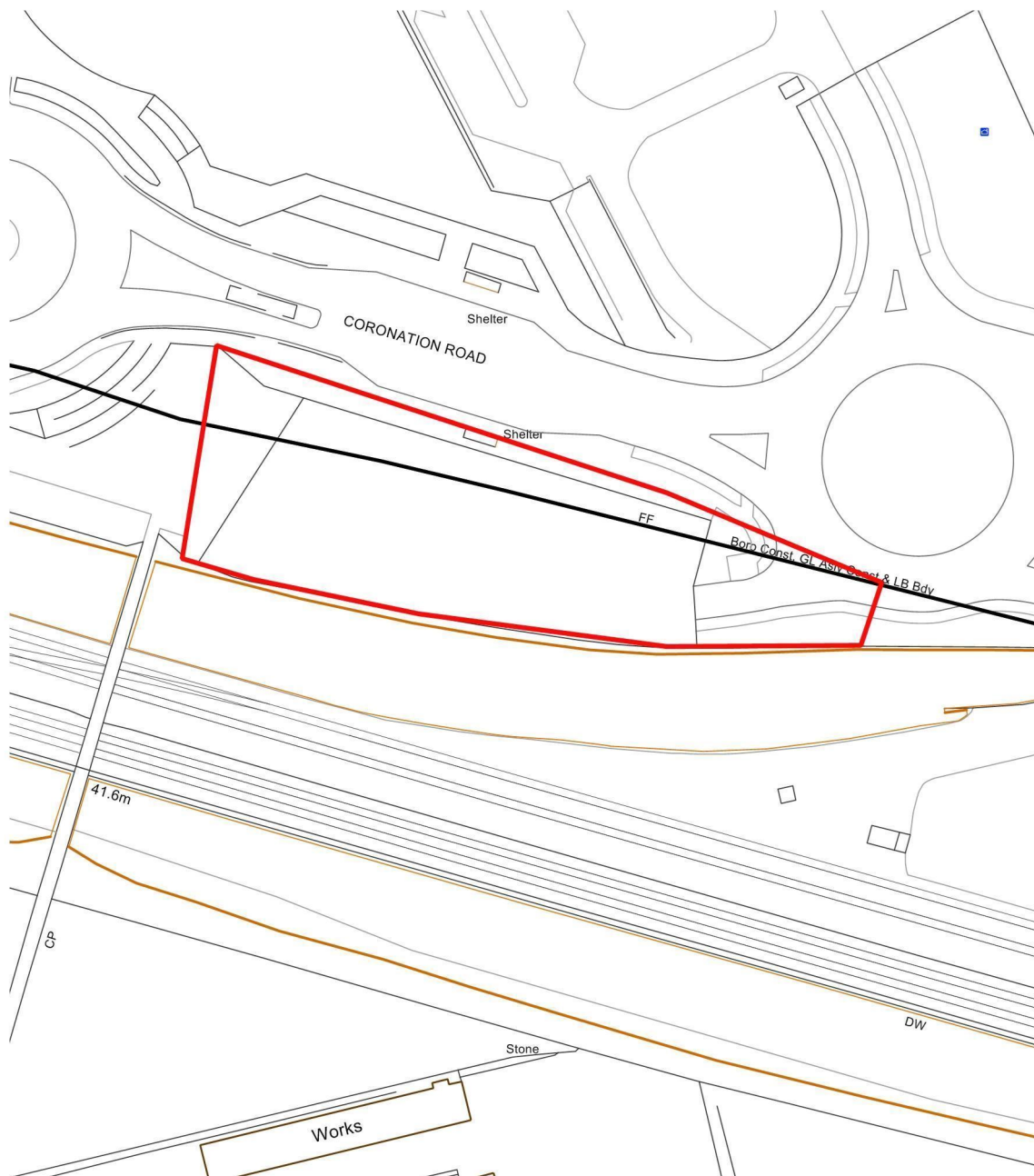




Planning Committee Map

Site address: Former Guinness Brewery Site, Rainsford Road, Park Royal, NW10

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This map is indicative only.

RECEIVED: 29 October, 2012

WARD: Stonebridge

PLANNING AREA: Harlesden Consultative Forum

LOCATION: Former Guinness Brewery Site, Rainsford Road, Park Royal, NW10

PROPOSAL: Hybrid planning application comprising:

Full planning application for Plot 1 for the erection of 3 buildings providing a total of 14,704sq.m. (GEA) of B1c, B2 and B8 floorspace, including a new access onto Cumberland Avenue and associated car parking, landscaping and ancillary works.

Outline application for Plot 2 for the development of up to 28,111 sq.m. (GEA) of B1c, B2 and B8 floorspace with all matters reserved except the first phase of landscaping.

APPLICANT: Brixton (Origin) Limited (c/o SEGRO Plc)

CONTACT: Drivers Jonas Deloitte

PLAN NO'S:
See condition 2.

RECOMMENDATION

Grant planning permission subject to the completion of a satisfactory Section 106 or other legal agreement and delegate authority to the Head of Area Planning or other duly authorised person to agree the exact terms thereof on advice from the Director of Legal Services and Procurement.

SECTION 106 DETAILS

The application requires a Section 106 Agreement, in order to secure the following benefits:-

- (a) *Payment of the Councils legal and other professional costs in (i) preparing and completing the agreement and (ii) monitoring and enforcing its performance.*
- (b) *contribution of £1,070,375 with payments to be made on a phased basis, commensurate with the quantum of floorspace brought forward with each phase. Payments would be made on commencement of each phase*
- (c) *Sustainability - submission and compliance with the Sustainability check-list ensuring a minimum of 50% score and BREEAM Excellent rating is achieved, with compensation should it not be delivered. In addition to adhering to the Demolition Protocol.*
- (d) *A minimum 10% on site renewable generation, unless it is proven to the Council's satisfaction that it is not practically feasible to do so on-site. To achieve 25% improvement on the 2010 Building Regulations Carbon Dioxide Target Emission Rates, this to be demonstrated through the submission of a revised Energy Strategy to be submitted to the Council. Acceptable evidence for which must be submitted before Material Start and post construction validation of this. Where it is clearly demonstrated that this cannot be achieved on-site, any shortfall may be provided off-site or through an in-lieu contribution to secure the delivery of carbon dioxide savings elsewhere in the Borough.*
- (e) *Notify Brent 2 Work of forthcoming job and training opportunities associated with the development.*
- (f) *Submission and approval in writing of a Travel Plan approved by the Council, (or as amended by agreement of the Council and the Owner in writing) on first occupation of any of the units.*
- (g) *the provision of the 'Pocket Park', to be open to the public not less than 350 days a year, during daylight hours, maintained at the owners expense.*

And, to authorise the Head of Area Planning, or other duly authorised person, to refuse planning permission if the applicant has failed to demonstrate the ability to provide for the above terms and meet the policies of the Unitary Development Plan and Section 106 Planning Obligations Supplementary Planning Document by concluding an appropriate agreement.

