

DRAFT BRENT LOCAL PLAN

Intensification Corridors Local Plan Background Report

January 2021



Document title: Intensification Corridors - Justification Report

Date issued: 15th January 2021

Created by: John Stiles, Paul Lewin

Checked by: Ciara Whelehan, Paul Lewin, Sabrina Safdar

Contents

Why? Understanding the need	4
How? Establishing the principles	8
How? Understanding intensification	14
Where? Identifying intensification corridors	16
What? Understanding the opportunities	35
Example 1 A4088 Forty Lane & Blackbird Hill	38
Example 2 A4089 Forty Avenue	40
Example 3 A4088 Dudden Hill Lane	42
Example 4 A4006 Kenton Road / A4140 Fryent Way	44
Example 5 A4006 Kenton Road	46
Example 6 A4003 Willesden Lane	48
Example 7 A4005 Bridgewater Road / A4089 Ealing Road	50
Example 8 A404 Harrow Road / A4005 Bridgewater Road	52
Summary	54
Appendix A	57

Why?

Understanding the need

1 Background

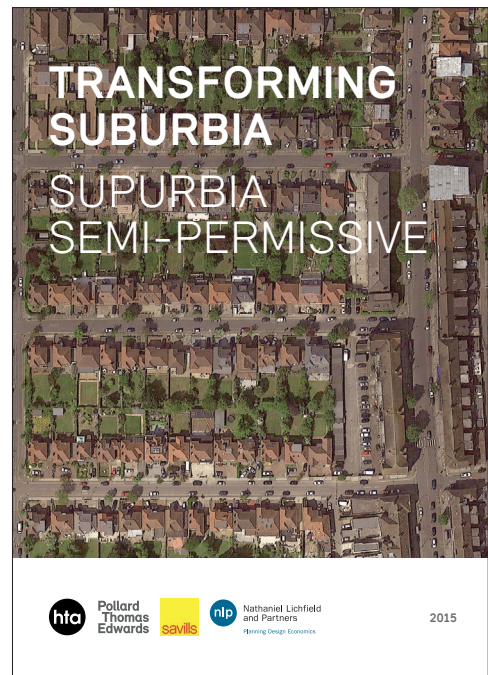
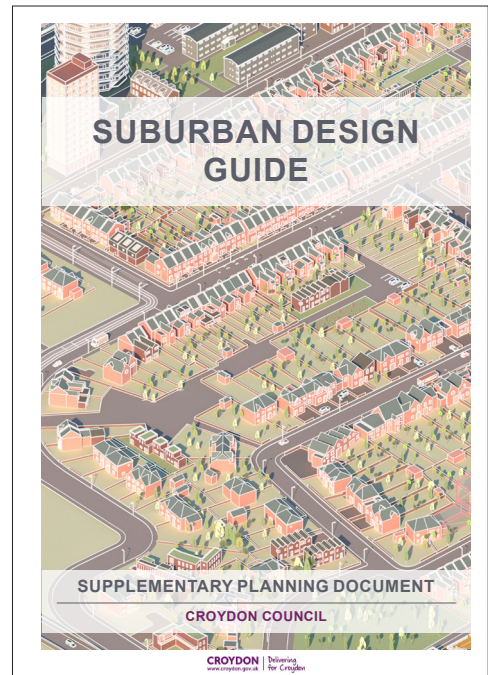
1.1 This report has been prepared in response to actions, related to the issue of intensification corridors, identified for the Council by the Inspectors undertaking the examination of the draft Brent Local Plan at hearings sessions in October 2020. The request was to provide further justification on the methodology and criteria for selecting and identifying intensification corridors. The Inspectors also indicated that the submitted Local Plan's approach to identifying intensification corridors as site specific boundaries on the Policies Map was inappropriate. To address this, the Council is proposing to move to identifying the extent of the corridors on the Policies Map through inclusion of a line along their respective sections of highway.

2 Introduction

2.1 The need to accommodate additional homes in London to meet its housing needs is significant. The Mayor anticipates a substantial increase in the potential capacity of outer London boroughs to accommodate additional dwellings. This has influenced the policy content of the Intend to Publish London Plan. Recognition of the potential of suburban areas was initially informed by the work of some outer London boroughs, particularly Croydon Council, and other built environment organisations, who were identifying and facilitating such potential in their Local Plans and supporting guidance. Publications such as 'Transforming Suburbia Supurbia Semi-Permissive'¹ also strongly influenced initial draft London Plan policy.

2.2 A major component of this potential capacity will be delivered through the intensification of existing, largely suburban, residential areas on small sites. Small sites are defined as sites of less than 0.25 hectares, with small site development including redevelopment, change of use, infill, conversion, extensions (roof, rear and side) and garden development.

1 'Transforming Suburbia Supurbia Semi-Permissive.' HTA Pollard Thomas Edwards NLP and Savills 2015



Why?

Understanding the need

3 Small sites housing target

3.1 For Brent, London Plan Policy H2 criterion A 5) identifies a minimum delivery target of 4,330 dwellings from small sites over the period 2019/20-2028/29. In terms of setting longer term borough Local Plan housing requirements beyond 2028/29, this means that the annual average (in this case 433 dwellings) is the minimum delivery capacity that should be predicted from small sites. Therefore, if projected across the Local Plan period, at least 9,526 additional dwellings (an average of 433 dwellings per annum for 22 years) will be expected from this source in Brent. On average, around 250 dwellings per annum have historically come forward from this source in Brent in recent times, so the new target represents a 42% uplift.

3.2 In order to meet the minimum delivery target of 4,330 dwellings, there will need to be a level of delivery that exceeds the average 433 dwellings per annum at some point during the 10 year period 2019/20-2028/29. This will help overcome the likely initial gap between the levels of delivery associated with the existing planning policy context and the raised target. As a result, the Council has to be proactive in establishing a positive policy framework to support such development, in addition to supporting a significant and sustained uplift in housing delivery, when taking account of national planning policy's methodology for objectively assessed housing need. This is required to give increased confidence to developers that in certain locations and circumstances they are likely to gain planning permission for developments that contribute towards this target.

4 London Plan Policy H2 Small Sites

4.1 In addition to setting a minimum delivery target, the London Plan Policy H2 Small Sites sets out an approach to both plan making and development management criteria to support the delivery of homes. The policy identifies that in supporting this change, “boroughs should recognise in their development plans that local character evolves over time and will need to change in appropriate locations to accommodate additional housing on small sites”. In the supporting text it identifies that the windfall target has been based on capacity identified within areas where PTAL (Public Transport Accessibility Level as defined by TfL) is between 3 and 6. It also includes areas within 800 metres of town centres defined as district centre or above in the town centres hierarchy. In the case of Brent, it also includes areas within 800 metres of a tube or train station. These are also identified as priority locations for new residential development in Policy H1.

4.2 The Council agrees with the identification of town centres as priority locations; this is consistent with national policy. The town centres also have some of the highest PTALs within the borough. Notwithstanding the use of these criteria within the assumption of potential capacity, the Council has some concerns with the measure of proximity to a station or town centre as the basis for a policy prioritising locations. In the outer London context and in Brent, particularly in the northern half of the borough, a station’s PTAL is either low, e.g. South Kenton (PTAL 2), or drops off significantly within a short distance from station. This steep drop off also affects some town centres. In addition the 800 metres used by the London Plan planners is measured as ‘the crow flies’. It does not take into account any physical barriers that might make journeys by foot or bicycle much longer, reducing the attractiveness of the use of a particular town centre or station.

How?

Establishing the principles

5 PTAL and public transport usage

5.1 Analysis of travel to work data in Brent indicates that, on a consistent basis, around 30% of the population will travel to work by tube or train. There are minor variations above or below the 30% related to proximity to a station across the borough. The main exception is in areas where there are a number of stations in close proximity to choose from such as the Wembley Growth Area, where percentages are higher. Where there are stations, but otherwise poor PTALs either close to the station or which rapidly decline moving away from the station, those who do not use the tube or train as their main modes are much more inclined to use a private car to make journeys than by other alternative means. In areas with better PTALs, there is a greater propensity to use the bus as an alternative. Therefore, in meeting other sustainability criteria such as seeking to reduce adverse impacts on climate change, air quality, congestion and wider economic impacts due to journey delay, the Council is keen to ensure that greater encouragement within Brent is given to bringing sites forward where at least a reasonable level of public transport accessibility (PTAL 3-6) exists. As well as allowing people to better access work via non-car modes, TfL's Time Mapping (TIM) application also shows that it provides access to a greater range of social infrastructure.

6 Increased housing targets

- 6.1 As a step change in delivery is required, the Council wishes to promote the most efficient use of land. This is because there are limited opportunities to bring forward sites. It is also to incentivise the development of these sites to meet housing requirements by increasing viability. The Council considers that identifying the potential for increased heights in priority locations, which may historically have not been considered appropriate, will do this. It will allow a greater intensity of land use to occur over and above that which has occurred to date.
- 6.2 The Council understands that the existing suburban character of Brent is valued by its residents, many of whom do not want radical change. To this end, the Council has sought to concentrate the majority of new development in eight priority Growth Areas locations through its wider strategy. These are the focus for the most extensive transformation of character. In some cases these include provision for buildings of 10 or more storeys. Nevertheless, these areas are insufficient to address the substantial identified housing needs.
- 6.3 The Council has identified its town centres as priority locations for additional homes from small site development (this also includes those below London Plan district status if they have high PTAL levels). Taking account of past trends however, the town centres alone will not generate significant additional dwelling numbers to get close to the small sites target, so other sources will be required.

How?

Establishing the principles

7 Primary movement corridors as sources of capacity for intensification

7.1 In terms of urban morphology, most settlements typically evolved throughout history along primary movement corridors associated with commerce, with a focal point either at or close to an intersection with other movement corridors. Smaller population numbers and the fact that movement for most people was almost entirely focussed on walking, resulted in compact places. The highest intensity of development occurred along primary movement corridors, or at their crossing points. Settlements were typically linear in their form if based on a single principal movement corridor, or became more radial where there were a number of movement corridors. Extending back from here, the intensity of development was lower. As settlements got larger, the scale of buildings would increase around key routes and civic functions, with new buildings replacing older ones and spaces to the rear progressively filling up with development. London was no different to this and is clearly composed of a series of smaller settlements that have evolved over time into an essentially single conurbation.

7.2 As such, in terms of the hierarchy of place, primary movement corridors have often been associated with a greater variety of uses (typically related to commerce, and thereby taking advantage of a concentration of people or passing trade), a greater scale and intensity of development, and a greater variety of character. Although development within Brent has, in the majority of areas, been undertaken in a comparatively short time, it too shares many of these characteristics. Car-led planning in the north of the borough with its associated lower intensity of development, has meant that whilst these characteristics are less pronounced, they are still evident in parts. The main roads do on average have

better public access to public transport as they connect town centres and are served by principal routes of the TfL bus network.

7.3 Primary movement corridors are considered to be appropriate and logical areas for supporting intensification, not just in terms of public transport accessibility, but also because they are generally legible places that offer clear placemaking opportunities. Furthermore, focusing on priority intensification corridors also creates better potential for respecting the wider character of the majority of Brent's lower density suburban locations.

7.4 The extent to which areas have the potential to accommodate additional homes will be dependent on a number of factors including location, existing character, proximity to services/infrastructure, impact on neighbours and capacity to meet residents' on-site infrastructure requirements, such as amenity space, refuse storage and, where necessary, parking. Most areas in Brent are composed of sites that have been subject to some intensification over the last few years, either due to existing commercial uses becoming redundant and replaced by new buildings, or developers showing an interest in redeveloping existing residential properties and replacing them with a greater number of homes. In addition to this, smaller interventions, such as extensions, conversions or back land developments have added dwelling capacity.

How?

Establishing the principles

7.5 Appropriate building heights within suburban areas will also be dependent on a number of factors, in addition to those identified above, such as width/depth of development plot, privacy of neighbours, impact on daylight and sunlight, compliance with Brent Supplementary Planning Document 1 Design which includes 45 and 30 degree rules, and width of the street from building front to building front. In seeking to respect the suburban character of Brent, the Council has drawn on experience from schemes delivered previously and considers that up to five storeys will provide a scale of development that, in many cases, supports a positive streetscape experience and can sit comfortably within its context. At an average of 3 metres per residential storey, a flat roof building of five storeys would equate to 15 metres in height. The impact of building height can be further reduced, where both necessary and possible, by excavation to create lower ground floors, by setting back upper floors from the front and sides of the building line, or by adding pitched roofs with dormers and raised eaves.

