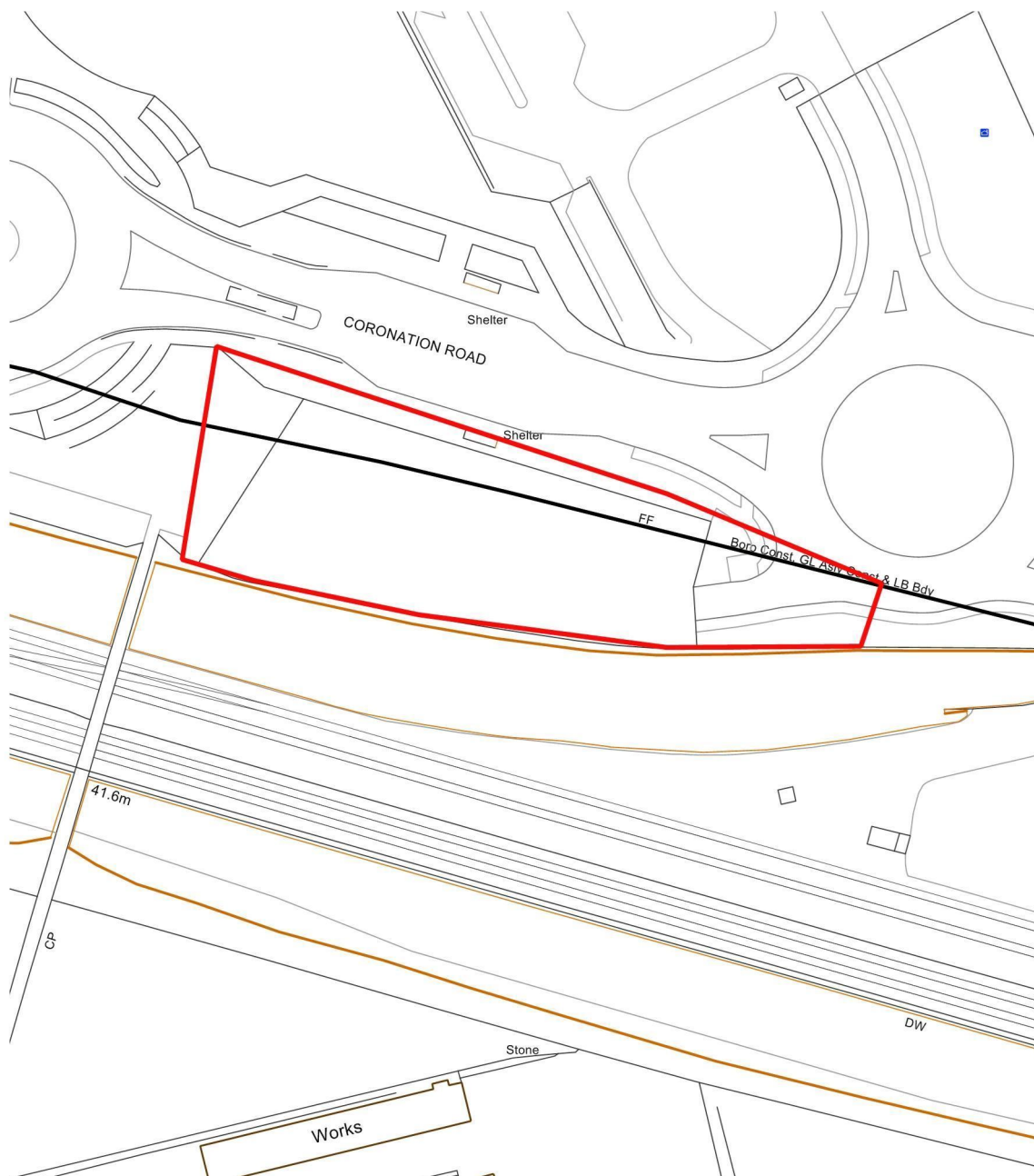




Planning Committee Map

Site address: Land south of Coronation Road / west of Rainsford Road, Coronation Road, London, NW10

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This map is indicative only.

RECEIVED: 26 October, 2012

WARD: Stonebridge

PLANNING AREA: Harlesden Consultative Forum

LOCATION: Land south of Coronation Road / west of Rainsford Road, Coronation Road, London, NW10

PROPOSAL: Erection of an 11 storey building (including lower ground floor) with basement level to provide 229 bed hotel (Class C1) including function / event space, conference suite, bar and dining facilities together with associated car parking, cycle parking, servicing, retail kiosk (Class A1 or A3), coach drop-off lay-by and dedicated coach parking area on Lakeside Drive.
(N.B. This is a cross-boundary application so identical applications have been submitted to both the London Borough of Brent and Ealing Council for their determination.)

APPLICANT: Savannah Hotels

CONTACT: CgMs Consulting

PLAN NO'S:
(See condition 2 for the approved plans and supporting documents)

RECOMMENDATION

To resolve to Grant Consent, subject to:-

(a) the referral of the application to the Mayor of London for its Stage 2 response in accordance with part 5 of the Town and Country Planning (Mayor of London) Order 2008, and any direction by the Mayor of London to refuse the application. In accordance with Article 5 of the Town & Country Planning (Mayor of London) Order 2008 following the Council's determination of this application, the Mayor is allowed 14 days to confirm if the application is in compliance with the London Plan, and to decide whether to allow the draft decision to proceed unchanged or direct the Council under Article 6 to refuse the application;-

(b) and subject to the completion of a satisfactory Section 106 and/or other form(s) of legal agreement/undertaking in order to secure the s106 matters as detailed in this report and to delegate authority to the Head of Area Planning or other duly authorised person (taking into account any further representation received) to agree exact terms thereof on advice from the Director of Legal Services and Procurement, having referred the the application to the Mayor of London

SECTION 106 DETAILS

Officer's still await confirmation from the applicant that they are agreeable to the content of the legal agreement, any changes to the terms set out below will be covered in a supplementary report. Members are advised that the application requires a Section 106 Agreement, in order to secure the following benefits:-

- (a) Payment of the Council's legal and other professional costs in (i) preparing and completing the agreement and (ii) monitoring and enforcing its performance.
- (b) A contribution of £10,000 for '*10,000 Trees in Park Royal*' project.
- (c) A contribution of £79,000 is to be utilised by the Council towards sustainable transportation in the local area, including but not limited to improvements to pedestrian routes to and from the Development.
- (d) Prior to commencement of development submission of a detailed sustainability strategy which shall demonstrate -. (i) How the measures set out in a revised checklist to be submitted, will be implemented to ensure compliance with the Brent, TP6 sustainability checklist ensuring a minimum score of 50% is

achieved and (ii) within 3 months of the commencement of development submit a 'BREEAM' interim design stage certificate and indicative assessment to demonstrate the development will achieve BREEAM 'excellent' rating or similar, with compensation should it not be delivered. (iii) Prior to first occupation of the development the Owner shall commission at its own expense an independent BREEAM review by a BRE-approved independent body (the "**Assessor**") with a view to determining whether:

- (1) 50% "Very Positive" on the London Borough of Brent's Sustainability Development Checklist has been achieved unless an alternative level is agreed in writing by the Council; and
 - (2) the BREEAM Rating of "Excellent" or equivalent has been achieved.
- (e) Prior to the commencement of development, the Owner shall submit to the Council for approval a renewable energy strategy which shall include details of whether and how a 25% improvement on the 2010 Building Regulations Carbon Dioxide Target Emission Rates (TER) could or could not be achieved. 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.
- (f) Implementation of the submitted Interim Travel Plan (draft) dated October 2012..
- (g) Join and adhere to the Considerate Contractors Scheme.
- (h) Prior to first occupation submission and approval of a Service & Delivery Management Plan.
- (i) To demonstrate that upon completion of the approved energy centre on Lakeside Drive, that the proposed development is capable of connection to the district wide heating system.
- (j) Prior to Material Start enter into a S278 to cover the Highways Works to Coronation Road and Lakeside Drive, including (but not limited to) works along Coronation Road to, involving the extension of the existing bus lay-by approximately 30m eastwards in broad compliance with the indicative layout shown on drg HFC-A-L-00-201,revB (but amended to include a splayed kerb at the eastern end), and the access works to the coach parking area on Lakeside Drive.