EXISTING

This 11.0 hectare site forms part of Guinness's former Park Royal Brewery and forms part of the PR5 Guinness Brewery Site Specific Allocation. It is bounded to the east by Rainsford Road, the remnants of a former railway siding and Cumberland Business Park; to the south by Coronation Road and beyond that the Central Line; to the west by the First Central development site; and to the north by residential properties in the London Borough of Ealing.

The site has been cleared of all buildings and is surrounded by hoardings.

DEVELOPMENT SCHEDULE

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.

Floorspace Breakdown

USE

Number	Primary Use	Sub Use
1	shops	
2	financial and professional services	
3	restaurants and cafes	
4	drinking establishments (2004)	
5	hot food take away (2004)	
6	businesses and offices	
7	businesses / research and development	
8	businesses and light industry	either of B1 / B2 / B8
9	general industrial	
10	storage and distribution	
11	hotels	
12	residential institutions	
13	non-residential institutions	
14	assembly and leisure	

FLOORSPACE in sqm

Number	Existing	Retained	Lost	New	Net gain
1	0		0	0	
2	0		0	0	
3	0		0	0	
4	0		0	0	
5	0		0	0	
6	0		0	0	
7	0		0	0	
8	0		0	42815	42815
9	0		0	0	
10	0		0	0	
11	0		0	0	
12	0		0	0	
13	0		0	0	
14	0		0	0	

TOTALS in sqm

Totals	Existing	Retained	Lost	New	Net gain
	0		0	42815	42815

Mayoril CIL multiplier is £35 per SQM of total net gain floorspace, therefore Amount Payable is £1,498,525.00.

PROPOSAL

Hybrid planning application comprising:

Full planning application for Plot 1 for the erection of 3 buildings providing a total of 14,704sq.m. (GEA) of B1c, B2 and B8 floorspace, including a new access onto Cumberland Avenue and associated car parking, landscaping and ancillary works.

Outline application for Plot 2 for the development of up to 28,111 sq.m. (GEA) of B1c, B2 and B8 floorspace with all matters reserved except the first phase of landscaping.

HISTORY

Formerly the Guinness Park Royal Brewery, brewing ceased in 2005 and the site has now been cleared.

In July 1999 outline planning permission was granted for a mixed-use development of the whole of the 22.18-hectare Guinness site comprising the existing brewery, playing fields, laboratories, head office buildings and other ancillary development. The proposal included the retention of the brewery and the development of 116,100m² of offices (Use Class B1); 61 residential units; an underground station including ancillary retail; 150-bed hotel; indoor leisure facilities and open space; with associated access/servicing, landscaping and car-parking and the creation of new access roads. There have been a number of applications since for reserved matters and for details pursuant to various conditions imposed upon the outline planning permission. Further reserved matters applications for later phases of the development have been approved. Last year a revised masterplan was approved under reference 10/3221.

Not long after the grant of the original masterplan in 1999 the decision was made to close the Park Royal Brewery and the main brewery building was subsequently demolished and now forms a separate planning unit to which the following planning history relates.

07/1293 – Granted 24.01.2008

Erection of 8 buildings providing 49,797m² of B1(c), B2 and B8 floor space and including a cafe, gatehouse, creation of new vehicular and pedestrian access points, 332 car-parking spaces, servicing, landscaping, the creation of a pocket park, installation of CCTV security cameras and provision of external lighting and subject to a Deed of Agreement dated 10th January 2008 under Section 106 of the Town and Country Planning Act 1990, as amended.

10/3310 – Granted 30.03.2012

Extension to time limit of full planning permission 07/1293 dated 24/01/08 for the erection of 8 buildings providing 49,797m² of B1(c), B2 and B8 floor space and including a cafe, gatehouse, creation of new vehicular and pedestrian access points, 332 car-parking spaces, servicing, landscaping, the creation of a pocket park, installation of CCTV security cameras and provision of external lighting and subject to a Deed of Agreement dated 30th March 2012 under Section 106 of the Town and Country Planning Act 1990, as amended.

POLICY CONSIDERATIONS

National Policy Context

The National Planning Policy Framework (NPPF) was published on 27th March last year and replaced the existing framework of Planning Policy Guidance and Planning Policy Statements. Saved policies from the adopted UDP will have increasingly less weight unless they are in conformity with the NPPF and can be demonstrated to be still relevant. Core Strategy policies will also need to be in conformity with both the London Plan and the NPPF and have considerable weight.

At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means approving development proposals that accord with the development plan without delay. Where the development plan is absent, silent or relevant policies are out of date, permission should be granted unless it would result in adverse impacts that would significantly outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or specific policies in the NPPF indicate development should be restricted.

The National Planning Policy Framework provides a set of twelve core land-use planning principles that should underpin both plan-making and decision-taking. These principles are that planning should:

- be genuinely plan-led, empowering local people to shape their surroundings, with succinct local and

neighbourhood plans setting out a positive vision for the future of the area. Plans should be kept up-to-date, and be based on joint working and co-operation to address larger than local issues. They should provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency;

- not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives;
- proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities;
- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;
- support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);
- contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in the NPPF;
- encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);
- conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations; actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

Regional Policy Context

The London Plan Spatial Development Strategy for Greater London (July 2011)

The following London Plan Policies are considered to be particularly relevant to this application:

2.13; Opportunity Areas & Intensification Areas

2.17; Strategic Industrial Locations: - The Mayor will, and boroughs and other stakeholders should, promote, manage and where appropriate, protect the strategic industrial locations.

4.1; Developing London's Economy: - Promote and enable the continued development of a strong, sustainable and increasingly diverse economy across all parts of London.

4.4: Managing Industrial Land & Premises

5.1; Climate Change Mitigation.

5.2 Minimising Carbon Dioxide Emissions: - Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy.

5.3; Sustainable Design & Construction:

5.7; Renewable Energy:

5.11: Green Roofs & Development Site Environs

5.12; - Flood Risk Management

5.13; - Sustainable Drainage

5.21; - Contaminated Land

6.3; - Assessing Effects of Development on Transport Capacity

6.5; - Funding Crossrail & Other Strategically Important Transport Infrastructure

6.9; - Cycling

6.13; - Parking

7.5; - Public Realm

- 7.14; - *Improving Air Quality*
- 7.15; - *Reducing Noise & Enhancing Soundscapes*
- 7.21; - *Trees & Woodlands*

Sub-Regional Context

Park Royal Opportunity Area Framework (OAPF) – This is a non-statutory planning framework document issued by the Mayor of London as Park Royal has been identified as an opportunity area within the London Plan. Although non-statutory this is considered to be a material consideration to a development of this size.

Park Royal is identified by the Mayor as an Opportunity Area with a target to accommodate 11,000 new jobs over the next 20 years. It will remain a Strategic Employment Location, exploiting its potential to meet modern logistics and waste management requirements, making good use of its access to Heathrow and the West End, strategic road and rail connections and seeking to develop its potential for water freight.

