

	Planning Committee Map
Site address: First Central, Coronation Road/Lakeside Avenue, Park Royal, NW10	
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RECEIVED: 20 December, 2010

WARD: Stonebridge

PLANNING AREA: Harlesden Consultative Forum

LOCATION: First Central, Coronation Road/Lakeside Avenue, Park Royal, NW10

PROPOSAL: Outline planning application for:

- a) The construction of up to 60,000 sqm of office accommodation (Class B1) in 3 buildings up to a maximum of 10 storeys in height, up to 1,700 sqm of retail, restaurant, hot-food take-away floor space (Class A1 to A4), up to 2500 sqm of health and fitness floor space (Class D2) with associated pedestrian areas, landscaping, access/servicing, car and cycle parking; and
- b) the construction of 4 residential blocks up to a maximum of 9 storeys in height to provide a maximum of 545 residential units, consisting of a mix of 1, 2 and 3 bedroom apartments for private, rented and shared ownership, with associated landscaping, access/servicing, car and cycle parking; and
- c) the provision of 2 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
- d) the provision of an energy centre on land east of Lakeside Drive.

Matters to be approved: access, layout and scale with appearance and landscaping reserved.

APPLICANT: Guinness Ltd

CONTACT: Cushman & Wakefield

PLAN NO'S:
See condition 2

RECOMMENDATION

To resolve to Grant Consent, subject to the referral of the application to the Mayor of London in accordance with part 5 of the Town and Country Planning (Mayor of London) Order 2008, and subject to the completion of a satisfactory Section 106 or other legal agreement and to delegate authority to the Head of Area Planning to agree the exact terms thereof on advice from the Borough Solicitor.

If the legal agreement has not been entered into, or the Mayor of London remains unsatisfied with the application by the agreed Planning Performance Agreement expiry date, which at the time of writing this report is XXXXX, to delegate authority to the Head of Area Planning, or other duly authorised person, to refuse planning permission.

SECTION 106 DETAILS

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) Payment of Brent Council's Education Payment (£1.1m), Ealing Council's education payment (£0.9m) and the TfL Bus and Mason's Green Lane payment (£1.0m).
- (c) Payments will be made as follows: £1m on start of first residential block (£300k Masons Green Lane Payment and £700k Education payment) £1m on start of second residential block (£300k Masons Green Lane Payment and £700k Education payment) and £550k on start of third residential block (remainder of Education payment) and £450k on first occupation of second office block (TfL Bus contribution).
- (d) Prior to occupation of the second residential block the developer will either complete payment of the Mason Green Lane works to TfL and/or LB Ealing for them to undertake the works or will have agreed a specification of works for improvements to the A40 Western Avenue subway and ramps between Mason's Green Lane and Park Royal Station to be undertaken by the developer under S278 of the Highways Act 1980, these works to be capped at £600k. Works will be agreed after start of the first residential block and may be phased with each payment, but should be completed before occupation of the second residential block.
- (e) The affordable housing land will be transferred to Catalyst housing Group and will be completed on block C containing 138 units with a minimum of 28% three bed units (as a percentage of total habitable rooms) unless otherwise agreed by the council.
- (f) No more than 70 units shall be shared ownership, home-buy or equivalent unless no grant is forthcoming from the HCA where the maximum will be 76.
- (g) One and two bed affordable market rented units to be made available at a maximum of 80% of market rent (including service charge) subject to rent levels not exceeding 40% of net household income or to be agreed by the council. Three bed units to be rented at a maximum of 60% of market rent (including service charge) subject to rent levels not exceeding 40% of net household income defined as a measure of local income that takes into account median incomes in the borough, welfare benefits levels and caps, and other relevant factors, as agreed by the Council (or at a level that shall otherwise be agreed in writing with the Council).
- (h) All units will meet the size requirements set out in the Mayor of London's housing design guide, 10% of all units will be wheelchair accessible and all units will be built to Lifetime Home Standards or equivalent.
- (i) The land owner will deliver a decontaminated affordable housing site ready for development within 6 months of approval of the detailed application for block C, provide road access and the construction of a new road to service block C, and transfer land on long leasehold within a timescale to be agreed by the council or will pay penalties as set out in the development agreement with Catalyst housing group (or any other of the council's nominated Registered Provider).
- (j) The applicant will construct and equip the energy centre that will be sufficient in size to serve the application the hotel and to retrofit the Diageo and FC200 office building, providing an appropriately sized plant to service site C, at least six months (or time to be agreed with the council) prior to completion of block C.
- (k) The applicant will be build all units to a minimum Code for Sustainable Homes Level 4 (or equivalent) for residential units.
- (l) The applicant will build the office development to Bream Excellent standard unless it is demonstrated to the council's satisfaction that it is not viable to do so.

- (m) The applicant will bring forward the PV renewables as set out in the application.
- (n) The applicant will deliver a Multi-Use games area and play area within the public open space (location and specification to be agreed prior to start on site) to be completed prior to occupation of the first residential block.
- (o) Provision of at least three City Club spaces to be agreed with the council.
- (p) Prior to occupation on any phase, submit, gain approval and adherence to a Travel Plan covering that phase with consideration for the overall travel plan.
- (q) Join and adhere to the Considerate Contractors scheme.
- (r) The developer shall agree a scheme to allow the connection of the site to a wider CHP network should one be provided in the future.

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.

S106 History

The original First Central office development S106 provided for a new interchange station with platforms on the Central line and links to the Piccadilly line station at Park Royal. This station was at a cost of £30m and relied on occupation of the office development to fund and justify it. The developers have not been successful in securing occupiers for even the second block of office development. Even if it were affordable any new interchange would be a long way away. However since the approval of the Office Park application, London Transport has undertaken more analysis of the transport benefits and the benefit/costs of any new station. TfL have concluded that the station would not generate the extra ridership it would require to support the costs of staffing and maintaining the station and it would slow down services on the line. Your officers reluctantly accept that while any new interchange station would have been of benefit to business in Park Royal it is not deliverable even if the office park had been a short term success. The S106 elements set out below are therefore much more modest but they reflect what is viable in the current market (subject to the caveats expressed below).

S106

The standard charge for the amount of office space proposed with 544 units would be £4.2m. The applicants viability analysis showed in their view that even their initial £2m offer was not affordable. They also point to S106 funds paid in respect of the existing office development including the new public open space, training and transport contributions. Your officers view is while the infrastructure so far installed is of significant quality, the whole costs should not be included in the viability assessment. Your officers will support the applicants subsequent £3m S106 package on the basis of the benefit of early provision of the affordable housing –and this will need to be tied in to the S106 to ensure delivery.

School S106

The council uses a model (developed in Wandsworth) to calculate the contribution required to pay for the education need generated by the new development. When the whole development is built out it is predicted that the development would generate at least 141 school aged children and using current per pupil costs of education provision would require payments of £0.9m for primary school provision and £1.4m for secondary school provision (per head cost of building secondary schools are higher than primary). The nearest primary school –Twyford Abbey-is in the LB of Ealing. Brent's nearest primary school is some way distant in Harlesden. It is your officers understanding that Ealing's primary school is now full as a consequence of the first phases of the First Central housing development. It is proposed that the S106 primary school payment is therefore paid to LB Ealing. In terms of secondary school provision, Brent's nearest secondary

schools, Harlesden and Wembley (Copland) are closer than those in Ealing. It is proposed that Brent will therefore secure the secondary school contribution. Ealing have asked for a greater proportion of the school funding but it your officer’s view that while there will be pupils going to Ealing schools, the reverse flow operates as well.

Affordable Housing & Viability Assessment

The applicants submitted a viability assessment to support their S106 contributions and proportion of affordable housing. This consisted of a bespoke viability assessment and a Three-Dragons toolkit. The applicants argued that the toolkit showed that the site could not afford 25% affordable housing (and £2m S106 contribution) even with £9m contribution from an affordable housing provider. The council was concerned that the applicants included all of their historic site development costs of about £15m in the toolkit and thus distorted the picture. The true picture will be clouded by the fact that the office development remains unviable until market conditions significantly improve. Following discussions, the developer is prepared to give the land for one affordable housing block –block C-at no cost to Catalyst Housing Association and also to provide a serviced site with road access, provide the new road link and the necessary part of the decentralised energy centre, at no cost to the Housing Association. This will allow Catalyst to build 138 affordable flats. In the current market 28% affordable housing provision by unit is particularly good given the significant reductions in grant that occurred over the last financial year. 68 units will be for rent and a maximum of 70 for shared ownership (this is increased to 76 if no HCA grant comes into the scheme).It is proposed that the one and two bed units will be at the new affordable rent level (of up to 80% of market rental value in the local area, inclusive of service charges, and to be agreed in writing by the Council), and the 3 bed units will be at or near current housing association rent levels-thus safeguarding some new traditionally affordable family housing. These rent levels meet the new definition of affordable housing, moreover the new rents must be charged if housing associations want to receive grant on affordable units. The affordable housing site will be available for development no later than six months from the reserved matters application being approved on block C and the developer must get the site ready for development, making the road link and energy centre in time to service the development for construction and so as not to delay occupation. This means that early provision of affordable housing with the market housing following in the other three blocks as the housing market improves.

Tenure and flat sizes

It is proposed that 70 (50.7%) of the units will be Shared Ownership and 68 (49.3%) Social rented. While the expectation in the London plan is that most schemes will favour social rent to shared ownership on a 60:40 basis the near 50:50 split is accepted on this site as the first phases of the other first central blocks had more social rent and this therefore offers a balanced tenure. The 50:50 split helps finance the scheme, helping the viability and this is also one of the first attempts to provide three bed shared ownership units. Up until now nearly all shared ownership units across London has been aimed at the one and two bed market.

Affordable Housing	1bed	2 bed	3 bed	Total
Shared Ownership/homebuy	13	41	16	70
Social rent	12	43	13	68
Total	25 (18.1%)	84 (60.9%)	29 (21.0%)	138 (100%)

Market Housing	92 (22.7%)	25 (63.3%)	57 (14.0%)	406 (100%)
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The council’s Core Policy seeks the provision of 25% family housing (three bed or more) and the social housing blocks achieve close to this (21%), the market is at 14%, but this is considered acceptable given the location of the site and the impact the scheme will have on local primary school provision.