[Blank Page]

How?

Understanding intensification

8 Examples of development potential

8.1 The potential for intensification corridors to achieve increases in housing supply has also been informed by redevelopment examples delivered in Brent to date. There has been a variety of development types in recent years, such as on sites of single dwellings (as shown in Figure 1), on former commercial sites (as shown in Figure 2), on rows of terraced properties including commercial and residential uses (as shown in Figure 3) and on sites of groups of dwellings (as shown in Figure 4). These show that new development at an increased number of storeys compared to the previous use can successfully be accommodated within a largely low rise suburban context, and result in a positive incremental change in character over time.



Image capture Apr 2019 ©2021 Google United Kingdom

Figure 1: Single dwelling redevelopment, 203 Willesden Lane - example of infill redevelopment to create eight homes over four storeys, mediating between existing buildings adjacent. Variations in height and massing, with upper floors set back and robust material detailing creates a visually interesting form of development appropriate for the context.



Image capture Apr 2019 ©2021 Google United Kingdom

Figure 2: Commercial use redevelopment, Westside Court, 71 Forty Avenue - example of redevelopment of single storey former commercial site to create 32 homes over five storeys. Top floor set back, with massing stepping down to typical two storey 1930s suburban street adjacent.



(Image from 4-9 Gladstone Parade Design and Access Statement produced by pH+)

Figure 3: Commercial and residential redevelopment, 2-9 Gladstone Parade - proposed demolition of existing three storey parade to create 38 homes and ground floor commercial use over five storeys. Top floor set back, with massing stepping down to two storey Edwardian suburban street adjacent.



(Image from site at 79-83 Design and Access Statement produced by Nick Willson Architects)

Figure 4: Detached dwellings redevelopment, 79-83 Kenton Road - proposed demolition of three existing two storey dwellings to create 39 homes over four storeys and basement, with massing stepping down to two storey 1930s suburban street adjacent.

Where?

Identifying intensification corridors

9 Criteria

- 9.1 Intensification corridors should be designated along a highway if it:
1. Is a main road (A road) of PTAL 3 or above in 2031 and is a bus corridor;
 2. Has a street width capable of accommodating taller buildings (up to five storeys); typically defined as a minimum of 22.5 metres wide building to building , or is already composed of taller buildings (built or consented) and therefore has a character considered able to support increased building heights;
 3. Is not wholly within the boundaries of town centres or tall buildings zones as identified in the draft Local Plan and for which separate policies apply;
 4. Is not bounded on both sides by areas of recognised character worthy of preservation or enhancement, such as existing or proposed conservation areas (also known as areas of distinctive character); and
 5. Is able to accommodate development at five storeys without unacceptably impacting properties to the rear.

10 Why have these criteria been used?

10.1 Main road (A road) of PTAL 3 and above in 2031 and is a bus corridor

10.1.1 These are considered the most appropriate routes for intensification for the reasons identified in Section 7, namely: their existing or potential future role in the hierarchy of place related to intensity of movement, their variety of use, scale and/or intensity of development and their variety of character. PTAL 2031 has been used as a metric as this is the best predictor currently available and gives an indication of the long term accessibility of an area. In terms of the reliability of this metric on quantifying accessibility prior to 2031, analysis of the difference between current and projected PTAL rates indicates that likely changes are minimal; only a couple of 100 metre sections within the intensification corridors identified are impacted. Bus corridors support the further enhancement of bus services based on the fact that they are served by a number of services already and will likely allow for sustained services in the future.

10.1.2 As PTAL is based on 100x100 metre squares, it does not necessarily coincide with distinct plot boundaries. Therefore some judgement has been made about the extent of intensification corridors relative to identifiable features on the ground, such as a plot boundary or the end of a terrace. This might have resulted in the inclusion and exclusion of very small parts of land inside and outside PTAL 3 respectively. In addition, there are also some anomalies, for instance where one side of the main road is in a PTAL 4 square and the other side is below PTAL 3, or squares either side of a single square of less than PTAL 3 are PTAL 4 or above with no obvious impediments to pedestrian movement between the them. In these cases, the anomalies have been included within the intensification corridor designation.

Where?

Identifying intensification corridors

10.2 Has a street width capable of accommodating taller buildings (up to 5 storeys)

10.2.1 A minimum street width of 22.5 metres building to building is considered an appropriate and balanced metric that will provide a good quality suburban environment. It principally takes account of guidance on daylight and sunlight that the Council refers to when determining the acceptability of development proposals. It also considers the likely sense of enclosure within the streetscape and factors such as the likely visibility of sky. It broadly equates to the building height being a maximum of two thirds of the street width at the narrowest point of a street.

10.2.2 On main roads where street widths building to building are below 22.5 metres, consideration has been given to whether those streets are composed of buildings of five or more storeys, either existing or consented, and are thus likely to be acceptable in principle for additional buildings of such height. Consideration has also been given to areas where there are site allocations or sites where redevelopment is likely to come forward, and there is potential to adjust building lines to create the 22.5 metre separation. Sections of the intensification corridors identified that are below the 22.5 metre street width have been highlighted in Section 13.

10.3 Is not wholly within the boundaries of town centres or tall buildings zones as identified in the draft Local Plan and for which separate policies apply

10.3.1 Some main roads run through town centres or tall buildings zones, as identified on the Council's Policies Map. Town centres have generally been considered as appropriate areas for buildings up to five storeys, with opportunities for greater heights at strategic locations. This is related to national policy, London Plan and Local Plan policy priorities for more intensive development within town centres. It also reflects the general character of town centres, which contain a variety of uses and building forms and all successfully accommodate buildings of five storeys or more. The tall buildings zones have been deemed appropriate for buildings of 10 storeys or more in part, with separate guidance on building heights set out in the Tall Buildings Strategy. Some town centres wholly within the borough may, for short sections, run down one side of a main road towards their edges. In these scenarios, where it meets the criteria, the sections outside the town centre have been designated as intensification corridors.

Where?

Identifying intensification corridors

10.4 Is not bounded on both sides by areas of recognised character worthy of preservation or enhancement

10.4.1 Parts of the borough that are recognised as having a character worthy of preservation or enhancement have conservation area status. Within the wider process of preparing the draft Local Plan, additional parts of the borough have been identified as having the potential for conservation area status, known as areas of distinctive character. These will have to go through the formal statutory process of consultation before that status is confirmed and the boundaries fixed. Both existing and proposed conservation areas have been considered when identifying intensification corridors. Where a main road is within these areas on both sides it has been excluded as an intensification corridor. Where it is adjacent, either on the opposite side of the road or to the rear of properties, consideration has been given to the likely impact of an intensification corridor designation on the setting.

10.4.2 Other designated and non-designated heritage assets such as statutory listed or locally listed buildings and structures have been considered. In Brent, the main roads do not feature extensive sections of such heritage assets. In the draft Local Plan submitted for examination, the intensification corridors were drawn around specific properties of heritage value. These boundaries excluded statutory listed or locally listed buildings and structures, and existing and proposed conservation areas. Due to a change in how intensification corridors are identified on the Policies Map, sections where there are listed and locally listed buildings and structures have now not been specifically excluded. Policy BD2 contains sufficient flexibility by stating that development of up to five storeys 'could' be acceptable. The policy justification makes it clear that other development plan policies will apply. The elevated status of listed buildings, and the

statutory duty to preserve or enhance their setting, will provide sufficient safeguarding when considering the appropriateness of either their development or that of buildings adjacent that has the potential to affect their setting.

10.4.3 A similar approach has been taken to other environmental designations, some of which might include parks, open spaces, schools and other social infrastructure. On main roads where these features exist, there has not been a break created in the intensification corridors as designated on the Policies Map. However, this does not mean that these features will be developed for residential uses up to five storeys. Should the landowner(s) wish to bring forward a site or sites for development, these would be subject to other policies in the development plan that consider their appropriateness for residential uses in association with Policy BD2. For example, this could mean a single storey social infrastructure use is replaced by a greater intensity of development, re-providing that use at ground floor with new residential uses above.

10.5 Five storey development is unlikely to unacceptably impact on properties to the rear

10.5.1 Consideration has been given to plots within intensification corridors that have a sufficient depth and relationship to neighbouring properties at the rear, for example where the proximity between and orientation of habitable room windows is not constrained. Where plots are smaller or shallower, and back to back relationships appear too close, the designation has not been applied. Sections of potential intensification corridors that have been excluded on the basis of this criterion have been set out in Section 13.

Where?

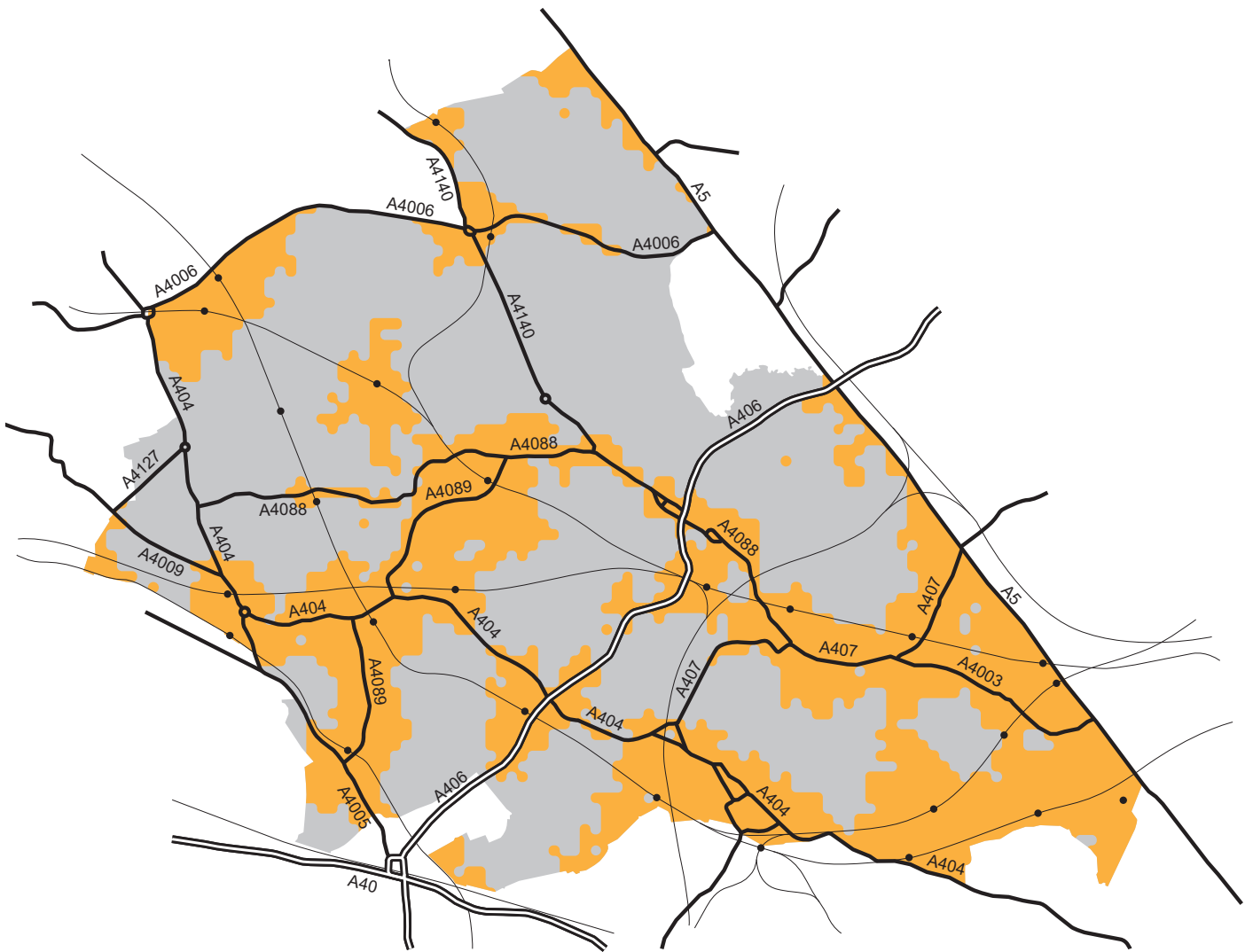
Identifying intensification corridors

11 Main roads in Brent

11.1 As shown in Map 1, the main roads in Brent are:

- A5 Edgware Road, running along the eastern boundary of the borough;
- A404 from Harrow Road/High Street Harlesden/Manor Park Road/Craven Park/Hillside/Brentfield Road/Harrow Road/Watford Road from Kensal Green to Northwick Park;
- A407 Chichele Road/Walm Lane/High Road/Church Road/Craven Park from Edgware Road to Harlesden;
- A4003 Willesden Lane from the Edgware Road to Willesden Green;
- A4005 Ealing Road/Bridgewater Road from Alperton to Sudbury;
- A4006 Kingsbury Road/Kenton Road from The Hyde to Northwick Park;
- A4009 Harrow Road in Sudbury;
- A4088 Dudden Hill Lane/Neasden Lane/Blackbird Hill/Forty Lane/Forty Avenue/East Lane from Willesden to Sudbury;
- A4089 Park Lane/Wembley Park Drive/Bridge Road/Ealing Road from Wembley to Alperton;
- A4127 Sudbury Court Road in Sudbury; and
- A4140 Salmon Street, Fryent Way/Honeypot Lane from Wembley to Queensbury.