The Opportunity Area Planning Framework sets out a shared vision for the coherent development of Park Royal. It is intended to achieve the following:

- assist with the co-ordination and delivery of cross-borough projects and improvements;
- provide clarity to developers and investors as well as guidance to the Boroughs when drawing up their development plans and making planning decisions;
- build on Park Royal's importance as one of London's key industrial locations, especially its potential to meet modern logistics and waste management requirements;
- address the need to improve local access to open space;
- take account of London's future road, rail and water freight requirements together with their land use implications and the scope for improvements in strategic rail accessibility;
- propose mixed-use intensification mainly in areas outside the Strategic Employment Location where there is good public transport accessibility.

Local Policy Context

Brent UDP 2004

- BET** *Townscape: Local Context & Character*
- BE3** *Urban Structure: Space & Movement*
- BE4** *Access for Disabled People*
- BE5** *Urban Clarity & Safety*
- BE6** *Public Realm: Landscape Design*
- BE7** *Public Realm: Streetscape*
- BE8** *Lighting & Light Pollution*

- BE9** *Architectural Quality*
- BE12** *Sustainable Design Principles*
- BE13** *Areas of Low Townscape or Public Realm Quality*
- BE33** *Tree Preservation Orders*

- EP2** *Noise & Vibration*
- EP3** *Local Air Quality Management*
- EP6** *Contaminated Land*
- EP12** *Flood Prevention*

- TRN1** *Transport Assessment*
- TRN2** *Public Transport Integration*
- TRN3** *Environmental Impact of Traffic*
- TRN4** *Measures to Make Transport Impact Acceptable*
- TRN10** *Walkable Environments*
- TRN11** *The London Cycle Network*
- TRN22** *Parking Standards Non-Residential Development*
- TRN31** *Design and Land Take of Car Parks*
- TRN34** *Servicing in New Development*
- TRN35** *Transport Access for Disabled People*
- PS6** *Parking Standard*
- PS16** *Cycle Parking Standards*
- PS19** *Servicing Standards*

EMP5 Designation of Strategic Employment Areas
EMP8 Protection of Strategic Employment Areas
EMP10 The Environmental Impact of Employment Development
EMP11 Regeneration of Employment Areas
EMP12 Public Realm Enhancements in Employment Areas
EMP18 General Industrial Developments
EMP19 Warehouse Developments

PR1 Major Developments in Park Royal
PR3 Public Realm Improvements in Park Royal

LDF Brent Core Strategy 2010

CP3 Commercial Regeneration
CP12 Park Royal
CP14 Public Transport Improvements
CP15 Infrastructure to Support Development
CP19 Brent Strategic Climate Change Mitigation & Adaptation Measures
CP20 Strategic Industrial Locations

Brent DPD Site Specific Allocations PR1:-

This allocation supports industrial and warehousing development. Regard is to be had to the business park development occurring to the west. Development proposal should have regard for the possible Fast Bus route through Park Royal and provide east/west cycle route and pathway at the north of the site. Proposals should seek to conserve and enhance the adjacent Nature Conservation designation.

Supplementary Planning Guidance (SPG) 17 - "Design Guide for New Developments".

SPG 17 sets out the Councils minimum design standards to ensure that development does not prejudice the amenities of the occupiers of neighbouring properties or the occupiers of the application site.

Supplementary Planning Guidance (SPG) 18 - "Employment Development".

SPG 18 sets out design guidance for employment uses to ensure that the proposed development does not prejudice against the employment land and to minimise impact to the nearby residential uses.

Supplementary Planning Guidance (SPG) 19 - "Sustainable Design, Construction & Pollution Control".

SPG 19 complements existing design and planning guidance on urban design, transportation, economic and community issues. It focuses on the principles and practice of designs that save energy, sustainable materials and recycling, saving water and controlling pollutants.

Guinness Brewery Supplementary Planning Document & Planning Position Statement -

This seeks to secure the prompt redevelopment of the former Guinness Brewery site for employment related uses.

Supplementary Planning Document – "Section 106 Planning Obligations"

Main Considerations;

- (a) Principle of use
- (b) Employment and regeneration benefit
- (c) Layout and visual impact
- (d) Scale and quantum of development
- (e) Impact on transport network
- (f) Sustainability credentials and climate change mitigation
- (g) Environmental impacts of development
- (h) Impact on surrounding users

CONSULTATION

Date site notices erected: 10 December 2012

Advertised in the press on 06 December 2012

Public

448 letters were sent to adjoining residences and nearby businesses on 08 Nov 2012. This included some 209 properties in the adjoining London Borough of Ealing.

One objection has been received from a neighbouring business raising concerns regarding traffic congestion, highway safety, noise and disturbance.

Ward Councillors consulted (no responses received).

Statutory Consultees

London Borough of Ealing:-

No response received.

The Greater London Authority (GLA) and Transport for London:

The application is referable under Category 1B, 2C and 3F of the Schedule to the Order 2008. An email was received from the GLA on the 19th December advising the Council that there was likely to be a delay in responding to the Council's Stage I referral. Rather than hold up the determination of the application and miss the Statutory 13 week target for determining major planning applications it is decided to seek a committee resolution and ask members to delegate agreeing any amendments to the scheme recommended by the Mayor to the Head of Area Planning. The application is in any case referable back to the GLA for the Mayor's Stage II decision. It should be noted that the Mayor has supported the last two applications for this site and that the extant permission is for a broadly similar development. It is therefore not anticipated that the Mayor or GLA would have any fundamental objections to the current proposal.

Transport for London:

To summarise, TfL requests that full travel plans, including delivery and servicing measures, for individual occupiers of the development and construction logistics plans be secured. TfL also requests further information to justify the level of car parking proposed to ensure that the proposal is consistent with London Plan policy objectives, and that the allocation of the s106 contributions to be secured towards sustainable transport be discussed further prior to determination.

Environment Agency:-

Initially raised an **objection** to the proposal but following further discussions with the applicants and their consultants have lifted the objection in a letter dated 21 December 2012 subject to the agreed revised drainage details and suggested conditions.

Other non-statutory Consultees

HS2 Ltd

The site has been identified as a potential works site for the construction of the proposed High Speed Rail Link 2 (HS2) between London and Birmingham. HS2 Ltd are currently undertaking a consultation of various landowners and other stakeholders along the route of the proposed HS2 over land that may be safeguarded as part of the project. The former Guinness Brewery Site to which this application relates is identified as a potential safeguarded area and HS2 Ltd object to this application.

Internal

Landscape Design:

No objection to development is raised, although conditions are requested. One of these is to secure further details of a comprehensive landscaping scheme.

Highways & Transport Delivery:

Comments will be reported in a supplementary report.

Environmental Health:-

No objection.

A condition is recommended, this relates to validation of any soil imported, including the 'pocket park'.

