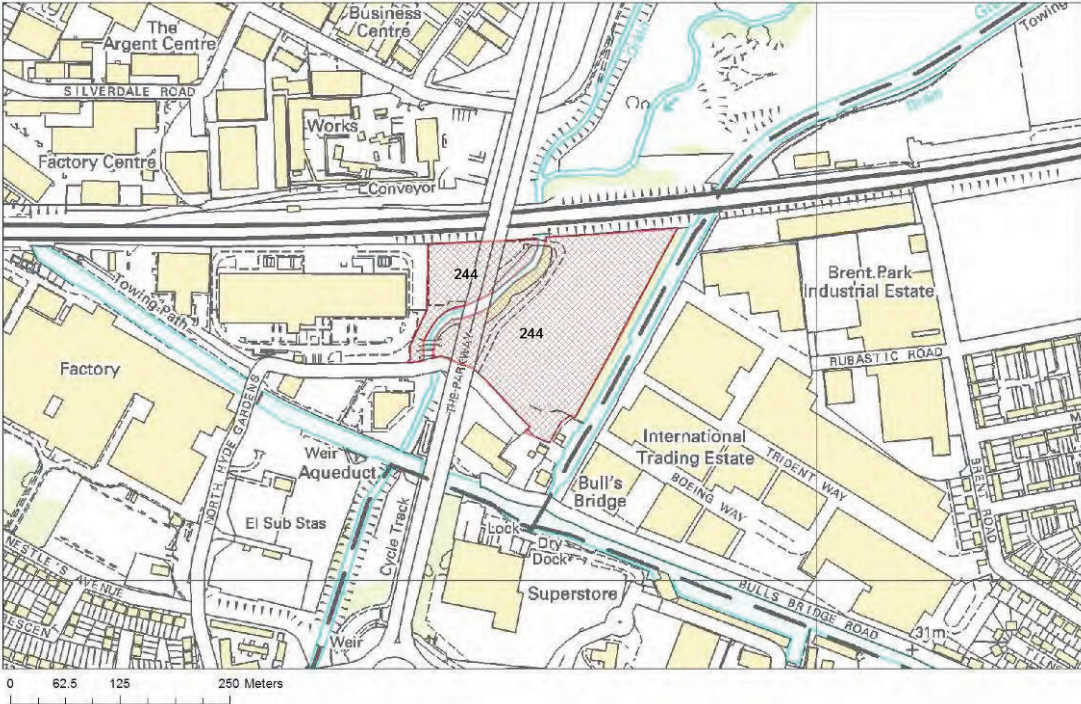
Site 222 Council Depot, Forward Drive, Harrow



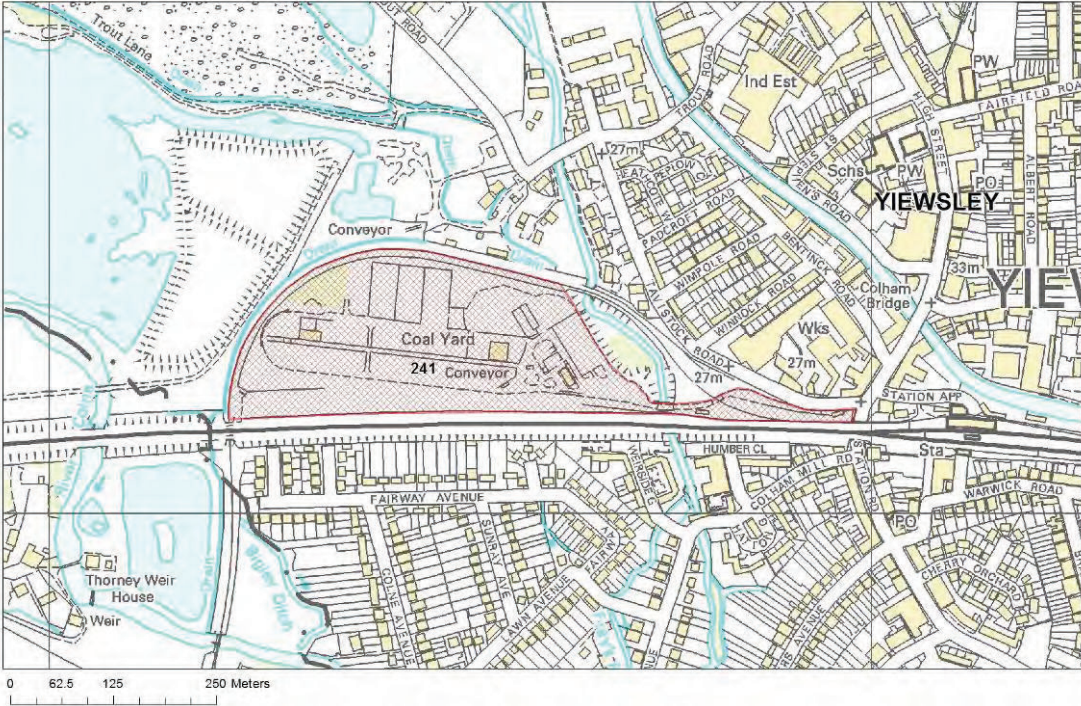
Site 253 Silverdale Road Industrial Area, Hayes, Hillingdon



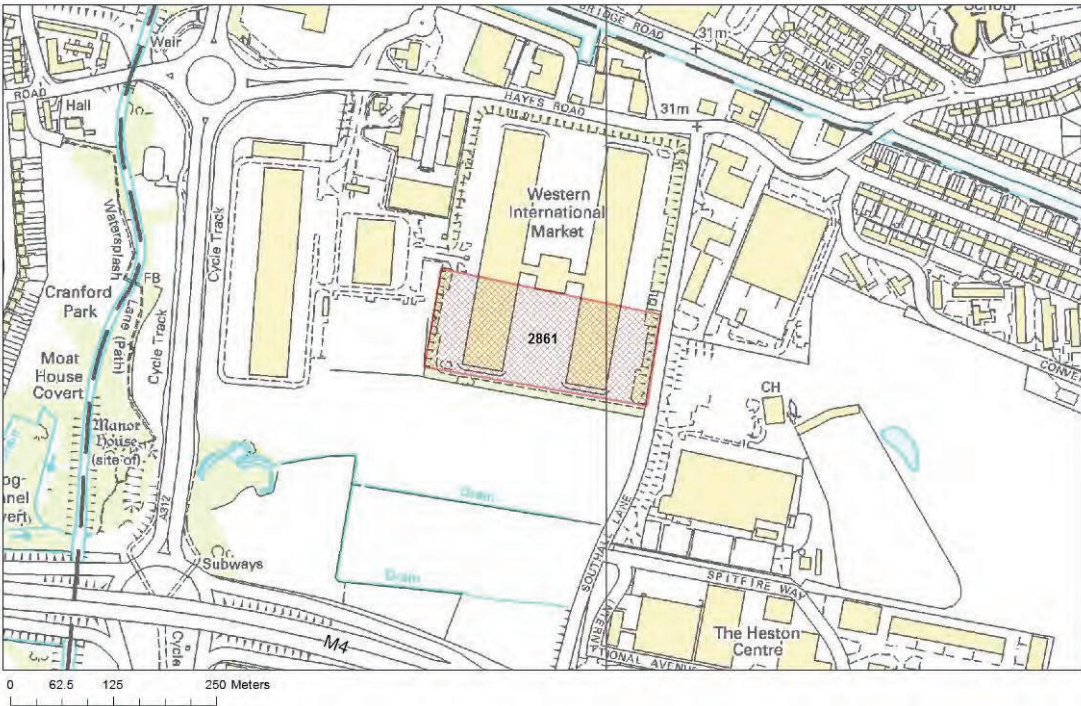
Site 244 Yeading Brook, Former Powergen Site, Bulls Bridge, Hayes, Hillingdon



Site 241 Tavistock Road, Coal Depot, West Drayton, Hillingdon



Site 2861 Vacant Site Western International Market, Hayes Road, Southall, Hillingdon



4.3 How Were These Sites Identified?

- 4.3.1 The issues and options consultation asked whether the locations and site selection criteria identified in the London Plan provided a good starting point for identifying new waste sites. Whilst some people thought that the criteria and locations were a good starting point, others thought that more criteria relating to local impacts should be considered.
- 4.3.2 The preferred approach was to use a number of sources of information to establish a list of potential sites. A range of local criteria including distance from residential areas and routing of vehicles to sites were also considered.
- 4.3.3 The sources were:
- Existing broad locations suggested in the London Plan;
 - Local Employment and Opportunity Areas;
 - Existing licensed waste management facilities;
 - Sites suggested during public consultation; and
 - Sites suggesting during the Call for Sites.

4.4 Site Assessment Criteria

- 4.4.1 The site assessment criteria consisted of a three stage process:

Absolute Criteria

- 4.4.2 These included sites of national or international conservation interest, flood zone 3b, site area and listed buildings. Any sites that contained an 'absolute criteria' were investigated further and removed from the list, where necessary.

Computer Based Criteria

- 4.4.3 A GIS (geographical information system) based approach using identified site boundaries was used. The GIS criteria included proximity to nature conservation, archaeological features, Flood Zones 3 and 2, historic land and buildings, Public Rights of Way and conservation areas where a higher score was given the further a site was from these areas.

- 4.4.4 Positive criteria were proximity to Transport for London Road Network (TLRN) and Strategic Road Network (SRN) and railheads and navigable waterways/canals. Each site was scored higher based on its proximity to the areas identified.

Site Visit Criteria

- 4.4.5 These included site configuration, existing uses/buildings on site, visual intrusion on surrounding area and potential for advantageous co-location of facilities with existing industrial, commercial or mixed use developments.

