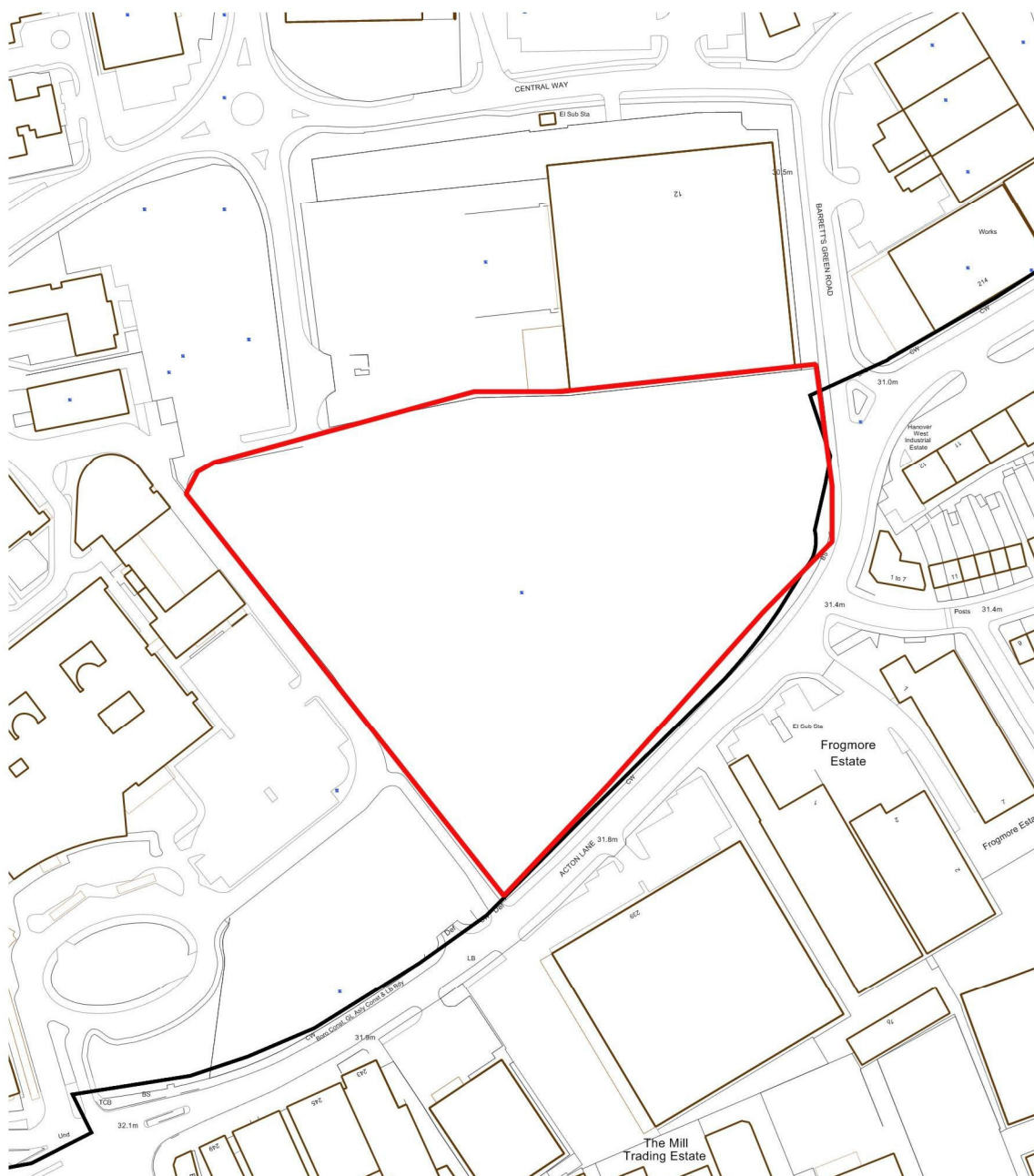
	<b>Planning Committee Map</b>
Site address: Land rear of 12, Central Way, London, NW10	
© Crown copyright and database rights 2011 Ordnance Survey 100025260	



This map is indicative only.

**RECEIVED:** 5 October, 2011

**WARD:** Stonebridge

**PLANNING AREA:** Harlesden Consultative Forum

**LOCATION:** Land rear of 12, Central Way, London, NW10

**PROPOSAL:** Redevelopment of site comprising of 9 units for B1(c), B2 and B8 uses, with associated landscaping, service areas, parking and cycle parking.