11.2 The A406 North Circular Road, whilst being a main road, is not considered an appropriate location for an intensification corridor due to the high volumes of traffic with associated noise and the highest levels of air pollution in the borough. The limited larger site allocations in the Local Plan along this main road have better potential to adequately address these factors as there is greater scope for positioning development away from the carriageway.



Map 1: Main roads in Brent

- LB Brent
- PTAL 3 or above
- A406 / A40
- Main A road
- Railway
- Station

Where?

Identifying intensification corridors

12 Possible exceptions

12.1 There are some sections of potential intensification corridors across the borough where additional judgement has been used in relation to the criteria resulting in either their inclusion or exclusion:

12.2 Sections where street widths building to building are less than 22.5 metres

12.2.1 This includes: A404 Manor Road Harlesden, A4088 Dudden Hill Lane south of the Dudding Hill line and A407 Church End High Road.

12.2.2 A404 Manor Road Harlesden: there is a fractured street frontage to the east where traditional terraced properties have been cleared to create Harlesden Plaza. Where there is continuous frontage, the current street width building to building is about 20 metres. Harlesden Plaza is earmarked for comprehensive redevelopment within the Harlesden Neighbourhood Plan and this could allow for greater building to building separation to meet the relevant criterion without adversely affecting the character of the area. The recent Park House scheme, which rises to five storeys, is located adjacent to Harlesden Plaza in a part of the intensification corridor where the street width is 19.5 metres building to building, showing that such height can reasonably be expected to be accommodated.

12.2.3 A4088 Dudden Hill Lane south of the Dudding Hill line: the street width is typically 18 metres building to building. Some sites to the east are identified as allocations and recently a number of five storey developments have been granted planning permission, including schemes at 1-19 and the Learie Constantine Centre at 43-47. The plot depths of many sites here allow for buildings of sufficient widths to viably accommodate set backs on the upper floors when up to five storeys tall.

12.2.4 A407 Church End High Road east of the Magistrates' Court: the street width is typically 18-20 metres building to building where the historic building line exists, though much of the area has since been subject to extensive change with some buildings now set back from the road. Many of these sites have also been identified as allocations. Again, the plot depths for many sites here allow for buildings of sufficient widths to viably accommodate set backs on the upper floors when up to five storeys tall.

12.3 Sections where five storey is likely to be unacceptable related to properties at the rear

12.3.1 A407 Chichele Road northern part: properties on the western side of the street have back to back relationships with properties at the rear. The distance between facing habitable room windows appears too close at 10-15 metres currently. There is a four storey Victorian mansion block within this section, at the corner of Rockhall Road, which has no habitable room windows to the rear. Apart from this, properties are generally two storey with dormers or mansards. Whilst some plots may be able to accommodate roof extensions or other slight increases in building height without affecting the amenity space of neighbouring properties, it is felt that five storey development here is likely to be unacceptable.

Where?

Identifying intensification corridors

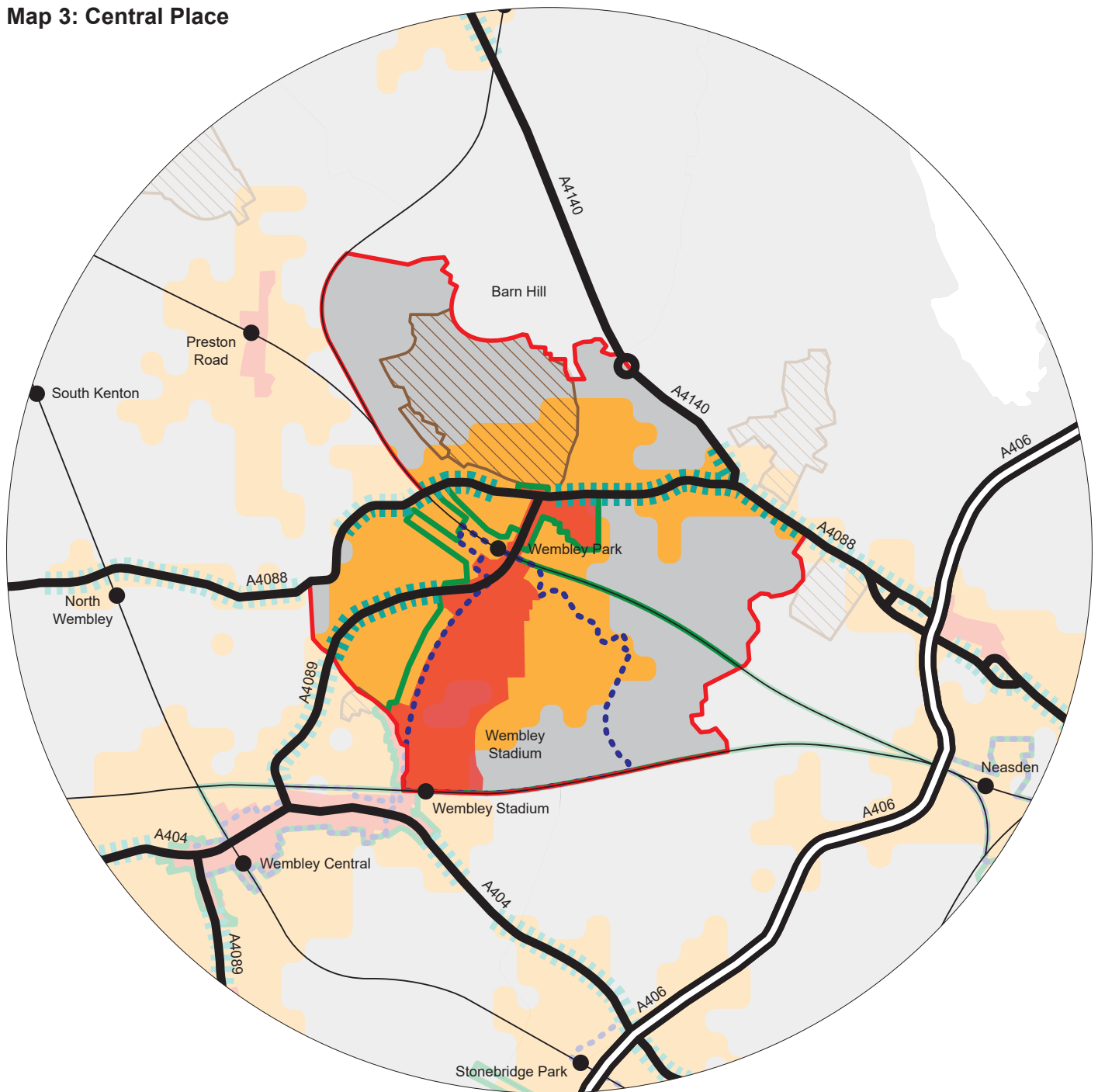
13 Designated intensification corridors











13.1 Over the following pages, seven maps show the recommended extents of the intensification corridors for each of the 'places' defined within the draft Local Plan.

13.2 Each map highlights a number of relevant constraints and designations:

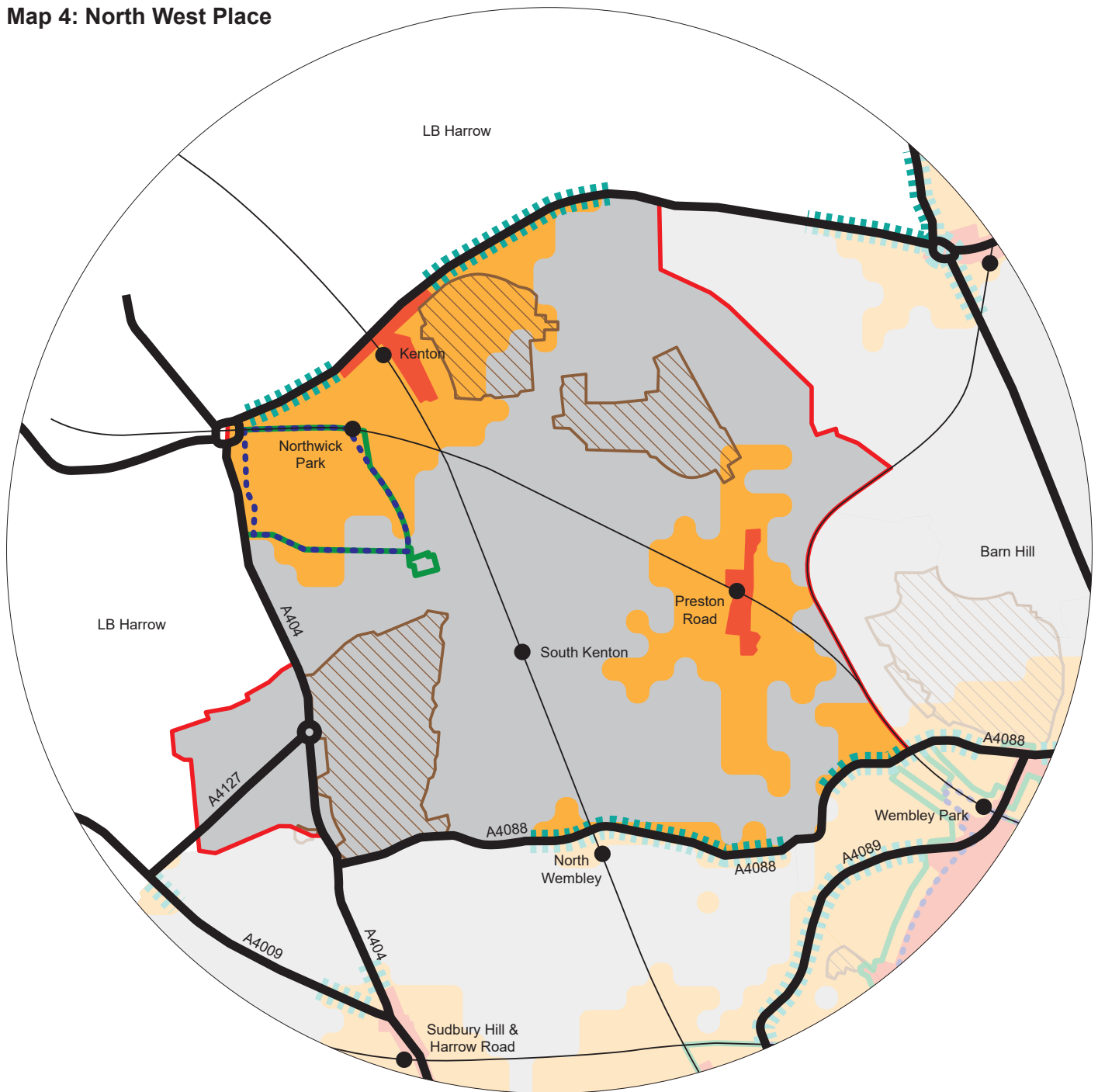
- Town centres;
- Areas of PTAL 3 or above;
- Growth areas;
- Tall Buildings Zones;
- Existing conservation areas;
- Proposed extensions to conservation areas; and
- Proposed new conservation areas.