Transport s106

Apart from the bus payment it is agreed between all parties that any transport contributions should concentrate on improving the link between Park Royal station and the First Central development. Works are required to the underpass on the A40, the ramps from the A40 to the station, along Masons Green Lane and over the TfL/Railtrack lines nearest to the First Central site. Works are needed to improve safety, security, drainage and the look and feel of the pedestrian underpass in particular and this would be the first priority for the S106 works. It is proposed that payments are made directly to TfL/LB Ealing or the works are carried out under a S278 agreement. While most of the land on this access is in Ealing or is the responsibility of TfL this work best ameliorates the impact of the development. It also provides an improved gateway into Park Royal which will be for the benefit of workers and residents in Brent and also for Brent's Park Royal businesses and is supported by your officers.

EXISTING

This planning application relates to the site now known as First Central which occupies a large part of what used to be the Guinness Park Royal brewery complex.

The site lies to the north of the A40/Western Avenue, and is bounded by the Central London Underground line to the south and the Piccadilly London Underground line to the west. The site is connected to the A40 by a new link road and roundabout to the south, and there is pedestrian access from the nearby Park Royal station via a bridge and underpass. To the west of the site is the new perimeter road of Lakeside Drive. There is a significant drop in ground level from the south part of the site to the north of approximately 12m with the ground level dropping sharply just north of the entrance to the Diageo building.

The original master plan has been partly implemented and in the last ten years two large office blocks have been built (the FC200 building and Diageo's head quarters building) these are both

eight storeys in height office

As previously described there are 2 existing buildings on the site; The Diageo office building, and landscaped area with ponds, gently winding paths and generous open space. This is currently fenced off and is only for the use of Diageo staff. The area between the western side of Lakeside Drive and the Piccadilly line has been laid out as green space, and is in full public use. The open space fronting on to Twyford Abbey Road, previously known as Bodiam Fields is almost complete, and is now referred to as West Twyford Park.

Beyond the northern boundary of the site is a new development of residential buildings which are finished in materials such as render and cedar panelling. The buildings to the south of the A40 and the north of this new residential scheme were predominantly built in the 1930s and are mainly residential with a few retail outlets. The area to the east of the development site previously accommodated the Guinness brewery which has now been demolished, and is currently undeveloped.

PROPOSAL

Outline planning application for:

- a) The construction of up to 60,000 sqm of office accommodation (Class B1) in 3 buildings up to a maximum of 10 storeys in height, up to 1,700 sqm of retail, restaurant, hot-food take-away floor space (Class A1 to A4), up to 2500 sqm of health and fitness floor space (Class D2) with associated pedestrian areas, landscaping, access/servicing, car and cycle parking; and
- b) the construction of 4 residential blocks up to a maximum of 9 storeys in height to provide a maximum of 545 residential units, consisting of a mix of 1, 2 and 3 bedroom apartments for private, rented and shared ownership, with associated landscaping, access/servicing, car and cycle parking; and

- c) the provision of 2 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
- d) the provision of an energy centre on land east of Lakeside Drive.

Matters to be approved: access, layout and scale with appearance and landscaping reserved.

HISTORY

For much of the 20th century this site was home to Guinness's Park Royal brewery. For many years this was the largest brewery in the world. The brewery complex was demolished around 2002 following the grant of outline planning permission in 1999 for a 22.18 hectare mixed use development, including 116,100m² of offices (Use Class B1); 61 residential units; new London Underground station, ancillary retail; 150-bed hotel; indoor leisure facilities, community open space; landscaping and car parking, including demolition of existing brewery complex. This permission the provision of significant infrastructure including a new link road to the A40 and a new Central Line station which would also act as an interchange with the existing Park Royal Piccadilly Line station.

Under subsequent reserved matters applications various elements of the masterplan have been implemented – the A40 link road, site perimeter road, new public open space, housing, landscaped water gardens and two of the office buildings including Diageo's headquarters.

The most relevant planning decisions relating to the redevelopment of the former brewery complex are set out below:

- | | |
|------------|---|
| 14/09/2006 | Planning permission granted for the realignment of the Rainsford Road link from its junction with Whitby Avenue to its junction with Lakeside Drive and associated landscaping (Ref: 06/1119). |
| 14/09/2006 | Approval of details of the new perimeter road (Lakeside Drive) and associated landscaping along the eastern side of the development and associated landscaping in pursuance of conditions and reserved matters pursuant to the permission granted on the 15.07.1999 (Ref: 98/0016) for a new link road to the A40 and a 22.18 hectare mixed use development, including 116,100m ² of offices (Use Class B1); 61 residential units; new London Underground station, ancillary retail; 150-bed hotel; indoor leisure facilities, community open space; landscaping and car parking, including demolition of existing brewery complex (Ref: 06/1077). |
| 09/12/2005 | Approval of reserved matters for Office Building B pursuant to the planning permission granted on the 15.07.1999 (Ref: 98/0016) for a new link road to the A40 and a 22.18 hectare mixed use development, including 116,100m ² of offices (Use Class B1); 61 residential units; new London Underground station, ancillary retail; 150-bed hotel; indoor leisure facilities, community open space; landscaping and car parking, including demolition of existing brewery complex (Ref: 05/2499). |
| 26/08/2004 | Approval of reserved matters for new London Underground station and, associated cycle and footpath links, landscaping, access road and associated works pursuant to the planning permission granted on the 15.07.1999 (Ref: 98/0016) for a new link road to the A40 and |

a 22.18 hectare mixed use development, including 116,100m² of offices (Use Class B1); 61 residential units; new London Underground station, ancillary retail; 150-bed hotel; indoor leisure facilities, community open space; landscaping and car parking, including demolition of existing brewery complex (Ref: 03/2728).

- 01/09/2003 Approval of reserved matters for a residential development on land to the rear of Abbeyfields Close and Moyne Place providing 42 units within 5 buildings comprising terraced houses, maisonettes and flats pursuant to the planning permission granted on the 15.07.1999 (Ref: 98/0016) for a new link road to the A40 and a 22.18 hectare mixed use development, including 116,100m² of offices (Use Class B1); 61 residential units; new London Underground station, ancillary retail; 150-bed hotel; indoor leisure facilities, community open space; landscaping and car parking, including demolition of existing brewery complex (Ref: 02/1685).
- 17/01/2002 Approval of reserved matters for a residential development on land to the rear of Abbeyfields Close and Moyne Place providing 42 units within 5 buildings comprising terraced houses, maisonettes and flats pursuant to the planning permission granted on the 15.07.1999 (Ref: 98/0016) for a new link road to the A40 and a 22.18 hectare mixed use development, including 116,100m² of offices (Use Class B1); 61 residential units; new London Underground station, ancillary retail; 150-bed hotel; indoor leisure facilities, community open space; landscaping and car parking, including demolition of existing brewery complex (Ref: 01/2945).
- 10/11/1999 Approval of reserved matters for building A (Diageo's headquarters) pursuant to the planning permission granted on the 15.07.1999 (Ref: 98/0016) for a new link road to the A40 and a 22.18 hectare mixed use development, including 116,100m² of offices (Use Class B1); 61 residential units; new London Underground station, ancillary retail; 150-bed hotel; indoor leisure facilities, community open space; landscaping and car parking, including demolition of existing brewery complex (Ref: 99/1800).
- 15/07/1999 Full planning permission granted for new access road from A40 and outline planning permission granted for a 22.18 hectare mixed use development, including 116,100m² of offices (Use Class B1); 61 residential units; new London Underground station, ancillary retail; 150-bed hotel; indoor leisure facilities, community open space; landscaping and car parking, including demolition of existing brewery complex (Ref: 98/0016).

POLICY CONSIDERATIONS REGIONAL POLICY

The London Plan: Spatial Development for greater London (2011)

The London Plan's objectives are set out in Para 1.53:

- a city that meets the challenges of economic and population growth
- an internationally competitive and successful city

- a city of diverse, strong, secure and accessible neighbourhoods
- a city that delights the senses
- a city that becomes a world leader in
- improving the environment
- a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities.

The 2011 London Plan forecasts that London's population could rise from the present 7.8 million to 8.57 million by 2026 - an increase of 0.77 million. This would equate to an additional 510,000 households over the next 15 years. With this growth in mind Policy 3.3 states that the Mayor will seek the provision of at least 32,210 new homes annually across London. This is an increase on the previous London Plan. Table 3.1 sets out housing targets for individual boroughs. Brent has been set a target of providing a minimum 10,650 new homes over the next ten years and has been set an annual monitoring target of 1,065 new units. This is slightly lower than the previous 2004 London Plan target - but not significantly so.

In achieving these figures the plan requires councils to maximise the supply of new housing in Opportunity Areas and the redevelopment of low density commercial sites to secure mixed use residential development. It also guides Councils to consider the re-use of surplus industrial or commercial land where it would not impact on the projected employment growth.

Policy 3.5 of the London Plan states that the design of all new housing developments should enhance the quality of local places, taking into account physical context; local character; density; tenure and land use mix; and relationships with, and provision of, public, communal and open spaces, taking particular account of the needs of children and older people. The Mayor will, and boroughs should, seek to ensure that new development should generally conform to the new minimum space standards set out in Table 3.3. of the plan. The design of all new dwellings should also take account of factors relating to 'arrival' at the building and the 'home as a place of retreat', have adequately sized rooms and convenient and efficient room layouts, meet the changing needs of Londoners over their lifetimes, address climate change adaptation and mitigation and social inclusion objectives and should be conceived and developed through an effective design process. Development proposals which compromise the delivery of elements of this policy may be permitted if they are demonstrably of exemplary design and contribute to achievement of other objectives of the London Plan.

Map 2.4 of the London Plan designates 'Opportunity Areas' across London while policy 2.13 sets out the general strategic policies for their development. The Park Royal / Willesden Junction Opportunity Area extends to some 698Ha and is identified as having a capacity to provide some 14,000 additional jobs and a minimum of 1,500 new homes over the next 20 years - a significant increase on the previous London Plan.

Mayor for London Opportunity Area Planning Framework for Park Royal (January 2011)

This is a non-statutory planning document derived from and consistent with the London Plan and is issued as Mayoral supplementary planning guidance. It is a material consideration when assessing strategic planning applications that have been referred to the Mayor of London and it will be used to inform decisions on the wider planning of this area. The Framework's primary objectives are to:

1. Sets out a shared vision for the coherent development of Park Royal;
2. Assists the co-ordination and delivery of cross-borough projects and improvements;
3. Provides clarity to developers and investors as well as guidance to the Boroughs when drawing up their development plans and making planning decisions;
4. Builds on Park Royal's importance as one of London's key industrial locations, especially its potential to meet modern logistics and waste management requirements;
5. Addresses the need to improve local access to open space;

6. Takes 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;
7. Proposes mixed-use intensification mainly in areas outside the Strategic Employment Location where there is good public transport accessibility.

