

Questions arising from the August presentation by ISIS regarding their proposed development of Commerce Road.

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The list of questions that follows, though long, is no indication either way of the Brentford Community Council's (or the community at large) response to the proposed development at Commerce Road. Rather they are asked in order for us to come to a view on the proposals; the questions indicate those areas where we need further information to come to a view or indeed where we think further work needs to be done in order for a coherent proposal to be submitted.

ISIS stated that the bridge to the other side of the canal landing in public park would be a critical element in making the development accessible.

- i) Is it proposed that the bridge should be cycle accessible too?
- ii) Has LBH given any indication as to whether they welcome such a pedestrian link?
- iii) Since the eastside landfall of the bridge would have to be in Robin Grove Park what approaches have been made to the Council to secure permission for this and what has been the result of these?
- iv) What work has been done to model the flow of pedestrians and cycle traffic through Robin Grove towards and back from the station at peak hours?
- v) Since the foot bridge is one link in the chain to Brentford Station and a full and proper access to that destination is essential to make this route feasible and desirable, would ISIS disclose the dialogue in full between themselves, TfL and Network Rail as to how the west end of the station might be made more accessible and how this is to be funded?

ISIS acknowledged that, given the PTAL of the site (2-3) - even with the bridge – the car would still play a significant transport role. Although traffic generation would be 50% lower than that of the previous scheme it is estimated that this would still mean 350-400 vehicles on site.

- i) Is this a fair/accurate assessment of the number of cars? If not what is the correct figure?
- ii) What would be the impact of the additional commuter traffic joining London Road at peak hours? Has this been assessed/modelled?

To combat the impact ISIS proposed that there should be improvements to the junction between Commerce Road and London Road.

- i) what would these be?
- ii) Exactly how would they ameliorate the potential for congestion to an acceptable level especially at peak hours?
- iii) Specifically what effort has gone into creating a north end link from Commerce Road onto the Great West Road?

ISIS disclosed the news that Brompton Bikes were considering moving into the end shed at Commerce Road and having a showroom there.

- i) Would Brompton be willing to communicate how concrete their plans were regarding this? Are they seeking alternative premises and if they failed to find such what would be the consequences?
- ii) What is the current motor vehicle trip generation to their current site? Could BCC have this broken down by day and times of day please? (It is reasonable to assume that such trip generation would be the same at the new premises and this needs to be considered regarding the impact this would have on the Commerce Road/London Road Junction.

ISIS described the residential part of the development as some town houses but the majority of units being largely apartments with dual aspect. The height of the scheme is predominantly 5 stories with occasional 6 stories with a 9-11 stories at the back of the site adjacent to the canal and railway. Parking was to be accommodated in a semi-basement.

ISIS acknowledged that LBH currently had concerns over privacy distances: the actual street width distances between buildings are only 14m (street-width) whereas a 20m distance is required. Isis was working on this: they did not wish the development to feel cramped or canyon-like and believed this could be achieved by off-setting building lines and by careful orientation of buildings.

- i) please would ISIS provide a complete embellishment of what exactly it is they are proposing in this aspect?
- ii) Since several designs for the 9-11 storey tower-block were shown please can we have details of each?

It was suggested that the necessity of having a tower-block was driven by the price paid for the site versus current sales prices on residential units in that a higher density for the site is required to balance the books. The architects protested that this had not been a driver for their design.

- i) What parameters were given to the architects as regards density for this development?
- ii) What is the density across the site that will be achieved for each of the proposed designs?
- iii) what is the density for the site excluding the tower-block?
- iv) What is the density for the tower-block *solus*?

NB Density in itself is not an indication of unsuitability.

On Commerce Rd ISIS proposed to have double height commercial units with flats over: this would diminish the intrusive effect of passing busses from the existing garage.

- i) what sound insulation features would these units have on the road side: double or triple glazing? and what would be the air-gaps of such glazing?

- ii) What was the rationale behind making these units separate residential units?
- iii) Would the residential units ever be available only separately from the commercial units or was there a possibility of being designed as live/work units?

To avoid a 'canyon of development' ISIS want to establish a Canal Square area at the North end of the development near where the landing of the west arm of the potential footbridge. The BCC understand the idea of bringing GSK staff down the tow path at lunch-times to a café/eatery of some kind and then on to the High Street.

- i) However, how practical is this aspiration? Have GSK staff been surveyed about how they would feel about this and whether they would use this route especially during winter months?
- ii) Given the exits from GSK are closer to Boston Manor Road than the canal and given that many know that route from the station are they not more likely to access the High Street this way?
- iii) How many currently use the Boston Manor Road route at lunch times?

Although it is understood that there is no intention of competing with the High Street – rather the intention is to support it –

- i) is there no a danger that this will happen with the Canal Square proposal
- ii) what will ISIS do to safeguard against this happening?

The last BW Water space Strategy was formulated and concluded without proper consultation. Brentford has had to bear the effect of this in recent years.

- i) how will ISIS ensure that this does not re-occur with the new waterspace strategy to which they referred?

The proposed strategy referred to a Freight 'node' south of the High St: however it was acknowledged that this is speculative as it would occur on land not in ISIS or BW control.

- i) Since BW's 'freight consultant' admitted that the real problem with freight at Brentford was that the channel was not dredged would ISIS or BW give a commitment to funding this through a section 106 agreement?
- ii) Would ISIS include proposals for freight transfer within the development?
- iii) A question was asked about where new moorings could be established but it was felt this was not fully answered: please can we have full details as to how these will be established?
- iv) Would ISIS welcome the BCC's waterways expert being co-opted into discussions between LBH and themselves on this aspect of the development?

In terms of pressure on local facilities the BAAP allowed for an increase in population and the scheme would not exceed the headroom this gave. There is a community concern that this does not take into consideration the reality of the matter that the

new facilities required for education and health had not forthcoming and unlikely to be so given the financial climate.

- i) Is ISIS aware that this would make their development less attractive to purchasers?
- ii) What would ISIS be doing to address this?

ISIS stated that all family sized units would have gardens and terraces: there would be access to open space of 75m/household. In addition the proposed footbridge to Robin Grove Park would give access to that facility. There would also be the Canoe Centre and Brentford Community Sports Centre is nearby. ISIS understood the deficit of facilities in Brentford for teenagers and the need to contribute to the community.

- i) since a youth club is sorely needed, would ISIS consider providing such a facility within the development for the area?

Finally, is it ISIS' intention to:

- a) manage the resultant development themselves?
- b) Contract out to a property management company?
- c) Sell on the development to a third party in due course?