

Dear Sarah Wardle,

Ref: BCC 845
October 14 2018

Pre-Application Presentation.
Proposed Development at 1-4 Capital Interchange Way, Brentford East.

Thank you for coming to our meeting on October 8th 2018 to present your scheme for the development of the site at 1-4 Capital Interchange Way.

The BCC appreciated that your team included both developers and members of your design team and that you gave the time for an extensive discussion of your proposals.

As you know the site has a complicated history and so our comments are informed by our involvement in it's planning context as well as the design merits of your current proposals.

We would like to say at the outset that the BCC were impressed by the design initiatives your team has shown to mitigate the difficulties of developing this site and we look forward to receiving the plans and detail information which you were not able to bring to our meeting.

When we have received them we would like to write to you again with more informed comments.

Our Preliminary Comments:

1. **Back History.** The BCC has responded to the 2017 Great West Corridor Review, Preferred Option (BCC 820) The 2017 Brentford East draft SPD (BCC826) and the first application for the Capital Interchange Way Bus Depot/housing. (BCC783). All these documents are on the BrentfordCC web site.
2. **Current Status.** In the context of the Local Plan this application is an unacceptable departure. (See paras 4 and 7 below)
3. **Sensitivity to Heritage Assets.** The BCC appreciated that the scheme mitigated its impact on Heritage Assets which weighed with the Mayor when determining his view on the merits of the adjacent Citroen site.
4. **Accommodation.** Housing density excessive. 40% social housing welcomed. Look for more than 8% 3 BR flats. Concern over 50% single aspect, some with N or E orientation, Need for more on site facilities for

residents. The amenity space is Inadequate and overshadowed. Safe access to POS is cut off by A4. Concern over pollution and height.

5. **Servicing.** We welcomed secure servicing and restrictions on off-site parking. Noted local congestion problems. See para 7, below.
6. **Design.** Welcomed brick cladding and disciplined approach.
7. **Timing.** (See para 1 above). The BCC has noted that traffic congestion is already unacceptably severe in the Brentford East Area and at Kew Bridge before the stadium or many of the flats, which have planning consent, are complete. We anticipate that congestion will get worse as each of these schemes is built out.

We also noted that the extensive additional construction proposed in Opportunity Area 6 is subject to re-evaluation (see London Plan para 2.1.63) and that the Hounslow GWC Corridor Review looks to a Transport Assessment before determining how much development would be appropriate.

We have been advised that this assessment, which is being prepared by Hounslow and TfL, may be complete in 2019. At that point it can be linked to the Review document, which will be considered at a public inquiry.

In view of the fundamental importance of linking development to transport capacity we ask that no development takes place on this site until the necessary transport improvements are complete.

Please will you share these comments with your teams and send us the plans and schedules of accommodation requested as soon as possible.

Yours sincerely

Denis Browne
Chairman, Planning Consultative Committee
Brentford Community Council

Cc Shane Baker, Hounslow
The Kew Society
Gunnersbury and West Chiswick Society.