The Framework identifies the former Guinness Brewery Site (part of which is now the First Central site that is the subject of this application) as the Western Gateway

The Framework acknowledges that the first phase of the original First Central Masterplan secured a newly completed road link to the A40 from the First Central site. A potential interchange at Park Royal station is currently being reviewed by the Council, TfL and the landowner as to the need, feasibility and cost effectiveness of its delivery. This interchange was initially secured as part of the initial First Central planning application and is now under review. Should this interchange not prove feasible there will still be a need to improve access to this station as part of any further development of the First Central site.

There are locations within Park Royal that may be appropriate for the development of taller buildings. Current tall buildings in the area include the Diageo headquarters at 8-storeys of office floors (app. 30metres) in height in the Western Gateway.

The Western and Southern Gateways are identified as those areas that have the greatest potential to accommodate taller buildings, based largely on the existing buildings in these areas, emerging local and strategic policy and impacts on their surrounding areas.

The height of a building acceptable in the Western and Southern Gateways would be in the region of 50 - 75 metres. In these gateways a single building may go up to this point with other buildings in the area being secondary to this taller point. Any tall building proposals would be subject to detailed design analysis.

The completion of two tall building blocks (Diageo 8-storeys and FC200 8-storeys) has helped contribute to the area's character as a business park and illustrates the benefits that can be delivered to the public realm when the relationship of tall buildings to the ground plan are well considered. The consented scheme on this site will deliver a cluster of tall buildings. The opportunity exists to explore the development of taller buildings on the site, further maximising its development potential and enabling the delivery of the transport and open space aspirations outlined elsewhere in this framework, i.e.. the delivery of the Piccadilly/Central Line interchange and improved access to this station. There are also a number of other permitted buildings of a similar scale in the First Central site. These existing and permitted buildings have established a presence in the local townscape that could be reinforced further through the development of a taller building in the region of 70 metres in height (subject to detail design and visual assessment).

The framework has the objective of delivering housing where it can enable other benefits including affordable housing to meet the highest access, design and environmental standards. Secure social infrastructure to support new and existing residents.

The new London Plan (2011) identifies a minimum housing target of 1,500 new units within the Park Royal Opportunity Area over the next 20 years which is significantly above the target of 500 in the 2004 London Plan. It is the purpose of the Framework to review capacity within Opportunity Areas and to propose realistic housing figures based on site analysis.

The proposed housing figures have been determined by reviewing the size, capacity and public transport accessibility for the gateway sites. Based on this an appropriate density is proposed comparable to the London Plan density matrix.

Other relevant Mayoral guidance and policy documents

- Providing for Children and Young People's Play and Informal Recreation SPG;
- London Housing Strategy;
- Draft Revised Interim Housing SPG;
- Housing SPG EiP draft;
- Housing SPG;
- Accessible London: achieving an inclusive environment SPG;
- Planning and Access for Disabled People;
- The Mayor's Transport Strategy;
- The Mayor's Energy Strategy;
- Mayor's draft Climate Change Mitigation and Adaptation Strategies;
- Mayor's draft Water Strategy;
- Sustainable Design and Construction SPG;
- The Mayor's Ambient Noise Strategy;
- The Mayor's Air Quality Strategy;
- Draft replacement air quality strategy.

LOCAL POLICY

Core Strategy adopted August 2010

The Core Strategy promotes a number of strategic objectives, one of which is to promote development that is mixed in its use and tenure, so at least 11,200 additional homes are provided in the period from 2007/08 to 2016/2017 and that 85% of the borough's new housing growth is contained within 5 growth areas. It is also to ensure that at least 25% of all new homes built in the borough are family sizes (3 bed or more) and approximately 50% are affordable. A second objective is to meet employment needs and aid the regeneration of industry and business is also to ensure that sufficient sites and premises are available in the borough's main commercial areas such as Park Royal and that industrial/warehousing floorspace is renewed.

Park Royal will be promoted as strategic industrial/business locations where redevelopment for incompatible uses will be resisted. Park Royal is promoted by the Park Royal Partnership, made up of the 3 boroughs (Brent, Ealing and Hammersmith & Fulham) and business members and supported by the GLA and LDA. A draft Opportunity Area Planning Framework has been prepared by the GLA with input from the boroughs and the Partnership. When finalised, the Framework will provide guidance on the development of Park Royal which will ultimately form the basis for the Joint Area Action Plan. Some of the key objectives of the Framework include the creation of a "heart" for Park Royal to develop a sense of place and an improved public realm and provide amenities to support existing and new businesses deliver employment, lead growth and deliver housing where it can enable other benefits including affordable housing.

The application site lies within the overall Park Royal area, to which policy CP12 applies:

CP 12 - Park Royal

The council will work with the boroughs of Ealing and Hammersmith & Fulham, the GLA and the Park Royal Partnership to secure the 'opportunity area' objectives for Park Royal.

The council will plan for:

- the development or redevelopment of 50 hectares of land for employment uses
- between 2007 - 2017
- 4,400 new jobs created 2007 - 2017
- Development contributing to 'Heart of Park Royal' implemented
- Significant public transport improvements in relation to First Central secured
- the introduction of improved orbital public transport links to Wembley
- New restaurants, bars, cafes to support the business area

- 4,000 trees as Brent's contribution towards 10,000 trees in Park Royal as a whole
- New children's nursery
- Expansion of existing primary school
- 1 new GP surgery

Development proposals should be in accordance with general policy for Strategic Industrial Locations apart from at Central Middlesex hospital where key worker housing and uses appropriate to a local centre meeting the needs of workers and visitors will be acceptable and First Central development, where enabling residential development will be acceptable where it helps deliver significant public transport improvements.

Development Proposals should have regard to the Park Royal Opportunity Area Planning Framework. Tall buildings will be suitable at Central Middlesex Hospital and First Central sites.

Other relevant Core Strategy Policy:

- CP 1 - Spatial Development Strategy
- CP 2 - Population and Housing Growth
- CP 3 - Commercial Regeneration
- CP 5 - Placemaking
- CP 6 - Design & Density in Place Shaping
- CP 14 - Public Transport Improvements
- CP 15 - Infrastructure to Support Development
- CP 18 - Protection and Enhancement of Open Space, Sports and Biodiversity
- CP 19 - Brent Strategic Climate Mitigation and Adaptation Measures
- CP 21 - A Balanced Housing Stock
- CP 23 - Protection of existing and provision of new Community and Cultural Facilities

Brent Unitary Development Plan 2004

A number of policies from the UDP have been saved under a direction from the Secretary of State and will remain development plan policies until superseded by relevant LDF documents as they come forward. Those considered relevant to this application are:

- BE1 Urban Design Statements
- BE2 Local Context & Character
- 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
- BE11 Intensive and Mixed Use Developments
- BE12 Sustainable design principles
- BE17 Building Services Equipment
- EP2 Noise and Vibration
- EP3 Local air quality management
- EP4 Potentially polluting development
- EP6 Contaminated land
- EP12 Flood protection
- EP15 Infrastructure
- H11 Housing on Brownfield sites
- H12 Residential Quality – Layout Consideration
- H13 Residential Density

H14 Minimum Residential Density
H22 Protection of Residential Amenity
TRN1 Transport assessment
TRN2 Public transport integration
TRN3 Environmental Impact of Traffic
TRN4 Measures to make transport impact acceptable
TRN9 Bus Priority
TRN10 Walkable environments
TRN11 The London Cycle Network
TRN12 Road safety and traffic management
TRN13 Traffic calming
TRN14 Highway design
TRN15 Forming an access to a road
TRN16 The London Road Network
TRN17 Restrictions on New Roads
TRN22 Parking Standards – non-residential developments
TRN23 Parking Standards – Residential developments
TRN24 On-street parking
TRN28 Restrictions on off-street public parking and contract parking
TRN34 Servicing in new developments
TRN35 Transport access for disabled people & others with mobility difficulties
Appendix TRN2 Parking and Servicing Standards
EMP3 Childcare facilities in Employment Developments
EMP9 Development of Local Employment Sites
EMP10 The Environmental Impact of Employment Development
EMP14 Design of Business Developments
SH10 Food and Drink (A3) Uses
SH11 Conditions for A3 Uses
TEA4 Public Art
OS18 Children’s Play Areas
OS19 Location of Indoor Sports Facilities
CF1 Location of Large Scale Community Facilities
CF2 Location of Small Scale Community Facilities
CF4 Community Facilities Capable of Holding Functions
CF6 School Places
CF11 Day Nurseries
CF13 Primary Health Care / GP Surgeries
PR3 Park Royal Western Gateway Opportunity Site
PR5 Park Royal Western Gateway Opportunity Site

Brent Site Allocations DPD

More detailed policy for the First Central site is set out in this document which has been the subject of examination by an independent Inspector. After discussions between the Borough and the Applicants, the agreed wording for Policy PR2 is as follows:

PR2. First Central

Allocation:

B1 office development and hotel site required to support employment growth objectives in Park Royal, in addition, enabling residential development is considered to bring forward appropriate transport improvements. The Council will encourage a more intensive use of land at this site employing innovative design and configuration. Acceptable proposals must build on the existing consent by providing the majority of B1 floorspace and hotel use from the existing consent. The proposal will also need to secure the provision of appropriate transport improvements, including public transport. Part of these works must include public realm works to enhance pedestrian access to Park Royal Station. Acceptable uses on the site will include a residential element, and a reasonable balance of B1 floorspace to be provided on the remainder. Ancillary health and leisure

and small scale complementary retail uses are supported. Any residential development should meet educational, health and other needs arising from it. Comprehensive proposals for all of the undeveloped land will be required and must demonstrate how they will be integrated with recent adjoining development.

Proposals should seek to conserve and enhance the adjacent Nature Conservation designation. Any application shall be accompanied by an urban design framework, showing how different phases will be developed and the relationship between them.

Brent Council Supplementary Planning Guidance and Documents

SPG3 Forming an access to a road
SPG4 Design Statements
SPG12 Access for disabled people
SPG13 Layout standards for access roads
SPG17 Design Guide for New Development
SPG19 Sustainable design, construction and pollution control
Draft SPG21 Affordable Housing
SPD Section 106 Planning Obligations
Draft Wembley Link SPD

NATIONAL POLICY

Planning Policy Statement 1 – Delivering Sustainable Development
Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1
Planning Policy Statement 4 – Planning for Sustainable Economic Growth
Planning Policy Statement 5: Planning for the Historic Environment
Planning Policy Statement 12 – Local Spatial Planning
Planning Policy Guidance 13 – Transport
Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation
Planning Policy Statement 22 – Renewable Energy
Planning Policy Statement 23: Planning and Pollution Control
Planning Policy Guidance 24 – Planning and Noise
Planning Policy Statement 25 – Planning and Flood Risk
Draft PPS Planning for a Low Carbon Future in a Changing Climate

SUSTAINABILITY ASSESSMENT

Energy

The submitted Energy Statement set out the proposals in relation to the London Plan Climate Change Policies, including the “Be Lean”, “Be Clean”, “Be Green” energy hierarchy which promotes using less energy, decentralised energy and on-site renewable energy sources. This hierarchy is retained in the now adopted replacement London Plan 2011. However, its structure is altered allowing the “Be Green” measures to be limited or omitted if overall targets for CO2 reduction are met.