**APPLICANT:** Scottish Widows Investment Partnership (Scottish Widows PLC)

**CONTACT:** PRC Group

**PLAN NO'S:**

(See Condition 2 for the approved plans)

---

**RECOMMENDATION**

Grant planning permission subject to the completion of a satisfactory Section 106 or other legal agreement and delegate authority to the Director of Environmental Services to agree the exact terms thereof on advice from the Borough Solicitor

**SECTION 106 DETAILS**

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

- (a) *Payment of the Councils legal and other professional costs in (i) preparing and completing the agreement and (ii) monitoring and enforcing its performance.*
- (b) *A contribution of £60, 625.00 for: Sustainable Transportation in the local area including but not limited to Fast Bus; Training for local people to maximise opportunities associated with the development; Environmental & Sports improvements in the local area. All payments are to index-linked from the date of committee.*
- (c) *Sustainability - Compliance with the sustainability checklist ensuring a minimum score of 50% is achieved and a 'BREEAM' excellent rating, with compensation should it not be delivered. Compliance with the Energy Strategy Report produced by Kier - Issue 1. In addition to adhering to the Demolition Protocol.*
- (d) *To achieve 25% improvement on the 2010 Building Regulations Carbon Dioxide Target Emission Rates, as set out in the Kier Energy Strategy Report. Acceptable evidence for which must be submitted before Material Start and post construction validation of this. Where it is clearly demonstrated that this cannot be achieved on-site, any shortfall may be provided off-site or through an in-lieu contribution to secure the delivery of carbon dioxide savings elsewhere.*
- (e) *Bus lane – safeguarding of a strip of land along Acton Lane (the southern boundary of the site) as shown on drawing 9012/PL002 for future highway widening to facilitate the potential addition of a bus lane to the carriageway. This strip has to be safeguarded for a maximum period of 15 years from commencement on site until such time as the Council serves the notice to adopt.*
- (f) *Submission and approval in writing of a revised Framework Travel Plan and to fully implement the Framework Travel Plan approved by the Council, (or as amended by agreement of the Council and the Owner in writing) on first occupation of any of the units.*
- (g) *Join and adhere to the Considerate Contractors Scheme*

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

## **EXISTING**

This application site comprising an area of 2.63 hectares, is a triangular plot of land bounded by Acton Lane to the South, Central Middlesex hospital buildings to the West, a recently constructed five to ten storey residential block to the north, with the remainder of the northern boundary formed by a warehouse development.

Vehicle access to the site is from the north, via Central Way.

The site is currently a cleared site and was last occupied and used by Central Middlesex Hospital and Hammersmith Medicines Research (HMR). When the hospital site was undergoing redevelopment this part of the site was disposed of and released for redevelopment.

Since this time the site has been cleared and outline planning consent granted for 8 mixed use business units (ref; 99/0618). The time period for the submission of Reserved Matters was extended under planning consent 05/2174. The reserved matters relating to appearance, landscaping, layout and scale were then approved in June 2008 (ref; 08/1761).

Prior to the expiry of the above mentioned planning permission a material start was commenced on site. The initial 15m of estate access road was constructed, and the first instalment of the s106 planning contribution was paid. This material start has safeguarded the planning permission in perpetuity, in theory this development could be fully implemented as all pre-commencement conditions have been satisfied.

## **PROPOSAL**

***Planning permission is sought for the redevelopment of the site to provide a mixed use employment scheme, comprising of 9 units for B1(c), B2 and B8 uses. These uses will be accommodated within a range of unit sizes, totalling 14, 992m<sup>2</sup> of floor space.***

It is proposed that the nine individual units be arranged into five separate blocks, located around a central access road. These nine individual units will range in floor area from 1006m<sup>2</sup> – 3062m<sup>2</sup>, and building heights from 11 – 13.5m overall.

To serve the development 140 parking spaces are proposed (including 10 disabled bays), as well as a large number of cycle spaces. Vehicle servicing areas are also proposed, these are to be accessed via the central access road.

Associated soft landscaping improvements are also proposed around the perimeter of the site, and within the central area.