- 4.4.6 In addition, proximity to residential areas, schools and hospitals, site access from trunk roads, routing of vehicles to site, e.g. conflict with residential roads, and roads past schools were also considered at this stage. A higher score was given the further a site was from these areas and if access was considered suitable and did not conflict with residential areas.
- 4.4.7 The weighting of some specific criteria was undertaken to ensure that the most suitable sites to enable a positive contribution to the future of waste management in west London would come forward. Each of the scores under the weighted criteria was multiplied by 2 to ensure that the final score on these criteria is twice as great as other criteria. The criteria weighted were:
- proximity (i.e. sites not near) to residential areas, schools and hospitals;
 - routing of vehicles to site e.g. conflict with residential roads, roads past schools;
 - proximity to the Transport for London Road Network and/or Strategic Road Network; and
 - Proximity to sustainable transport options e.g. rail and water.
- 4.4.8 The scoring exercise produces a ranked list of sites which were then further considered in terms of deliverability, based on existing detailed local knowledge of the site and its environs. Assessing the deliverability/availability of a site involves investigating if there are issues which may make it unlikely or difficult for the site to become available for development for waste management uses. Deliverability issues that were identified included, but are not limited to, recent planning permission being granted, existing high value usage or multi-occupancy therefore making it less likely that the site would come forward. Further information on deliverability is being sought during this consultation process.
- 4.4.9 The proposed sites identified in this report do not, at this stage, have any identified deliverability constraints associated with their selection.

5 West London Waste Plan Policies

5.1 Policy WLWP 1 – Location of Waste Development

- 5.1.1 As explained above in section 3, in order to conform with central Government planning requirements and be considered a "sound" planning document, the West London Waste Plan has been prepared on the basis of the waste planning apportionment figures in the current adopted London Plan of 2008. Consequently, the West London Waste Plan has identified over 66 ha of land for the development of waste management facilities to meet the pooled apportionment for the six west London boroughs up to 2026. Revised apportionment figures issued by the Mayor of London in 2009 to accompany the draft Replacement London Plan are more realistic and much lower and will not require the same number of waste management facilities. To deal with the expected reduced amounts of waste, only 37 ha of land is expected to be required in total across the six boroughs.
- 5.1.2 All existing waste management sites in the six boroughs, with potential for re-orientation, cover a total area of 16.19 ha and are safeguarded for waste management uses under the London Plan, unless an equal and compensatory site can be found.
- 5.1.3 The West London Waste Plan lists the safeguarded existing sites and proposed new sites considered appropriate and suitable for waste management use in (Table 4-1 and Table 4-2). Policy WLWP 1 sets out how applications will be determined for the proposed sites.

WLWP Policy 1

Waste development proposals on sites listed in Tables 4-1 and 4-2 will generally be supported, provided that the proposals comply with the other WLWP policies and the borough's Local Development Framework.

Waste development on other sites, not listed in Tables 4-1 and 4-2, may be permitted if the proposals comply with the other WLWP policies and the borough's Local Development Framework, and:

- it can be demonstrated that the development is not suitable for any Sites listed in Tables 4-1 and 4-2; and
- for some reason, identified Sites have not come forward and it can be demonstrated that there is emerging shortfall in capacity

To ensure no loss in existing capacity, re-development of any existing waste sites must ensure that the quantity of waste to be managed is equal to or greater than the quantity of waste which the site is currently permitted for.

5.2 Policy WLWP 2 – Ensuring High Quality Development

- 5.2.1 Modern waste management facilities should bring a benefit to the local community and environment. Policy WLWP 2 provides a range of criteria to ensure developers consider and mitigate the impacts of their development on the environment, the community and the appearance of the local area. Developments should also comply with any adopted borough Development Plans, including Core Strategies, Development Management DPDs, Site Allocations and Area Action Plan documents.
- 5.2.2 As a general principle, all waste developments will be expected to complement the surrounding area and act as a good neighbour to all existing developments.
- 5.2.3 Noise, litter and all other emissions are expected to be adequately controlled so as not to cause any adverse impact on the surrounding area. Developers will be expected to submit details of proposed control measures with any planning application.
- 5.2.4 Developers will be expected to have actively considered innovative and sustainable design approaches to ensure that the development is in accordance with best practice and compliments the local area in terms of topography, landscape and colour. The Design and Access statement should set out how the facility compliments the local area and ensure that there is no adverse effect on existing Public Rights of Way or public safety.
- 5.2.5 The road network within west London is regularly congested and therefore proposals must demonstrate active consideration of alternative transport uses. There must not be any significant or unacceptable adverse impacts on the local road network or other road users, in terms of congestion or parking, associated with the development. Proposals should demonstrate that adequate parking for all vehicles is available on site and that any necessary changes to the local road network are made.

WLWP Policy 2

All waste development proposals will be required to demonstrate, for the construction and operational phases of the development, that:

- adequate means of controlling noise, dust, litter, odours and other emissions are incorporated into the scheme;
- there is no significant adverse effect on the established, permitted or allocated land uses likely to be affected by the development; where necessary this is to be demonstrated by a Environmental Impact Assessment
- the development is of a scale, form and character appropriate to its location and incorporates a high quality of design; to be demonstrated through the submission of a design and access statement. An appropriate BREEAM or

CEEQUAL rating may be required;

- active consideration has been given to the transportation of waste by modes other than road, principally by water and rail;
- transport directly and indirectly associated with the development will not exceed the capacity of the local road network; where necessary this is to be demonstrated by a Transport Impact Assessment;
- the development makes a positive contribution to climate change adaptation and mitigation to be demonstrated through the submission of a sustainable design and construction statement;
- the development has no significant adverse effects on local biodiversity and that there are no likely significant impacts or adverse effects on the integrity of an area designated under the Habitats Directive;
- there will be no significant impact on the quality of surface and groundwater. A Sustainable Urban Drainage System may be required;
- there will be no increased flood risk in line with PPS25; where necessary this is to be demonstrated by a Flood Risk Assessment;
- there is no foreseeable adverse impact on health; where necessary this is to be demonstrated by a Health Impact Assessment; and
- Green Travel Plans have been considered, where appropriate.

5.3 Policy WLWP 3 – Decentralised Energy

5.3.1 New waste management and recycling methods can offer more efficient use of resources than existing waste management methods. Waste facilities can also contribute to the provision of decentralised energy by providing heat and power for use in domestic and industrial processes.

5.3.2 The 2008 London Plan (Policy 4A.23) encourages boroughs to take opportunities for the development of combined heat and power technologies.

Policy WLWP 3

All waste facilities that are capable of directly producing energy or a fuel must secure, where reasonably practicable:

- the local use of any excess heat in either an existing heat network or through the creation of a new network;
- the utilisation of biogas/syngas in Combined Heat and Power facilities, either directly through piped supply or indirectly through pressurisation and transport;
- the utilisation of any solid recovered fuel in Combined Heat and Power facilities or as a direct replacement for fossil fuels in London; or
- any other contribution to decentralised energy in London;
- Where it is demonstrated that the provision of decentralised energy is not economically feasible or technically practicable, the development shall not preclude the future implementation of such systems.

Energy from waste facilities will only be considered where it can be demonstrated that they are a recovery facility as defined in the Waste Framework Directive.

5.4 Policy WLWP 4 – Sustainable Site Waste Management

5.4.1 The management of waste in accordance with the waste hierarchy is a key element of European, National and regional policy. West London supports the increased management of wastes as far up the hierarchy as possible and each of the six boroughs has a commitment to waste minimisation and recycling. Waste minimisation is also an important issue to the residents and community within West London.

WLWP Policy 4

To encourage sustainable waste management, waste management developments will be permitted where it can be demonstrated that:

- At least 10% of the materials or products used in the construction and/or operation of the development are re-used or recycled and sourced locally;
- Construction, demolition and excavation wastes are reused or recycled on site, where practicable.
- All waste management developments must produce construction phase Site Waste Management Plans.

5.5 How Will The Plan Be Monitored?

5.5.1 Once the Plan is adopted, key performance indicators are proposed to be reported each year in the Annual Monitoring Report. This will enable the West London boroughs to compare quantities of waste actually produced with those forecast in the London Plan and to monitor development on the sites identified in the Plan. This will then enable the boroughs to consider whether the allocation of sites is sufficient and whether the plan needs reviewing. The proposed indicators that will be reported for each authority and the authorities combined include:

- Quantity of each type of waste produced;
- Total capacity (in tonnes) of new waste management facilities given planning permission in the previous year, by process (e.g. recycling, composting, anaerobic digestion etc) and against annual forecast of quantity of waste produced;
- Capacity (in tonnes) of new waste management facilities on existing sites (including re-developed transfer sites), on new sites allocated within the West London Waste Plan, and on non-allocated sites;
- The quantity of municipal waste generated per household;
- Re-use, recycling and composting figures for municipal waste;

- The quantity of municipal waste landfilled;
- Comparison of municipal and commercial & industrial waste that is managed compared to the apportionment targets set out in The London Plan;
- Tonnage of construction, demolition and excavation waste produced and disposed of in the boroughs;
- Tonnage of hazardous waste produced and disposed of in the boroughs; and
- Other indicators that may be decided to measure performance against policies.