Energy Efficiency

A range of passive design features and demand reduction measures are proposed to reduce the carbon emissions of the proposed development. Both air permeability and heat loss parameters will be improved beyond the minimum values required by the building regulations. Other features include use of passive solar energy to reduce the scheme’s heating requirements, maximising access to daylight and use of energy efficient lighting throughout the development.

The development is estimated to achieve a reduction of 157 tonnes per annum (5%) in regulated carbon emissions compared to a 2010 Building regulations compliant scheme, which is acceptable.

District Heating

There is no district heating network operating within the vicinity of the proposed development. However the applicant has provided a commitment to ensure that the development would be designed to allow future connection to a district heating network should one become available. This is to be secured through the legal agreement.

A site wide heat network is proposed that will provide heat to all of the proposed buildings. It is also the intention to connect the proposed heat network to the sites two existing office buildings (Diageo HQ & FC200), should circumstances allow.

An energy centre is proposed on land adjacent to Block C on the opposite side of Lakeside Drive. A drawing showing the layout of the energy centre has been provided. Concerns have been raised about the proximity of the energy centre to existing housing in Toucan Close. This issue is covered in the remarks section of the report.

The commitment to the single energy centre and site wide network is to be secured through the legal agreement.

Combined Heat & Power (CHP)

The applicant is proposing to initially install two combined heat and power plants, each of 105 kilowatt capacity. One unit would be installed at the end of phase 1 and the other upon completion of phase 2. The applicant is also proposing that the two CHP units would then be replaced by a larger single unit by the time the office areas are built (phase 3).

It is forecast that a reduction in regulated carbon emissions of 437 tonnes per annum (16%) will be achieved through this second part of the energy hierarchy.

The use of CHP is welcomed. However comments from the GLA question the likelihood of the two initial units being replaced by a larger one in phase 3. Instead it is suggested that the potential for installing a larger single unit at the end of phase 2. As with other sustainability measures the requirement to provide CHP will be secured through the legal agreement.

Cooling

The applicant proposes to naturally ventilate the residential units. Passive design measures proposed include the use of adequate thermal mass, faced shading features and high performance glass. As a result no mechanical cooling is considered necessary except for those units where there may be external noise concerns that might prevent windows from being opened. Those units will be fitted with mechanical extraction allowing occupiers the option should external noise levels make natural ventilation undesirable.

Commercial areas will be cooled through heat driven chillers supplied with heat from the CHP plant.

Renewable Energy Technologies

The applicant is proposing to install photovoltaic panels (PV) on the roof of the buildings. In total 2,000 sqm of PV would be installed. A drawing showing an indicative PV array placement has been provided. This will be secured through the legal agreement.

A reduction in regulated carbon emissions of 130 tonnes per annum (6%) will be achieved through this third element of the energy hierarchy.

Climate Change Measures

The applicant has indicated that they would utilise a series of green and brown roofs within the scheme. This measure is welcomed and will be secured by an appropriate condition.

The Flood Risk Assessment (FRA) accompanying the proposal states that in order to meet the current legal agreements requirements for the new proposed development on a drainage system designed for 1999 masterplan, specific attenuation volumes and discharge rates have been agreed with the Environment Agency. The required storage capacity could be achieved by allowing one balancing pond to overtop its banks but providing flood plain storage on the surrounding permeable areas.

The commitment to install water efficient and water saving fixtures and fittings in the development is welcomed. These measures will be secured by legal agreement.

Code for Sustainable Homes (CSH) & BREEAM

The proposed residential units seek to achieve a Code for Sustainable Homes (CSH) 'Level 4' rating. Achieving a CSH 'Level 4' involves demonstrating a 44% improvement in the Building CO2 Emissions Rate (BER) over the Target CO 2 Emissions Rate (TER), as defined in the Approved Document Part L1A (ADL1A) of the Building Regulations.

The office areas are being designed to achieve a Building Research Establishment Environmental Assessment Methodology (BREEAM) Offices 'Excellent', which involves obtaining a Carbon Index (EPC rating) of less than 40.

Brent's Sustainability Checklist

The submitted checklist indicates that the required 'very positive' score will be achieved. As is the case with most applications a number of the assertions made in the checklist are not supported by much detail. To ensure that the 'very positive' score is achieved it include in the s106 as a requirement.

Conclusion

The proposed energy and sustainable measures are considered broadly acceptable. The additional detail required to ensure that the measures achieve their stated aim will be secured through the s106 legal agreement and appropriately worded conditions.

CONSULTATION

Local Consultation

The application site borders the London Borough of Ealing so Brent's consultation included both Brent and Ealing Residents. In addition Ealing Council has undertaken further consultation with some of their residents not notified by Brent.

Brent notified directly 251 properties. The site has also been advertised in the press and site notices put up.

Ward Councillors have also been consulted.

A total of 52 properties have objected individually to the application and letters on behalf of the West Twyford Residents Association, the Toucan Tenants Association, Abbeyfields Management Company and the First Central Residents Group have also been received raising concerns about the proposal. In summary the issues raised by respondents are:

- There is no provision made for the extra numbers of pupils, West Twyford Primary School is already full, necessitating present children have travel elsewhere.
- The doctors' surgery and nursery proposed in one of the earlier phases of the original masterplan (Crystal House and Aqua House) has never materialised.
- There is lack of GP provision in the area and residents are compelled to make long journeys to visit a doctor.
- The pressure of the Water supply is already low, and drainage and waste disposal need further consideration.
- There are no facilities for Sports and leisure facilities for youngster, the suggested multi-use sports area has been sited in open space which was given to West Twyford residents.
- There is lack of nursery provision in the area.
- The area will become overdeveloped and this will exacerbate the traffic problems occurring as result of congestion on the areas roads.
- The impact of additional traffic on air quality.
- The development will result in an increase in tarmac and concrete over areas of land resulting in greater risk of flooding due to rain water run off.
- The scheme does not propose enough car-parking.
- The proposed social housing should be mover to another part of the site further from existing residents.
- Social housing should be spread around the site, rather than concentrated in one building.
- The proposed buildings are too high.
- The water supply and sewage capacity of area will not be able to cope with a development of this size. There are already water pressure problems in the area.
- Loss of green space.
- Impact on the views from existing properties overlooking the site.
- The site should remain a purely office/employment development as originally proposed.
- The footpath link from Lakeside Drive through Toucan and Abbeyfields Close should for safety and security reasons be closed to all but residents of Toucan/Abbeyfields Close.
- The proposed energy centre is located too close to existing residential properties and should be resited.
- Bodiam Way should remain a bus only route.

The Head of West Twyford Primary School has also written in a personal capacity stating that the school is already overcrowded and as long as it remains a one form of entry school would be unable to meet any additional demand for school space from residents in Brent. The school already takes a significant number of children living ion Brent.

The applicants held their own community consultation event on 17th – 19th September 2009.

Further consultations with Councillors from Brent and Ealing, and the West Twyford Residents Association took place in October and November 2010.

In the light of comments received, the scheme has been amended as follows:

- The height and massing of the residential buildings was reconsidered resulting in generally lower buildings.
- The total number of residential units provided has been reduced to 545 (from 569).
- Additional play/meeting space for older children has been proposed within West Twyford Park.
- A Multi Use Games Area (MUGA) is to be provided on the Twyford Abbey Road frontage.

Subsequent meetings and events have been organised by the applicants including a meeting with the First Central Residents Association on the 22nd March 2011. The Association summarised their concerns as:

- opposed to the change of use and to the principle of new housing;
- opposed to the location of the affordable housing in Block C;
- concerned about the schooling, parking and amenity issues.

Statutory consultees

Greater London Authority: The principle of providing a mix of residential, office, retail and leisure space on this site in the 'Western Gateway' of the Park Royal Opportunity Area is acceptable in strategic planning terms. However there are a number of issues that need dressing before the GLA can offer their unreserved support:

Housing: A detailed financial appraisal, further discussion on the potential models of affordable housing and the tenure split, an increase in the number of family units and a reduction in internal corridor length are required.

Design: Improvements are suggested to public access through and around the site and further detail of the proposed public plaza is required.

Access: Further information on level changes across the site is required.

Transport: Access improvements are required to Park Royal Station, as well a reduction in parking, an increase in cycle parking and further detail on the travel plan. A financial contribution towards bus improvements.

Energy: Additional detail required on some of the proposed measures.

Transport for London: Further discussion between TfL, LB Brent, LB Ealing and the developer regarding transport mitigation will be required prior to determination.

Considerable improvements to pedestrian access to and from the site will be required alongside bus capacity improvements and a contribution towards the Piccadilly Line upgrade. Car parking for all uses should be reduced and a Car Park Management Plan prepared. Travel plans, a DSP and CLP are also required.

Natural England: Encouraged by the proposed landscape enhancements in the scheme. Draw the applicants' attention to a number of resources that will assist them in their aims.

Environment Agency: The proposed development is acceptable subject to a condition requiring the development is carried out in accordance with the approved Flood Risk Assessment (FRA) and that the mitigation measures detailed within it are carried out.

Metropolitan Police: The Met Police architectural liaison team have been consulted and have met with the applicants to discuss the scheme. Their comments and suggestions are set out in the remarks section of this report.

REMARKS

Original Masterplan

The masterplan approved in 1999 comprised a mixed use development of primarily offices, with residential, hotel and other facilities, together with extensive new transport infrastructure and open space. The consented scheme was for 116,100sqm of office area, planned as individual buildings of varying sizes. The development was contained by a perimeter road and overlooked a central park featuring a series of lakes and green spaces.

The initial scheme also included 61 residential units on 2 areas at the northern part of the site, of which 30% were to be affordable dwellings. Other elements included a replacement for the Guinness Club in the form of a new community building and a childcare centre/nursery, both to be located at the northern part of the site. The residential element was enlarged to 193 dwellings following the grant of a new permission in 2004.