REMARKS

Background

Brewing production on the Guinness Brewery site in Park Royal ceased at the end of June 2005 and

clearance of the site has commenced. The Council needs to consider the future use of this key 11 Ha (25 acre) site in Park Royal in the light of current London Plan and Brent UDP policy and also the need to maximise the potential that such a significant opportunity site has in the regeneration of Park Royal. It is essential that guidance is brought forward now so that this site does not lie vacant nor be re-developed without its significant opportunities being maximised; this needs to be done in a manner that looks at the entire area.

The site is located in Park Royal, London's largest industrial and Business Park. Approximately 40% of the Park Royal estate is within Brent, 50% in Ealing and 10% in Hammersmith and Fulham. The site is designated as Strategic Industrial Land and is also subject to a Major Opportunity Site designation; PR1 – *Former Guinness Brewery site in the LDF Core Strategy Site Specific Allocations (DPD)* in the Brent LDF Core Strategy, and is identified as within an Opportunity Area in the London Plan (2011).

The new Rainsford Road Link road, Cumberland Avenue Roundabout and the realignment of the existing Rainsford Road, along with a new bus lane have been delivered since the previous grant of planning permission. These road works were originally agreed as part of the First Central Redevelopment.

Existing Permission

The site has an existing full planning permission granted in March of last year for the erection of 8 buildings providing 49,797m² of B1(c), B2 and B8 floor space. (Reference: 10/3310). The applicant has until March 2015 to begin this development.

Current Proposal

The current submission is a hybrid application comprising a full application on part of the site (Plot 1) for the erection of 3 buildings providing a total of 14,704 sq.m. (GEA) of B1c, B2 and B8 floorspace, including a new access onto Cumberland Avenue and associated car parking, landscaping and ancillary works. Outline planning permission is sought on the remainder of the site (Plot 2) for a further 28,111 sq.m. (GEA) of B1c, B2 and B8 floorspace.

The total amount of floor space being sought is 42,815 sq.m. (GEA) which is less than the 49,797 sq.m that the site already has planning permission for.

Reserved matters application(s) will be brought forward for the outline element of the proposed development on Plot 2 in due course.

Plot 1 Layout

Plot 1 is designed around three large units which provides individual secure service yard elements, parking for 134 cars (inc 7 disabled) and 30 cycle spaces. Ancillary offices are proposed at ground and first floor in all three units. The offices for Units 2 and 4 face onto Rainsford Road to provide an active frontage to the site. The offices for Unit 3 face onto the new access road within the site. Such accommodation is best located at the front of the building. This is because it offers direct access for staff from car parks, allowing safe and direct access for staff and visitors, it provides good outlook, and ensures the best outlook from the working areas. It also provides added architectural interest to the most visible part of the building.

A Pocket Park is proposed to be located in the north-east of the site to ensure preservation of the Site of Borough (Grade II) Listed Importance within the site.

All units are provided with a bin store for the sorting and storage of general refuse and recycling of waste materials. The stores are enclosed by black painted perforated metal screens and are sized to accommodate standard wheeled bins. Bin stores are located in discrete and convenient areas as appropriate. The collection from each bin store will be managed by individual tenants.

Plot 1 Scale

The scale of the buildings has been determined to achieve 12 metres clear internal height for the warehouse. The applicants consider this height critical in achieving the total volume needed to accommodate the required storage capacity through high bay racking and mezzanines.

Plot 1 Appearance

Detailed elevations of the proposed development have been submitted in support of the application. The elevations of the proposed buildings are to be faced in metallic cladding. The profiled cladding will be broken down into bays to break up the elevations. The metal sheeting will be alternated between vertically and horizontally clad profiled cladding to create visual interest. By contrast, the offices are clad

in a curtain walling system which accommodates glazed areas to allow natural lighting and natural surveillance. Solid, insulated, glass faced spandrel plans will be used where the external walls about the core structure, or where the requirements of thermal performance require solid walling.

The proposed colour palette will be silver and white cladding. Glazing to the offices is in a contrasting green shade. The northern elevations of Units 3 and 4 are not glazed. This is to avoid any overlooking of adjacent residential properties to the north.

Plot 1 Means of Access

Vehicular access into the site is directly from the Cumberland Avenue Roundabout on Rainsford Road and will accommodate both cars and HGVs. Access into the car parks for all three units is located away from the service yard in order to maintain road safety and site security. Access into the car parks for all three units is located away from the service yard in order to maintain road safety and site security.

Pedestrian and cycle access will also be provided along the estate road from the entrance on Rainsford Road on footpaths in order to segregate from vehicular traffic. Vehicular access into the site is directly from the Cumberland Avenue Roundabout and will accommodate both cars and HGVs.

Demarcated pedestrian crossings are provided in the car park and across the internal circulation road in order to ensure safe access to the buildings. Covered cycle parking will be provided for all units, with 30 spaces provided overall. In accordance with London Plan Policy, 20% of car parking spaces will be fitted with active electric charging points, and a further 20% will be passively adaptable.

Disabled parking spaces will be provided as 5% of the total provision in line with LBB s UDP guidance.

Plot 1 Landscaping

A detailed landscaping scheme for the site has been submitted which seeks to incorporate high quality landscaped areas wherever possible. The scheme includes a buffer around the perimeter of the site. It provides the opportunity to provide a substantial landscape screen between the scheme and residential neighbours along the north western boundary, and to provide a potentially attractive landscape setting along the sites principle road frontages. This includes a large area of landscaping to the south of the site adjacent to the Rainsford Road Link, which seeks to ensure the early delivery of landscaping which will contribute to the setting of the site and provide attractive visual amenity along the site boundary.

Additionally, a new pocket park is proposed to be provided in the north east of the site. It is considered that this area will provide habitat for local species of fauna and flora.

Plot 2 - Outline element

The outline element of this planning application seeks outline planning permission for up to 28,111 sqm of flexible floorspace (B1c, B2 and B8 Use Classes) with all matters reserved for determination at subsequent stage except for Phase 1 of the landscaping works, as detailed below.

The Phase 1 landscaping works relates to site preparatory works do also cover plot 2. These works would prepare the Site for future development in terms of certain earth moving and site re-profiling required for future development. This will enable the Applicant to react quickly to future occupier requirements and development. The proposed landscaping works for Plot 2 include cut and fill earthworks to achieve a level site and avoid the need for off-site disposal of spoil. This includes the repositioning and regrading of the existing piles of granular material from the demolition works. The insertion of retaining walls along Rainsford Road are also proposed along with the introduction of perimeter fencing.

Plot 2 Development Parameters

Except for the Phase 1 landscaping works as set out above, all other matters of the outline element of the application for Plot 2 are reserved.

In summary, the development parameters for which outline planning permission is sought includes:

- The uses proposed by the development (B1c/B2/B8);
- The maximum extent of the area to be developed;
- The maximum and minimum height, width and length of each building;
- The maximum floor area of buildings;

- The maximum car and cycle parking provision; and
- Areas for proposed landscaping and removal of landscaping.