6 Glossary

Term/Acronym	Definition
Anaerobic Digestion (AD)	A process whereby biodegradable material is broken down in the absence of air (oxygen). Material is placed into a closed vessel and in controlled conditions it breaks down into digested material and biogas.
Apportionment	Please see 'London Plan Apportionment'.
Area Action Plan	Type of Development Plan Document focused on a specific location or area which guides development and improvements. It forms one component of a Local Development Framework.
Autoclave	A method of sterilisation. Waste is loaded into a rotating sealed cylinder and the biodegradable fraction of this waste is then broken down by steam treatment into a homogeneous organic 'fibre'.
Biodegradable	Biodegradable materials are generally organic, such as plant and animal matter and other substances originating from living organisms. They can be chemically broken down by naturally occurring micro-organisms into simpler compounds. Waste which contains organic material can decompose producing bio-gas, leachate and other by-products.
Biodegradable Municipal Waste (BMW)	The proportion of waste from households that is capable of undergoing natural decomposition such as paper and cardboard, garden and food waste. Typically BMW makes up around 68% of residual municipal solid waste (MSW).
Civic Amenity Site (CAS)	Facilities where members of the public can bring a variety of household waste for recycling or disposal. Materials accepted include, for example: paper, plastic, metal, glass and bulky waste such as tyres, refrigerators, electronic products, waste from DIY activities and garden waste. These sites are also known as 'HWRCs' (Household Waste Recycling Centres), or 'RRCs' (Reuse and Recycling Centres).
Climate Change	Regional or global-scale changes in historical climate patterns arising from natural and/or man-made causes that produce an increasing mean global surface temperature.
Clinical Waste	Waste arising from medical, nursing, veterinary, pharmaceutical, dental or related practices, where risk of infection may be present.
Combined Heat and Power (CHP)	The combined production of heat (usually in the form of steam) and power (usually in the form of electricity). The heat can be used as hot water to serve a district-heating scheme.
Commercial Waste	Waste produced from premises used solely or mainly, for the purpose of a trade or business or for sport, recreation or entertainment.

Term/Acronym	Definition
Commercial and Industrial Waste (C&I)	Waste arising from business and industry. Industrial waste is waste generated by factories and industrial plants. Commercial waste is waste produced from premises used solely or mainly, for the purpose of a trade or business or for sport, recreation or entertainment and arising from the activities of traders, catering establishments, shops, offices and other businesses. Commercial and Industrial waste may, for example, include food waste, packaging and old computer equipment.
Composting	A biological process which takes place in the presence of oxygen (ie it is aerobic) in which organic wastes, such as garden and kitchen waste are converted into a stable granular material. This can be applied to land to improve soil structure and enrich the nutrient content of the soil.
Construction, Demolition and Excavation Waste (CD&E)	Waste arising from the construction, maintenance, repair and demolition of roads, buildings and structures. It is mostly comprised of concrete, brick, stone and soil, but can also include metals, plastics, timber and glass.
Core Strategy	A Local Development Document (which is also a Development Plan Document) which provides a written statement of the core policies for delivering the spatial strategy and vision for a borough, supported by a reasoned justification.
Department for Communities and Local Government (DCLG)	The government department with overall responsibility for, amongst other things, the planning system.
Department for the Environment Food and Rural Affairs (DEFRA)	Government department with national responsibility for sustainable waste management amongst other things.
Development Management Document	A set of criteria-based policies in accordance with the Core Strategy, against which planning applications for the development and use of land and buildings will be considered. Also known as Site Development Policies.
Development Plan Document (DPD)	These are statutory local development documents prepared under the Planning and Compulsory Purchase Act 2004, which set out the spatial planning strategy and policies for an area. They have the weight of development plan status and are subject to community involvement, public consultation and independent examination.
Energy from Waste (EfW)	Energy that is recovered through thermally treating waste. EfW is also used to describe some thermal waste treatment plants.
Energy Recovery	The combustion of waste under controlled conditions in which the heat released is recovered to provide hot water and steam (usually) for electricity generation (see also Recovery).

Term/Acronym	Definition
Environment Agency (EA)	Environmental regulatory authority formed in 1996, combining the functions of the former National Rivers Authority, Waste Regulation Authorities and Her Majesty's Inspectorate of Pollution.
European Waste Catalogue ⁹ (EWC)	All wastes are categorised using a 6 digit code which identifies the source of the waste. For example, EWC code 20.01.01 is paper and cardboard, separately collected from municipal waste, whereas 20.03.01 is mixed municipal waste.
Environmental Permit (EP)	A permit issued by the Environment Agency to regulate the operation of a waste management activity. Formerly known as a Waste Management Licence.
Examination	Presided over by an Inspector or a Panel of Inspectors appointed by the Secretary of State; this can consist of hearing sessions, or consideration of written representations to consider whether the policies and proposals of the local planning authority's Development Plan Documents are sound. Only persons who have made representations seeking change to a Development Plan Document at the submission stage are entitled to an oral hearing at the examination.
Gasification	The thermal breakdown of organic material by heating waste in a low oxygen atmosphere to produce a gas. This gas is then used to produce heat/electricity.
Greater London Authority (GLA)	The GLA is a unique form of strategic citywide government for London. It is made up of a directly elected Mayor – the Mayor of London - and a separately elected Assembly – the London Assembly.
Green Belt	A planning designation to check the unrestricted sprawl of large built-up areas; to prevent neighbouring towns from merging into one another; to assist in safeguarding the countryside from encroachment; to preserve the setting and special character of historic towns; and to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
Green Waste	Organic waste from households, parks, gardens, wooded and landscaped areas such as tree prunings, grass clippings, leaves etc.
Greenhouse Gas	A gas in the Earth's atmosphere that traps heat and can contribute to global warming. Examples include carbon dioxide and methane.
ha	Hectare (10,000m ² of area, which is equivalent to 2.47 acres).
Habitat Directive Assessment	This is a requirement of the European Habitats Directive. Its purpose is to assess the impacts of plans and projects on internationally designated sites and nature conservation sites.

⁹ The full catalogue can be downloaded from http://www.environment-agency.gov.uk/static/documents/Leisure/EWC_31-03-09_CH.pdf

Term/Acronym	Definition
Hazardous Waste	Waste that contains potentially damaging properties which may make it harmful to human health or the environment. It includes materials such as asbestos, fluorescent light tubes and lead-acid batteries. The European Commission has issued a Directive on the controlled management of hazardous waste; wastes are defined as hazardous on the basis of a list created under that Directive.
Household Waste	Waste from a private dwelling or residential house or other such specified premises, and includes waste taken to household waste recycling centres.
Household Waste Recycling Centre (HWRC)	Facilities to which the public can bring household waste, such as bottles, textiles, cans, paper, green waste and bulky household items/waste for free disposal.
Incineration	The burning of waste at high temperatures in the presence of sufficient air to achieve complete combustion, either to reduce its volume (in the case of municipal solid waste) or its toxicity (such as for organic solvents). Municipal solid waste incinerators can recover power and/or heat. Incinerators are often referred to as EfW (energy from waste) plants.
Industrial Business Park (IBP)	Strategic employment location designed to accommodate general industrial, light industrial and research and development uses that require a higher quality environment and less heavy goods access than a Preferred Industrial Location.
Industrial Waste	Waste from a factory or industrial process.
Inert Waste	Waste that is not active – it does not decompose or otherwise change.
In-vessel Composting (IVC)	Shredded waste is placed inside a chamber or container through which air is forced. This speeds up the composting process. It is a controlled process and is capable of treating both food and green waste by achieving the required composting temperatures. It is also known as enclosed composting.
Joint Municipal Waste Management Strategy (JMWMS)	The development of a Municipal Waste Management Strategy is a dynamic process and results in a clear framework for the management of municipal waste, and waste from other sectors as appropriate. This sets out how authorities intend to optimise current service provision as well as providing a basis for any new systems or infrastructure that may be needed. The Strategy should act as an up to date, regularly reviewed, route-map for further investment required.
Kerbside Collection	Any regular collection of recyclables from premises, including collections from commercial or industrial premises as well as from households. Excludes collection services delivered on demand.
ktpa	kilo-tonnes per annum (a kilo-tonne is 1,000 tonnes).

Term/Acronym	Definition
Landfill	The deposit of waste onto and into land, in such a way that pollution or harm to the environment is prevented and, through restoration, to provide land which may be used for another purpose.
Local Development Framework (LDF)	A portfolio of local development documents that will provide the framework for delivering the spatial planning strategy and policies for an area.
Local Development Scheme (LDS)	A document setting out the local planning authority's intentions for its Local Development Framework; in particular, the Local Development Documents it intends to produce and the timetable for their production and review.
London Plan	This is the Spatial Development Strategy for London. This document was produced by the Mayor of London to provide a strategic framework for the boroughs' Unitary Development Plans. It will perform this function in respect of Local Development Frameworks. It was first published in February 2004 and alterations have since been published in September 2006 and 2007 and February 2008. It has the status of a development plan under the Planning & Compulsory Purchase Act 2004.
London Plan Apportionment	Allocates to each individual borough a given proportion of London's total waste (expressed in tonnes) for which sufficient sites for managing and processing waste must be identified within their Local Development Frameworks.
Materials Recycling Facility or Materials Recovery Facility (MRF)	A special sorting 'factory' where mixed recyclables are separated into individual materials prior to despatch to reprocessors who prepare the materials for manufacturing into new recycled products.
Mechanical Biological Treatment (MBT)	A combination of mechanical separation techniques and biological treatment – either aerobic or anaerobic, or a combination of the two, which are designed to recover value from and/or treat fractions of waste.
Mechanical Heat Treatment (MHT)	A combination of mechanical and heating techniques which are designed to sterilise, stabilise and treat waste and recover value from it.
Municipal Solid Waste (MSW)	Any waste collected by or on behalf of a local authority. For most local authorities the vast majority of this waste is from the households of their residents. Some is from local businesses and other organisations such as schools and the local authority's own waste.
Planning Policy Statement 10 (PPS10)	Guidance documents produced by central government relating to 'Planning for Sustainable Waste Management' which set out a number of key concepts which should be considered and statutory requirements of local and regional planning policy documents.