At the time of completing this report the applicant is in discussion with the GLA on matters relating to the energy strategy, in theory any future changes to the strategy in order to satisfy the GLA may have an impact on the above Heads of Term. A further update on the GLA's position will be reported through the supplementary report. Members are therefore requested to agree to the principle of the proposed development and the recommendation to approve, and, to delegate authority to the Head of Area Planning, or other duly authorised person, to agree the exact terms of the s106 agreement, and to refuse planning permission if the applicant has failed to demonstrate the ability to provide for the above Heads of Terms and meet the policies of the London Plan, Unitary Development Plan by concluding an appropriate agreement.

As this is a cross-boundary planning application both Brent and Ealing Council's will be a party to the s106 legal agreement.

Community Infrastructure Levy (CIL)

The Mayor's Community Infrastructure Levy, otherwise known as CIL became effective from the 1st April 2012 onwards.

The Planning Act 2008 gave powers to the Mayor of London which allow a London wide CIL to be charged on eligible developments in order to help fund strategic infrastructure projects. The Mayor has now decided to charge CIL in order to raise approximately £300m which will be put toward London's share of the Crossrail funding package agreed with central Government. This means that all eligible developments granted planning permission from 1 April 2012 will be liable to pay Mayoral CIL regardless of when the application was submitted to the Council or any resolution to grant planning permission by the Council's Planning Committee.

Mayoral CIL has been set at £35 per sqm on developments involving the creation of 100sqm or more of floor area, and this proposal would qualify as chargeable development on the basis of the floorspace being created, which is 14,850sqm (GIA).

This application is liable for Community Infrastructure Levy.(CIL) . The Mayor's contribution would be £519,750.00.

EXISTING

The subject site is located along Coronation Road and lies to the north of the A40 Western Avenue and is bounded by London Underground and Network Rail lines to the south. To the west of the site is the new perimeter road of Lakeside Drive and to the northwest is the Diageo headquarters office development. To the east of the site is currently undeveloped land, this was once part of the former Guinness Brewery though all buildings are now demolished.

The application site is situated within designated Strategic Industrial Land (SIL) and the Park Royal Opportunity Area Framework (OAPF).

The proposed development site crosses the borough boundary with Ealing Council and the proposed building will straddle the borough boundary. Some 0.24ha (44%) of the site are in Ealing with 0.31ha (56%) being in Brent. Ealing have designated the part of the site that falls within their Borough as Metropolitan Open Land (MOL), however the part of the application site within Brent is not designated as MOL. It is currently just a grassed area that is fenced off preventing any form of public access or recreational use.

Being situated within Park Royal, and within close proximity to the former Guinness Brewery site surrounding uses here are predominantly industrial and commercial.

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	hotels	

FLOORSPACE in sqm

Number	Existing	Retained	Lost	New	Net gain
1	0		0	38	
2	0		0	14812	

TOTALS in sqm

Totals	Existing	Retained	Lost	New	Net gain
	0		0	14850	

PROPOSAL

Erection of an 11 storey building (including lower ground floor) with basement level to provide 229 bed hotel (Class C1) including function / event space, conference suite, bar and dining facilities together with associated car parking, cycle parking, servicing, retail kiosk (Class A1 or A3), coach drop-off lay-by and dedicated coach parking area on Lakeside Drive.

(N.B. This is a cross-boundary application so identical applications have been submitted to both the London Borough of Brent and Ealing Council for their determination.)

The applicants – Savannah Hotels, propose that the hotel will be a 4* and operated as a franchise under licence from one of the three large international hotel brands. At this stage advanced negotiations with the final 'brand partner' are taking place but the end user is not known.

HISTORY

98/0016 – Granted

Guinness Site, Park Royal, London NW10

Full planning application for new access road from A40 and outline planning application for mixed-use

development on a 22.18-hectare site, including 116,100m² of offices (Use Class B1); 61 residential units; Underground station including ancillary retail; 150-bed hotel; indoor leisure facilities and open space; with associated access/servicing, landscaping and car-parking, including demolition of existing brewery and leisure buildings.

(N.B. This consent includes the application site as the location for the hotel.)

A significant s106 package of £3.6m was secured to contribute towards (i) improvements to public transport infrastructure (ii) associated highway and junction improvements (iii) provision and maintenance of 5 acres of public open space, and (iv) maintenance and management of wildlife corridors.

The substantial s106 package was largely due to help fund the new Underground Station that was consented. However Transport for London (TfL) no longer supports a business case for this new station interchange here in Park Royal.

10/3321 – Granted

Revised outline planning consent for up to 60,000sqm of office accommodation (Class B1), in 3 buildings up to a maximum of 10 storeys in height, up to 1700sqm of retail, restaurant, hot-food takeaway floorspace, up to 2500sqm of health and fitness floorspace, with associated pedestrian areas, landscaping, access, servicing, car and cycle parking.

The construction of 4 residential blocks up to a maximum of 9 storey's in height to provide a maximum of 545 residential units

The provision of two play areas and a Multi Use Games Area, and modifications to existing footpaths in West Twyford Park (Bodiam Fields) and modifications to existing surface treatment in Lakeside Drive; and

The provision of an Energy Centre on land east of Lakeside Drive.

(N.B. This revised outline consent excludes the application site.)

POLICY CONSIDERATIONS

National Planning Policy Framework (NPPF) – 2012

London Plan 2011 – Spatial Development Strategy for London;-

- 2.7 Outer London Economy
- 2.13 Opportunity Areas
- 2.17 Strategic Industrial Locations
- 4.5 London's Visitor Infrastructure
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design & Construction
- 5.5 Decentralised Energy Networks
- 5.6 Decentralised Energy in Development Proposals
- 5.7 Renewable Energy
- 5.11 Green Roofs
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.5 Funding Crossrail and Other Strategically Important Transport Infrastructure
- 6.13 Parking
- 7.3 Designing Out Crime
- 7.5 Public Realm
- 7.6 Architecture
- 7.17 Metropolitan Open Land

Park Royal Opportunity Area Planning Framework (OAPF) – 2011;-

This is non-statutory supplementary guidance to the London Plan, and is a material consideration when deciding strategic planning applications.

By identifying park Royal as an Opportunity Area it recognises this as a suitable location for growth, and to accommodate a substantial number of new jobs, homes or both. The framework aims to strengthen its industrial role and the need to maintain Park Royal's employment function through the protection of SIL.

London Plan policy 5F.2 identifies Park Royal as an OAPF, with a target to accommodate 11,000 new jobs and 500 new homes over the next 20 years.

Brent Unitary Development Plan (UDP) – 2004;-

STR5 A pattern of development which reduces the need to travel, especially by car, will be achieved.

STR11 The quality and character of the Borough's built and natural environment will be protected and enhanced.

STR13 Environmentally sensitive forms of development will be sought.

STR14 New development to make a positive contribution to improving the quality of the urban environment in Brent

STR15 Major development should enhance the public realm.