The first phase of the First Central development was completed in 2002. This first phase constituted the Diageo headquarters (approximately 17,400sqm of office space), the central landscaped area and the link road to the A40. Section 106 contributions to jobs, alternative sports provision and local bus services were paid.

The enlarged residential phases, including the community building, were completed in 2007. Catalyst provided the affordable housing in both phases. The community centre has recently re-opened under new management, and but continues to lack support from local residents, although it is used by some local community groups. The ground floor has consent for a medical centre, but remains vacant due to absence of support from the Primary Care Trusts.

One of the other consented office buildings (approximately 17,400sqm) was completed speculatively in mid 2007. Although currently vacant it has recently been acquired by Wainbridge Ltd - a private real estate investor who are currently fitting the building out.

Following discussions with operators the applicants have informed the Council that the permitted 150 room hotel needs to be enlarged to 180/200 rooms and thus will require a new planning application. The developer hopes that an application will be submitted within the following year.

Investigation of the business case for the station with London Underground was carried out in 2008/9, and they now acknowledge that it falls well below their required benefit/cost ratio. This was confirmed in a letter from London Underground dated 20 October 2009. The Coronation Road /Rainsford Road link, which was widened to allow segregated bus lanes at the London Borough of Brent's request, was completed in Spring 2008.

Accordingly Diageo and London & Regional Properties are now seeking to adjust the mix of uses within the existing masterplan to reflect the changing market conditions and planning policies.

Despite speculative construction of the second office building in mid 2007, it has not been possible to attract office tenants. Market conditions have deteriorated even further in the last few years. Also as a result of the full analysis of the business case, London Underground have now confirmed that the benefit / cost ratio for the station falls well short of their minimum requirement. As a result there is no prospect of further implementation of the 1999 consents, thus leaving a substantial area of brownfield land undeveloped for the foreseeable future unless approval can be secured for a viable masterplan scheme.

The potential for the site to accommodate significant residential development is recognised in the adopted Core Strategy and submission Site Specific allocations. As the residential remains the only use for which market demand is likely to exist in the short term, the owners / developers consider that any revised masterplan will need to incorporate significant residential development. This is also whilst retaining the majority of the unimplemented office element and preserving the masterplan concept of high quality individual buildings within a perimeter road focused on an extensive landscaped central open space.

Proposal

Outline planning permission is sought for a mixed use office residential scheme. Matters to be approved are access, layout and scale with appearance and landscaping reserved.

It is proposed to reallocate the four plots at the northern end to residential use with the three undeveloped office plots including small increases in height to give up to 60,000sqm of potential office floorspace. Adding this to the 35,000sqm of office floorspace already constructed, the total office floorspace would therefore be approximately 95,000sqm. This represents a reduction of less than 20% of the consented scheme, and given the trend towards office users maximising their use of space, the applicant anticipates that there would be no significant reduction in the employment potential of this part of Park Royal.

The following tables sets out the proposed use and gross external floor area of the seven new blocks.

Building	Use	Area (GEA)/sqm
Block A	Residential	15,265
Block B	Residential	16, 512
Block C	Residential	18,939
Block D	Residential	15,201
Block E	Office (Mixed Use)	27,406*
Block F	Office	20,827
Block G	Office	17,821

* Of this area, 23,198 sqm is office floor space

Building	Total number of residential units	Affordable Units	Market Units
Block A	139	0 (0%)	139 (100%)
Block B	29	0 (0%)	129 (100%)
Block C	138	138 (100%)	0 (0%)
Block D	139	0 (0%)	139 (100%)
Total	545	138 (25%)	407 (75%)

Site Layout

As previously described, the layout of the revised masterplan maintains the principles of the original

masterplan layout from the 1999 consent. To the east of the Diageo building are the 3 new speculative office blocks (blocks E, F & G), and to the north of the site are 4 residential buildings (blocks A, B, C & D). All blocks face the central landscaped area.

Access

Entrance:

Entrance to the development for vehicles is from the A40 link road. This is also the main entrance for pedestrians and cyclists, with additional access from Park Royal tube station via the existing underpass. Pedestrians can also access the site from the park to the east of the site and from Bodiam

Way to the north. Entry points to the development for buses are from Lakeside Drive and Bodiam Way.

Pedestrian and cycle access:

Pedestrian movement is principally along Lakeside Drive with controlled central access points to each residential block off the Drive. Access to the central landscaped area is controlled by gates and will be for the use of residents and office employees only. A dedicated pedestrian route across the landscape space will connect residents to Blocks C & D enabling a more direct access to Park Royal Station.

There are also pavements along the length of Lakeside Drive. All footpaths are designed with accessibility for all in mind, and where there is a level change ramps are provided along with steps as required by Part M of the Building Regulations. Lakeside Drive is also accessible to cyclists, and there is an existing cycle path to the west of Lakeside Drive which extends under the new A40 link to Coronation Road east of the site. Concerns have been raised about permeability through the site. The scheme proposes separating the office element of the site from the residential. Therefore the natural desire lines for occupiers of the residential development through the reconfigured office zone through to Park Royal Station is blocked, forcing residents to go around the sites perimeter. While this is not desirable officers except that the negative impact on the viability of the office element of the scheme of opening up the office park to residents would compromise the employment potential of the site. An improved pedestrian and cycle route around the sites perimeters is proposed.

As part of the section 106 legal agreement up to £600,000 is to be paid for improvements to the pedestrian link between Mason's Green Lane and Park Royal Station. This route include a footbridge over the railway cutting and a subway under the A40 Western Avenue.

New paths will also be added to West Twyford Park (formerly Bodiam Fields) to improve access to Hanger Lane Underground station and the existing and proposed children's play areas.

Vehicle routes & car parking:

Access into the site for car users is via 1 entry point at the A40 link. The perimeter road of Lakeside Drive therefore provides vehicle access to all buildings within the development.

Car parking for the residential blocks is arranged in ground level podiums which are enclosed spaces surrounded by flats and ancillary uses at the building perimeter. Disabled compliant spaces are adjacent to cores. There are further disabled and visitors spaces outside and adjacent to the building.

There is direct access from the enclosed car parks into the residential building via the building cores.

Car parking for the office buildings is located at 2 basement levels beneath each block. There is ramp access to the car park for each building which is accessed via Lakeside Drive. There are disabled accessible spaces within the enclosed basement car parks and additional disabled accessible spaces and visitor spaces outside and adjacent to the office buildings. There is direct access from the basement car parking into the office buildings via the main cores.

Building	Use	Number of car parking spaces (external and internal)
Block A	Residential	69
Block B	Residential	118
Block C	Residential	164
Block D	Residential	58
Block E	Office (Mixed Use)	224
Block F	Office	204
Block G	Office	182

There are also 2 points of entry and exit to the development for buses. These are at A40 link to the south of the site and Twyford Abbey Road to the north of the site. The bus route is along Lakeside Drive West with Bodiam Way as a road for buses and taxis only. There is a bus stop located on Lakeside Drive to the west of the development and on Bodiam Way to the north.

Tube connectivity

Travel Time

Hanger Lane Station to Tottenham Court Road = 24 minutes
 Hanger Lane Station to Oxford Circus = 22 minutes

Frequency

3-7 minutes during peak hours
 4-7 minutes during working hours

Travel Time

Park Royal Station to Leicester Square = 33 minutes
 Park Royal Station to Green Park = 30 minutes

Frequency

5-8 minutes during peak hours
 7-10 minutes during working hours

Further transport improvements

A contribution of £400,000 pounds towards improvements to local bus services and the provision on three car club spaces are also secured through the s106.

Open Spaces, Landscaping & Public Realm

The landscape for the proposed office and residential buildings responds to the successful, established landscape created within the central landscaped area and surrounding open space

areas. Maintaining the original theme of a series of plateaus surrounding the cascading water landscape, the buildings integrate into the existing landscape and step down in height and floor level as they move north.

Water landscape

The central landscape area is retained in its entirety, with only minor improvements to the edges to integrate the new buildings into the landscape. Screen planting and new trees have been located adjacent the residential buildings to provide privacy for the private courtyards and soften the built form edge. The office buildings have been edged with stone clad walls to mimic the plateau structure started by the Diageo headquarters.

Slight adjustments have been made to the path layout within the water landscape to provide easy access for the residents and office workers. The water landscape will be secured with child-proof gates to ensure access by children is restricted. A safety review of the water landscape will be undertaken by The Royal Society for the Prevention of Accidents (ROSPA) to ensure all care is taken to ensure the safety of the residents and office workers around the existing water bodies.

Residential Landscape

The U-shaped residential buildings are nestled into the landscape with homezones providing clear access for pedestrians, vehicles and refuse vehicles. Clear-stemmed, strategically placed tree and low shrub and ground cover planting in the residential landscape add colour and texture whilst allowing clear sight lines through the park. The frontage along Lakeside Drive marries into the existing parkland landscape with open grass and shrub planting. The shrub planting provides a defensible screen to the private paved courtyards provided to each groundfloor unit. The lime street trees to Lakeside Drive will be continued where required to complete the avenue.

In combinations with ornamental species, native tree and shrub species will be used around the buildings.

Office landscape

Responding to the original masterplan concept, the offices have been designed with their front doors and aspect addressing the water landscape. Care has been taken to ensure the Lakeside Drive entrance into each office site has been designed to make visitors and staff feel welcome. Parking, drop off and service access has been provided at ground level, with clear pedestrian access to the front doors. Each office building has a forecourt with a paved and grassed area with seating for entertaining, lunching and relaxing. The office podiums are edged by stone clad walls, with access to the water landscape provided.

Providing retail, gym and restaurant facilities, Block E faces onto a large paved piazza. Clear access from Park Royal underground station and ramp and stair access from Lakeside Drive and the bus stop will allow local residents and office staff and visitors to the piazza.

West Twyford Park

Two new play areas will be provided in West Twyford Park to meet the requirements for children of 5-11 and 11-15 years. Nestled into the existing landscape, the play areas will include a variety of off-the-shelf and integrated play elements to stimulate and interest the different age groups. A MUGA will also be provided to encourage active sports for First Central residents and the surrounding local community. New paths, seating and rubbish bins will be added to the park to create different routes and encourage people to stop and enjoy the park.

Open Space Strategy

The First Central site has provided extensive areas of publicly accessible open space in the form of West Twyford Park and a substantial area of open space in the centre of the site that in this revised masterplan will be divided between office workers and residents of the four proposed housing blocks.

Brent Council's Parks Strategy 2010-2015

The Council will respond to opportunities where they arise in areas where there is evidence of need to create new public open spaces. It will focus on those areas where spatial mapping and survey evidence shows a significant level of deficiency against the London Plan standards, and on the population Growth Areas. It will also respond positively to opportunities to increase amenities within new and existing open spaces.