Term/Acronym	Definition
Planning Policy Statement 12 (PPS12)	Guidance documents produced by central government relating to 'Local Spatial Planning'.
Planning Policy Statement 25 (PPS25)	Guidance documents produced by central government relating to 'Development and Flood Risk' which aims to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk
Preferred Industrial Location (PIL)	Strategic employment site normally suitable for general industrial, light industrial and warehousing uses.
Proposals Map	A map showing the location of the sites identified in the Plan
Pyrolysis	The heating of waste in a closed environment, in the absence of oxygen, to produce a secondary fuel product.
Railhead	This is a terminus of a railway line that interfaces with another transport mode e.g. road network.
RAMSAR	Sites which are wetlands of international importance designated under the Ramsar Convention.
Recovery	The process of extracting value from waste materials, including recycling, composting and energy recovery.
Recycling	Recovering re-usable materials from waste or using a waste material for a positive purpose.
Refuse Derived Fuel (RDF)	Material produced from waste that has undergone processing. Processing can include separation of recyclables and non-combustible materials, shredding, size reduction, and pelletising.
Re-use	The re-use of materials in their original form, without any processing other than cleaning.
Re-use and Recycling Centre (RRC)	Facilities to which the public can bring household waste, such as bottles, textiles, cans, paper, green waste and bulky household items/waste for free disposal.
Scoping	The process of deciding the scope and level of detail of the strategic environmental assessment (SEA) or environmental impact assessment (EIA) which might be required to support a planning application.
Section 106 Agreement	A legal agreement between the planning authority (borough) and the developer, linked to a planning permission, which requires the developer to carry out works to offset the potential impacts of their development or to benefit the local community.
Self-sufficiency	Dealing with wastes within the administrative region where they are produced.

Term/Acronym	Definition
Site Development Policies	A set of criteria-based policies in accordance with the Core Strategy, against which planning applications for the development and use of land and buildings will be considered. To set out all qualifying site allocations other than those contained in Area Action Plans.
Site of Special Scientific Interest (SSSI)	A specifically defined area which protects ecological or geological features.
Site Waste Management Plan (SWMP)	A detailed plan setting out how waste will be managed during a construction project. This is a legal requirement for most construction projects.
Solid Recovered Fuel (SRF)	These are solid fuels (also known as 'Refuse Derived Fuels' – RDF) prepared from non-hazardous waste to be utilised for energy recovery.
Sound (Soundness)	According to PPS 12 (¶4.52) for a plan to be “sound” it should be justified, effective and consistent with national policy. “Justified” means that the document must be: founded on a robust and credible evidence base and must be the most appropriate strategy when considered against the reasonable alternatives. “Effective” means that the document must be: deliverable, flexible, and able to be monitored
Spatial Planning	Spatial Planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function.
Special Protection Areas (SPA)	A SSSI is considered to be of international importance designated under the EC Directive on the Conservation of Wild Birds.
Statement of Community Involvement (SCI)	A statement of a local authority’s policy for involving the community in preparing and revising local development documents and for consulting on planning applications.
Strategic Employment Locations (SELs)	These comprise Preferred Industrial Locations, Industrial Business Parks and Science Parks and exist to ensure that London provides sufficient quality sites, in appropriate locations, to meet the needs of the general business, industrial and warehousing sectors.
Strategic Environmental Assessment (SEA)	A system of incorporating environmental considerations into policies, plans and programmes. It is sometimes referred to as Strategic Environmental Impact Assessment and is a legally enforced assessment procedure required by Directive 2001/42/EC.
Sub-Regions	Sub-regions are the primary geographical features for implementing strategic policy at the sub-regional level.

Term/Acronym	Definition
Sustainable Waste Management	Using material resources efficiently to cut down on the amount of waste we produce and, where waste is generated, dealing with it in a way that actively contributes to economic, social and environmental goals of sustainable development.
Sustainability Appraisal (SA)	A formal process which analyses and evaluates the environmental, social and economic impacts of a plan or programme.
Sustainability Appraisal Commentary	A commentary report that raises sustainability issues relating to the Issues and Options report.
Transport for London (TfL)	An integrated body responsible for the Capital's transport system. The primary role of TfL, which is a functional body of the Greater London Authority, is to implement the Mayor of London's Transport Strategy and manage transport services across London.
Thermal Treatment	Treatment of waste using heat e.g. incineration, pyrolysis, gasification, etc.
tpa	Tonnes per annum.
Unitary Development Plan (UDP)	A type of development plan introduced in 1986, that is to be replaced by Local Development Frameworks.
Waste Arising	The amount of waste generated in a given locality over a given period of time.
Waste Collection Authority (WCA)	Organisation responsible for collection of household waste e.g. your local council.
Waste Development Plan Document (WDPD)	Planning document which will provide a basis for the provision of waste management infrastructure in the sub-region e.g. the West London Waste Plan (see 'West London Waste Plan').
Waste Disposal Authority (WDA)	Organisation responsible for disposing of municipal waste. For west London this is the West London Waste Authority (WLWA).
Waste Hierarchy	An order of waste management methods, enshrined in European and UK legislation, based on their predicted sustainability. The hierarchy is summarised as "reduce (prevent), re-use, recycle/compost, recover, dispose".
Waste Management Capacity	The amounts of waste currently able to be managed (recycled, composted or recovered) by waste management facilities within west London.
Waste Management Licence (WML)	The licence required by anyone who proposes to deposit, recover or dispose of controlled waste. These are now known as Environmental Permits.

Term/Acronym	Definition
Waste Minimisation	Reducing the volume of waste that is produced. This is at the top of the Waste Hierarchy.
Waste Planning Authority (WPA)	Local authority responsible for waste planning. In west London the six boroughs are the Waste Planning Authority for their area.
Waste Transfer Station	A facility where waste is delivered for sorting prior to transfer to another place e.g. landfill.
West London Waste Authority (WLWA)	West London's statutory waste disposal authority. The WLWA's main function is to arrange the disposal of waste collected by its six constituent boroughs.
West London Waste Plan (WLWP)	The Waste Development Plan Document being produced for west London (see 'Waste Development Plan Document').

7 Appendices

Appendix 1: Sustainability Appraisal

Appendix 2: General Waste Treatment Facility Descriptions

Appendix 3: Borough Waste Projection and Apportionment Figures - London Plan and Minor Alteration to Draft Replacement London Plan 2009

Appendix 4: Map of Existing Waste Management Sites considered to have potential for re-development as waste management facilities (to follow)

Appendix 5: Map of Proposed New Sites with opportunity for developing waste management facilities (to follow)

Appendix 6: Questionnaires

Appendix 1 - Sustainability Appraisal

The purpose of Sustainability Appraisal is to promote sustainable development through the integration of social, environmental and economic considerations into the preparation of revisions of Regional Spatial Strategies and for new or revised Development Plan Documents and Supplementary Planning Documents.

This process will ensure that planning decisions are made that accord with the principles defined in the Government's UK Sustainable Development agenda¹⁰. The timing of the Sustainability Appraisal aims to ensure that sustainability considerations are taken into account early in the process of policy development.

Sustainability Appraisals must also, where appropriate, incorporate the requirements of the Strategic Environmental Assessment Directive (2001/EC/42) (SEA Directive)¹¹. The SEA Directive requires that a formal assessment is undertaken of plans and programmes which are likely to have significant effects on the environment. This has been transposed into UK law through the SEA Regulations (July 2004)¹². The purpose of the SEA Directive is "to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development".

Sustainability Appraisal Approach

The approach adopted for the Sustainability Appraisal was iterative and involved a high degree of interaction between those individuals responsible for the Sustainability Appraisal and those individuals responsible for development of the Plan.

Scoping

The first stage in the Sustainability Appraisal process (Stage A of DCLG guidance) involves assembling information on the existing environmental, social and economic baseline to provide a starting point for appraising the effects of implementing the Plan. To provide a sound basis for analysis, the Sustainability Appraisal Scoping Report also identified relevant plans and programmes, key sustainability issues and problems and detailed a Sustainability Framework through which the appraisal could

¹⁰ Defra Sustainable Development Unit - <http://www.sustainable-development.gov.uk/publications/uk-strategy/framework-for-sd.htm>.

¹¹ European Directive 2001/42/EC "on the assessment of the effects of certain plans and programmes on the environment" (the Strategic Environmental Assessment or 'SEA Directive')

¹² The Environmental Assessment of Plans and Programmes Regulations. Statutory Instrument 2004 No. 1633.

take place; this information was reported in the form of the Sustainability Appraisal Scoping Report¹³.

Issues and Options

The Issues and Options vision and objectives were tested for compatibility with the Sustainability Appraisal objectives through a compatibility matrix. During development of the draft issues and options for the Plan, the draft Sustainability Framework set out in the Sustainability Appraisal Scoping Report was applied to each potential option (Stage B of DCLG guidance).

A Sustainability Commentary¹⁴ was produced in which the key findings were provided in association with each of the identified issues and options. The Sustainability Commentary was prepared to meet the requirements of DCLG guidance (para 3.39) *“As each option is refined, a commentary on the key sustainability issues and problems arising must be prepared, with recommendations on how each of the options could be improved, e.g. through mitigation measures.”*

Proposed Sites and Policies/Draft Plan

The Proposed Sites and Policies for the Plan were developed taking into account findings presented in the Sustainability Commentary as well as the results of consultation on the Issues and Options and relevant evidence base material.

The Proposed Sites and Policies were tested for compatibility with the Sustainability Appraisal Objectives and the results were taken into account, as necessary, during further drafting and refinement of the options.

The Site Assessment Criteria used to evaluate the long list of sites were assessed using the Sustainability Appraisal objectives, and the results were incorporated into the Plan.

The majority of the Sustainability Appraisal objectives are addressed by the site selection criteria. When it was considered that the objectives were not being met, mitigation was recommended and incorporated into the Plan.

The policies contained within the Plan were assessed against sustainability objectives. Where mitigation was recommended this has been addressed where appropriate in the Plan.

The SEA Directive requires the significant environmental effects of implementing the plan or programmes to be monitored *“in order to identify unforeseen adverse effects and to be able to undertake remedial action”* (Article 10(1)). Responsible Authorities

¹³ Sustainability Appraisal Scoping Report for the WLWP July 2008.