Map 3: Central Place

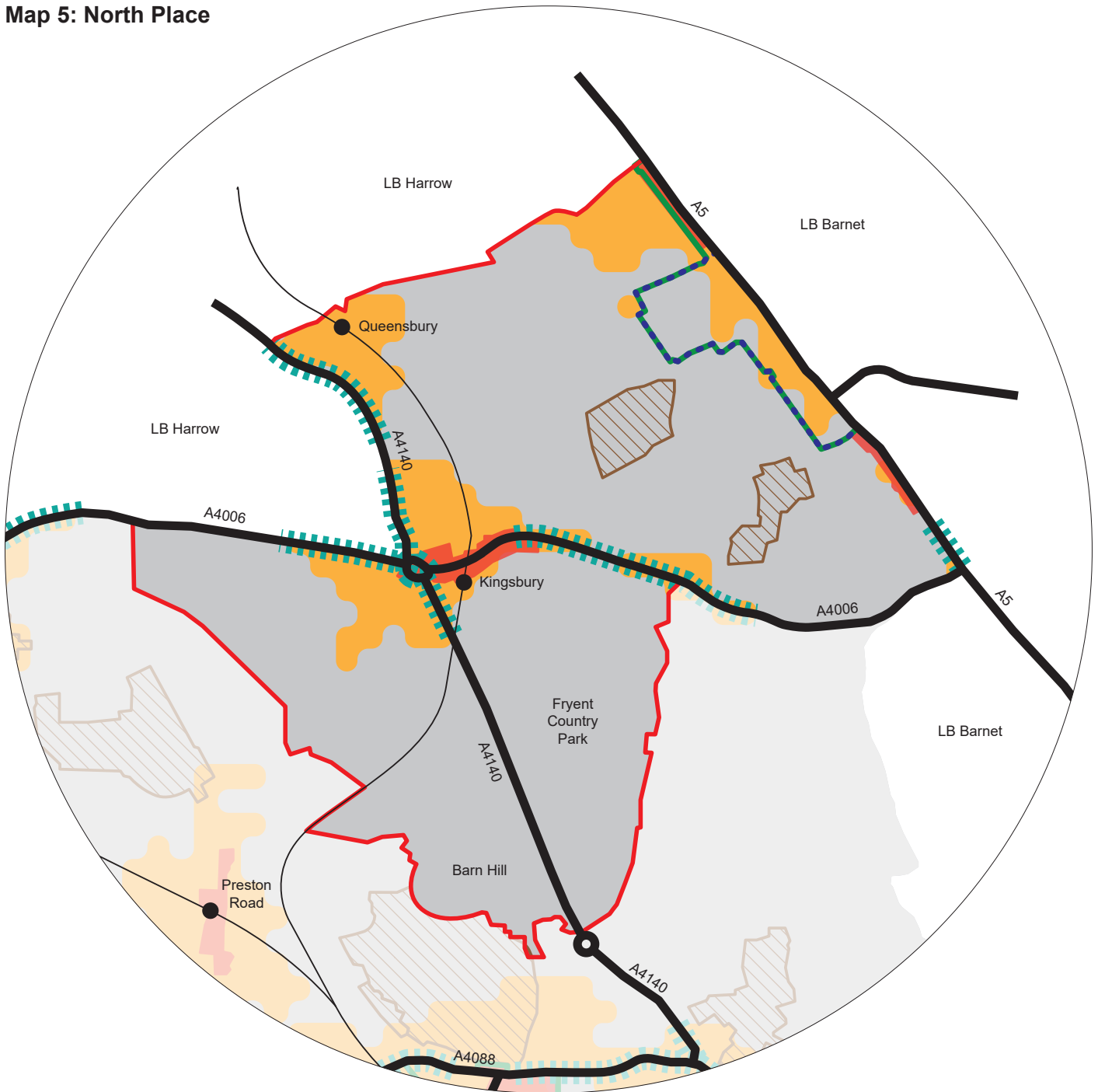












- | | | | |
|---|--------------------------|---|--|
|  | LB Brent |  | Growth area |
|  | Place boundary |  | Tall Buildings Zone |
|  | Intensification corridor |  | Conservation Area (existing) |
|  | PTAL 3 or above |  | Conservation Area (proposed extension) |
|  | Town centre |  | Conservation Area (proposed new) |

Map 4: North West Place

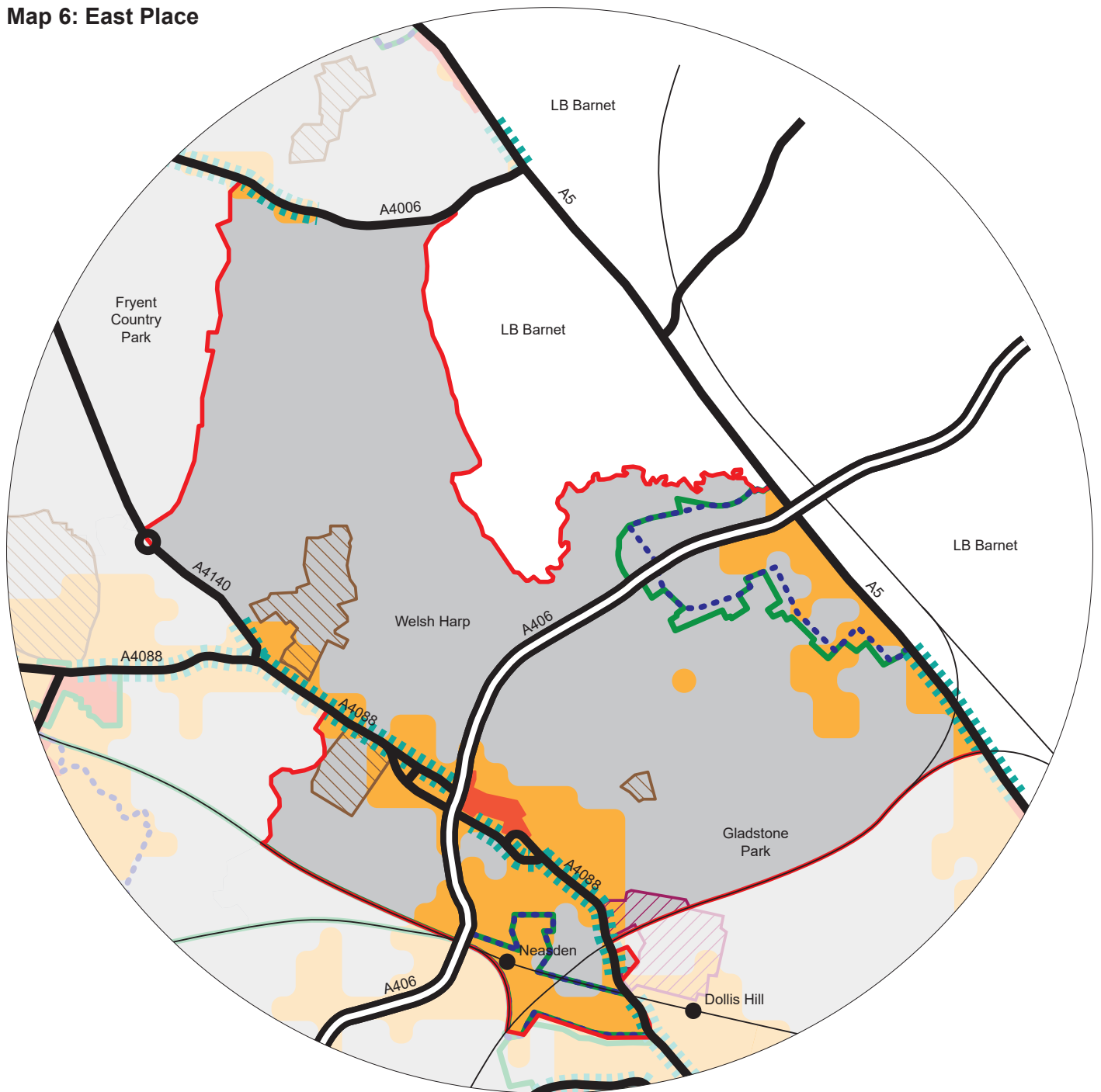


Map 5: North Place

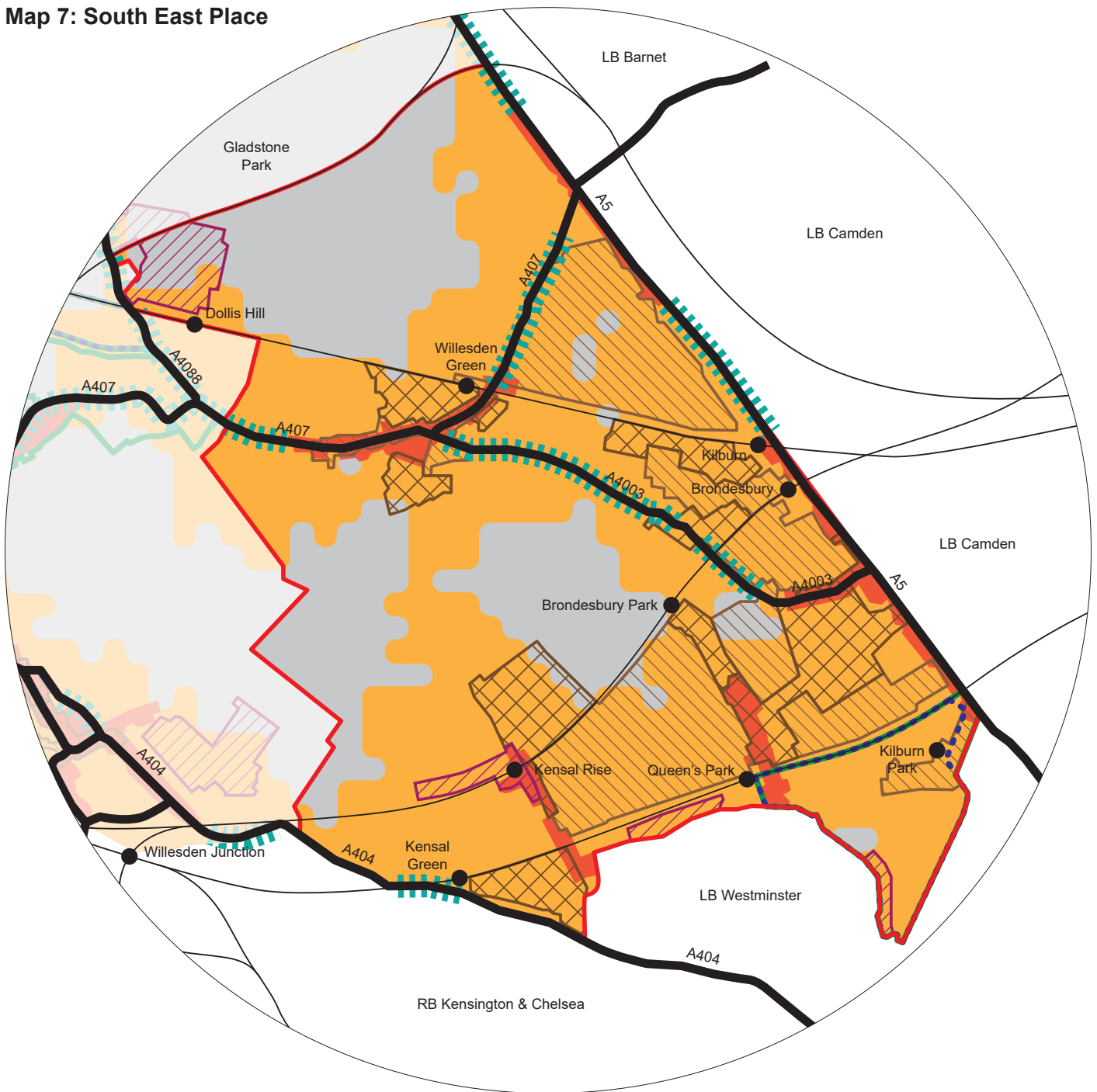












- | | | | |
|---|--------------------------|---|--|
|  | LB Brent |  | Growth area |
|  | Place boundary |  | Tall Buildings Zone |
|  | Intensification corridor |  | Conservation Area (existing) |
|  | PTAL 3 or above |  | Conservation Area (proposed extension) |
|  | Town centre |  | Conservation Area (proposed new) |