BE2 Local Context

BE3 Urban Structure: Space & Movement

BE4 Access for disabled people

BE5 Urban clarity and safety

BE6 Landscape design

BE7 Streetscene

BE8 Lighting and light pollution

BE9 Architectural Quality

BE10 High Buildings

BE12 Sustainable design principles

EP2 Noise & Vibration

EP3 Local air quality management

EP12 Flood protection

TRN1 Transport assessment

TRN2 Public transport integration

TRN3 Environmental Impact of Traffic

TRN4 Measures to make transport impact acceptable

TRN6 Intensive development at selected transport interchanges

TRN9 Bus Priority

TRN10 Walkable environments

TRN11 The London Cycle Network

TRN12 Road safety and traffic management

TRN13 Traffic calming

TRN14 Highway design

TRN22 Parking Standards – non-residential developments

TRN30 Coaches and Taxis

TRN34 Servicing in new developments

TRN35 Transport access for disabled people & others with mobility difficulties

PS1 Parking standards – Operation of these parking Standards

PS11 Parking standards – Hotels (Use Class C1)

PS15 Parking for disabled people

PS16 Cycle parking standards

PS21 Hotel Servicing Standards

TEA6 Large-Scale Hotel Development

OS5 Green Chains

OS14 Wildlife Corridors

CF4 Community Facilities Capable of Holding Large Functions

Brent Council Supplementary Planning Guidance and Documents

SPG12 Access for disabled people

SPG17 Design Guide for New Development

SPG19 Sustainable design, construction and pollution control

SPD Section 106 Planning Obligations

Brent Core Strategy - 2010

- CP1** Spatial Development Strategy
- CP3** Commercial Regeneration
- CP6** Density & Design in Place Shaping
- CP12** Park Royal
- CP14** Public Transport Improvements
- CP15** Infrastructure to Support Development
- CP18** Protection and enhancement of open space, sports and biodiversity
- CP19** Brent Strategic Climate Change Mitigation and Adaption Measures
- CP20** Strategic Industrial Locations

LDF Core Strategy Site Specific Allocations – SSA – Adopted 2011

PR2 First Central Park Royal

Allocation; B1 Office and hotel development required to support employment growth objectives in park Royal. Proposals will need to secure provision of appropriate transport improvements. Part of these works must include public realm works to enhance pedestrian access to Park Royal Station.

SUSTAINABILITY ASSESSMENT

The TP6 checklist was assessed by your Officer's who scored it 39%, achieving a rating of 'Fairly Positive'. Officer's consider there is scope to incorporate additional measures in order to raise the sustainability rating to a minimum 50%.

The submission of a revised TP6 "Sustainability Checklist" to achieve a minimum of 50% has been included as part of the s106 requirements for the development.

CONSULTATION

Date site notice erected: 10 December 2012

Press Date advertised: 29 November 2012

Public

170 letters were sent to addresses in both Brent and Ealing.

To date one letter of objection has been received. The grounds for objection can be summarised as;

- *Concerned that the proposal will increase traffic flow on Twyford Abbey Road. At peak times this road experiences heavy traffic, particularly at the approach to Hanger Lane roundabout. This proposed development should secure improvements to the junction of Twyford Abbey Road and Hanger Lane roundabout.*

Response

The Transport Assessment has assessed peak traffic flows that would be associated, and finds that the hotel will not have a perceptible impact on the local road network. This position is supported by Brent Transport Officer's and the GLA.

Internal

Landscape: Landscape Design officers are fully supportive of the proposal.

Transportation: In summary no objections on transportation grounds are raised subject to (i) a Section 106 agreement to secure (i) an agreement under s278 of the Highways Act 1980 to allow the undertaking of highway works along Coronation Road, involving the extension of the existing bus lay-by by approximately 30m eastwards in broad compliance with the indicative layout shown on drawing HFC-A-L-00-201 Rev.8 (but amended to include a splayed kerb at its eastern end), together with all accommodation works and works to statutory undertakers equipment within the highway arising as a consequence of these works (ii) implementation of the submitted Interim Travel Plan (draft) dated October 2012 for the sites (iii) implementation of the submitted Servicing & Management Strategy (dated October 2012) and (iv) submission and approval of a Construction Management Plan.

It is requested that a condition be attached to any planning permission preventing occupation of the hotel until such time as the coach layover area has been provided along Lakeside Drive.

Urban Design: The architectural approach, scale and massing are considered to be appropriate. Critical to

the end quality of the building will be the materials, and further consideration to these should be required through condition, in order to secure a high quality development.

Environmental health;

There are no concerns related to possible contamination of the land. In this respect the site is considered suitable for its end use.

Due to the buildings proximity to railway lines and in order to ensure good resting conditions are achieved in the bedrooms a condition is recommended to be attached setting out acceptable internal noise levels that should be achieved, and that post completion testing be carried, and the results of this be submitted to the Local Planning Authority for approval prior to first occupation.

In terms of the effects of vibration officer's are satisfied that this will not pose any problems.

No concerns are raised about the developments impact on air quality and no further mitigation measures are recommended.

Policy;

No objection is raised. The planning history for the site shows there is support for a hotel in this location.

External

Environment Agency;

No objection is raised.

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

A stage 1 response, dated 6 Feb 2013 was received from the GLA which provides the following comment on the proposal:

- The principle of providing a hotel on this site is acceptable in strategic planning policy terms. However there are a number of planning issues that will need to be resolved before the application can be considered to fully comply with London Plan policy. These issues relate to; inclusive design, the proposed energy strategy and transport matters.
- It is recommended that the issues raised in the Stage 1 response be satisfactorily addressed before the applications are referred back to the GLA at Stage 2.

The GLA stage 1 report is summarised as follows:

Land use principle;

- The part of the site that falls within Ealing is designated Metropolitan Open Land (MOL). London Plan policy 7.17 confirms the Mayor's strong support for MOL, and its protection from development that could have an adverse impact on its openness. This approach is also consistent with the NPPF.
- Paragraph 79 of the NPPF states that the fundamental aim of Green Belt policy (and by extension MOL policy), is to prevent urban sprawl by keeping land open. The NPPF also states, (at paragraph 87), that inappropriate development is by definition harmful to such land and should not be approved except in 'very special circumstances'.
- The applicant contends that the site's remaining MOL designation (within Ealing) is obsolete as; a) it does not meet current London plan criteria, b) because it fails to take into account why it was originally designated as MOL, and c) because planning permission was granted for a hotel on the site in 1999. The applicant also indicated that it is prepared to enter into a unilateral undertaking with Brent Council not to object to it designating a much larger area of open land it owns to the north of the application site as new MOL.
- The GLA considers there to be two key issues upon which the acceptability of the proposal should be judged. These are; 1) whether it presents such very special circumstances, and 2) whether London plan policies to protect MOL would be outweighed by other planning considerations.
- GLA officers are of the view that such very special circumstances do exist here given the unique circumstances of the site and its planning history, and should the applicant conclude and sign the unilateral undertaking it has proposed, the wider regeneration benefits that would accrue from the development are considered to outweigh the harm that would result.
- In conclusion the potential loss of MOL is therefore considered acceptable in strategic planning terms.

Proposed hotel use;

- The proposed use is consistent with London Plan policy 4.5, which seeks to achieve the delivery of 40,000 additional hotel bedrooms by 2031, of which 10% would be wheelchair accessible.

- The site is well located within an opportunity area, where there is good public transport access to central London. A hotel use would therefore be acceptable in this location and help deliver the regeneration and employment opportunities sought by the Park Royal OAPF.

Urban Design:

- The massing is appropriate to the scale of buildings in the area. The façade design would create an interesting and striking appearance.
- The proposed bulk, scale and appearance of the building are acceptable in strategic planning terms.
- The incorporation of a retail unit and a new security office to provide surveillance and activity at plaza level are welcomed and would satisfactorily address concerns the GLA raised at pre-application stage.