¹⁴ West London Waste Plan Issues and Options, Sustainability Appraisal, Sustainability Commentary, February 2009.

must ensure when designing their monitoring arrangements that they comply with this provision. This guidance uses the term 'SEA monitoring' to cover the overall monitoring of environmental effects. The Sustainability Appraisal Report includes draft monitoring recommendations and these will be updated following the consultation period.

Reporting

Outputs from the Sustainability Appraisal are presented in this Sustainability Appraisal Report which is designed to fulfil the requirements of the SEA Directive in respect of the Strategic Environmental Assessment Environmental Report. This report is published alongside the Proposed Sites and Policies Report.

Strategic Flood Risk Assessment

The Strategic Flood Risk Assessment (SFRA) was undertaken to ensure that flood risk is considered as part of the spatial planning process. As required in Planning Policy Statement 25¹⁵, we have used the findings of the Strategic Flood Risk Assessment on regional and local flood risk issues in the assessment of sites suitable for waste management.

Equalities Impact Assessment

The Equalities Impact Assessment (EqIA) was undertaken to ensure that the West London Waste Plan does not discriminate against specific target groups. The Equalities Impact Assessment of the Issues and Options identified the options that may have a negative impact on certain target groups. Since the development of the Plan's policies, a further assessment has been undertaken and suggested mitigation has been incorporated into the Plan and Sustainability Appraisal Report. We have taken this into account when developing the Proposed Sites and Policies to ensure that no target group experiences a high level negative impact from the West London Waste Plan. The EqIA will be published alongside the Proposed Sites and Policies/ Draft Plan.

Habitats Regulations Assessment

The Habitats Regulations Assessment relates to Natura 2000 sites designated under the European Habitats and Birds Directives¹⁶.

In October 2009 a screening exercise was carried out to determine the need for a Habitat Directive Assessment of the potential impacts of the West London Waste Plan's Issues and Options upon any European designated site located within 10 km of the six west London boroughs. The report concluded that some of the Issues and Options had the potential to impact the Natura 2000 sites identified, and that an Appropriate Assessment and ascertainment of the effect on site integrity was

¹⁵ *Planning Policy Statement 25: Development and Flood Risk – DCLG, 2006.*

¹⁶ *European Directive 92/43/EC on the conservation of natural habitats and of wild fauna and flora and European Directive 79/409/EEC on the conservation of wild birds.*

required. A further screening exercise to determine whether any of the recently developed policies are likely to trigger the need for a full Habitats Directive Assessment of the Plan, in compliance with the EC Habitats Directive, was undertaken.

The Plan policies have now been updated to incorporate the recommendations from the Habitats Regulations Assessment Screening. The Screening Report therefore concludes that the Plan is unlikely to have an adverse effect on the qualifying features of any Natura 2000 sites and therefore no further work is required. This Screening Report is published alongside the Proposed Sites and Policies and will be available to individuals and organisations involved in consultation on the Proposed Sites and Policies.

The Strategic Flood Risk Assessment, Equalities Impact Assessment and Habitats Directive Screening Assessment can be found at <http://www.wlwp.net/>.

Appendix 2: General Waste Treatment Facility Description

Facility type	General Description	General Appearance
Materials Recovery Facility (MRF)	A facility that sorts recyclable material collected from households or businesses into separate materials. The materials are then sent for reprocessing into useful materials or products.	Consists of mechanical sorting equipment and conveyor belts. Normally housed inside a warehouse type building.
Composting	Composting facilities are generally enclosed in special units to minimise odours. Enclosed composting units can compost food and garden waste collected from homes and businesses.	Generally housed inside warehouse type buildings.
Recycling and Reuse Centre (RRC)	Site for the public to take recyclable and general waste to. The sites normally consist of skips and containers for a wide range of different materials, encouraging recycling.	Open facilities with accessible waste containers.
Mechanical Biological Treatment (MBT)	MBT is generally used to treat general (residual) waste (that is waste that is not in the recycling bin) from homes and businesses. The waste is treated biologically and mechanically which essentially separates the materials suitable for recycling from an organic fraction which is generally used as a fuel or can be composted.	Generally housed inside warehouse type buildings.
Anaerobic Digestion	Anaerobic Digestion is only suitable for organic wastes such as food and garden waste. The waste is enclosed in tanks without oxygen and digested to produce a biogas which can be used as a fuel. A sludge is also produced which can be composted and used on land.	Large industrial tanks and warehouse-type buildings.
Gasification/Pyrolysis/Autoclave	Advanced thermal treatment technologies are methods of breaking down waste using heat, to produce heat and power. Gasification uses a little oxygen to break the waste down whereas pyrolysis does not use any oxygen. Such methods give more control over the process and reduce emissions. Autoclaving involves 'cooking' the waste with steam to separate materials to produce recyclables and fuel.	Industrial type buildings, normally with a chimney.

Appendix 3: Borough Waste Arisings and Apportionments

Waste Arising figures - London Plan 2008

Borough	2010		2015		2020	
	MSW	C&I	MSW	C&I	MSW	C&I
Brent	156	199	170	211	187	235
Ealing	184	229	198	247	214	275
Harrow	129	154	138	164	148	179
Hillingdon	170	323	177	349	185	382
Hounslow	146	242	151	259	156	286
Richmond	138	146	152	156	167	167
Totals	923	1,293	986	1,386	1,057	1,524

All figures are in a 1000 tonnes. MSW = Municipal Solid Waste C&I = Commercial and Industrial Waste

Waste Arising figures – Minor Alteration to Draft Replacement London Plan 2009

Borough	2011		2016		2021		2026		2031	
	MSW	C&I	MSW	C&I	MSW	C&I	MSW	C&I	MSW	C&I
Brent	136	202	143	200	149	199	156	196	161	194
Ealing	158	232	164	219	170	211	176	209	181	207
Harrow	120	143	123	139	126	136	129	134	131	133
Hillingdon	152	336	157	335	162	338	167	341	171	348
Hounslow	132	231	136	223	140	215	144	212	147	211
Richmond	100	143	103	142	105	141	107	141	109	143
Totals	798	1,287	826	1,258	852	1240	879	1,233	900	1,236

All figures are in a 1000 tonnes. MSW = Municipal Solid Waste C&I = Commercial and Industrial Waste

Waste Apportionment figures - London Plan 2008

Borough	2010		2015		2020	
	MSW	C&I	MSW	C&I	MSW	C&I
Brent	82	202	134	243	155	287
Ealing	104	257	170	308	197	365
Harrow	52	128	85	154	98	182
Hillingdon	87	215	142	258	165	306
Hounslow	85	208	138	250	160	296
Richmond	58	142	94	170	109	202
Totals	468	1,152	763	1,383	884	1,638

All figures are in a 1000 tonnes. MSW = Municipal Solid Waste C&I = Commercial and Industrial Waste

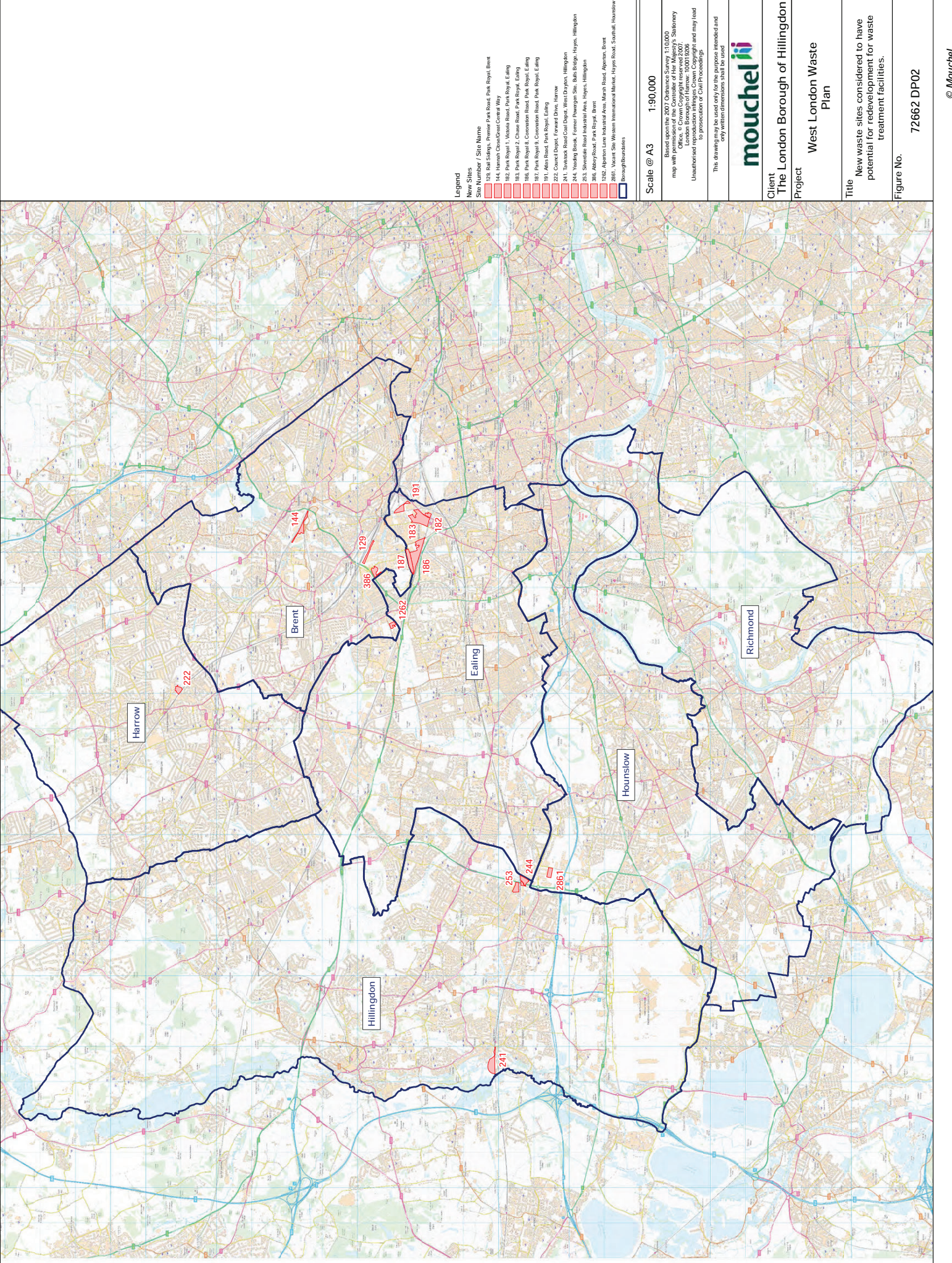
Waste Arising figures – Minor Alteration to Draft Replacement London Plan 2009