Employment/Regeneration

The site is located within designated Strategic Industrial Land and therefore the proposed mix of B1(c), B2 and B8 uses complies with Council policy and the 2011 London Plan. The Former Guinness Brewery Combined Supplementary Planning Document & Planning Position Statement adopted 12 December 2005 set out a range of uses that might be considered acceptable within the former Guinness site. These included industrial, storage and distribution uses, but also went further setting out a more aspirational approach to the sites potential including the option for an education or health led redevelopment.

Due to its size and potential for job generation this scheme would deliver significant economic and employment benefits to the Borough.

Further details of the development of plot 2 will be considered as part of a future reserved matters application, but it is anticipated that these buildings will, in terms of their design and appearance, follow the approach proposed for plot 1.

Access/Serviceing

Secure and sheltered cycle parking will be provided in accordance with standards set in The London Borough of Brent Unitary Development Plans (2004) which states 1 'Sheffield stand to be provided per 500sqm. This equates to a cycle parking provision of 30 cycle parking spaces associated with Plot 1 and a possible future cycle parking provision of 56 cycle parking spaces associated with Plot 2.

The development proposals will include space for storage lockers for staff together with showering facilities, which will increase the attractiveness of cycling or walking to the site.

Proposed Vehicle Access

Vehicular access to the proposed development will be via the western arm of Cumberland Avenue and will tie into the existing stub on this roundabout junction.

Proposed Removal of Vehicle Accesses

The existing 'left-in' only access located approximately 70 metres from the Cumberland Avenue roundabout will be removed with new highway kerb instated and drainage gullies repositioned where necessary.

An existing drop kerb access on Rainsford Road approximately 40 metres to the north of the junction with Whitby Avenue is also proposed to be removed and new highway kerb reinstated.

Car Parking

The Brent parking standards for Park Royal permit a provision of 1:150sqm plus up to an additional 1/3 due to its designation as a 'Strategic Employment Area' within Brent's UDP. Based upon a floor area of 14,532sqm, the parking standards for Plot 1 would be 129 parking spaces. The development proposals seek to create a parking provision of 134 spaces which is less than 5% over this provision. This is to ensure that the operational management of the access roads are not put under pressure as a result of cars potential waiting to enter the car parks at times of overlapping shift change when demand for parking is potentially at its greatest.

Based upon a maximum floor area of 28,111sqm, the parking provision for Plot 2 could be up to 249 parking spaces, which is in accordance with the parking standards for Park Royal as stated above. The combined total level of parking associated with Plot 1 and Plot 2 is 383 spaces. This is a reduction of 59 parking spaces based upon the Park Royal parking standards when compared with the extant level of approved development

Disabled parking provision shall be accordance with LBB policy, which is currently contained within Brent's UDP; 'PS15 – Parking for Disabled People. This states that 5% of spaces associated with B1; B2 and B8 land use will be for disabled parking. In accordance with the 2011 London Plan 20% of all spaces will be for electric vehicles with an additional 10% passive provision for electric vehicles in future. The location of these spaces would be determined as part of any future full planning application.

Servicing

Lorry parking will be provided up to a maximum of 1:500sqm GFA in accordance with the adopted 2011 London Plan. Vehicle swept path analysis of a 16.5m Articulated Vehicle has been undertaken for the Plot 1 and the two illustrative layout options for Plot 2.

All units are provided with a bin store for the sorting and storage of general refuse and recycling of waste materials.

Framework Travel Plan

Peter Brett Associates has produced a framework travel plan for the proposals. As end users of the site are not yet known, this document provides the framework under which future occupiers will produce plans. At the moment, the document therefore sets out a site wide framework.

The primary aim of the travel plan is to minimise the occurrence of single occupancy, drive alone, vehicle trips made by staff and visitors arriving at and leaving the development. The objectives of the travel plan are:

- To implement a range of physical measures that will encourage and support alternatives to single occupancy car use i.e. cycle parking, car club provision/ parking;
- To promote alternatives to driving using a range of applicable mediums i.e. Bicycle User Groups, Personalised Journey Planning, events, maps and brochures;
- To ensure maximum opportunities exist for collective travel habits i.e. lift sharing;
- To seek the best possible cost reductions in support of alternative travel modes for staff i.e. subsidised tickets, sponsored cycle workshops; and
- To obtain robust travel information and conduct surveys in order to monitor the travel plan against targets.

A number of monitoring and review measures are proposed in order to ensure that the travel plan is implemented, including the appointment of a travel plan coordinator.

Highways Implications

Full details of the Council's Transportation & Highways Delivery Teams response to the application will be reported in a supplementary report.

The application site is located on Rainsford Road, within the western edge of the Park Royal Industrial area. It is situated to the north of the A40 Western Avenue, which provides direct access to central London to the east and Junction 1a/16 between the M40 and M25 motorways to the west, which is approximately 19 kilometres from the site. The site is also situated less than 1.5 kilometres from the Hanger Lane junction with the A406 North Circular which provides the site with strategic access to the A406 North Circular.

The development site covers approximately 11 hectares in size and has planning consent for an industrial development consisting of 49,797 sq.m of B1(c), B2 and B8 floor space and associated parking. The site is ideally located for the intended use and unusually compared to many other Greater London Estates benefits from access to alternative sustainable modes.

Sustainable Access

Pedestrian and cycle access to the site is maintained along a wide network of signed footways and cycle routes available through the local area.

Analysis of bus service provision has indicated that the site is within easy walking distance of frequent bus services linking Park Royal a number of surrounding underground and rail stations including Brent and Wembley Stadium station, Stonebridge Park station, Ealing Broadway and Willesden Junction station. The nearest underground station is Park Royal on the Piccadilly line, which is less than 1 kilometre to the south of the site.

The PTAL accessibility index is relatively strong for industrial employment areas at 7.99, representing a score of 2. The rating does also not benefit from the availability of other local bus, underground and rail services which are located between 640 metres and 2 kilometres from the site.

Highway Access

The site is well placed in relation to the strategic road network. The Western Gateway signal junction is located 250 metres south of the Cumberland Avenue/ Lakeside Drive roundabout to the south west of the site and provides access to the Park Royal area from the A40. A slip road approximately 500 metres north of this junction allows northbound traffic on the A40 to join the southbound slip road on the opposite side of the carriageway and access Park Royal via the Western Gateway signal junction. The Western Gateway junction also allows vehicles from Park Royal to access the A40 southbound.

Highway Impact

The vehicular impact of the proposals are predicted to generate 64 fewer two-way trips during the AM peak period and 57 fewer trips during the PM peak period when compared to consented level of vehicular trips at the Origin site. The total daily vehicular profile is predicted to generate a 53 fewer HGVs over a 24 period; however this is off-set by the considerable reduction in potential car and LGV trips on the highway network, which is predicted to generate 607 fewer vehicles trips.

A junction sensitivity test of the Rainsford Road/ Cumberland Avenue roundabout has demonstrated that the junction would continue to operate within capacity in 2018 based upon a worst case development scenario will all traffic entering and exiting via this connection with Rainsford Road.