Inclusive Design:

- At pre-application stage the applicant was advised that there were concerns about level access, particularly with visitors coming from Park Royal station arriving at lower plaza level. The applicant was asked to consider these access arrangements again, and the possibility of a secondary entrance to the hotel from this level. It is noted that this has been considered by the applicant but rejected. The GLA re-confirm that the applicants should look again at providing a secondary entrance to ensure full inclusivity.
- It is suggested that some of the proposed disabled parking bays should have a vertical clearance of not less than 2.6m, to allow for wheelchair hoists.
- Further details of additional disabled parking bays and details of the retail kiosk's and rooftop accessibility should be sought and addressed before the applications are referred back to GLA at Stage 2 (a planning condition is recommended to secure the submission of these details).

Biodiversity:

- No strategic planning issues are raised, but it is requested that a conservation-orientated management plan be secured through condition. This will be utilised to ensure a long-term commitment to biodiversity on site.

Sustainability:

- This is considered satisfactory from a strategic planning perspective.

Water resources and flood risk:

- The site is in Flood Risk Zone 1 and the development does not pose a flood risk.
- To minimise surface water run-off it is noted that the FRA proposed attenuation through the installation of tanks, in order to restrict discharge from the site. Further attenuation is proposed through the provision of green roofs. The GLA accept both measures, and request a condition to secure these measures.

Energy:

- The applicant's energy strategy broadly follows the London Plan energy hierarchy to reduce carbon dioxide (CO₂) emissions. But further revisions and information is required before the proposals can be considered acceptable and the CO₂ savings verified.
- In terms of the *Be Lean* measures the applicant is asked to verify the savings to be achieved in regulated CO₂ emissions, as a result of the energy efficiency measures proposed.
- In terms of the *Be Clean* measures it is noted that the applicant is proposing to connect the hotel to a wider district heating network within the vicinity of the site. The applicant is also proposing a site wide heat network, and the applicant should confirm that all rooms and areas of the hotel will connect to this site network.
- In terms of the *Be Green* measures the applicant has investigated the feasibility of renewable technologies and is proposing to use air source heat pumps (ASHP), this technology will provide space heating and cooling to the building. The GLA comment that ASHP and CHP are conflicting technologies competing for heat demand within the building. The applicant is asked to confirm that the ASHP will be a centralised unit serving the building via a network, and that it will not be individual units for each room.
- The applicant is asked to provide further clarification on the overall savings of CO₂ emissions, after each stage of the energy hierarchy.

Transport:

- A total of 90 parking spaces are proposed, including 20 accessible parking spaces. Whilst the London plan does not specify a maximum parking level for hotels in more moderately accessible areas, it is noted the applicant has applied Brent Council 2004 standards. This results in 46 spaces

for the hotel use and 28 spaces for the staff (74 in total). However, a further 11 spaces are proposed on top of this for non resident visitors to the food and drink facilities to be provided within the hotel.

- Due to the hotels out of centre location TfL does not consider that the visitor numbers will justify the additional 11 spaces, and recommends their deletion.
- 20% of the final number of spaces agreed shall be fitted with electric vehicle charging points (EVCP's), and this should be secured through condition.
- TfL agrees with the applicants trip generation assessment, which finds that the development would have a minimal impact on traffic levels and on the public transport network (including London Underground).
- The proposed extension and re-location of the bus lay-by on Coronation Road is supported by TfL.
- The trip generation assessment shows it likely that hotel trips would occur outside the network peak, therefore no further mitigation will be required. TfL also note that £450,000 has been secured from the wider masterplan proposals for the First Central site towards bus service improvements.
- TfL supports the provision of a coach parking area/lay-by along Lakeside Drive, subject to the submission and approval of a coach management strategy.
- As the hotel will include conference/function/event space TfL considers that the demand for taxis may have been underestimated, and would support the provision of a dedicated taxi rank. However TfL accepts the applicants justification for not providing such a facility.
- TfL notes that as part of the wider masterplan proposals for the First Central site that a contribution of £550,000 has been secured specifically for improvements to pedestrian and cycle links. The identified improvements included the footbridge over the rail lines, Mason's Green Lane (connecting to Park Royal station) and the pedestrian subway under the A40. Whilst this funding will deliver improvements there is a limit as to what works can be undertaken with this amount. TfL therefore requests further s106 funding to help deliver wider pedestrian improvements.
- TfL welcomes the provision of a workplace travel plan.

Following Members resolution on the application it will be necessary to consult the GLA again for the Mayor's Stage 2 response.

High Speed 2 Ltd:

- The Government has announced its intention to construct a high speed railway, known as High Speed 2, between London and Birmingham. Consultation has recently begun on draft safeguarding areas to be utilised for both the construction and operation of High Speed 2.
- The site is entirely within a safeguarding area (see safeguarding map No.9), required temporarily during construction phases but no longer required once the construction is complete. Objection is raised for this reason.

REMARKS

Planning context and history

The site was once part of the former Guinness brewery complex that was closed down in 2002, and all associated buildings demolished soon after. In 1995, Ealing and Brent Council's adopted a Planning Brief to guide future development of the area. This envisaged significant employment development, supplemented by a hotel, residential units and other ancillary uses, together with road access improvements.

In 1998 outline planning consent was granted by Ealing and Brent (ref; 98/0016) subject to s106 agreements for a masterplan, incorporating a mixed-use development on a 22.18 hectare site, including 116,100m² of offices (Use Class B1); 61 residential units; new Underground station including ancillary retail; 150-bed hotel; indoor leisure facilities and open space; with associated access/servicing, landscaping and car-parking, including demolition of existing brewery and leisure buildings. Full planning permission was also granted for the construction of a new access road from the A40 Western Avenue.

Following the approval of Reserved Matters construction works commenced in 2002, including the construction of the A40 access road, and improvements to Coronation Road. To the north-west of the application the Diageo headquarters office building was built, together with a second speculative office building along side – this second building still sits vacant.

In 2008 the road network improvements were completed, resulting in the extension to Rainsford Road which links this to Coronation Road.

Due to the change in market conditions it was no longer considered viable to build out the consented scheme that was heavily weighted towards the provision of office floorspace. In 2010 outline consent for a revised masterplan was granted (ref; 10/3321), this includes a greater proportion of residential development,

provision for a dedicated energy centre to serve all the new developments plots, including the proposed hotel, but this excluded the application site from the masterplan area. Planning permission for this revised scheme was granted in March 2012.

The revised masterplan is still centred on the 1999 outline consent that includes a central landscaped park on the northern side of Coronation Road. Approved building heights range in heights between seven and ten storeys, with ten storeys approved directly opposite the application site on the northern side of Coronation Road.

It is also relevant to the proposal to mention that one of the initial phases of the masterplan was the provision of a new public open space. This has been delivered, and known as West Twyford Park this provides a green link from Mason's Green Lane to Twyford Abbey Road.

Principle of Development

The principle of a large hotel on this site is accepted, having been supported in the original planning brief, and granted in the original outline masterplan for the former Guinness brewery site. More recent support for a hotel use is expressed through Brent's Core Strategy Site Specific Allocation – PR2, adopted in 2011. This allocation supports B1 office and hotel development in this location. The GLA has confirmed their support for the principle of a hotel use on this site.

The proposal involves the loss of an area of open space, however this has no policy designation, no formal use and is fenced off with no public access. So in policy terms there is no objection to its loss, and this loss has been accepted before through the granting the first masterplan.

On the Ealing side of the borough boundary the land is however designated as Metropolitan Open Land (MOL) and the proposal results in the loss of MOL, albeit less than 4% of the total area. The loss of this MOL is not objected to by Ealing Council.