Borough	2011		2016		2021		2026		2031	
	MSW	C&I	MSW	C&I	MSW	C&I	MSW	C&I	MSW	C&I
Brent	90	160	109	174	130	190	152	207	175	225
Ealing	114	202	138	221	165	241	193	262	221	286
Harrow	57	101	69	110	82	220	96	131	111	143
Hillingdon	96	170	116	186	139	202	162	220	186	240
Hounslow	92	165	112	179	134	195	157	213	180	232
Richmond	56	100	68	109	81	119	95	129	109	141
Totals	505	898	612	979	731	1,167	855	1,162	982	1,267

All figures are in a 1000 tonnes. MSW = Municipal Solid Waste C&I = Commercial and Industrial Waste

Appendix 4: Map of Existing Waste Management Sites considered to have potential for re-development as waste management facilities

Appendix 5: Map of Proposed New Sites with opportunity for developing waste management facilities



Legend

New Sites

- 129. East Sidings, Premier Park Road, Park Royal, Brent
- 144. Hamish Chowdhury Central Way
- 182. Park Royal 1, Victoria Road, Park Royal, Ealing
- 183. Park Royal 2, Chase Road, Park Royal, Ealing
- 186. Park Royal 3, Connaught Road, Park Royal, Ealing
- 187. Park Royal 4, Connaught Road, Park Royal, Ealing
- 188. Park Royal 5, Connaught Road, Park Royal, Ealing
- 189. Park Royal 6, Connaught Road, Park Royal, Ealing
- 191. Allen Road, Park Royal, Ealing
- 192. Court Depot, Forward Drive, Harrow
- 222. Dawood Road, East Dept, West Drayton, Hillingdon
- 241. Dawood Road, East Dept, West Drayton, Hillingdon
- 244. Hasting Road, Premier Pwergon Site, East Drayton, Hillingdon
- 253. Stonehill Road Industrial Area, Hounslow
- 2861. Stonehill Road Industrial Area, Hounslow
- 386. Stonehill Road Industrial Area, Hounslow
- 129. Stonehill Road Industrial Area, Hounslow
- 183. Stonehill Road Industrial Area, Hounslow
- 182. Stonehill Road Industrial Area, Hounslow
- 191. Stonehill Road Industrial Area, Hounslow

Scale @ A3 1:90,000

Based upon the 2007 Ordnance Survey 1:10,000 map with parts of the 2007 Ordnance Survey 1:50,000 map. © Crown Copyright and the 2007 London Borough of Hillingdon. 100019206
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Client
 The London Borough of Hillingdon

Project
 West London Waste Plan

Title
 New waste sites considered to have potential for redevelopment for waste treatment facilities.

Figure No.
 72662 DP02



Appendix 6: Questionnaires

European, UK legislation and the Mayor's London Plan and 2009 Draft Replacement Plan require increasing amounts of waste to be recycled, composted and processed in facilities closer to the source of waste and less to be buried in landfill. To support this, new facilities must be provided.

To meet this challenge the six west London Council's Brent, Ealing, Harrow, Hounslow, Hillingdon and Richmond upon Thames are working together to produce a new West London Waste Plan.

Following last year's consultation on issues and options, potential future sites for waste management facilities have been identified and policies to guide their development have been drafted. Your views and suggestions are now invited both on the proposed policies and sites which we consider to have potential - and which are now being fully investigated before the final selection is made.

You can review and provide comment on the Proposed Sites and Policies Document by completing our short questionnaire or our technical questionnaire which can be obtained either by accessing our website, visiting your local Council office or library or by contacting us direct.

The consultation period runs from January 2011 and we are asking that you return your completed questionnaire by 5.00 pm on February 2011. Questionnaires should be returned by email to: *consultation@wlwp.net*, or post using the address below:

***CAG Consultants, West London Waste Plan Consultation,
Gordon House, 6 Lissenden Gardens,
London, NW5 1LX***

Comments can also be submitted via the website: **www.wlwp.net**

Should you wish to contact us directly or wish to know more please visit our website www.wlwp.net or call Rachel Crozier on 0117 377 1137 between the hours of 9.00am-7.00pm.

SHORT QUESTIONNAIRE

1. Do you agree with the preferred approach of meeting the London Plans waste predictions plus providing a level of flexibility in the event some sites are not found to be suitable?

Yes...

No...

Please provide reason(s): _____

2. Please provide your views on the existing and new sites identified within the document?

3. Do you agree with the 4 policies outlined in the document?

Yes...

No...

Please provide reason(s): _____

4. Do you have any other particular issues you like to raise regarding the document?

Yes...

No...

If so, please provide reason(s) and suggestions for improvement: _____

TECHNICAL QUESTIONNAIRE

1. General approach of the West London Waste Plan (WLWP)

The general approach of the WLWP is to identify sites with the potential for developing waste management facilities in order to meet West London's share of waste requirements (apportionment) and providing a level of flexibility (i.e. some over-provision should sites not come forward).

Do you agree with this general approach?

Yes...

No...

Please provide reason(s): _____

Is there anything else to include in the general approach? _____

2. Preferred approach of the WLWP

There are three elements to the preferred approach of the WLWP, as follows:

- 1) To identify the general land boundaries of potential waste sites, rather than also to identify the specific technology(s) and/or facility(s) associated with the site;
- 2) To identify potential waste sites of different sizes to allow for both large and small scale waste management facilities; and
- 3) To support on-site recycling and reuse of construction / demolition /

excavation waste takes place on waste sites, and to ensure that the quantities of waste arisings will be recorded.

Do you agree with the preferred approach?

Yes, I agree with all three elements of the preferred approach...

No, I disagree with one or more element(s) of the preferred approach...

Please provide reason(s): _____

Are there any other elements that should be included within the WLWP as part of the preferred approach? _____

3. WLWP Policy 1

WLWP Policy 1 outlines the strategic approach that existing and new sites identified as potential waste development will generally be supported, provided that the proposals comply with other policies in the WLWP and the borough's Local Development Framework. The policy also emphasises that other sites, not identified within the WLWP, may still be permitted, where it has been demonstrated there are emerging shortfalls in waste management capacity.

Do you agree with WLWP Policy 1?

Yes...

No...

Please provide reason(s): _____

Do you have any further comments and suggestions to make about WLWP Policy 1? _____

4. WLWP Policy 2

WLWP Policy 2 aims to ensure high quality development during both its construction and operational phases. This Policy sets out development criteria for new waste management facilities to minimise adverse impacts on the environment and local residents.

Do you agree with WLWP Policy 2?

Yes...

No...

Please provide reason(s): _____

Do you have any further comments and suggestions to make about WLWP Policy 2? _____

5. WLWP Policy 3

WLWP Policy 3 encourages all waste facilities capable of producing energy, where practicable and compliant, to contribute to the provision of decentralised energy (i.e. generating local supplies of low carbon energy) in the form of heat and/or power facilities.

Do you agree with WLWP Policy 3?

Yes...

No ...

Please provide reason(s): _____

Do you have any further comments and suggestions to make about WLWP Policy 3? _____

6. WLWP Policy 4

WLWP Policy 4 encourages sustainable waste management, permitting waste management facilities where it can be demonstrated that: at least 10% of the materials or products used during construction and operation phases are reused or sourced locally and recycled; construction / demolition / excavation wastes are reused and recycled; and construction phase Site Waste Management Plans are provided.

Do you agree with WLWP Policy 4?

Yes...

No...

Please provide reason(s): _____

Do you have any further comments and suggestions to make about WLWP Policy 4? _____

7. Suitability of existing waste sites for re-development for continued waste management

Eleven existing waste sites have been identified within the *Proposed Sites and Policies* consultation document as being suitable for re-development listed in Table 4-1 (Pg 16).

a) Do you agree that all of the existing waste sites identified are suitable for re-development?

Yes, all of the sites are suitable...

No, one or more of the sites is unsuitable...

Please provide reason(s): _____

b) Do you agree with the justifications associated with the inclusion of existing waste sites that are below the minimum site assessment criteria score?

Yes, all of the justifications are acceptable...

No, one or more of the justifications are unacceptable...

Please provide reason(s): _____

8. Suitability of new sites for developing as waste management facilities

Thirteen new sites have been identified suitable for being developed as waste management facilities listed in Table 4-2 (Page 21).

a) Do you agree that all of the new waste sites identified are suitable for waste management facilities?

Yes, all of the new sites are suitable.....

No, one or more of the sites is unsuitable.....

Please provide reason(s): _____

b) Do you agree with the justifications associated with the exclusion of potential new sites that are above the minimum site assessment criteria score?

Yes, all of the justifications are acceptable...

No, one or more of the justifications are unacceptable...

Please provide reason(s): _____

c) Are there any other sites not already identified that you think would be suitable for waste management facilities?