The following is a review the First Central site against the accessibility criteria set out in the Parks Strategy:

Metropolitan Parks – First Central is located greater than 3.2km from a Metropolitan Park
District Parks – the publicly accessible open space within First Central is identified as a Local Public Open Space over 2ha. The remainder of the site is identified as District Open Space Deficient.

Local Parks & Local Open Space Deficiency - the publicly accessible open space within First Central is identified as Public Open Space over 2ha. The remainder of the site is not identified as deficient in open space.

Small Pocket Parks - the publicly accessible open space within First Central is identified as Local Public Open Space over 2ha. The remainder of the site is not identified as deficient in open space. The site is not within 400m of a small open space or pocket park.

Brent allotments – there are no allotments located close to First Central.

Brent Play Spaces 2009 – the play area within the First Central site has been identified as an Other Play Space.

Brent Football Pitches – the majority of the First Central site and the entire residential portion of the site is located within 1.6km of a Pay and Play football pitch.

Brent Park's Strategy identifies that the First Central site provides a large area of public local space and in most categories is not considered to be deficient in open space. Although not identified as requiring a play area, a new play area has been proposed to meet the GLA play requirements . First Central is also identified as located within adequate distance in relation to sports facilities but a new MUGA has been proposed to provide sports facilities for older children.

The Park's Strategy does not specify specific quantities of open space to be provided with new developments.

Play Strategy

A large area of open space has been provided and an existing playground upgraded as part of the First Central development. An analysis of the surrounding area shows that there is little other open space or play areas within 800 metres of the site.

The approach to play has been developed using the GLA guidelines ("SPG Providing for Children and young People's Play and Informal Recreation", March 2008).

Analysis of Estimated Child yield Per Block and Site Play Provision Requirements

Age groups by Dwelling type	% of total	No. of Children
Block A - private		22
0 to 4	59	13
5 to 10	27	6
11 to 15	14	3
Block B - private		22
0 to 4	59	13
5 to 10	27	6
11 to 15	14	3
Block D - private		23
0 to 4	59	14
5 to 10	27	6
11 to 15	14	3
Block C - shared ownership		14
0 to 4	59	8
5 to 10	27	4
11 to 15	14	2
Block C - social rented		71
0 to 4	28	20
5 to 10	42	30
11 to 15	30	21
Total		152

Summary

Space requirements for each age group are calculated by multiplying the child yield by 10sqm.

Block A

- Amount of Space Required for age group 0 to 4 = 130sqm to be provided within 100m
- Amount of Space Required for age group 5 to 10 = 60sqm to be provided within 400m
- Amount of Space Required for age group 11 to 15 = 30sqm to be provided within 800m

Block B

- Amount of Space Required for age group 0 to 4 = 130sqm to be provided within 100m
- Amount of Space Required for age group 5 to 10 = 60sqm to be provided within 400m
- Amount of Space Required for age group 11 to 15 = 30sqm to be provided within 800m

Block C

- Amount of Space Required for age group 0 to 4 = 230sqm to be provided within 100m
- Amount of Space Required for age group 5 to 10 = 340sqm to be provided within 400m
- Amount of Space Required for age group 11 to 15 = 230sqm to be provided within 800m

Block D

- Amount of Space Required for age group 0 to 4 = 140sqm to be provided within 100m
- Amount of Space Required for age group 5 to 10 = 60sqm to be provided within 400m
- Amount of Space Required for age group 11 to 15 = 30sqm to be provided within 800m

Play space for 0-5 year olds has been provided on the podiums of each residential building with integrated play elements suitable for toddlers for the development of balancing, stepping and grassed and sand areas for informal play and the development of running. Each podium fulfils the required play space for 0-5yrs play as follows: Block A 297m² provided (130m² required), Block B 272m² provided (130m² required), Block C 353m² provided (290m² required) and Block D 200m²

provided (140m² required).

The existing play area will be supplemented with a new play area closer to Lakeside Drive to provide the required 530m² of play space for children age 5-11 years within 400 metres of the residential buildings. The new play areas will have play equipment suitable for 5-11 year olds that allows children to swing, slide and climb. Changes in level and planting will create different areas within the play space to stimulate physical activity and integrate the playground into West Twyford Park. The surrounding parkland of West Twyford Park and the water landscape will also be available for the children to run around and kick balls. Seating will be provided for carers.

For older children (11yrs +), the extensive open space within First Central, including the water landscape, will provide opportunities for informal recreation and play, satisfying the requirement for 340sqm of play space. A MUGA and an area for informal recreation equipment has also been provided within West Twyford Park to ensure the older children have a social space to meet, hang out in and take part in informal and formal recreational activities.

Landscaping Materials Strategy

A simple yet high quality palette of paving materials and street furniture is proposed with the paving materials and built elements reflecting the character of the existing landscape.

The vehicular surfaces of the homezones and parking areas of the office and residential buildings will be paved with concrete blocks and the footpath adjacent Lakeside Drive in tarmac to match the existing treatment. The existing resin bound gravel paths within the water landscape will be extended where required to connect to the homezones. A plastic grass reinforcing product will be used if required on maintenance vehicle access routes on turf in the water landscape. Concrete or clay block pavers will be used on the podiums to create a more residential feel and reflect the character themes of each podium. Flag and sett paving will be used on the office podium and within the piazza. All paved surfaces for pedestrian areas will be designed to ensure accessibility for all, with avoidance of ramped approaches, reducing unnecessary furniture clutter and employing a lighting scheme which ensures external spaces are adequately lit at all times.

Planting Strategy

The planting strategy has been developed to ensure an attractive and pleasant environment for residents, office workers and visitors; to create defensive margins against private space; to develop the site's ecology and biodiversity for the benefit of both people and wildlife; and to reflect the different character areas of the development. The planting will reflect and extend the species and planting treatments within the development to ensure the new development integrates into the existing. A combination of native and ornamental species will be used.

Residential Courtyards

Each residential building has its own podium for use by the residents of that building. The podiums are a storey above the water landscape, providing clear views into the central landscaped area.

Access to the podiums is provided from within each building, with secure access from the homezones to Block B and C podiums. The design of the landscape reflects each theme with the spaces, planting strategy and materials responding. Integrated play elements have been included within the designs to provide play experiences for toddlers within easy access of the residences.

Each podium level apartment also have a private courtyard, with most directly able to access the podium landscape.

The podiums have been themed according to the microclimate created by the built form and aspect as follows:

Block A Woodland Edge
Block B Birch Forest
Block C Riverbed
Block D Sunny Meadow

Security and Designing to Secure by Design Principles

The principle access to the residential buildings is from Lakeside Drive into secure central cores. Any visitors to the residential buildings will need to pass through this secure area. Access to the courtyards will be for residents only and will be managed through the landscaping solution. Access to the central landscaped area will be controlled and only available to residents and office employees.

The applicants have met with the Crime Prevention Team at Kilburn Police Station. The issues raised and how they have been dealt with are set out below.

Minimise the number of entrances to the central landscaped area: *Access to this area is through the four residential blocks only. The entrances to the central landscaped area between the blocks are for maintenance only and will be kept locked when not in use.*

Minimise the landscaping and seating areas in the area between the pair of blocks in order to increase the line of sight from Lakeside Drive into the development and discourage people from loitering: *The landscaping has been reduced in the area between the pair of buildings in order to maximise visibility from Lakeside Drive into the development.*

Reduce access of residents to areas of the cores that do not serve their own flats: *Security access doors have been provided at strategic points. In principle one core will not serve more than 10 units per floor - for the exception of the 6th floor of Block C where a change in tenure means that there are 13 units off the core on this level only.*

Reduce the number of cyclists accessing the secure car park: *Given the quantity of secure cycle spaces required it is desirable to position the bike stores within the basement car parks. This will avoid having large areas of the building frontage posing blank facades to the street. It is proposed that a separate pedestrian gate is provided to ensure that cyclists do not require access through the main vehicle gate. This will reduce the number of times the vehicle gate is opened which will ensure better security for cars.*

Avoid bin storage solutions that provide both an external and internal door as this provides a security weakness: *Additional internal security doors will restrict anyone entering through the bin stores being able to go any further than the entrance corridor.*

Residential Buildings

There are 4 new residential buildings within the revised masterplan; blocks A, B, C & D. Block C is designed exclusively for affordable housing and Blocks A, B & D are all private dwellings only. This presents 25% of units as affordable in the overall 545 units of which there is a 50/50 split between the Rented and Intermediate accommodation. 10% of the units are designed to disabled standards.

These four blocks face onto the central landscaped area which is part of the wider mixed development which includes office and mixed use accommodation. The distinctive 'U' shapes of the residential blocks create individual community podium landscaped decks. The heights of the new buildings have been set out to complement the heights of the existing buildings on the site and the drop in ground level from the south to the north part of the development.

The maximum height of a residential block is nine storeys high.

All blocks are accessed off Lakeside Drive with Blocks A,B & D presenting a concierge managed entrance at the principle building entrance. Other entrance points are located off the landscaped grounds and maintain clear visual connectivity to Lakeside Drive. The number of units accessed off one core has been kept to a minimum to maximise the security of residents. Block C has specific entrances to offer clarity in the management of Rented and Intermediate Accommodation.

Affordable Housing Provision

Of the 545 residential units, 28% are provided for the affordable housing market. The tenure and unit mix of the affordable units is covered in more detail in the s106 Notes section of this report.

Car Parking, Motorcycle Parking & Cycle Storage

Car parking and secure cycle storage is located in sub-podium car parks. The car park is accessed directly off Lakeside Drive.

1 in 5 car parking spaces will have access to an electrical charging point as set out in the Electric Vehicle Delivery Plan for London.

Three spaces overall are provided for car clubs.

Five spaces are allocated to motorcycles in each secure car park of each block.

Cycle Storage is provided to Code for Sustainable Homes guidance as 1:1 for 1, 2 & 3 bed units in Blocks A, B & D but to LHDG standards in Block C (1:1 for 1 & 2 bed units and 1:2 for 3 bed units). Parking numbers include 10% disabled. These are located next to cores with at least 1 space being Lifetime Homes compliant at every core.

The residential Car Parking is provided at a ratio of 0.7 overall.

Disabled Homes

10% of homes are provided to disabled standards. 10% of the car parking provided is also to disabled standards.

Lifetime Homes

All 545 units in Blocks A, B, C & D are designed wherever possible to meet space standards as set out in Lifetime Homes. All units are designed to meet the design standards as set out in the Lifetime Homes Guidance.