The GLA also confirm that very special circumstances exist here that allow them to support the loss of MOL, these circumstances exist here due to the unique circumstances of the site (i.e. that it is fenced off with no public access) and its planning history (i.e. that the principle of hotel development on MOL has previously been granted approval). Subject to the applicant completing a unilateral agreement, that it will not object to Brent Council in the future designating an area which it owns, known as Twyford Abbey Park as MOL the GLA will support the development on MOL on the basis that the wider regeneration benefits will outweigh any harm that may result.

Scale and Design

The hotel is expressed as two primary elements, a plinth at street and lower plaza level and a tower feature. The plinth contains the public functions, including entrance, reception, lounge, bar and restaurant along with the function and conference suites. The tower will contain the guest rooms. At its highest the building is 11 storeys high, and will be 37m above ground level.

Consents have been granted for developments in the vicinity of the site which range from 7-storeys to 10-storeys, on the First Central site so the current proposal for a 11-storey building is considered to be of an appropriate scale.

The GLA express their support for the building in urban design terms, and state that *"the proposed bulk, scale and appearance of the building are also acceptable in strategic planning terms"*.

External Appearance

The massing of the proposed building is broken down by the two primary elements – the plinth and tower. The plinth is articulated as two elements, a glass element at Coronation Road level which gives the impression of the tower element floating above this, and the secondary masonry element below connects Coronation Road level and the lower piazza level. The tower is expressed as different elements with the main central element containing the bedrooms, this is to be treated with a type of anodized aluminium rainscreen cladding. The top two floors are to be treated with a glazed curtain wall, and this helps to make the tower element appear lightweight. Sitting above this glazing is a protruding canopy feature. Full details of the palette of materials will be secured as a condition of any approval, this will ensure that there is sufficient control over the quality of the external finishes to the building.

The GLA express their support for the approach, commenting that *"the façade design responds appropriately to the massing, and would create an interesting and striking appearance"*.

Access

Visitor access and legibility has presented one of the main challenges to the design, layout and function of the building. This is because of the split level approach.

The main pedestrian approach to the site is from Park Royal underground station, via Mason's Green Lane, which is a pedestrian only route. Mason's Green Lane opens out into a public piazza space immediately adjacent to the western end of the proposed building. Stepped access and ramped access currently exists which provides a connection for pedestrians from piazza level to Coronation Road street level, which is approximately 1-storey higher.

The main public entrance is located at Coronation Road level, this is a deliberate response to the fact that the majority of hotel guests and visitors will arrive by vehicle, whether bus, hotel or airport courtesy minibus, coach, taxi or car, and not primarily by underground, via Park Royal Piccadilly line station. As a response to this the main public functions of reception, lounge, bar, dining and function spaces are arranged at this level, and these uses provide an active frontage to the street level along Coronation Road.

The GLA has expressed some concerns with the buildings legibility, and their main reason for this is the split level approach described. This is not seen to be ideal for disabled users. This was flagged up by the GLA at pre-application stage, and the applicants were asked to look at the possibility of creating a secondary public entrance so that customers could enter at piazza level. The GLA re-confirm in their Stage 1 response that this should be re-considered as it would ensure full inclusivity to the building. The applicants position is that functional, operational and security requirements dictate that a single point of entrance is essential, and that this is best located at Coronation Road.

Two principle vehicle access points are proposed for those arriving by car/vehicle. A vehicle set down is to be provided at entrance level on Coronation Road. This will require the re-positioning of an existing bus lay-by, and this is supported by Transport for London (further discussion on this can be found in the '*Transport*' remarks section). Alternatively a secure car park is proposed at basement level, and will be accessed via a new road along the southern edge of the site which forms an extension to an existing hammerhead on the eastern roundabout on Coronation Road. Servicing access will also be gained via this new road.

External spaces

Due to the building footprint opportunities for landscaping are limited. A new frontage along Coronation Road is proposed, this hard landscaping has been designed to adoptable standards. New paving will be laid from back edge of footpath to the hotel entrance, with different colours and textures laid to delineate the main entrance. A raised planter is also proposed along the building frontage to soften the frontage.

At the western end of the building is the interface with the lower piazza level. The building aims to respond to the piazza by locating the car park security office at this level (which will be permanently manned). It is also proposed to provide a retail unit at this level, which would be available to rent to a local start-up business at below market rates. Outside seating to the unit is also proposed, this will give a greater level of activity to the space. The siting of both these units will provide better natural surveillance of the plaza level, and will be a marked improvement because at present this space is not overlooked, or particularly well used because of the perceived fear of crime this space presents. The GLA welcomes this response and this satisfactorily addresses concerns that had been expressed at pre-application stage.

On the upper levels to the building external spaces have been created at first and eight floors. These will be hardwood decked spaces, softened with raised planters, shrubs and trees within planters and bespoke timber seating, offering guests the use of high quality outside spaces.

Above the function suite space an extensive green sedum roof is proposed, this will also include evergreen climbers to screen the plant enclosure walls. The green roof will provide sustainability and biodiversity benefits, as well as aiding with the visual impact of the roof space and plant, and further details of its construction is requested through condition.

Internal Layout and uses

Basement level and lower ground floor will contain all the parking and servicing space. The ground and first floors will include the main hotel reception, lounge, bar, restaurant, function space, meeting rooms, conference space, fitness suite together with the necessary back office support functions.

The function suite is provided with its own separate entrance, and will be capable of seating 225 diners. This will support the conference and business functions of the hotel, as well as being available for private hire.

Guest bedrooms, totalling 229 will be spread over the upper eighth floors of the building (second floor level and above). Of the 229 guestrooms, 26 of these are suites and these are to be located on the top two floors, and 10% of rooms are wheelchair accessible.

<u>Description of use</u>	<u>Measured area/sqm</u>
229 Guest rooms (incl circulation)	8134 sqm
Public areas (reception, bar, restaurant etc)	882
Function suite	480
Business/conference centre	503
Back of house functions	1890
Car parking/servicing	2923
Lower piazza level retail unit	38

Total gross internal floor area: **14, 850**

Transport and Servicing

The site has moderate public transport access, with PTAL 3. Park Royal (Piccadilly line) and Hanger Lane (Central line) are both within 960m (12 minutes walk), and there are three bus services within 640m (8 minutes walk), these are bus routes 95, 226 and 487.

On street parking in the area is generally restricted. Nearby, Lakeside Drive and Rainsford Road restrict parking at all times. The nearest available on-street parking is along Coronation Road to the east of the site, which actually lies within the Borough of Ealing.

A total of 90 parking spaces are proposed within two levels of basement parking. This includes 20 disabled spaces and 27 electric vehicle charging points. Four motorcycle spaces are shown at basement level, along with 24 cycle parking spaces. Servicing provision has been included with a 12m loading bay proposed at the eastern end of the building.

All vehicle access is to be via a new 4.5m service road at the southern end of the site, this is to be accessed via the existing unused fifth arm of the Coronation Road/Rainsford Road roundabout, and is in conformity with the original Masterplan for the First Central development.

Highway works are proposed to the front of the site along Coronation Road, to extend the existing bus lay-by to also accommodate a 'setting down' area for taxis and coaches, with the existing bus stop repositioned further eastwards. Furthermore works are proposed along east along Lakeside Drive to create an off-street coach only lay-by, waiting area.

Transport Impact

The overall impacts of the proposal and surrounding development on the local transport network have been considered at length, dating back to the original masterplan consent for the First Central development. The Transport Assessment for the revised masterplan in 2010, factored in a 200-bed hotel as that size of hotel was under consideration at the time. As such the impact of a large hotel on this site has already been accepted.

The TA produced by URS has used survey data of trip rates, based on five similarly sized hotels in outer London, in order to derive estimated vehicular trip numbers. This exercise shows there to be expected peak periods of 8am-9am and 5pm-6pm. This is based on 2010 data, and is specifically in relation to a 200-bed hotel that was being considered at that time. In comparison a 229-bedroom hotel is now proposed, and your Transport Officer's advises that the impacts of an additional 29 bedrooms will amount to just 3-4 extra car journeys in each peak period. Similarly the additional impacts on the public transport network will be minimal.