Conclusion

The transport submitted transport assessment has demonstrated that the site location is appropriate for the proposed nature and scale of redevelopment and could be delivered without detriment to the local highway network and well within levels of existing consent. It is therefore considered that the application is acceptable on transportation grounds.

Contaminated Land

The site has previously been remediated to a state suitable for the proposed industrial purposes. The Pocket Park is a more sensitive end use and the Council's Environmental Health Officer recommends that a condition be applied requiring the testing of any soil imported into the site for the purpose of soft landscaping. The same condition was applied to the permission (Ref: 10/3310).

Air Quality

The assessment of the Air Quality impacts of the traffic resulting from the scheme is essentially that the traffic levels expected from this scheme are less than those proposed in the consented scheme. The current scheme does propose a more complex mix of local heating for the units - including individual micro-CHP units and top-up boilers. It is important to ensure that this additional plant does not cumulatively impact on overall air quality. As the individual pieces of plant are relatively small the best way to achieve this is to impose a condition requiring the submission of details of all boilers and CHP plant installed on a particular unit prior to its occupation demonstrating that the total rated emissions of Oxides of Nitrogen (NOx) do not exceed 40 mg/kWh.

Noise

The presented assessment of noise from vehicle movements on the site accords with that used as the basis for specifying noise mitigation at the adjacent First Central development. The applicants consultant has assumed the installation of the noise barrier at the North of the site and recommended the use of conditions to secure suitable noise levels associated with plant. The Council's Environmental Health Officer recommends that a condition be applied requiring that prior to the occupation of each unit, details shall be submitted of the noise rating levels of the units fixed plant and equipment demonstrating that it shall not exceed a level 10 dB below the typical background noise level during the day of LA90 = 49 dB (0700 to 2300 hours) and night of LA90 = 43 dB (2300 to 0700 hours). The measurements and assessment should be undertaken using the provisions of BS 4142:1997.

Lighting

The planned lighting strategy shows that light intrusion to surrounding properties is well within acceptable limits, but only indicates the lighting strategy for the phase 1 development.

In order to ensure that the installed lighting matches that described and that the further development of the site does not introduce intrusive light it is recommended that a condition be applied requiring that the submission of a lighting plan for Phase 2 of the development prior to the commencement of that phase.

Flood Risk Assessment/Sustainable Drainage Strategy

Capita Symonds have undertaken a Flood Risk Assessment and SuDS Statement for the proposed development.

The site is located in Flood Zone 1 and is at low probability of flooding from fluvial or tidal sources. Flood risk, both on and off-site, from site-generated runoff has been addressed via a surface water drainage strategy. The surface water strategy is proposed to comprise a system of attenuated below ground cellular storage, an above ground detention basin and permeable paving, with petrol interceptors, and is based on a 1 in 100 year return period plus 20% for climate change. Off-site discharge is to be restricted to the greenfield rates (89l/s into Twyford Abbey Road via Lakeside Drive and 4l/s into Rainsford Road) previously agreed for this site with the Environment Agency.

The development is considered to be at low risk from flooding from all sources and is not considered to increase such risk to others. The EA have requested some amendments to the drainage strategy which have been agreed and submitted by the applicant. Subject to these amendments and the conditions attached at their request the EA are satisfied with the proposal.

HS2

The site has been identified as a potential works site for the construction of the proposed High Speed Rail Link 2 (HS2) between London and Birmingham. HS2 Ltd are currently undertaking a consultation of various landowners and other stakeholders along the route of the proposed HS2 over land that may be safeguarded as part of the project. The former Guinness Brewery Site to which this application relates is identified as a potential safeguarded area and HS2 Ltd object to this application on the basis that it might prejudice the use of the site as a potential works site. However the safeguarding will only achieve statutory status if and when the HS2 bill is approved by parliament. At present the application must be considered against the current policy framework. It would therefore not be reasonable to refuse or delay making a decision on this application on the basis of possible future legislation. It should also be noted that the site already has planning permission for an even larger development which will remain extant until March 2015.

Plot 1 - Energy Strategy

The energy strategy for Plot 1 adopts a hierarchical approach using passive and low energy design technologies to reduce baseline energy demand and carbon dioxide emissions followed by the application of low and zero carbon technologies. This strategy follows the principles within the relevant GLA London Plan policies and the LBB Core Strategy.

The energy strategy has identified that with the provision of passive and low energy design measures and a mixture of low and zero carbon technologies being applied the regulated carbon emissions from the development will be circa 26.03 % below a Building Regulations Part L: 2010 baseline scheme, in line with Brent's Local Development Framework and the London Plan. The following Low and zero carbon technologies are proposed for each individual unit

- Micro-CHP to provide the heat input for the domestic hot water generation and part of the core area heating load. The electrical output will meet part of the daily electrical demand;
- Air source heat pumps (ASHPs) to provide heating and cooling to the office accommodation; and
- Photovoltaics (PVs) to meet part of the daily electrical demand.

The energy strategy demonstrates that the lean scheme incorporating passive and low energy design measures show a reduction of 4.02 % (12.86 tonnes CO₂ /yr) in the development CO₂ emissions over the baseline requirement. With the addition of the gas operated micro-CHPs, to each unit, the lean and clean scheme shows a reduction of 3.51 % (10.80 tonnes of CO₂ /yr) in the development CO₂ emissions over the energy efficient (lean) scheme with an overall improvement of 7.39 % (23.66 Tonnes CO₂ /yr) against the baseline scheme.

The renewable technologies will together provide approximately 20.13 % (59.65 tonnes CO₂ /yr) reduction in annual CO₂ emissions compared to the energy efficient/CHP (lean and clean) scheme, 22.93 % (70.45 tonnes CO₂ /yr) reduction in annual CO₂ emissions compared to the energy efficient (lean) scheme and 26.03 % (83.31 tonnes CO₂ /yr) reduction in annual CO₂ emissions compared to the baseline.

Plot 2 - Framework Energy Strategy

The Plot 2 outline planning application framework energy strategy adopts a hierarchical approach using passive and low energy design technologies to reduce baseline energy demand and CO₂ emissions followed by the application of low and zero carbon technologies. This strategy follows the principles within the relevant GLA London Plan policies and the LBB Core Strategy.

The framework energy strategy is based on the average lean, clean and green building emission rate (BER) carbon emission values calculated for the plot 1 detailed planning application element of the Origin development hybrid planning application. The energy strategy identifies that with the provision of passive and low energy design measures and a mixture of low and zero carbon technologies being applied the regulated carbon emissions from the development will be circa 26.03 % below a Building Regulations Part L: 2010 baseline scheme, in line with Brent's Local Development Framework and the London Plan.

The same low and zero carbon technologies proposed for plot 1 will be applied to plot 2.