Yes, there are one or more other sites suitable (please provide a site map and/or address if possible)...

No...

Please provide reason(s) why you think a particular site is suitable: _____

9. Monitoring the Plan

To determine whether the allocation of sites is sufficient and whether the WLWP may need to be modified in the future, key performance indicators are to be reported each year in an Annual Monitoring Report (Page 33).

Do you agree with the key performance indicators?

Yes ...

No, one or more of the key performance indicators are unsuitable...

Please provide reason(s): _____

10. Do you have any further comments? _____



Planning Committee

20th October 2010

Report from the Director of Planning

For Action

Wards Affected:
All

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

1.0 Summary

- 1.1 This report asks Planning Committee to consider the 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.

2.0 Recommendations

- 2.1 That Planning Committee endorses the proposed Local Development Scheme timetable at Appendix 3 and recommends to Executive that it be agreed for submission to the Secretary of State and the Mayor of London.

3.0 Detail

Introduction

- 3.1 As part of the process of producing the Local Development Framework (LDF) the Council is required to prepare, and keep up-to-date, a Local Development Scheme (LDS). The LDS indicates which documents the Council is proposing to produce as part of the LDF as well as setting out a timetable for their production. The last LDS was approved in May 2009 and is now out-of-date.
- 3.2 A request has been made by the Health Select Committee to produce a Supplementary Planning Document to provide more detailed guidance than currently exists on dealing with planning applications for take-away restaurants (referred to as Class A5 uses in the Use Classes

Order). A decision needs to be made, particularly in light of staff reductions and resources generally in the Planning Service, as to whether this is necessary and, if so, whether it is considered to be a greater priority than other scheduled work.

Health Select Committee

- 3.4 The Select Committee agreed, on March 24th 2010, that the issue of restricting or reducing the number of hot food takeaways in close proximity to schools be referred to the Planning Committee for their consideration. (see Appendix 1 for the minutes). This was after consideration of a briefing note (Appendix 2) which outlined the main issues relating to the preparation of a Supplementary Planning Document (SPD).
- 3.5 The key points outlined in the briefing note were:
- Current policy towards Food & Drink Uses (including A5 takeaways) is out of date
 - SPD can only expand on existing policy and cannot introduce new policy
 - Barking and Dagenham and Waltham Forest have produced SPDs to help resist the spread of A5 uses in their boroughs - however, this has not yet been tested on appeal
 - A comprehensive evidence base would be needed to support new policy or an SPD
 - The preferred way of introducing further controls, if that were considered desirable, would be to introduce revised policy in the Development Management Policies DPD when that is brought forward by 2013 at the earliest.
- 3.6 There are also issues relating to the control of A5 uses which it is worth expanding upon. In relation to Wembley, a key driver for the regeneration of Wembley is 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.
- 3.7 In addition, if it is 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 is logically a need to assess whether the take-away food to be provided is in fact damaging to health. There is 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.

- 3.8 For the reasons given above, officers recommend that the appropriate way forward for reviewing the Council's approach to the determination of planning applications for hot-food takeaways is to undertake this as part of the preparation of the Development Management Policies DPD. Officers consider that it is appropriate that policy should be revised at this time based upon a body of evidence, and that it should be based upon sound planning reasons as part of a corporate approach to improving the health of local people. This would also allow resources to be focussed, in the meantime, on area-based DPDs or SPD such as the Alperton SPD and the Wembley Area Action Plan which have already been identified as a priority in the Planning Service work programme.

Revised Local Development Scheme

- 3.9 Progress with key elements of the LDF has been relatively good with the Core Strategy adopted in July 2010 being the first in West London, and the Site Specific Allocations DPD currently being examined and likely to be adopted by June next year. Good progress has also been made on the preparation of SPD for local areas of the Borough, with the Wembley Masterplan adopted in June 2009, and the draft Alperton and Wembley Link SPDs before you tonight for approval for public consultation. However, reductions in resources available to the Planning Service means that certain other key elements of the LDF will have to be delayed beyond the timescale set out in the LDS agreed in March 2009. In particular, it is proposed that the Development Management Policies DPD, which was originally scheduled for public consultation in September 2011, be put back to early 2012. This will allow for the consultation on a Wembley Area Action Plan, needed to fulfil commitments in the Examination of the Core Strategy to pull together the various strands of policy and guidance that exists, as well as to update policy from the Wembley Regeneration Area chapter of the UDP adopted in 2004.
- 3.10 Another DPD which forms part of Brent's LDF and which is fairly advanced in its preparation, is the joint West London Waste DPD. A public consultation draft of this is before Planning Committee for consideration tonight.
- 3.11 It is proposed that for the purposes of submission to the Secretary of State and the Mayor of London, that the revised LDS will have effect from 1st January 2011.
- 3.12 The proposed LDS timetable, including a gant chart showing key milestones for all the DPDs and SPDs proposed, is included at Appendix 3. Planning Committee is asked to endorse this and recommend to the Executive that this be agreed.

4.0 Financial Implications

- 4.1 Since the Government abolished the Housing and Planning Delivery Grant in June, there are no longer any financial benefits to the Council from progressing the Development Plan Documents of the LDF

according to a timetable established by the LDS. Nevertheless, it remains a statutory requirement to prepare an LDS and to keep it up to date.

5.0 Legal Implications

- 5.1 The preparation of the LDF, including the LDS, is governed by a statutory process set out in Government planning guidance and regulations. The LDSs of London Boroughs must be submitted to the Mayor of London and the Secretary of State, who then have an opportunity to direct changes to it. If they do not direct changes then it takes effect after a prescribed period.

6.0 Diversity Implications

- 6.1 Full statutory public consultation has been carried out in preparing the Core Strategy and an Impact Needs / Requirement Assessment (INRA), which assessed the process of preparing the Core Strategy, was prepared and made available in November 2008. An INRA was also produced in 2006 on the process of producing SPDs

7.0 Staffing/Accommodation Implications (if appropriate)

- 7.1 There are no accommodation implications arising directly from this report. The revised timetable for preparing the various local development documents of the LDF is based upon current levels of staffing in the Planning Service. Further reductions in staffing levels would require a further review of this timetable.

8.0 Environmental Implications

- 8.1 The Core Strategy will have a major impact upon the environment, particularly as it relates to new development and the protection of local character and open space. It includes significant new policy to help mitigate against the effects of climate change. Sustainability appraisal has been undertaken at all stages of developing the Core Strategy.

9.0 Background Papers

- 9.1 London Borough of Brent LDF – Local Development Scheme, March 2009
- 9.2 Brent UDP, 2004
- 9.3 Brent Core Strategy, 2010
- 9.4 Brent Site Specific Allocations DPD, Submission Version, June 2010
- 9.5 The Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008

Contact Officers

Any person wishing to inspect the above papers should contact Ken Hullock, Planning Service 020 8937 5309

Chris Walker
Assistant Director, Planning & Transport

Appendix 1

Extract from Minutes of Health Select Committee, March 24th 2010

7. Response from the Planning Service on restricting or reducing the number of hot food takeaways

Following a request from members of the Health Select Committee for a statement from Brent's Planning Service regarding restricting or reducing the number of hot food takeaways in close proximity to schools, Ken Hullock (Policy Manager, Planning Services) introduced the briefing note. He informed the committee that in order to control hot food takeaways on the grounds of their contribution to childhood obesity, a new Supplementary Planning Document (SPD) or a new planning policy in the Development Plan, or both, would be required. He stated that Barking and Dagenham Council and Waltham Forest Council had produced SPDs to help curb the establishment of new hot food takeaways, which they had related to existing policies in their Unitary Development Plan (UDP). He added that if Brent was to pursue an SPD, then Barking and Dagenham's model would be the preferred model to follow because it was prepared as part of the LDF process and was based upon a stronger evidence base. He stated that a robust local evidence base, which showed that there was a direct link between the over concentration of hot food takeaways and obesity in the borough, would be required, whether Brent was to prepare a planning policy for inclusion in its development plan or an SPD.

Ken Hullock advised that planning controls would be given greater weight if brought forward in the form of a planning policy in the Council's forthcoming Development Management Policies. This, he added, could then be supported in further detail by a SPD. He advised that an SPD on its own may not have a great deal of weight when considered at an appeal against refusal of planning permission. He stated that Waltham Forest's and Barking and Dagenham's SPD had yet to be tested on appeal. However, he advised that because of other priorities and the proposed timetable for producing the new Development Management Policies document, a new policy would be unlikely to be adopted as statutory policy until the end of 2012 at the earliest. Ken Hullock informed the committee that the council had now received the prospective report regarding its core strategy. In the discussion which followed a concern was raised regarding the amount of time it would take to create a planning policy for inclusion in the council's forthcoming Development Management Policies, as tackling child obesity should be a priority. In responding to a question, Ken Hullock advised that an SPD could be developed within nine months as it would not need to go through statutory process.

A view was put forward by a member of the committee that the SPD route, using the Obesity Strategy to build up evidence, would be the best option.

Andrew Davies (Policy and Performance Officer) advised that the Obesity Strategy Group, which met recently, had expressed a wish to pursue this with planning colleagues and to take it forward within the Obesity Strategy. In responding to a question regarding the availability of evidence, Andrew Davies explained that whilst

no research had been done as such, PCT representatives on the Obesity Strategy Group felt that there would be evidence available to show the link between the over concentration of hot food takeaways and levels of obesity in the borough. The committee agreed that, in the meantime, the issue should be referred to the Planning Committee for their consideration of the issue.

RESOLVED:-

- i. that the briefing note on restricting or reducing the number of hot food takeaways be noted;
- ii. that the issue of restricting or reducing the number of hot food takeaways in close proximity to schools be referred to the Planning Committee for their consideration.

Appendix 2

Health Select Committee March 24th 2010:

Briefing Note from L B Brent Planning Service on
controlling Hot Food Takeaways (A5 use class) within
Brent.

