

Homebase and Tesco sites Planning Applications Response**Draft Ideas for Comments by the BCC,****BCC 881****October 2020.**

Explanatory Note: The present intention is to draft two separate papers concerned with the Homebase site ((P/2020/3099) and the Tesco site (P2020/3100) in parallel with the papers being prepared by Brentford Voice.

Each paper would start with an introduction and be followed by a number of issues of concern to Brentford residents.

Introduction.

1. The pressing need for housing in our borough has forced us to think again about the essential characteristics of our area and the limitations which might affect our capacity to absorb more housing.
 2. It has been often said that London is made up of many villages which despite the pressure for new development over the centuries have maintained their own characteristics. Together they add up to the city we know and love.
 3. Brentford is no exception. Its origins go back to pre-Roman times and its unique character has been formed by successive changes from market town, to historic estates to canal and rail fed industry to terrace housing and, following the Rachman era, to social housing.
 4. Our Local Planning Authority has recorded these changes and the way they have defined each area of Brentford in their Character Studies.
 5. It is in this context that Brentford residents look at this planning application to see what its impact would be on our community if it were to be approved.
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Issues

1. **How would the application scheme affect Brentford as a community with its own town centre?**

2. Does the scheme include sufficient affordable homes and sufficient family units to meet current needs?
3. Does the bulk and mass proposed enhance the character of Brentford?
4. Does the scheme enhance or harm listed buildings, conservation areas and more distant views?
5. Will there be sufficient transport improvements in place before this scheme is built out?

Issue 3. Does the bulk and mass proposed enhance the character of Brentford?

1. The Local Plan 2015 (Policy CC1) states "that we will recognize the context and varied character of the borough's places and seek to ensure that all new developments conserves and takes opportunities to enhance their special qualities and heritage".
2. Para 6.1 explains that "Successful, legible and loved places are those that provide a character that is easy to understand and relate to, and that buildings and the spaces created should help reinforce or enhance the character, legibility, permeability and accessibility of the neighbourhood"
3. Para 6.2 refers to the character studies which were prepared to describe and assess "the character and quality across the borough". The Character Study for The Great West Road is divided into sections. Area D includes the application site.
4. Area D

Issue 5. Should the application be approved before resources have been secured to ensure that sufficient transport improvements will be operational before this scheme is built out?

1. We note that Opportunity Area 6 is one of eight related to the Queen Elizabeth Line West. (Crossrail). The Great West Corridor (OA6) is the only one which is not centred on a Crossrail station, but would rely on links (to Southall and Park Royal). It is understood that there are currently no firm proposals to finance, build and operate these links.
2. However, it is clear that the Mayor is concerned that the targets for new homes and new jobs may prove difficult to achieve and The London Plan (my copy is of Dec 2017, please check wording of latest version) states at para 2.1.63 that "The Mayor will therefore review and clarify the area's potential contribution to London's growth when expansion proposals and their spatial

and environmental implications are clearer". This uncertainty might be particularly relevant in the Great West Corridor OA, which is not on the line of Crossrail.

3. When Hounslow Council adopted the 2015 Local Plan it left unresolved the policies needed to guide development in the Great West Corridor which are now being brought forward in the Great West Corridor Local Plan Review.
4. In July 2019 the Regulation 19 Pre-Submission version was produced for consultation and the Brentford Community Council responded.

(Text of BCC....at appendix.....).

5. At this date (October 2020) the Council has not formally adopted the Review so it can be submitted for an examination in public. This is particularly unfortunate as the Review, which has taken five years to produce, has no formal weight in the assessment of these two applications which together represent "29% of the homes to be delivered across the whole of the Great West Corridor Opportunity Area" (WSP Planning Statement: P/2020/3100 :Strategic Opportunity, page 3).
6. Consultants have advised the Council that the capacity of The Great to absorb further development depends on improving public transport. The West Corridor Preferred Options paper (October 2017) stated

"the Great West Corridor transport policies aim to facilitate the objectives by supporting the implementation of game-changing sustainable transport infrastructure alongside the enhancement of pedestrian and cycling facilities" (para 4.81).
7. While it is clear that this is the preferred option, the paper also considers "The Alternative Policy Option" which is spelt out on page 75, "If game-changing infrastructure such as the Southall Crossrail Link was not feasible to bring into the borough alternative transport strategies would have to be considered. Crossrail has the capacity to unlock development opportunity across west London; however, without transport improvements like the Southall Crossrail link the benefits to Hounslow will be limited. Likewise as development capacity increases along the Corridor , existing transport infrastructure will be a limiting factor in growth potential"
8. It is understood that TFL do not have the resources to build and operate the links and that there is no committed programme for building and operating the link.

9. Conclusion.