TfL agrees that the proposal would have a minimal impact on traffic levels, and that there would not be a perceptible impact on the underground network.

Parking levels

Car parking allowances for hotels are set out in standard PS11 of the adopted UDP 2004. This allows one space per five bedrooms and one space per five staff. For the purposes of assessing the parking requirements staff on site at any one time has been assumed at 75% of the total number of staff to be employed – equating to 137 staff. As such this would amount to 45.8 spaces for hotel guests and 27.4 spaces for staff, with a total requirement for 73 spaces overall. So the provision of 70 standard width spaces would accord with adopted standards. The additional restaurant and bar facilities are assessed individually against standards for A3 uses, set out through PS9.

In addition 20 disabled spaces are proposed, this more than meets Brent's standard for 5% of all spaces. In doing so the overall number of spaces proposed reaches 90. This level of provision has been met with concern by Transport for London, as set out in the GLA's Stage 1 report. TfL have expressed that the number of spaces should be limited to a maximum of 74, as this is in line with the maximum levels afforded through Brent's maximum standards. Ealing Council has also expressed some concern with the overall level of parking, and would support a reduction.

The applicants have set out that is their position that a minimum of 90 parking spaces is required for staff and guests in order to make the scheme commercially viable.

Brent parking standard PS3 supports an increase of a third (above maximum standards) in Park Royal, provided the following can be demonstrated;(a) that is a key regeneration proposal in the area; and (b) the transport and environmental impacts of the development area acceptable; and (c) the proposal secures significant and sufficient public transport/walking/cycling improvements, and/or contributions towards on-street parking controls, and implementation of a green transport plan. Your Officer's consider that the proposed development satisfies each of the above criteria, and on this basis the parking levels can be justified in this location, notwithstanding the GLA's position.

The applicants have submitted a transport update to the GLA, also for Ealing Council, to respond to issues raised in the GLA's Stage 1 report, and to justify the parking levels proposed. Within this update it is noted by URS that Ealing have only assessed parking levels based on the hotel element of the scheme, with no appreciation for the ancillary uses open to the public. This approach is contrary to Ealing policy C1, relating to hotels with ancillary uses. Further response to this is awaited from both parties and any comments will be reported through the supplementary report. The update also confirms that the proposed level of parking accords with maximum Brent standards, based on the combined application of parking standards PS11 (Hotels), PS9 (food and drink uses) and PS3 (Regeneration Exception), and parking levels can be justified against these policies.

Any further comments the GLA have will be reported through the supplementary report. So, subject to the GLA confirming their position, and in the event they insist on a reduction in parking spaces, otherwise a direction of refusal under Stage 2 may follow Members are therefore requested to delegate authority to Officer's to attach a planning condition, requiring the submission and approval of a revised parking layout showing a reduction in parking numbers (with other associated changes) to an agreed level.

Servicing

Under servicing standards PS20 and PS21 a minimum 10m loading bay is required. To comply with this a 12m loading bay is accommodated at the eastern end of the building. Access to this and to the two levels of basement parking is to be via the new southern access road, to the rear of the building. No transport concerns are raised.

S278 works to the highway / re-location of bus lay-by on Coronation Road

Brent policy TRN30 of the UDP 2004 requires dedicated setting down/picking up facilities for taxis and coaches where a hotel use is proposed. Standard PS11 also requires a minimum of one coach parking space per 50 bedrooms, equating here to a requirement for 4-5 spaces. The shape of the site and the access constraints mean that it is not possible to accommodate the requirement on-site.

A solution is offered, and highway works are proposed to the front of the site (Coronation Road) to extend the existing bus stop lay-by approximately 30m further eastwards. This will allow for the re-positioning of the bus stop eastwards towards the rear of the extended lay-by. The western end of the lay-by would then be designated as a short-term drop-off/pick-up area for coaches and taxis only.

Both TfL and Brent Transportation have confirmed they are agreeable in principle to these works being carried out. The s106 agreement will require agreement under s278 of the Highways Act 1980 to allow the undertaking of the aforementioned highway works.

Coach parking

The coach drop-off/pick-up point that is to be provided along Coronation Road is not sufficient by itself to satisfy the requirements for a hotel of this size, and neither would this be suitable for long-term overnight parking. The GLA advised the applicants at pre-application stage of the requirements for coach parking, as set in London Plan policy 6.13 (1 coach parking space per 50 hotel rooms). Due to the constraints of the site it has not been possible to accommodate this on-site. The applicants solution, in order to meet London Plan policy and Brent's adopted servicing standards has been to propose a dedicated coach parking area off-site,

eastwards along Lakeside Drive. This is approximately 90m north of the hotel site, and will be large enough to accommodate 2 full sized coaches, or 3 midi sized coaches.

The GLA supports this and consider that this will deal with likely demand and prevent coaches from standing on Coronation Road, which could potentially disrupt bus operations along here. Brent Transportation Officer's also support the approach.

This coach parking area is fully within Brent and is to be privately maintained. Unfortunately it does result in the loss of some landscaping along Lakeside Drive, as this was land to be landscaped along the western edge of the First Central development. However the operational needs of the hotel outweigh the harm caused by the loss of landscaping.

Subject to the access works to the coach parking area being incorporated into the s278 Highway agreement works, and to a planning condition restricting the use of the parking area for coaches only there would be no objection to this. A coach management strategy will be secured through condition in order to address the GLA's request for this.

Travel Plan

In an attempt to try to maximise the use of non-car modes of transport to and from the site, a draft Travel Plan has been developed by URS and submitted. This sets out a range of measures with the aim of significantly reducing staff journeys by car over a five year period, with progress to be monitored on an annual basis.. The Travel Plan has been assessed using TfL's ATTrBuTE programme and has scored a PASS rating. The plan is therefore considered suitable for inclusion within the s106 agreement in its current form, alongside a clause requiring its implementation.

High Speed 2 (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 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.

Landscape

Opportunities for landscaping at street level are limited, this is mainly due to the size of the site, its relatively shallow depth and the need to accommodate servicing access. To off-set this, the strategy is to deliver a high quality semi-public/semi-private front forecourt to enhance the public realm, and to provide high quality public terraces (with planting) on the upper floors.

The site at present consists of lawn and to its northern edge is a row of nine semi-mature Lime trees. Removal of these trees is required. The response to this from your Tree Protection Officer is that this is acceptable in principle provided the trees are safely removed and re-planted elsewhere within the vicinity of the site, as the applicant proposes. In order to secure their safe removal it is recommended that further details of how these works will be done are secured through the submission of method statement condition.

Given the urban character of the site it is not unusual to see buildings in areas such as this without a landscaped setting, and the need for more generous landscaping is outweighed in this instance by the regeneration benefits this proposal would deliver. Members are also reminded that one of the obligations in the s106 is for a contribution of £10k, for the '10,000 trees in Park Royal' project - this will help to deliver public realm improvements.

Biodiversity

The southern edge of the site forms part of a larger east-west Green Corridor, which London Plan policy 7.19 (Biodiversity & access to nature), requires boroughs, to identify, protect and enhance. The proposal does not break the Green Corridor.

The ecological appraisal has due regard for legislative requirements and the planning policy context and has been submitted in support of the application. This includes a detailed desk-top study, and a site walk over was carried out. This confirms that the site is not designated for its nature conservation value, and that there

is no evidence of protected species or habitats on site. The risk of finding roosting bats is found to be negligible and no further survey work is recommended.

Protected species are unlikely to be a constraint to development and further survey work is not recommended.