1. Background

- The Planning Service has been made aware of local support for the restriction or possible reduction of hot food takeaways (A5 uses) in the borough by way of planning policy and/or an SPD, in support of reducing childhood obesity.
- At present, Brent planning policy in the UDP (policy SH10) seeks to control the number of Food and Drink uses (including A5 uses) where they may harm residential amenity or have an adverse effect on highway safety. Brent's policy is now out of date as the Use Classes order has been amended since the UDP was adopted creating a new Use Class for takeaways (i.e. A5 use).
- In order to further control A5 uses on the grounds of their contribution to childhood obesity, it would require either a new Supplementary Planning Document (SPD) or new planning policy in the Development Plan, or both.

Supplementary Planning Documents (SPDs):

- This form of planning document expands on an existing planning policy. Policy can be within the borough's existing Unitary Development Plan (UDP) or new / revised policy can be created in a new Development Plan Document (DPD) which forms part of the Local Development Framework (LDF).
- It is noteworthy that an SPD cannot itself create a new planning policy but, rather, must be related to an existing planning policy
- The London Boroughs of Barking & Dagenham (B&D) and Waltham Forest (WF) have produced SPDs to help curb the establishment on **NEW** A5s in their boroughs in order to tackle local childhood obesity. They have related these to existing policies in their UDPs.
- If Brent was to pursue an SPD then that produced by B&D is favoured in terms of a model for Brent to follow because it has been prepared as part of the LDF process and is based upon a stronger evidence base and, consequently, has a greater chance of being supported on a planning appeal against refusal of planning permission.

Planning Policy:

- At present, Brent is awaiting the outcome of the examination of its Core Strategy which, on adoption (anticipated in June 2010), will mean that the borough can move on to the process of producing a Development Management Policies document. This will contain new detailed policy on controlling or promoting uses in town centres. These policies will replace the existing UDP(2004) policies.

- There is no policy within the draft Core Strategy to which an SPD limiting A5 uses can be related. Consequently, it would be more sensible for Brent to draft a Development Management policy, rather than just an SPD, to control A5 uses. An actual policy in the Development Plan would carry greater weight in terms of implementation, particularly if it came to a planning appeal against refusal of permission for a takeaway. However, because the policy would have to be subject to examination it would therefore have to be soundly based on evidence. It is highly likely that there would be objections to it, particularly from the major operators such as MacDonalDs.

Overview of Barking & Dagenham's SPD

- This was written with comprehensive evidence base researched by the local PCT regarding obesity of local children. A *Childhood Obesity Strategy* had been produced
- The borough already had in place a LAA to tackle obesity
- The PCT had collected evidence regarding the impact of the built environment as a key determinant of both general health & obesity in children
- The SPD was specifically written to tackle obesity and was called 'Saturation Point' to:
 - reduce the prevalence & clustering of A5 uses
 - to seek developer contributions (S106) from new A5 operators towards initiatives to tackle obesity in LBBD.
 - to improve opportunities to access healthy food in new developments
- Three SPD *implementation points* were set up, based on evidence:
 - Proximity to schools** – 400m exclusion zone established
 - Concentration & clustering** – no more than 5% of units within centre or frontage to be A5 OR no less than 2 non-A5 units btwn individual A5s
 - HFTA (A5) levy** – fee to contribute to tackling childhood obesity
- B&D takes a holistic approach to tackling obesity, with an SPD that looked at strategic approaches to tackling childhood obesity:
 - Healthy food choices
 - Schools – healthy food Programme
 - Council property – working with landlords to reduce A5s
 - Major commercial, retail & TC developments
 - Mobile hot food takeaway vans
- The local PCT would monitor the implementation points via their indicators for reduction of childhood obesity
- B&D conducted a large consultation exercise which encompassed A5 operators, academia, NHS, health organisations & residents. This ensured local buy-in to the SPD

2. Brent

- For Brent to prepare a planning policy for inclusion in its development plan, or an SPD, a robust **local** evidence base would have to be drawn up to illustrate that an over concentration of A5 units actually exacerbates, or promotes, obesity in the

borough

- On the understanding that an Obesity Strategy for Brent is being written, its evidence base would have to show the clear link between the borough's built environment and local obesity. This would then provide the spatial planning direction required to write a planning policy and SPD that effectively curbs A5 uses within the borough
- In relation to schools, if an 'exclusion' or 'buffer zone' is to be calculated in which A5 uses would be restricted, the obesity health evidence base would need to illustrate:
 - That Brent school children gravitate towards A5s as a choice for food and where in the borough it is a major problem in terms of obesity
 - School locations – how far/close to A5s - spatial mapping
 - Calculate a possible exclusion zone specific to Brent's needs and then justify it
 - Calculate and define an exclusion zone distinct to Brent's needs, and justify it
 - Need to take into account Wembley and the particular demand for A5 uses as a leisure destination
 - If planning was to seek S106 contributions from new A5 operators, it would have to be determined how much should be requested and to what health initiatives the contributions would go? The PCT would need to show what health initiatives in the borough are feasible in terms of tackling obesity, and they would need to monitor these as part of the Planning Annual Monitoring Report (AMR)

3. National & Regional Planning Policy

- There is some supporting planning policy at a National or Regional level which may help make a case for further policy at a local level. The Government's planning policy statement PPS1 (2005) requires development plans to reduce health inequalities
- PPS4 (2010) – requires local planning authorities to look at deprived areas and use qualitative assessments to decide on the distribution of uses in town centres?
- The London Plan (2008) - promotes healthier lifestyles requiring DPDs to include policies to promote healthier lifestyles and well being
- The draft London Plan: Shaping London (2009) – is proposing a policy (3.2): *Addressing Health Inequalities*

4. Conclusions

- It is recommended that if additional planning controls on the number of new takeaways in a particular area are to be introduced, related for example to proximity to schools, then this would be given greater weight by being brought forward in the form of a planning policy in the Council's forthcoming Development Management Policies DPD. This could be supported by further detail in a subsequent SPD.
- A SPD on its own may not have a great deal of weight when considered at an appeal

against refusal of planning permission, which is the ultimate test of the controls. At this stage it is too early to assess the success or otherwise of either Waltham Forest's or Barking and Dagenham's SPD because they have yet to be tested on appeal.

- Unfortunately, because of other priorities and the proposed timetable for producing the new Development Management Policies document, a new policy is unlikely to be available in draft form until May 2011 and could only then be adopted as statutory policy by the end of 2012 at the earliest.
- Unless a compelling local case can be made for a policy tightly controlling takeaways, then there is a strong possibility that it would be rejected at examination because of the likely level of objection from takeaway operators. However, if a policy were to be successfully carried through to an adopted a development plan, then it would carry substantially more weight than a SPD.
- There is a particular difficulty in attempting to control takeaways in proximity to schools in the Wembley area because of the level of demand from the Stadium in particular.

Appendix 3 Proposed Revised Local Development Scheme Timetable

DPD	2010				2011				2012				2013			
	Jan - Mar	Apr - Jun	Jul - Sept	Oct - Dec	Jan - Mar	Apr - Jun	Jul - Sept	Oct - Dec	Jan - Mar	Apr - Jun	Jul - Sept	Oct - Dec	Jan - Mar	Apr - Jun	Jul - Sept	Oct - Dec
Core Strategy			Blue													
SISAs DPD		Red	Green	Green	Light Blue	Blue										
Development policies DPD							Purple			Yellow		Red	Green	Light Blue	Blue	
Wembley AUP DPD					Purple		Yellow		Red	Green	Green	Light Blue	Blue			
Joint Waste DPD					Yellow				Red	Green	Green	Light Blue	Blue			
Design Guide for New Development SPD				Purple	Yellow		Blue									
Extending Your Home SPD				Purple	Yellow		Blue									
Front Gardens Guide				Purple	Yellow		Blue									
Albion Masterplan SPD		Purple		Yellow	Blue											
Wembley Link SPD		Purple		Yellow	Blue											
South Hill SPD						Purple	Yellow		Blue							
Bridle Park SPD			Purple		Yellow		Blue									
Burnt Oak Colindale Development Framework SPD					Purple		Yellow		Blue							
Housing SPD					Purple		Yellow		Blue							

- Key**
- Evidence gathering stage
 - Initial consultation on draft plan
 - Consultation before submission
 - Submission of DPD to Secretary of State
 - Pre-examination meeting
 - Examination
 - Inspector's report & incorporate Inspector's recommendations
 - Adoption



Development Plan Documents	Work Commences	Public Consultation	Submit	Exam	Adopt
Core Strategy	N/A	N/A	N/A	N/A	July10
Site Specific Allocations DPD	N/A	N/A	Jun10	Nov10	May11
Wembley Area Action Plan DPD	Feb11	Jun11	Feb12	Jun12	Dec12
Development Policies DPD	Sept11	April12	Dec12	April13	Oct13
Joint Waste DPD	N/A	Feb11	Jan12	May12	Nov12
Supplementary Planning Documents					
Wembley Masterplan	N/A	N/A	N/A	N/A	June09
Design Guide for New Devt.	Dec10	Feb11	N/A	N/A	Jul11
Extending Your Home	ongoing	Feb11	N/A	N/A	Jul11
Front Gardens Guide	ongoing	Feb11	N/A	N/A	Jul11
Alperton Masterplan SPD	Jun10	Nov10	N/A	N/A	Mar11
Wembley Link SPD	Jun10	Nov10	N/A	N/A	Mar11
South Kilburn SPD	Jun11	Sept11	N/A	N/A	Mar12
Bridge Park SPD	Sept10	Feb11	N/A	N/A	Jul12
Burnt Oak / Colindale Devt Framework	May11	Sept11	N/A	N/A	Mar12
Housing SPD	Mar11	Jun11	N/A	N/A	Dec11