Map 6: East Place

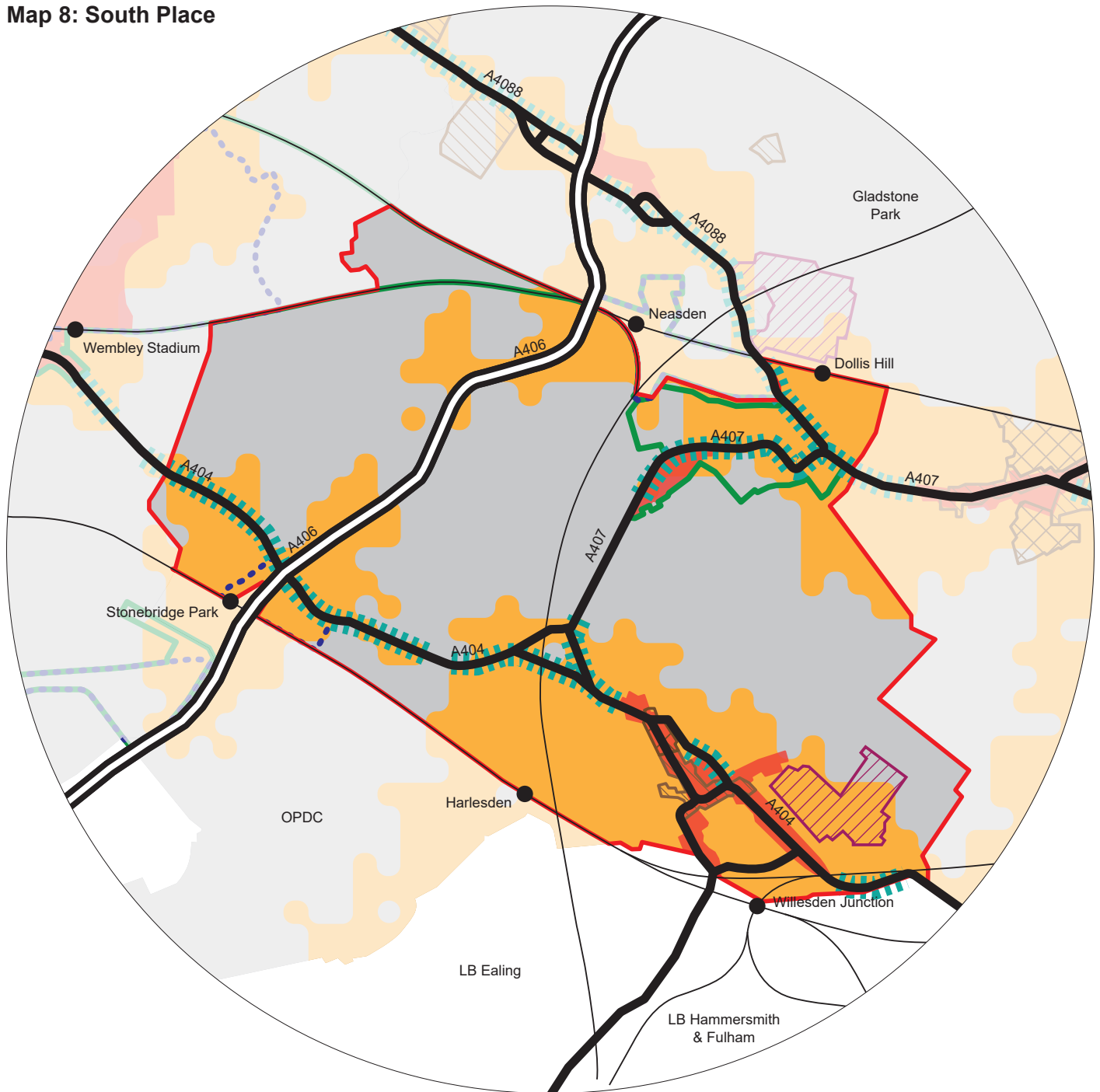


Map 7: South East Place

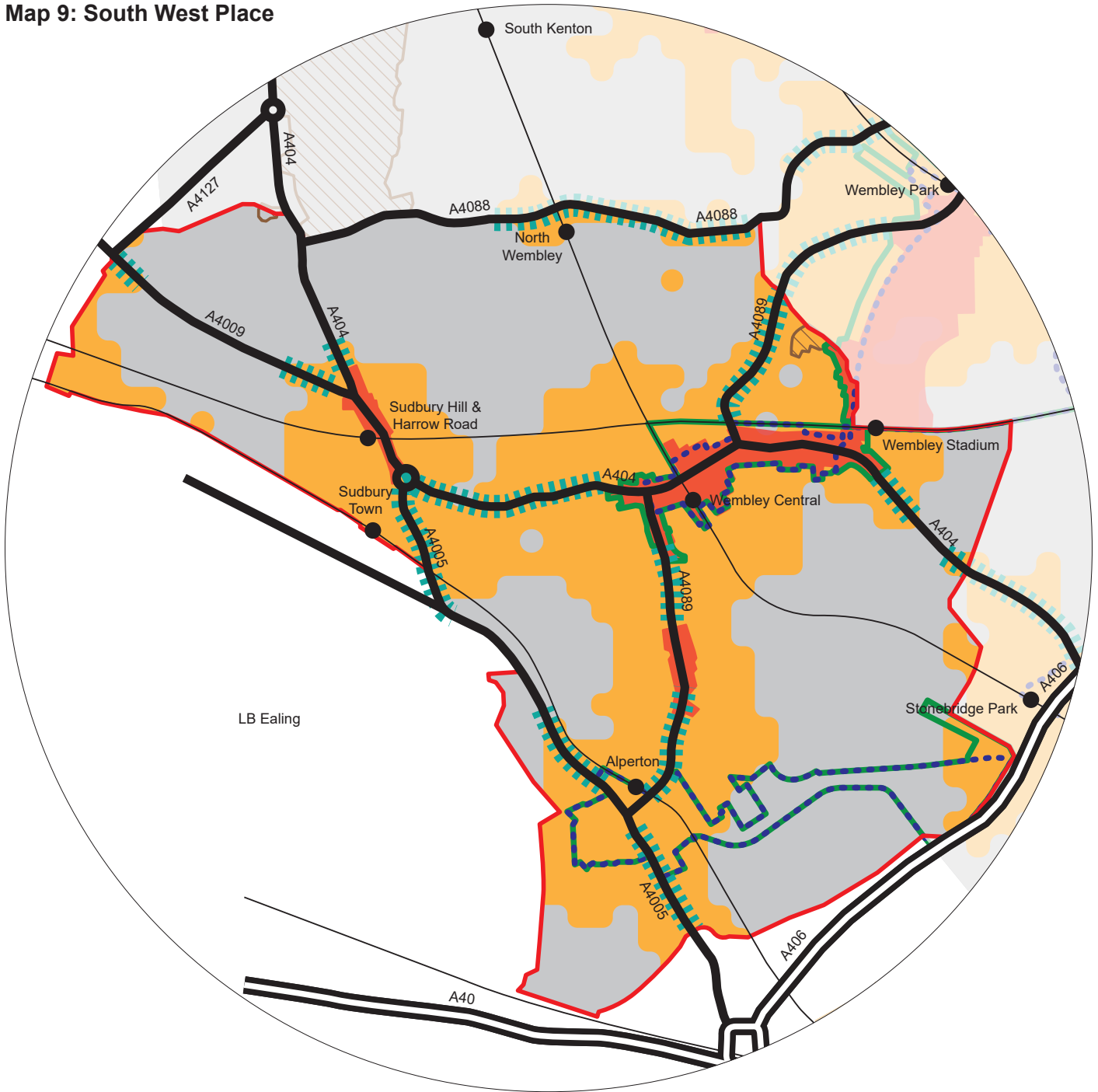












- | | |
|--|--|
|  LB Brent |  Growth area |
|  Place boundary |  Tall Buildings Zone |
|  Intensification corridor |  Conservation Area (existing) |
|  PTAL 3 or above |  Conservation Area (proposed extension) |
|  Town centre |  Conservation Area (proposed new) |

Map 8: South Place



Map 9: South West Place



- | | | | |
|---|--------------------------|---|--|
|  | LB Brent |  | Growth area |
|  | Place boundary |  | Tall Buildings Zone |
|  | Intensification corridor |  | Conservation Area (existing) |
|  | PTAL 3 or above |  | Conservation Area (proposed extension) |
|  | Town centre |  | Conservation Area (proposed new) |

[Blank Page]

What?

Understanding the opportunities

14 Opportunities for intensification

- 14.1 Development potential will naturally vary between intensification corridors. Whilst the Council has not undertaken a comprehensive assessment of character or building typologies across the borough, it does recognise the importance of character as a key factor in determining the acceptability of designating parts of the borough as intensification corridors. Within that, an understanding of building type is important for ascertaining what forms of intensified development might be possible.
- 14.2 For example (as shown in Section 8, Figure 1), plots that contain large detached or pairs of semi-detached houses are often a width and depth that supports intensification through the development of new residential blocks. Recent planning applications for different plots along the A4088 Forty Lane indicate these new blocks are typically composed of two to three apartments per floor around a central core, and rising to between three and five storeys. Therefore a plot that presently contains one or two dwellings could have the capacity for eight or nine dwellings, representing a substantial uplift in the intensity of development.
- 14.3 Through further analysis of the opportunities for intensification on individual plots or groups of plots, within the designated intensification corridors, six typologies have been identified that broadly capture the range of building types within the borough:

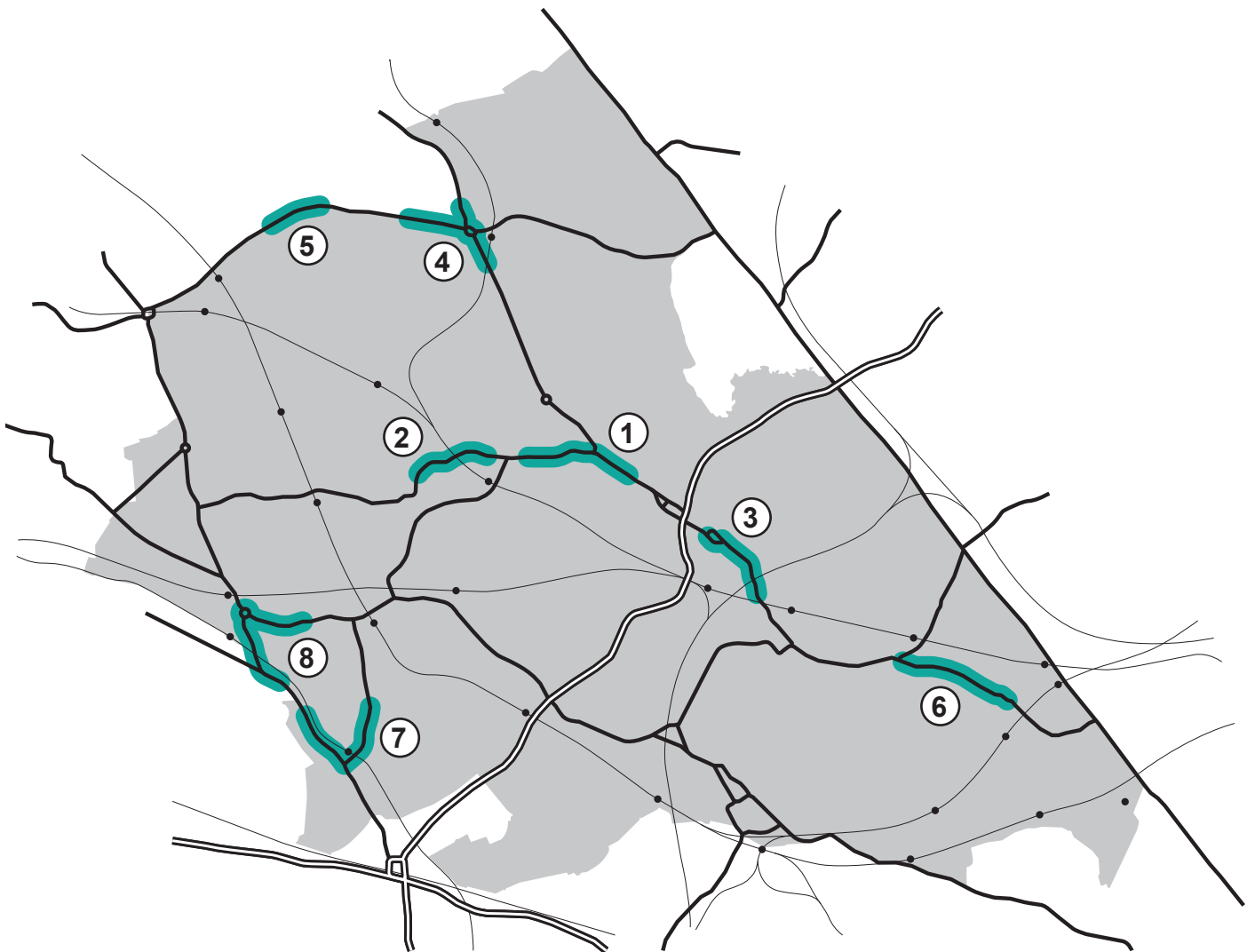
What?