London Housing Design Guide Standards

The proposal meets almost all the requirements of the Mayor's London Housing Design Guide, including, apart from a small number of one-bed private units, the internal space standard requirements that have now been adopted in the 2011 London Plan. As the private one-bed units in question are only approximately 5% short of the minimum area (47- 48 sqm rather than 50 sqm), there is scope to meet the minimum space standards at the detailed design stage. As members are aware these are more generous than the Council's own SPG17 minimum size standards. The proposed scheme is therefore considered to be in general conformity with the London Housing Design Guide.

Private External Space

A minimum of 5sqm of private outdoor space should be provided for 1 – 2 person dwellings and an

extra 1 sq m for each additional occupant. All 545 units provide an outdoor space to this standard provided as either balconies or patios/private gardens.

Waste and Recycling Strategy

The scheme makes provision to meet Brent's new increased waste storage requirement of 60l per bedroom for residue waste and 60l per bedroom for recyclable waste.

All duplexes in the scheme will be given individual wheeled bins to meet their waste and recycling needs. As specified in Brent Council's Waste Planning policy this will probably comprise a 240l grey bin for general refuse and a 240l green bin for organic waste. The bins will be stored in external bin stores in the front gardens of each duplex. The design of these bin stores will be integral to the scheme. Therefore, the duplexes will not require access to the communal bin stores. Instead, they will be required to move their bins outside the curtilage of their properties on specified collection days for the waste collection operatives to collect. Collection Operatives will not be required to move wheeled dustbins more than 20m to reach the waste collection vehicle.

All flats in the First Central scheme will have internal access to a communal bin stores. Where most flats will be within the maximum distance of 30m from the bin stores, there are a few instances where residents will be required to walk up to 38m. This has been discussed with the Council's Street Care Team Brent Council who have accepted this point but requested that the developer's design team stay in contact with their officers during the detailed design process.

Waste Collection Days: On waste collection days, the waste collection vehicle will enter the site at the main vehicle entrance point.

Massing & Orientation

The residential buildings have been designed to maximise light into the units and the north facing units are predominantly dual aspect. The residential buildings are therefore designed in a series of 'spine' and 'finger' blocks serviced by a number of cores along its length. Furthermore the 'U' shaped blocks enclose private residential landscaped podiums which face either a westerly or easterly direction. The design of each of the 4 courtyards is different, giving an identity to each block.

Appearance & Materials

As this is an Outline Planning Application, detailed information has not been submitted in respect of the facades of the residential buildings. The design principles are that the design of the facades will be slightly different between the 'public' facades facing onto Lakeside Drive and the 'private' facades facing on to the central courtyard. Indicative elevational treatments have been provided for each block.

Commercial Buildings.

The overall site already includes two completed commercial buildings with a combined gross internal floor area (GIA) of around 33,750sqm. Three further commercial buildings with a combined GIA of 55,850 sqm of 61,846 sqm of around (GIA) or 61,846 sqm (GEA) are proposed. Detailed designs for these commercial buildings will be brought forward as reserved matters.

The following principles will be included in the detailed design of the commercial buildings:

- They will be designed to achieve Excellent BREEAM rating.
- Flexibility of occupation for multi let or single occupier.
- The floor plates should be as large and regular as possible and have the flexibility to be able to split, i.e.) be capable of dividing into at least 2 separate demises without the need for any retro fitted corridors.
- The development is to be designed for a shell and core only.
- The refuse from the offices should be segregated from the residential waste and

maintained by the office occupiers.

- Max of 1 car parking space per 150 sqm Gross Floor Area and a minimum of 1 cycle space per 125 sqm GEA.
- A floor to floor height of 3950mm with a clear office of 2800mm.

Mix of uses

- Commercial Office Floor space = 20,800 sqm (GIA).
- Office floor space to be distributed over 10 storeys.
- Approximately 250 car parking spaces.
- Health & Fitness Centre = approx. 2,160 sqm (GIA).
- Health and Fitness Centre to include a swimming pool, gym and associated support facilities.
 - Gymnasium: 255 sqm.
 - Studios: 105 sqm.
 - Swimming Pool: 400 sqm.
 - Juice Bar: 200 sqm.
 - Changing Rooms: 265 sqm.
 - Reception & Staff/Office areas: 700sqm.
 - 25 car parking to be absorbed into the commercial office car parking.
- Retail Unit 01: 303 sqm.
- Retail Unit 02: 121 sqm.
- Retail Unit 03: 155 sqm.
- Wine Bar /Restaurant: 465 sqm.
- Five small retail units: 556 sqm (TOTAL).

Parking Provision

- 224 secure basement spaces (of which 10 Wheelchair accessible) (this is excluding car parking set aside for the health and fitness centre).
- 11 secure basement motorbike spaces.
- 33 external car parking spaces (of which 5 Wheelchair accessible).
- Car Parking Ratio 1 per 5 users.
- Car Parking Ratio 1 per 90 sqm GEA.
- Total Cycle Parking Provision: 186 (secure basement) includes 15 spaces provision for Retail/Gym.
- Cycle Parking Ratio 1 per 125 sqm GEA.
- The roof level of each block will be treated with Green/Brown Roofs and have PVs fitted.

Implications for Education

Primary and Secondary School provision is covered in the section 106 Notes of this report. In summary the proposed level of financial contribution ring fenced for primary and secondary school provision meets the levels required in Brent's s106 SPD based on the standard child yield formula.

No additional nursery provision is proposed. The shell of a nursery was originally provided in the first residential phase however despite two years of marketing the developer was unable to find a tenant and the space has now been concerted to residential accommodation. The developer does not consider that the additional residential accommodation proposed in this application although significant will by itself generate sufficient demand to be able to support a nursery.

Officers consider the additional nursery accommodation to be provided at West Twyford Primary School will be sufficient to meet demand for this form of accommodation.

Healthcare Provision

Space for a GP surgery has been provided on the ground floor of Crystal House as part of the first residential phase. This has been remained vacant since its construction and despite marketing

there has been no interest in occupying the unit by a medical practice or by the PCT. Brent has resisted attempts by the developer to change the use of the unit. It is hoped that the additional residential accommodation proposed in this scheme, if approved, will raise demand sufficiently to attract a practice to the unit.

Impact on Neighbouring Residential Amenity

The nearest residential neighbours to the scheme are the occupiers of the first residential phase – Coral House and Toucan Close. The nearest of the proposed blocks to these existing residents is Block C which is likely to be the first block built and will provide affordable housing. This block at its closest will be at least 30 metres from Coral House and 40 metres from the nearest property in Toucan Close. At its nearest point to these neighbours block C is seven storeys high. The nearest part of the block to these properties has an oblique window to window views of less than 40 metres and there will be some oblique window to window views of between 40 and 30 metres this still far exceeds the minimum of 20 metres recommended in the Council's SPG17 Guidance.

The 45 and 30 degree set down requirements set out in SPG17 area also met. The proposed scheme is therefore considered to have an acceptable relationship to its existing residential neighbours.

Energy Centre

Concerns have been raised by residents about the proximity of the energy centre to existing residential accommodation. At its nearest it will be 19 metres from the flank wall of the flats and 1 and 6 Toucan Close. As the energy centre is only single storey its relationship in terms of outlook and massing is considered acceptable. The submission documents had indicated that it might require a chimney over 20 metres in height. However advice from environmental health officers is that this could be reduced to no more than 3 metres provided that certain conditions regarding emissions are met. These energy centres are an increasing feature of larger development schemes and are designed to operate in a residential environment. However officers do appreciate that it may appear un-neighbourly to locate the energy centre as close as they have to adjoining residents. Officers are therefore proposing a condition requiring the feasibility of siting the energy centre further down lakeside Way.

Conclusion

The proposed development will continue and hopefully complete the regeneration of this gateway site begun under the original 1999 permission. The scheme preserves the original masterplan concept of high quality buildings set in and around a landscaped parkland setting. It will introduce a significant residential element which includes the early delivery of 138 affordable units – a significant number in the current funding climate. The scheme preserves the potential for the majority of the balance of offices permitted under the 1999 permission to be built when market conditions permit, including a landmark building at the southern end of the site. It introduces a public piazza adjoining the Diageo building, providing local retail and restaurant facilities, and a health and fitness club. Additional play space and a Multi Use Games Area are to be provided within West Twyford Park. A significant contribution is proposed towards upgrading the pedestrian link to Park Royal Station. Overall the revised masterplan is considered in the current economic environment to make best use of this site, identified for substantial development as long ago as 1995, in a joint Planning Brief produced by Brent and Ealing.

RECOMMENDATION: Grant Consent subject to Legal agreement

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

Brent Unitary Development Plan 2004
Brent Local Development Framework Core Strategy 2010
London Plan 2011
Planning Policy Statement 1 – Delivering Sustainable Development
Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1
Planning Policy Statement 4 – Planning for Sustainable Economic Growth
Planning Policy Statement 5: Planning for the Historic Environment
Planning Policy Statement 12 – Local Spatial Planning
Planning Policy Guidance 13 – Transport
Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation
Planning Policy Statement 22 – Renewable Energy
Planning Policy Statement 23: Planning and Pollution Control
Planning Policy Guidance 24 – Planning and Noise
Planning Policy Statement 25 – Planning and Flood Risk
Draft PPS Planning for a Low Carbon Future in a Changing Climate

CONDITIONS/REASONS:

- (1) The relevant part of the development as hereby permitted shall not commence until the Reserved Matters of the relevant part of the proposed development have been submitted to and approved in writing by the Local Planning Authority and that part of 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:-

- (i) Appearance;
- (ii) Landscaping.

Reason: These details are required to ensure that a satisfactory development is achieved. For the avoidance of doubt, the definitions of Reserved Matters are contained within Circular 01/2006 and other conditions may require further information concerning details required.