The energy strategy demonstrates that the lean scheme incorporating passive and low energy design measures show a reduction of 4.02 % (24.83 tonnes CO₂/yr) in the development CO₂ emissions over the baseline requirement. With the addition of the gas operated micro-CHPs, to each unit, the lean and clean scheme shows a reduction of 3.51 % (20.85 tonnes of CO₂/yr) in the development CO₂ emissions over the energy efficient (lean) scheme with an overall improvement of 7.39 % (45.68 tonnes CO₂/yr) against the baseline scheme.

The renewable technologies as noted above will together provide approximately 20.13 % (115.16 tonnes CO₂/yr) reduction in annual CO₂ emissions compared to the energy efficient/CHP (lean and clean) scheme, 22.93 % (136.01 tonnes CO₂/yr) reduction in annual CO₂ emissions compared to the energy efficient (lean) scheme and 26.03 % (160.84 tonnes CO₂/yr) reduction in annual CO₂ emissions compared to the baseline.

BREEAM Pre-Assessment

It is stated that the development could attain an achievable score of 73.77%, which translates into an Excellent BREEAM 2011 rating. As the development is a Shell & Core project, BREEAM requires that the Fit Out related credits will be achieved by the incoming tenants. This will be secured through the s106 agreement.

Flood Risk

The Environment Agency initially raised objection in the absence of an acceptable Flood Risk Assessment (FRA), which failed to comply with the requirements of Planning Policy Statement 25 (PPS25). The basis for this objection (Feb 2011) was that (i) the FRA fails to be supported by appropriate information to demonstrate Sustainable Drainage Systems (SUDS) have been maximised on site (ii) the FRA fails to demonstrate that the proposed development layout and surface water systems can cope with storm events, and (iii) take the impacts of climate change into account.

In March 2011 the EA provided an updated response which confirms their objection still stood, this requested further information in relation to SUDS and storage volume/run-off calculations in the event of a storm.

Following the submission of further information the EA responded on 10 June 2011, still raising objections. Having been satisfied on the surface water storage they removed this part of their objection, but still maintained an objection on the basis that SUDS have not been utilised, nor has their non-inclusion been fully justified.

A further response from the EA, dated 6 July 2011 confirms that having reviewed the revised drainage scheme the EA maintains its objection.

The latest response from the EA, dated 26 October 2011 confirms they are satisfied with the principles for the revised drainage scheme (drg SS/015190-46 P7), and are able to remove their objection.

The proposed development will only be acceptable to the EA if the following measures, as detailed in the FRA, Windes Quickstorage Estimates (submitted in email dated 17 May 2011) and drawing SS015190-46-P7 submitted on 20 October 2011 are implemented and secured by way of a planning condition on any extension of time consent. Officer's recommend this through condition, which did not form part of the previous consent.

Impact on Neighbours

The site is located within Park Royal and most of its perimeter lies adjacent to existing and proposed commercial development. The majority of the perimeter will also be facing existing and proposed roads. It is not considered that the proposed scheme will have any negative impact on its commercial neighbours. Indeed the scheme will facilitate the long awaited Rainsford Link Road and the extension to Lakeside Drive which will have a beneficial impact on the operation of neighbouring occupiers.

The northern edge of the site which includes Units 3 & 4 in Plot 1 and the proposed pocket park adjoins residential properties in Brent and the London Borough of Ealing. All these properties were consulted on the application. No objections have been received from any residential neighbours.

Daylight, Sunlight and Overshadowing Report

A Daylight, Sunlight and Overshadowing Report has been prepared to assess the effects of the development on, in particular, existing residential properties surrounding the site are located to the north on Abbeyfields Close and Moyne Place. Residential apartments to the west of the Site have also been consented planning permission, as part of the First Central scheme. All other surrounding buildings are of commercial or industrial use.

Daylight and sunlight assessments to the existing surrounding and proposed consented residential properties were also carried out against the two illustrative layouts submitted as part of the application. For both scenarios, the Vertical Sky Component (VSC) tests, Annual Probable Sunlight Hour (APSH) tests and overshadowing images show that all of the existing surrounding and proposed consented residential properties will retain good levels of daylight and sunlight with the proposed development in place.

The effect on the existing surrounding and proposed consented residential properties as a result of the proposals is therefore considered negligible and in accordance with Brents planning policy regarding daylight and sunlight.

General relationship to residential neighbours

Although the applicants have demonstrated an acceptable relationship in terms of daylight, sunlight and overshadowing there is some concern about the impact of the scheme in terms of outlook and general massing on the rear gardens of housing in Abbeyfields Close and Moyne Close. In terms of SPG17 the scheme meets the 30 degree set down guidelines on the rear of these properties. However the proposed buildings along this boundary are approximately 3 metres higher than those in the existing permission. This means that they currently fail the 45 degree set down guidelines at the rear boundary of these gardens. This is partly mitigated by the generous landscaping buffer proposed along this boundary with a minimum width of approximately 9 metres, and by the relatively long rear gardens which are between 15 and 28 metres long with extensive existing planting in most of them. However there is some concern that the scheme as originally submitted might have an overbearing relationship on these gardens. In order to address this issue the applicants have agreed to revise the scheme and provide a report assessing the impact of the scheme in terms of the 45 degree test. The full details of the amendments and an assessment of the impact on adjoining amenity will be set out in a supplementary report. This application is recommended for approval on the basis that these revisions will be sufficient to address this issue.

Other

Noise and lighting impacts are dealt with elsewhere in this report but are generally considered acceptable.

RECOMMENDATION: Grant subject to S106 & refer to SoS

(1) The proposed development is in general accordance with policies contained in the:-

Brent Unitary Development Plan 2004
Central Government Guidance
Council's Supplementary Planning Guidance

Relevant policies in the Adopted Unitary Development Plan are those in the following chapters:-

Built Environment: in terms of the protection and enhancement of the environment
Environmental Protection: in terms of protecting specific features of the environment and protecting the public
Housing: in terms of protecting residential amenities and guiding new development
Employment: in terms of maintaining and sustaining a range of employment opportunities
Open Space and Recreation: to protect and enhance the provision of sports, leisure and nature conservation

Transport: in terms of sustainability, safety and servicing needs
Park Royal: to promote the opportunities and benefits within Park Royal
Site-Specific Policies

CONDITIONS/REASONS:

- (1) The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

Drawing numbers:

30481-PL-120
30481-PL-121A
30481-PL-122
30481-PL-123B
30481-PL-124
30481-PL-125
30481-PL-126
30481-PL-127
30481-PL-128
30481-PL-129
30481-PL-130
30481-PL-131
30481-PL-132
30481-PL-140
30481-PL-141A
30481-PL-142
30481-PL-146
30481-PL-160
30481-PL-170
30481-PL-171
30481-PL-172A
30481-PL-173
30481-PL-177
30481-PL-178

Technical Reports

Planning Statement
Statement of Community Involvement
Design & Access Statement
Transport Statement
Framework Travel Plan
Air Quality Assessment Noise and Vibration Assessment
Ground Conditions Assessment
Flood Risk Assessment and SuDs Drainage Report
Desk Based Archaeology Assessment
Sustainability Statement
Sustainability Checklist
Plot 1 Energy Strategy
Plot 1 BREEAM Pre-Assessment
Plot 2 Framework Energy Strategy
Updated Ecology Strategy
Arboricultural Report
Landscape Framework & Strategy (& associated plans)
Utilities Appraisal
Lighting & CCTV Strategy
UXB Survey (2006)

Reason: For the avoidance of doubt and in the interests of proper planning.