Understanding the opportunities

- Terraced houses – typically clusters of three or more homes in a row;
- Semi-detached or detached houses;
- Residential blocks – including apartment blocks, maisonettes and care homes;
- Non-residential blocks – retail, commercial, leisure, religious, education, health;
- Mixed-use parade – typically retail at ground floor with residential above; and
- Empty site.

14.4 Although our assessment has focussed on building type rather than building use, some typologies are defined as either residential or non-residential, or in the case of parades, as mixed-use. The aim is to build a picture of the different characters and building typologies within the intensification corridors identified across the borough, and how each possesses development potential to a lesser or greater extent. Map 10 highlights eight areas within intensification corridors selected as the focus of our assessment, and covering different parts of the borough.

14.5 These typologies present opportunities to develop sites to both greater intensity and height, through a variety of methods, including redevelopment, extensions and infill. Examples shown in Figures 1-4 in Section 8 highlight redevelopment solutions that can reasonably be applied to one or more of the typologies identified.



Map 10: Main roads in Brent

- LB Brent
- Example area
- 1 Example number

1

A4088 Forty Lane & Blackbird Hill







Central Place



Semi-detached or detached houses

Cluster of 20 detached houses could support intensification through the redevelopment of plots either individually or in groups of two or more. Deep front gardens could allow for adjustments to the building line if multiple plots redeveloped.

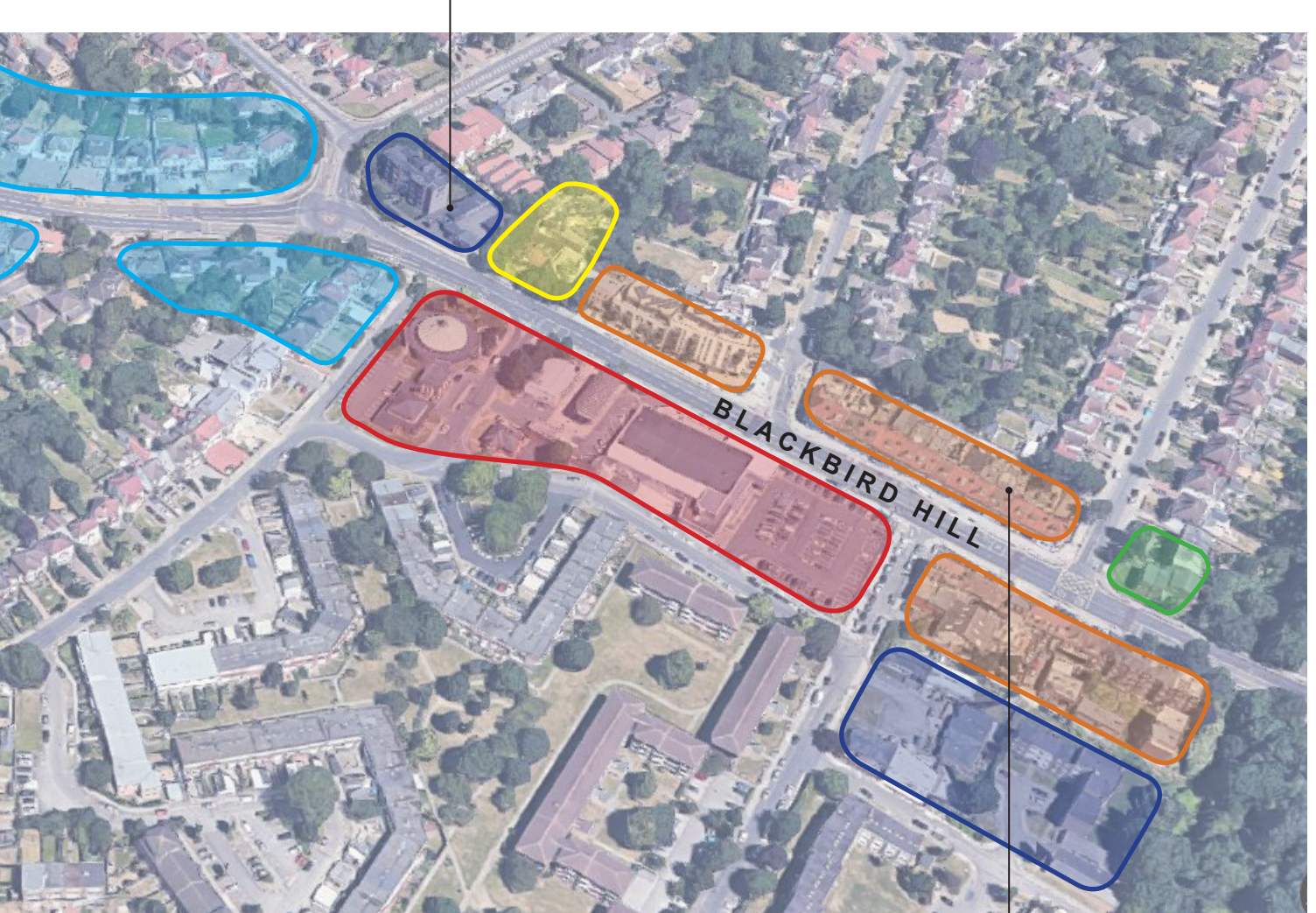


-  Terraced houses
-  Semi-detached or detached houses
-  Residential blocks
-  Non-residential blocks
-  Mixed-use parade (resi and non-resi)
-  Empty site



Residential block

Residential block could support intensification through the redevelopment of either the garages site or the whole plot to a similar scale to the existing building. Development could also include retention of the existing residential block with a new rooftop extension.



Mixed-use parade

Parade could support intensification through either rooftop development to some (or all) plots or the redevelopment of plots in groups of two or more to a greater scale that relates to the width of the road.



Image capture Apr 2019 ©2021 Google United Kingdom

2

A4088 Forty Avenue

Central Place / North West Place



Semi-detached or detached houses

Cluster of four detached and two semi-detached houses could support intensification through the redevelopment of plots in groups of two or more. Deep rear gardens could allow for adjustments to the building line if multiple plots redeveloped.



Non-residential block

Non-residential block could support intensification through the redevelopment of the whole plot to a scale that relates to the taller residential blocks adjacent, and to the width of the road.

Image capture Apr 2019 ©2021 Google United Kingdom



Residential block

Residential block could support intensification through the redevelopment of the whole plot to a transitional scale between the northeastern residential blocks (up to 8 storeys) and southwestern semi-detached houses (2 storeys).



- Terraced houses
- Semi-detached or detached houses
- Residential blocks
- Non-residential blocks
- Mixed-use parade (resi and non-resi)
- Empty site

3







A4088 Dudden Hill Lane

East Place

Residential blocks

Residential blocks could support intensification through either rooftop development or redevelopment of the whole plot to a greater scale that relates to the width of the road. Development could also include semi-detached houses on some or all of the adjacent plots.



-  Terraced houses
-  Semi-detached or detached houses
-  Residential blocks
-  Non-residential blocks
-  Mixed-use parade (resi and non-resi)
-  Empty site



Semi-detached or detached houses

Cluster of one detached and six semi-detached houses could support intensification through the redevelopment of plots in groups of two or more.



Non-residential block

Non-residential block could support intensification through the redevelopment of the whole plot to a transitional scale between the northeastern residential blocks (4 storeys) and emerging development (up to 9 storeys).



Image capture Apr 2019 ©2021 Google United Kingdom

4







A4006 Kenton Road / A4140 Fryent Way

North Place

Semi-detached or detached houses

Cluster of 14 semi-detached houses could support intensification through the redevelopment of plots in groups of two or more. Deep front gardens could allow for adjustments to the building line if multiple plots redeveloped.



-  Terraced houses
-  Semi-detached or detached houses
-  Residential blocks
-  Non-residential blocks
-  Mixed-use parade (resi and non-resi)
-  Empty site



Residential blocks

Residential blocks could support intensification through the redevelopment of either part of or the whole plot to a greater scale that relates to the width of the road. Development could also include roof extensions to the existing blocks.



Residential blocks

Residential blocks could support intensification through the redevelopment of either part of or the whole plot to a greater scale that relates to the taller residential blocks adjacent, and the width of the road. Deep forecourt could allow for adjustments to the building line if whole plot redeveloped.



Image capture Apr 2019 ©2021 Google United Kingdom

5

A4006 Kenton Road

North West Place

Mixed-use parade

Parade could support intensification through either rooftop development or the redevelopment of the whole plot to a greater scale that relates to the width of the road and the prominent corner location. Redevelopment could also include the residential block on the adjacent plot.



Residential block

Residential block could support intensification through the redevelopment of the whole plot, including the mixed-use parade adjacent, to a transitional scale between the parade and the eastern semi-detached houses.



Image capture Apr 2019 ©2021 Google United Kingdom



Non-residential blocks

Non-residential blocks could support intensification through the redevelopment of either part of or the whole plot to a greater scale that relates to the width of the road and the prominent corner location.



- Terraced houses
- Semi-detached or detached houses
- Residential blocks
- Non-residential blocks
- Mixed-use parade (resi and non-resi)
- Empty site

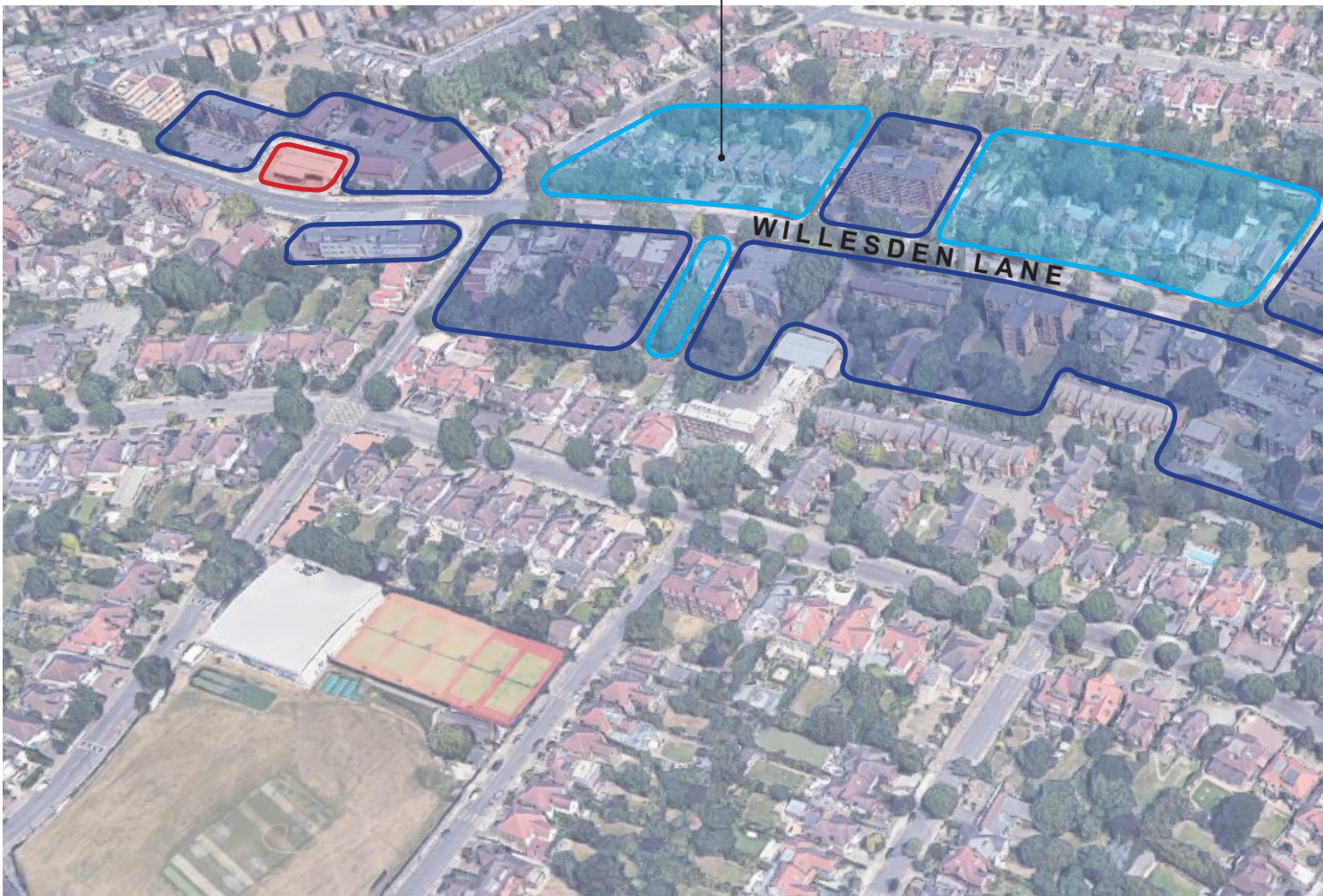
6







A4003 Willesden Lane

South East Place

Semi-detached or detached houses

Cluster of eight detached houses could support intensification through the redevelopment of plots in groups of two or more. Deep front and rear gardens could allow for adjustments to the building line if multiple plots redeveloped.