Notwithstanding this it is proposed to maintain this Green Corridor, and it extend it from the point at which it currently terminates at the point of the piazza. This proposed extension of the pedestrian and cycle routes will connect through to the roundabout on Coronation Road, and will also maintain the Green Corridor as an access route from Twyford Abbey Road to the north to Coronation Road and Rainsford Road to the south. The GLA has requested that a *conservation-orientated management plan* be utilised to ensure the sites long-term commitment to biodiversity, and compliance with relevant London Plan policies, and that this should be required through planning condition. An appropriately worded condition secures this.

Sustainability/Energy Measures

Sustainability and energy measures which are coming forward as part of this proposal, are outlined in the applicant's supporting Energy and Sustainability Statement. The energy statement sets out measures as to how the development would comply with London Plan policy 5.2, which requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy to;

Be Lean: use less energy

Be Clean: supply energy efficiently

Be Green: Use renewable energy

The *Be Lean* measures that are proposed to achieve CO2 savings are proposed to be achieved through a range of passive design features and demand reduction measures. High performance in terms of air permeability rates and heat loss are aimed for.

The GLA has requested that the applicant provides further information in order to verify the savings in regulated CO2 emissions resulting from energy efficiency measures alone. This information is currently in the process of being compiled for submission to the GLA.

In order to meet the *Be Clean* objectives the applicant is proposing to connect the development to a local, district heating network that is being bought forward as part of the wider masterplan proposal for the area. The First Central site has consent for an energy centre, which will incorporate a Combined Heat and Power (CHP) unit, this is to be utilised by the hotel for decentralised energy supply. Though at this stage the GLA are seeking verification on CO2 reductions.

In order for the development to meet the *Be Green* objectives the applicant has investigated the feasibility of a range renewable energy technologies. Following this exercise it is proposing to install air sourced heat pumps (ASHP) that will perform the function of space heating and cooling. Though it is noted by the GLA in their Stage 1 report that ASHP and CHP are conflicting technologies, both competing for heat demand within the building. The applicant is therefore required to confirm that the ASHP will be a centralised unit serving the building via a network, and not individual units provided for each room. This has been requested, and an update will be reported in a supplementary report.

The applicant submits that the above strategy, based on low zero carbon technologies will mitigate the London Plan target of a 25% reduction in CO2 emissions.

In summary there is broad acceptance for the strategy, however the applicant is required to provide further verification of the CO2 emissions savings before the GLA give support to the energy strategy. Further calculations showing residual CO2 emissions after each stage of the Mayor's energy hierarchy are requested. These should then be used as a comparison against a 2010 Building Regulations compliant development.

As it stands the applicant's are currently in discussion with the GLA in order to address their Stage 1 comments, verify CO2 savings and agree the proposed energy strategy for the development. A supplementary report is currently being produced by the applicants, responding to the issues raised by the GLA. Response to this from the GLA will be reported in the supplementary report. In any event members are reminded that they are requested to delegate authority to the Head of Area Planning to agree the exact s106 Heads of Terms, including the sustainability and energy measures.

BREEAM

The proposed development is targeting a BREEAM rating 'Excellent', this will satisfy Brent Core Strategy policy CP19, and a BREEAM pre-assessment has been submitted to demonstrate how this will be achieved. Further details of this and post completion verification of the BREEAM rating will be required through the s106 agreement.

Flood risk

The subject site falls within Flood Risk Zone 1 and accordingly is situated within an area of low risk of flooding. The Environment Agency has confirmed they have no objection to the proposal or any conditions to add.

Other Supporting Documents

An Air Quality Assessment has been submitted as the site falls within a designated Air Quality Management Area (AQMA). Environmental Health officer's are satisfied that there will be no significant impacts on air quality caused by traffic. Further clarification has been requested of how the hotel will be heated if it does not connect to the First Central energy centre.

A Noise and Vibration report has been submitted. The report recommends suitable glazing performance for the hotel bedrooms that face onto the railway, this will ensure good resting conditions. Subject to a condition requiring the results of post completion testing of bedrooms then no further information is required. The same report assesses the potential for disturbance caused by vibration noise and Environmental Health Officer's advise that there are unlikely to be any related problems.

London Borough of Ealing's position on the proposed development

A number of meetings have taken place with Officer's from Ealing during which it has been confirmed that Ealing Council also supports the principle of a hotel development in this location, and are comfortable with the scale and design of the building. It is understood that further discussion is taking place between the applicants and Ealing Council's Energy and Sustainability Officer around the energy strategy. Any significant changes to the strategy will be reported through the supplementary report.

Officer's at Ealing are proposing to report the application to Ealing's planning committee on 27 March 2013.

As this is a cross-boundary application then there should be consistency between Borough's with regards to planning conditions and the s106 legal agreement. Ealing Council has indicated broad support at this stage for the recommended conditions, and has raised no concerns with the s106 agreement. If there are any further changes to report on either the conditions or the s106 agreement then again these will be reported to Members through the supplementary report.

Summary

In conclusion, the principle of a hotel development is deemed to be acceptable in this location. The scale and massing is acceptable in this location and fits in with the principles of the Masterplan aspirations. The design of the hotel is of a quality that Brent is looking to achieve on major development proposals in the Borough and this proposal will help deliver a highly sustainable scheme bringing significant regeneration benefits to the Park Royal area and contributions towards pedestrian improvements.

Officers consider that the application can be supported, subject to referral to the London Mayor for his Stage 2 response. As things stand the Mayor considers that the application does not fully comply with the London Plan for the reasons set out above. He states that there are remedies that could address these deficiencies. If the Council decides to make a decision on this application it must consult the Mayor, once again, and give him a period of 14 days within which to allow the draft decision to proceed unchanged, to direct the Council to refuse the application or to issue a direction that he is to act as the Local Planning Authority and proceed to determine the application. The applicant is in the process of responding to these identified deficiencies and the supplementary report will update this.

Members are therefore asked to delegate the final decision to approve the scheme to the Head of Area planning provided that the GLA's stage II response does not require any significant changes to the scheme.

RECOMMENDATION: Grant Consent subject to Legal agreement

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

National Planning Policy Framework 2012
London Plan 2011
Brent LDF Core Strategy 2010
Brent Unitary Development Plan 2004

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
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
Tourism, Entertainment and the Arts: the need for and impact of new tourists and visitor facilities
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):

Drg HFC-A-L-00-X01,rev04
Drg HFC-A-L-00-001,rev7
Drg HFC-A-L-00-101,rev8
Drg HFC-A-L-00-201,rev8
Drg HFC-A-L-00-301,rev5
Drg HFC-A-L-00-401,rev4
Drg HFC-A-L-00-501,rev5
Drg HFC-A-L-00-601,rev4
Drg HFC-A-L-00-701,rev4
Drg HFC-A-L-00-801,rev4
Drg HFC-A-L-00-901,rev5
Drg HFC-A-L-00-1001,rev5
Drg HFC-A-L-00-1101,rev4
Drg HFC-A-L-00-X20,rev04
Drg HFC-A-L-00-X21,rev04
Drg HFC-A-L-00-X22,rev03
Drg HFC-A-L-00-X23,rev04
Drg HFC-A-L-00-X30,rev01
Drg HFC-A-L-00-X31,rev01
Drg 0059-PLI-90-101,revPL00

Drg 111286L11
Drg 111286L07,revB
Drg 111286D05
Drg HFC-A-L-00-X02
Drg 0059-PLI-90-100, revPL00

Supporting Documents

Air Quality Assessment - Oct 2012
Arboricultural Survey - Oct 2012
BREEAM pre-assessment - Oct 2012
Brent Sustainability checklist - Oct 2012
HKS-Design & Access Statement - Oct 2012
Ground Investigation Study - Oct 2012
Ecological Appraisal - Oct 2012
Ashmount - Energy & Sustainability Statement - Oct 2012

Keystone - Flood Risk Assessment & Drainage Strategy - Oct 2012
Interim Travel Plan (Draft) - Oct 2012
RBA Acoustics - Noise Survey - Oct 2012
RBA Acoustics Vibration Assessment - 17 Oct 2012
CgMS Planning Statement - Oct 2012
Servicing & Management Strategy (report 2012153/01) - Oct 2012
URS Transport Assessment Report (47063904) - Oct 2012

Reason: For the avoidance of doubt and in the interests of proper planning.
(2)

- (3) Notwithstanding the plant area proposed at Level 3/First Floor, elsewhere no further plant equipment or machinery shall be fixed to the building externally without the further written consent of the Local Planning Authority.