- (2) The development to which this permission relates shall begin not later than whichever is the later of the following dates: (a) the expiration of 5 years from the date of this outline planning permission or (b) the expiration of two years from the date of approval for the final approval of reserved matters, or in the case of different dates, the final approval of the last such matter to be approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

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

Approved Drawings:

3540-00-001	3540-00-241	3540-00-295
3540-00-002	3540-00-242	3540-00-296
3540-00-101	3540-00-243	3540-00-297
3540-00-102	3540-00-244	3540-00-400
3540-00-222	3540-00-245	3540-00-401
3540-00-223	3540-00-253	3540-00-402

3540-00-224	3540-00-254	3540-00-403
3540-00-225	3540-00-255	3540-00-404
3540-00-226	3540-00-257	3540-00-405
3540-00-227	3540-00-258	3540-00-406
3540-00-228	3540-00-263	3540-00-407
3540-00-229	3540-00-264	3540-00-408
3540-00-230	3540-00-265	3540-00-409
3540-00-231	3540-00-266	3540-00-410
3540-00-232	3540-00-267	3540-00-411
3540-00-235	3540-00-268	3540-00-412
3540-00-236	3540-00-269	3540-00-413
3540-00-237	3540-00-291	3540-00-414
3540-00-238	3540-00-292	3540-00-439
3540-00-239	3540-00-293	3540-00-441
3540-00-240	3540-00-294	3540-00-442

and the following supporting documents:

Design & Access Statement Dec 2010
 Planning Statement Dec 2010
 Transport Assessment Dec 2010
 Energy Strategy Dec 2010
 Sustainability Statement Dec 2010
 Environmental Impact Assessment Volumes 1 to 3 17 Dec 2010.

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

- (4) No phase of the development hereby approved shall be occupied until all parking spaces, turning areas, loading bays, access roads and footways relevant to that phase have been constructed and permanently marked out.

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.

- (5) All loading and servicing area(s) indicated on the approved plan(s) shall be maintained free from obstruction and not used for storage purposes (whether temporary or permanent) unless prior written approval has been obtained from the Local Planning Authority.

Reason: To ensure that vehicles waiting or being loaded or unloaded are parked in loading areas so as not to interfere with the free passage of vehicles or pedestrians within the site and along the public highway.

- (6) The applicant shall design all residential premises in accordance with BS8233:1999 'Sound Insulation and Noise Reduction for Buildings-Code of Practice' to attain the following internal noise levels as a minimum:

Criterion	Typical situations	Design range $L_{Aeq, T}$
Reasonable resting 07:00 – 23:00) conditions	Living rooms	30 – 40 dB (day: T =16 hours
Reasonable sleeping	Bedrooms	30 – 35 dB (night: T = 8 hours

23:00 – 07:00)
conditions
07:00)

L_{Amax} 45 dB (night 23:00 –

If the above internal noise levels are not achieved then further works, in accordance with details specified by the Local Planning Authority, shall be carried out in order to achieve such levels.

Reason: To safeguard the amenity of future occupants of the development

- (7) The Use Class B1(a)/D2 floorspace within Phase 1B hereby approved shall be used exclusively for the purpose(s) specified in the application hereby approved and for no other purpose (including any other purpose in Use Class B1/D2 specified in the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification.

Reason: To prevent a number of uses becoming established on the site and to ensure that the standards applied to the consideration of the approved development are maintained in connection with the completed development so approved.

- (8) No development shall commence until a detailed phasing plan (to include demolition) has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved phasing plan.

Reason: In order to ensure that the development is correctly phased in the interests of the proper planning of the area.

- (9) Soil remediation shall be carried out in accordance with a scheme that shall be submitted to the local planning authority for approval;

No part of the development shall be occupied until a satisfactory verification report has been provided to the local planning authority, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is permitted for end use.

Reason: To ensure the safe development and secure occupancy of the site proposed for domestic use in accordance with policy EP6 of Brent's Unitary Development Plan 2004.

- (10) No phase of the development hereby permitted shall commence until samples of the external materials and finishes to be used for all external surfaces relevant to that phase (including but not limited to roofs, elevation treatment, glazing and balconies) have been submitted to and approved in writing by the Local Planning Authority. The relevant part of the development shall in all aspects be carried out in accordance with the approved plans unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order that the Local Authority is satisfied with the details of the proposed development.

- (11) Prior to the commencement of development a detailed Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the different phases of the development shall be implemented in accordance with the approved plan.

Reason: To safeguard the amenity of neighbours by minimising impacts of the development that would otherwise give rise to nuisance.

- (12) The remainder of the undeveloped land within the curtilage of the site, within the relevant parts of the development hereby permitted shall be suitably treated with hard and soft landscaping, including trees/shrubs/grass (including species, plant sizes and planting densities), in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any work on the site; such landscaping work shall be completed prior to occupation of the building(s) within these phases, or within six weeks of the commencement of the next planting season, if the commencement of construction of the development takes place outside the planting season, in accordance with a program to be first agreed in writing by the local planning authority. The approved maintenance arrangement shall be fully implemented.

Such a landscaping scheme shall also indicate:-

- (a) full details of the construction of the podium deck between blocks UP and WN
- (b) full details of the proposed play space including equipment, surfacing, boundary treatments and planting
- (c) all existing and proposed levels throughout the site
- (d) other appropriate matters within the context of a landscaping scheme, such as details of signboards, seating, footways and other paved pedestrian areas.
- (e) full details of the proposed arrangements for maintenance of the landscaping for the first 5 years
- (f) full details of the proposed boundary treatments and fencing within the site and around the perimeter of the site. indicating materials and heights
- (g) details of screen planting along and surrounding proposed car parking areas
- (h) areas of hard landscape works and proposed materials
- (i) full details of replacement trees and tree protection measures to be carried in accordance with BS 5837:2005 for any existing trees to be retained within the relevant parts of the development during construction.

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 with others of a similar size and species and in the same positions, unless the Local Planning Authority first gives written consent to any variation.

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

- (13) Submission of a Site Waste Management Plan detailing all the waste streams and the measures taken to reduce construction waste generated by the development shall be submitted to the Local Planning Authority, and complied with thereafter in accordance with the submitted plan.

Reason; to ensure that waste generated by the development is minimised.

- (14) Prior to commencement of development (save for demolition) a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development shall be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details.

Reason; to prevent flooding by ensuring satisfactory storage and disposal of surface

water from the site.

- (15) Further details of secure cycle parking spaces for each phase of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the relevant phase of the development shall not be occupied until the cycle parking spaces have been laid out in accordance with the details as approved and these facilities shall be retained.

Reason: To ensure satisfactory facilities for cyclists.

- (16) No phase of the development hereby permitted shall be occupied until further details of lighting, relevant to that phase have been submitted to and approved in writing by the Local Planning Authority, such details to include details of lighting to all;
- (a) roads; and
 - (b) footpaths;
 - (c) open spaces

The approved details shall be fully implemented.

Reason: In the interests of safety, amenity and convenience.

- (17) No phase of the development hereby permitted shall commence until details relevant to that phase of the following have been submitted to and approved in writing by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority:

- i) infrastructure, including any roads, parking spaces, servicing areas, footpaths, street furniture, including visitor cycle-parking spaces and planters;
- ii) foul and surface water drainage;
- iii) footpath layout, connections and traffic-management measures, including all surface treatments;
- iv) the internal layout of buildings and layout and detailed design of roof terraces or other areas of external space, including internal circulation areas, refuse-storage areas, cycle-storage areas, any plant room, any other internal area and any areas of external space.

The approved details shall be implemented in full.

Reason: In order to ensure a satisfactory development.

- (18) Prior to its installation details of any air conditioning, ventilation and flue extraction systems, that may be required including particulars of noise levels shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be fully implemented.

Reason: To safeguard the amenities of the adjoining residential occupiers.

- (19) Prior to first occupation of each relevant phase of the development the applicant shall provide a schedule indicating which dwellings will be subject to additional acoustic glazing and the acoustic ventilation or verify that all dwellings will be subject to these measures (meeting BS EN ISO 140-3 and indices derived in accordance with BS EN ISO 717-1 as a minimum).

Reason: to safeguard the amenity of future occupants of the development

- (20) In order to mitigate against the possibility of numerous satellite dishes being installed

on the buildings hereby approved, details of communal television system/satellite dish provision shall be submitted to, and approved in writing by, the Local Planning Authority before the commencement each relevant phase of the development. The approved details shall be fully implemented.

Reason: In the interests of the visual appearance of the development in particular and the locality in general.

- (21) No phase of the development shall commence until a details of 'green' and 'brown' roofs relevant to that phase have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: In the interests of sustainability and biodiversity.

- (22) The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) dated November 2010, Issue No 2 Reference 49312797, by URS and the following mitigation measures detailed within it:

- (a) Limiting the surface water run-off rate to the agreed Greenfield run-off rate for all events up to and including the critical 1 in 100 year storm event (with an appropriate allowance for climate change).
- (b) Provision of on-site surface water storage to accommodate all events up to and including the critical duration 1in 100yr storm event (with an appropriate allowance for climate change).
- (c) Surface water storage to be achieved using sustainable drainage techniques as set out in sections 3.2 of the FRA.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site; to prevent flooding elsewhere by ensuring that sufficient storage of surface flood water is provided; and to ensure surface water flood storage is achieved with appropriate sustainable drainage techniques.

- (23) Notwithstanding the approved plans details of the siting and design of the energy centre shall be submitted to and approved in writing by the Local Planning Authority. Such details to include an alternative site to that currently indicated unless it proves impractical.

Reason: In the interests of good neighbourliness.

- (24) Detailed drawings shall be submitted to and approved in writing by the Local Planning Authority before any work commenced on the relevant phase to indicate the finished site and ground floor levels intended at the completion of the development in relation to the existing site levels and the levels of the adjoining land and the development shall be carried out and completed in accordance with the details so approved. The gradients of any new road or turning area should not exceed 1:25 and those of parking or loading bays should not exceed 1:40.

Reason: To ensure that the development is satisfactorily sited and designed in relation to adjacent development and the highway, and that satisfactory gradients are achieved.

INFORMATIVES:

- (1) With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or surface water sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water, Developer Services will be required. They can be contacted on 08454 850 2777. Reason: To ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
- (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) In relation to the soil remediation condition the applicant is advised that the quality of imported soil shall be verified through *in-situ* soil sampling and analysis, at a minimum ratio of 1 sample per every 50 cubic metres. All structures associated with fuel storage and retail shall be removed from site and this work must be validated to ensure that no residual hydrocarbons remain on site at levels above agreed concentrations.
- (4) In relation to the surface water drainage condition the Environment Agency advises the applicant that the following information will be required;
 - a) Clearly labelled drainage layout showing pipe networks, attenuation ponds, green roofs, swales and other SUDS features. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
 - b) Confirmation of the critical storm duration.
 - c) Where on site attenuation is achieved through attenuation ponds or similiar, calculations showing the volume of these are also required.
 - d) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown in the plan with the agreed rate of discharge stated.
 - e) Calculations should demonstrate how the sytem operates during a 1 in 100 year critical duration storm event, with an appropriate allowance for climate change in line with PPS25. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths.
 - f) Where green roofs are provided as part of the drainage system, calculation should be submitted to demonstrate the volume of attenuation provided.

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