-  Terraced houses
-  Semi-detached or detached houses
-  Residential blocks
-  Non-residential blocks
-  Mixed-use parade (resi and non-resi)
-  Empty site



Residential blocks

Residential blocks could support intensification through the redevelopment of either part of or the whole plot to a greater scale that relates to the taller residential blocks adjacent (5-6 storeys), and the prominent corner location.



Non-residential block

Non-residential block (school) could support intensification through the redevelopment of either part of or the whole plot to a greater scale that relates to the taller residential blocks adjacent (5-6 storeys) and the prominent corner location. Redevelopment could include residential uses co-located with any non-residential uses retained.



Image capture Apr 2019 ©2021 Google United Kingdom

7

A4005 Bridgewater Road / A4089 Ealing Road

South West Place

Terraced houses

Clusters of four and eight terraced houses could support intensification through the redevelopment of individual or groups of clusters. Deep rear gardens adjacent to the railway could allow for adjustments to the building line if multiple plots redeveloped.



- Terraced houses
- Semi-detached or detached houses
- Residential blocks
- Non-residential blocks
- Mixed-use parade (resi and non-resi)
- Empty site



Semi-detached or detached houses

Cluster of 14 semi-detached houses could support intensification through the redevelopment of plots in groups of two or more to a greater scale that relates to the taller residential blocks and mixed-use parades adjacent.



Mixed-use parade

Parade could support intensification through either rooftop development or the redevelopment of the whole plot to a greater scale that relates to the width of the road and the prominent corner location. Redevelopment could also include the two semi-detached houses on the adjacent plot.



Image capture Apr 2019 ©2021 Google United Kingdom

8

A4005 Bridgewater Road / A404 Harrow Road

South West Place

Non-residential block

Non-residential block (public house) could support intensification through the redevelopment of the whole plot to a greater scale that relates to the width of the road and the prominent corner location. Redevelopment could include residential uses co-located with any non-residential uses retained.



Terraced houses

Cluster of 15 terraced houses could support intensification through the redevelopment of either part of or the whole plot to a greater scale that relates to the width of the road and the prominent corner location. Deep rear gardens could allow for new building frontage to Bridgewater Road.

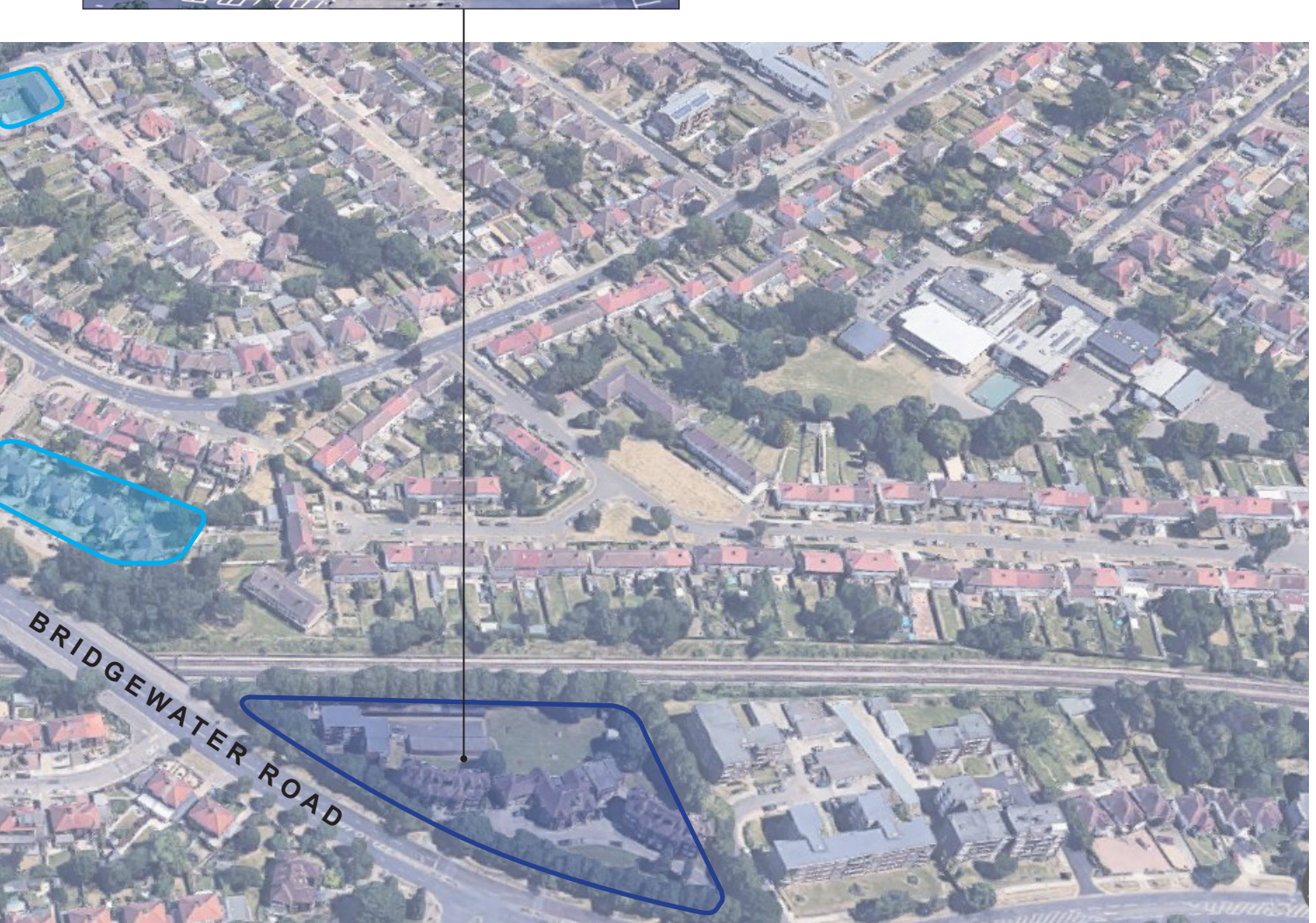


Image capture Apr 2019 ©2021 Google United Kingdom



Residential blocks

Residential blocks could support intensification through the redevelopment of either part of or the whole plot to a greater scale that relates to the taller residential blocks adjacent, and the width of the road. Deep forecourt could allow for adjustments to the building line if whole plot redeveloped.



- Terraced houses
- Semi-detached or detached houses
- Residential blocks
- Non-residential blocks
- Mixed-use parade (resi and non-resi)
- Empty site

Summary

Planning for the future

15 Next steps

- 15.1 The analysis within this report sets out a rationale for the designation of intensification corridors by describing the planning context that necessitates them, defining the criteria that identifies them and exploring the development opportunities that justify them. In Section 8, Figures 1-4 identify examples of how a greater intensity of development, of increased building heights, has been successfully accommodated in a variety of locations using existing planning policy and guidance. In Section 14, the high-level assessment of specific intensification corridors focusses on six building typologies prevalent across the borough. Whilst these are not comprehensive planning appraisals, the assessment shows that the development potential within intensification corridors goes beyond just redevelopment, and also includes opportunities for upward and side extensions, or infill. Examples of more detailed planning appraisals are included in Appendix A.
- 15.2 Identifying intensification corridors and putting a policy in place to support growth in these areas is the first step. Moving forward, the Council will provide greater clarity on the types of interventions it is likely to support to help create positive incremental change in the character of the intensification corridors. As a result, it will be updating its Design Supplementary Planning Document SPD1 to provide this further guidance. This will focus on how residential detached, semi-detached and terraced houses and mixed-use parades in particular can be changed to maximise dwelling capacity whilst delivering a high quality built environment.

[Blank Page]

[Blank Page]

Appendix A

Planning appraisals

This appendix includes two examples of more detailed planning appraisals undertaken for specific main roads to more clearly understand their development potential, as well as help define the extents of any intensification corridor designation for inclusion on the Policies Map.

The two areas analysed in this appendix are:

- A404 from the western edge of Kensal Green conservation area to the southern edge of Harlesden town centre; and
- A4006 from the eastern edge of Kingsbury town centre to Northwick Park gyratory in the west.

The examples formalise the considerations taken when assessing the potential for intensification corridor designation against the selection criteria outlined in Section 9. Each example focuses on one of two prevailing development periods/typologies found within Brent, namely Victorian suburbia in the south of the borough and interwar suburbia in the north.

Appendix A

Planning appraisals

A404 Kensal Green to Northwick Park

Existing character	Principally early Victorian mixed-use terraces with commercial uses at ground floor and residential uses above; some more recent (last 40 years) either residential or commercial developments; bounded by Victorian residential side streets.
Street width (building to building)	Western section: development alternates on either side of street; middle section: 15-18 metres; eastern section approx. 22 metres.
Building heights	Eastern section to the west of the Kensal Green conservation area (and proposed extension): building heights typically 5 storeys (or equivalent). Middle section from Greyhound Road to Letchford Mews: typically 3 storeys with a small number of 2 and 4 storey buildings. Western section around Scrubs Lane: mixed between 2 and 4 storey buildings. There is an extensive departure from the Victorian character here along a significant length of the northern side of the road, towards the western section, attributed to the 1980s Brunel Court development. Northern section of Scrubs Lane has been identified by the OPDC as appropriate for a tall buildings cluster (10+ storeys).
Plot width and depth	Typically 5.5 metres x 20 metres and eastern and western ends with larger plot widths. However, plots from 1006 and 1008 Harrow Road do have very close (9.5 metres) habitable room window separations with properties at the rear.
Heritage assets	Few but significant; Grade I listed Kensal Cemetery to the south in the eastern section, Grade II listed Horse Water Trough opposite Kensal Road station, existing and proposed extension to Kensal Green conservation area. Existing building heights of 5 storeys adjacent to these assets indicate that new development of up to 5 storeys is acceptable in principle.
PTAL 2031	Even split between 3 and 4 with a small part 5 towards western section.
Environmental designations	SINC along railway lines and protected open space over railway tunnels towards western section.
Access to social infrastructure (within 15 minute walk)	Good – assessment from middle section. Harlesden Town Centre (district London), many Class E facilities along Harrow Road – 5,415 jobs, two GP surgeries, six primary schools, small scale open spaces with nearest large park (King Edward VII recreation ground) about 600 metres away.
Recent development activity	New build at 4 storeys (top floor set back) at 767 Harrow Road; New build at 5 storeys (top floor set back) at 1-21 Rhapsody Court, Harrow Road.