Reason: To ensure that such further structure(s) do not prejudice the amenity of the neighbouring occupiers or the appearance of the development in the interests of the visual amenities of the locality.

- (4) No less than 20% of all parking spaces shall be fitted with electric vehicle charging points (ECVP's), and not less than 10% passive provision. Such spaces shall be provided prior to commencement of the use hereby approved and fully maintained thereafter.

Reason; In order to comply with Transportation requirements.

- (5) The development shall be carried out in accordance with Flood Risk Assessment & Drainage Strategy, dated 2 October 2012, unless otherwise agreed in writing by the Local Planning Authority.

Reason; To minimise the risk of flooding.

- (6) Details of materials for all external work, including samples, shall be submitted to and approved in writing by the Local Planning Authority within 3 months of the commencement of development. The work shall be carried out in accordance with the approved details thereafter, unless otherwise agreed in writing by the Local Planning Authority.

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

- (7) The area(s) so designated within the site shall be landscaped in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority within 3 months of the commencement of development, the landscape work to be completed during the first available planting season following completion of the development hereby approved. Any planting that is part of the approved scheme that within a period of *five* years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced in the same positions with others of a similar size and species, unless the Local Planning Authority first gives written consent to any variation. Such a scheme shall include;-

- (i) areas of hard landscape works including details of location, materials and finishes. These shall have a permeable construction;
- (ii) details of proposed boundary treatments including screening, walls and fencing, indicating materials and dimensions;
- (iii) details of all planting including location, species, size, density and number including tree planting incorporated for the frontage;
- (iv) details of the green sedum roof to be implemented on the roof including a cross section showing the depth of the soil and details of all planting including location, species, size, density and number
- (v) a detailed (minimum 5-year) landscape-management plan showing requirements for the ongoing maintenance of hard and soft landscaping.
- (vi) details of planting/soft landscaping to the coach lay-by parking area on Lakeside Drive

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the locality, in the interests of the amenities of the occupants of the development and to provide tree planting in pursuance of section 197 of the Town and Country Planning Act 1990.

- (8) Details of a scheme showing those areas to be treated by means of hard landscape works shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. Such details shall include detailed drawing(s) of those areas to be so treated, a schedule of materials and samples if appropriate. The approved scheme shall be implemented in full prior to first occupation of the development.

Reason: To ensure a satisfactory standard of development in the interests of local visual amenity.

- (9) Prior to the commencement of works on-site a construction and freight management plan shall be submitted to and approved in writing by the local planning authority, and thereafter the development carried out in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

Reason; In the interests of highway safety

- (10) (a) All parking spaces (including cycle parking), turning areas, loading bays, access roads and footways shall be constructed and permanently marked out prior to commencement of use of any part of the approved development approved by the Local Planning Authority.

(b) The dedicated coach parking situated on Lakeside Drive shall be made available prior to first occupation of the building, and thereafter used only by coaches associated with the hotel use, and shall be permanently maintained for the lifetime of the development unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety within the site and along the neighbouring highway.

- (11) All guest bedrooms shall be designed in accordance with BS8233:1999 'Sound insulation and noise reduction for buildings - Code of Practice' to attain the following internal noise levels:

Living rooms - 30dB (day: T=16 hours 07.00 - 23.00)

Bedrooms - 30dB (night T= 8 hours 23.00 - 07.00) LAmax 45dB (night 23.00 - 07.00)

A post-completion test shall be carried out prior to the discharge of this condition to show that the standard of sound insulation required shall be met and the results submitted to the Local Planning Authority for approval. In the event that the results show that the above standards cannot be achieved, details of further mitigation measures shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure that the occupiers and users of the proposed development do not suffer a loss of amenity by reason of excessive noise from environmental and transportation sources.

- (12) Details of any external lighting (including spillage) shall be submitted to and approved in writing by the Local Planning Authority, within 3 months of the commencement of any works on site and the approved details shall be implemented in full unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of safety and the amenities of the area.

- (13) Further details of a Coach Management Strategy shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the use, and thereafter the hotel shall operate fully in accordance with the agreed strategy.

Reason; In order to comply with Transportation requirements.

- (14) Prior to the commencement of works on site a detailed method statement for the transplanting of existing Lime trees on site shall be submitted to and approved in writing by the local planning authority, and shall be in accordance with best practice as described in BS4043 '*recommendations for transplanting semi-mature trees*'. Details submitted shall also include a 3 year maintenance schedule and any tree that dies within 5 years of transplanting should be replaced with a new tree of the same species, of a similar size or the largest commercially available at time of planting. Thereafter works shall be carried out fully in accordance with the approved method statement.

Reason; To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the locality, in the interests of the amenities of the occupants of the development and to provide tree planting in pursuance of section 197 of the Town and Country Planning Act 1990.

- (15) Prior to the commencement of works on site further details of a biodiversity conservation management plan, setting out a long-term commitment to maintaining and promoting the biodiversity of the site, shall be submitted to and approved in writing by the local planning authority. The approved management plan shall be permanently maintained thereafter.

Reason;-To ensure a satisfactory standard of development and protect biodiversity.

- (16) Notwithstanding the approved drawings further detailed drawings shall be submitted, prior to first occupation, demonstrating level accessibility is to be provided for users of the retail kiosk (lower plaza level) and the rooftop terraces/outdoor spaces.

Reason; To ensure the building is suitably designed for wheelchair users.

INFORMATIVES:

- (1) This approval, does not imply approval of any entertainment licensing requirements of the Licensing Authority. Further advice on this should be sought from the Council's Health Safety and Licensing Division, PO Box 411, Brent House, High Road, Wembley Middx. Tel 020 8937 5365.
- (2) Prior consent may be required under the Town and Country Planning (Control of Advertisements) Regulations 1990 for the erection or alteration of any
- (a) illuminated fascia signs
 - (b) projecting box signs
 - (c) advertising signs
 - (d) hoardings
- (3) Attention is drawn to the provisions of s151 of the Highways Act 1980, which requires that all construction vehicles leaving the site must be cleansed as necessary to avoid depositing mud and other material onto neighbouring roads.
- (4) The Environment Agency advises the applicant that drainage to soakaway from car parking areas for >50 spaces should be passed through an oil interceptor before discharging to ground. The Environmental Permitting Regulations make it an offence to cause or knowingly permit any discharge that will result in the input of pollutants to groundwater.
- (5) With regards to condition 14 the applicant should be aware that the Council's Tree Officer advises that work relating to the transplanting of existing Lime trees shall be done in the dormant season (Nov-Mar), and preferably in the months Nov-Dec. For further advice on the matter please contact Lawrence Usherwood (tel; 0208 937 5247)

REFERENCE DOCUMENTS:

National Planning Policy Framework (2012)
London Plan (2011)
Mayor of London - Park Royal Opportunity Area Framework
Brent Core Strategy (2010)

Core Strategy Site Specific Allocations DPD (2011)
Brent Unitary Development Plan (2004)

Any person wishing to inspect the above papers should contact Gary Murphy, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5227