(2)

- (3) During demolition and construction on site:

- The best practical means available in accordance with British Standard Code of Practice B.S. 5228: 1997 shall be employed at all times to minimise the emission of noise from the site;
- The operation of the site equipment generating noise and other nuisance-causing activities, audible at the site boundaries or in nearby residential properties shall only be carried out between the hours of 0800 – 1700 Mondays-Fridays, 0800 -1300 Saturdays and at no time on Sundays or Bank Holidays;
- Vehicular access to adjoining and opposite premises shall not be impeded;
- All vehicles, plant and machinery associated with such works shall be stood and operated within the curtilage of the site only;
- No waste or other material shall be burnt on application site;
- A barrier shall be constructed around the site, to be erected prior to demolition;
- A suitable and sufficient means of suppressing dust must be provided and maintained at all times during construction works.

Reason: To limit the detrimental effect of construction on adjoining residential occupiers by reason of noise and disturbance.

- (4) Details of materials for all external work including samples, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced and the development carried out in accordance with the approved details.

Reason: To ensure a satisfactory development which does not prejudice the amenity of the locality.

- (5) Notwithstanding the plans hereby approved, further details of site wide landscaping and boundary treatments, shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of the development. The proposed landscaping shall include provision for new tree planting and shall be completed in accordance with the approved details before the development hereby approved is occupied and thereafter shall be maintained to the satisfaction of the Local Planning Authority, with any trees or plants that die, are badly damaged or become seriously diseased being replaced in the first five planting seasons.

Reason: To ensure a satisfactory standard of appearance and that the proposed development enhances the visual amenity of the locality.

- (6) Notwithstanding the plans hereby approved further details of the proposed development shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced and the development shall be carried out and completed in all respects in accordance with the details so approved before the building(s) are occupied. Such details shall include:-

- details of additional refuse and recycling facilities;
- details of bicycle storage facilities;
- further details of the proposed external lighting;

Reason: These details are required to ensure that a satisfactory development is achieved.

- (7) Notwithstanding the details hereby approved further details of the proposed pedestrian/cycle access to the site from Lakeside Drive shall be submitted to and approved in writing by the local planning authority prior to the commencement of works on site. And the access shall be provided prior to first occupation of any of the units hereby approved.

Reasons: To ensure that the development provides an acceptable level of access for cyclists and pedestrians.

- (8) Notwithstanding the details shown in drawing numbers 2961/ME/01 -1 & 2 further details of a scheme for lighting the development shall be submitted and approved in writing by the local planning authority prior to the commencement of works on site, and the lighting shall be installed fully as approved thereafter. Such details shall pay attention to further reducing light spillage at sensitive boundaries with residential neighbours.

Reason: In the interests of the residential amenity of adjoining occupiers.

- (9) Notwithstanding the plans hereby approved further amended details of the access and servicing arrangements to Units 13, 14, 15 and 16 shall be submitted showing the provision of two full sized loading bays and two 8m rigid vehicle bays. These revised details to be submitted and approved in writing by the local planning authority prior to the commencement of works on site, and the works shall be implemented fully in accordance with such details unless otherwise agreed in writing by the local planning authority..

Reasons: To avoid obstructing the highway and ensure the free flow of traffic.

- (10) Notwithstanding the details hereby approved further details of the proposed CCTV cameras shall be submitted showing how cameras located adjacent to the boundary with adjoining residential neighbours will be restricted in order to prevent overlooking of private residential

gardens and residential windows. Submitted details to be approved in writing by the local planning authority prior to the commencement of works on site, and the cameras shall be installed fully as approved, unless otherwise agreed in writing by the Local Planning Authority.

Reasons: To protect the privacy of neighbouring residential occupiers.

- (11) The quality of soil imported to site for the purposes of soft landscaping, including the 'Pocket Park' must be tested to ensure that it does not pose an unacceptable risk to the health of future end users of the 'Pocket Park'. The results must be submitted to the Local Planning Authority for written approval, prior to the commencement of works

Reason To ensure the safe development and secure occupancy of the site proposed for use in accordance with UDP policy EP6.

- (12) No mechanical extraction, ventilation, cooling or other such plant equipment shall be installed to any of the units hereby approved without the prior approval in writing of the local planning authority.

Reason: To protect adjoining occupiers from potential noise and odor nuisance.

- (13) If the development is to be carried out in a phased manner then a detailed phasing plan shall be submitted to and approved by the Local Planning Authority prior to the commencement of works. The phasing plan shall include details of how the required flood alleviation measures will be delivered in relation to each phase, the development will thereafter be carried out in accordance with the approved phasing plan unless the Council agree otherwise in writing.

Details required to discharge the conditions relating to each phase shall be submitted to and approved by the Local Planning Authority before any work in relation to that phase is commenced.

Reason: To allow the phased implementation of the development

- (14) Prior to the commencement of works on site further details of an acoustic barrier to be installed along the north western boundary of the site shall be submitted to and approved in writing by the local planning authority. Such details shall specify the materials and height, and shall be installed fully, with details as approved in writing, unless otherwise agreed in writing by the Local Planning Authority.

Reason; In the interests of maintaining the amenity of neighbouring residential occupiers.

- (15) Prior to the occupation of each unit the applicant shall submit details, in writing, of the noise rating levels from the fixed plant and equipment to demonstrate that it shall not exceed a level 10 dB below the typical background noise level during the day of LA90 = 49 dB (0700 to 2300 hours) and night of LA90 = 43 dB (2300 to 0700 hours). The measurements and assessment should be undertaken using the provisions of BS 4142:1997.

Reason: To protect the amenity of neighbouring residents.

- (16) Prior to the commencement of phase 2 of the development the applicant shall submit, in writing, to the Local Planning Authority a lighting plan for this phase of the development demonstrating that the light intrusion into neighbouring residential properties shall be within acceptable levels.

Reason: To protect the amenity of neighbouring residents.

- (17) Prior to the occupation of each unit the applicant shall submit details, in writing, of the noise rating levels from the fixed plant and equipment to demonstrate that it shall not exceed a level 10 dB below the typical background noise level during the day of LA90 = 49 dB (0700 to 2300 hours) and night of LA90 = 43 dB (2300 to 0700 hours). The measurements and assessment should be undertaken using the provisions of BS 4142:1997.

Reason: To protect the amenity of neighbouring residents.

INFORMATIVES:

None Specified

Any person wishing to inspect the above papers should contact Neil McClellan, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5243