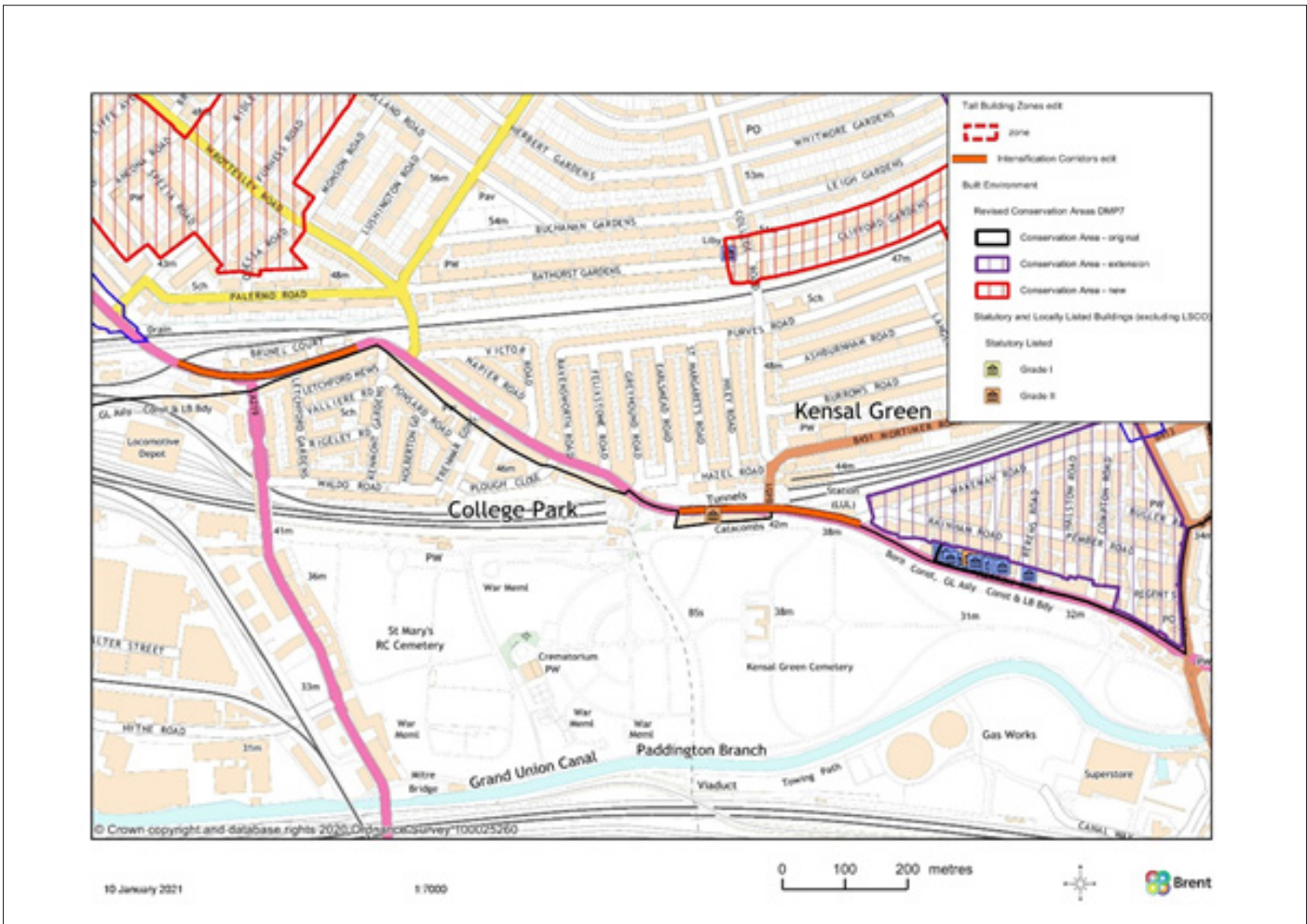


Figure 5: A404 from western edge of Kensal Green conservation area to southern edge of Harlesden town centre.



Figure 6: Eastern section looking west towards Kensal Green station; Rhapsody Court on the right.

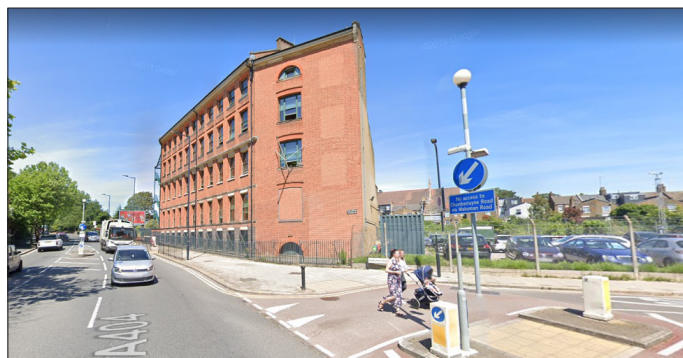


Figure 7: Eastern section looking west towards Kensal Green station; car park to the right; Grade I listed cemetery to the left.



Figure 8: Middle section looking west from Trenmar Gardens; 19 metres building to building.



Figure 9: Western section looking west towards Scrubs Lane; Brunel Court to the right; LB Hammersmith & Fulham to the left.

<p>Recommendation</p>	<p>Whole road has a minimum PTAL of 3.</p> <p>Western section: potential scope for 5 storey buildings and intensification corridor status, north side of Harrow Road only (occupied by Brunel Court) and as shown by the orange line in Figure 5.</p> <p>Middle section: increased building heights are possible in parts, but the narrow street width (mostly well under 22.5 metres) together with plot depths and the relationship with rear properties probably limits redevelopment to 4 storeys or mansards within existing roof spaces. As such, this is excluded from the intensification corridor designation.</p> <p>Eastern section: development is already currently equivalent to 5 storeys. The only site that offers potential for infill, and as shown in Figure 7, will have to mediate in scale between the existing 5 storey building and 2 storey buildings within the proposed conservation area adjacent. Beyond this, the northern side of the road is wholly adjacent to an existing or proposed extension to conservation area and is therefore also excluded from the intensification corridor designation.</p>
-----------------------	---

[Blank Page]

Case Study B

Planning appraisal

A4006 The Hyde to Northwick Park

Existing character	Long sections of interwar suburban residential development composed of 2 storey detached and semi-detached dwellings, some converted to non-residential uses. This is punctuated by shorter sections of principally 3 storey parades with commercial uses at ground floor and residential uses above, including Kenton town centre. There has been some redevelopment since the interwar years in the commercial areas and in a greater concentration in the residential areas towards the western section.
Street width (building to building)	Typically 30-34 metres, with some parts as much as 40 metres.
Building heights	Typically 2 storeys; apart from eastern section around Kingsbury town centre, middle section from Gooseacre Lane to Woodcock Hill, and western section around Kenton town centre where typically 3 storeys with some 4 and 5 storey buildings. Within these three storey areas there are some blocks of flats and single commercial buildings, but mostly mixed-use parades with commercial uses at ground floor and residential uses above. All of Kenton Road is bounded by 2 storey residential side streets.
Plot width and depth	Semi-detached: typically 8-10 metres x 40 metres. Detached: 12-14 metres x 40-50 metres. Parades: 5.5 metres x 25-30 metres. Some larger commercial and purpose built residential blocks of greater width.
Heritage assets	Northwick Circle conservation area adjoins the rear boundary of some properties on Kenton Road to the south. Separated by long gardens from Kenton Road. Local listed buildings at Kenton Grange, again some distance from Kenton Road.
PTAL 2031	Very good in parts, ranging from 1b to 6a, with long sections within PTAL 3. Eastern section 3 and 4 before Kinross Close, then drops down before returning to 3 after Kenton Grange, rising to 4 after Woodcock Hill to the edge of the Kenton town centre. Beyond Kenton town centre to Northwick Park gyratory starts at 6 and drops to 5.
Environmental designations	None.
Access to social infrastructure (within 15 minute walk)	Good. Eastern section: access to one town centre at Kingsbury (district London) – 1,690 jobs, two GP surgeries, four primary schools, small scale open spaces with nearest large park (Northwick Park metropolitan open land) approx. 400 metres away. Middle section: access to one town centre at Kenton (district London) – 3,944 jobs, two GP surgeries, no primary schools, two large parks (Woodcock Park and Kenton Recreation Ground) with nearest approx. 300 metres away. Western section: access to three town centres at Harrow (major London), Kenton and Preston Road (district London) – 6,428 jobs, two GP surgeries, one primary school, local park and Fryent Country Park with nearest (Lindsay Park Sports Ground) approx. 300 metres away.
Recent development activity	New build at 4 storeys plus basement at 79-83 Kenton Road.

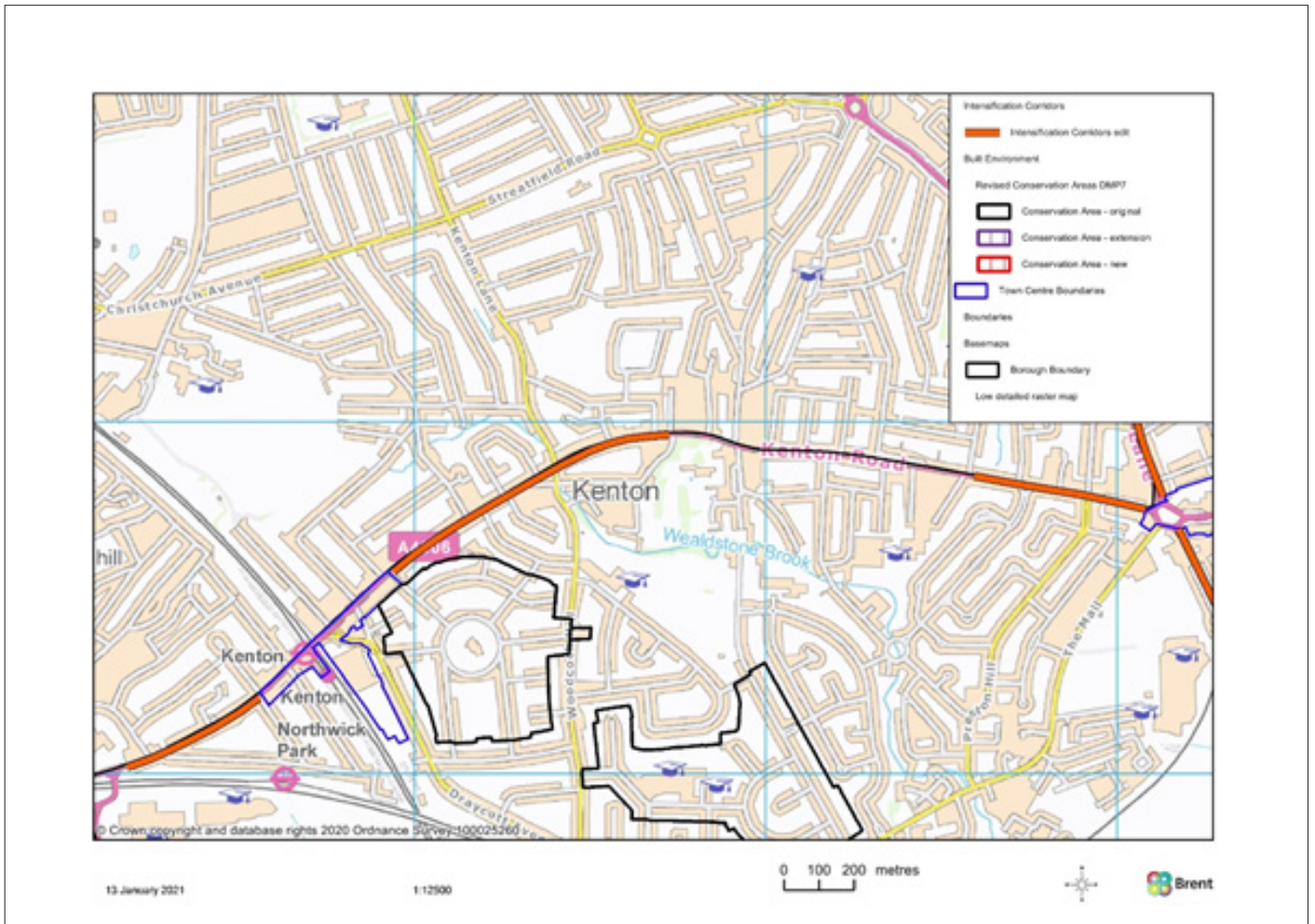


Figure 10: Extent of A4006 from eastern edge of Kingsbury Town Centre to Northwick Park gyratory in the west.



Figure 11: Eastern section looking west towards 3 storey development dropping down to a long section of 2 storey interwar housing.

Figure 12: Middle section looking west towards 2 storey interwar development; LB Brent on the left; LB Harrow on the right.



Figure 13: Middle section beyond Gooseacre Lane to Woodcock Hill with taller buildings (early 2000s 5 storey commercial/residential).

Figure 14: Western section looking towards Kenton town centre; LB Brent to the left; Harrow to the right.

<p>Recommendation</p>	<p>Potential scope for 5 storey buildings and intensification corridor status along parts which have PTAL 3 or higher and as shown by orange line in Figure 10. These areas have good access to social infrastructure and no environmental designations or heritage assets that would form a significant impediment to development. Although composed of 2 storey residential development along much of its length, the road has a varied mixed character. It has been able to successfully accommodate taller buildings including 5 storeys to date along various parts. The generous street widths, and plot widths and depths for the semi-detached and detached properties, together with long rear gardens of adjoining properties do, in principle, allow scope for joining together plots to support intensification. This also allows potential for the re-introduction of green infrastructure along the residential sections to soften the street and clearly define boundaries (as shown in Figure 14) as most front gardens of existing dwellings have been lost to hard surfaces for parking.</p>
-----------------------	--

[Blank Page]



Brent Civic Centre
Engineers Way
Wembley
HA9 0FJ