## **HISTORY**

### **99/0618**

Clearance of site and redevelopment to provide 9 mixed business-use buildings, layout of estate roads and vehicular and pedestrian access (Outline Application). **Granted.**

### **05/3174**

Variation of condition 1 (to extend the original time limit of 1st August 2006 for the submission of reserved matters by 2 years to 1st August 2008) of Outline Planning Permission reference 99/0618, dated 01/08/2003, for clearance of site and redevelopment to provide 9 mixed-business-use buildings, layout of estate roads and vehicular and pedestrian access, subject to a Deed of Agreement dated

08/06/2006 under Section 106 of the Town and Country Planning Act 1990 (as amended). **Granted.**

**08/1761** Approval of Reserved Matters relating to appearance, landscaping, layout and scale, pursuant to outline planning permission 05/3174 dated 13/06/2006. **Granted**

**08/1930** Approval of Condition 5 (access road layout & parking), Condition 6a (refuse and waste storage) and Condition 7 (landscape & boundary treatment) of planning permission 05/3174. **Granted**

**11/0279** Approval of Condition 6(b) (lighting scheme) of planning permission 05/3174. **Granted**

## **POLICY CONSIDERATIONS**

### **National Policy Context**

Planning Policy Statement 1: Delivering Sustainable Development (Feb 2005)

Planning Policy Statement 4: Planning for Sustainable Economic Growth (Dec 2009)

Planning Policy Guidance 13: Transport

Planning Policy Statement 25: Development & Flood Risk

### **Regional Policy Context**

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

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

- *2.17 Strategic Industrial Locations: - The Mayor will, and boroughs and other stakeholders should, promote, manage and where appropriate, protect the strategic industrial locations.*
- *4.1 Developing London's Economy: - Promote and enable the continued development of a strong, sustainable and increasingly diverse economy across all parts of London.*
- *5.1: - Climate Change Mitigation.*
- *5.2 Minimising Carbon Dioxide Emissions: - Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy.*
- *5.3 Sustainable Design & Construction:*
- *5.7 Renewable Energy:*
- *5.11: - Green Roofs & Development Site Environs*
- *5.12; - Flood Risk Management*
- *5.13; - Sustainable Drainage*
- *6.13; - Parking*

### **Sub-Regional Context**

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

### **Local Policy Context**

#### ***Brent UDP 2004***

- BE2** *Townscape: Local Context & Character*
- BE3** *Urban Structure: Space & Movement*
- BE4** *Access for Disabled People*
- BE5** *Urban Clarity & Safety*
- BE6** *Public Realm: Landscape Design*
- BE7** *Public Realm: Streetscape*
- BE8** *Lighting & Light Pollution*

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

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

**TRN1** Transport Assessment  
**TRN2** Public Transport Integration  
**TRN3** Environmental Impact of Traffic  
**TRN4** Measures to Make Transport Impact Acceptable  
**TRN10** Walkable Environments  
**TRN11** The London Cycle Network  
**TRN22** Parking Standards Non-Residential Development  
**TRN31** Design and Land Take of Car Parks  
**TRN34** Servicing in New Development  
**TRN35** Transport Access for Disabled People  
**PS6** Parking Standard  
**PS16** Cycle Parking Standards  
**PS19** Servicing Standards  
**EMP5** Designation of Strategic Employment Areas  
**EMP8** Protection of Strategic Employment Areas  
**EMP10** The Environmental Impact of Employment Development  
**EMP11** Regeneration of Employment Areas  
**EMP12** Public Realm Enhancements in Employment Areas  
**EMP18** General Industrial Developments  
**EMP19** Warehouse Developments

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

### **Brent Core Strategy 2010**

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

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

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

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

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

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

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

## **Supplementary Planning Document – “Section 106 Planning Obligations”**

### **Main Considerations;**

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

### **SUSTAINABILITY ASSESSMENT**

(See Remarks section for detailed discussion)

### **CONSULTATION**

**A number of site notices were erected around the site on 1 November 2011  
Press Notice advertised on 27 October 2011**

#### **Public**

177 letters were sent to individual addresses on the 18<sup>th</sup> and 26<sup>th</sup> October 2011. This included addresses in the London Borough of Brent, and London Borough of Ealing. To date no representations have been received.

Stonebridge Ward Councillors were consulted, and to date no responses have been received.

#### **Statutory Consultees**

*-London Borough of Ealing;* No response received.

*-Environment Agency;* No objection subject to a condition ensuring the development is carried out fully in accordance with the Baynham Meikle Partnership Flood Risk Assessment (file reference NSB/8274 second issue and dated 2<sup>nd</sup> November 2011) and the outline mitigation measures detailed within the FRA.

*-Park Royal Partnership;* No response received.

*-Thames Water;* No objection raised, but informatives recommended.

#### **Internal**

*-Landscape Design:* The retention of three protected trees within the centre of the site is welcomed. During construction these should be protected to BS5837, with approval and supervision to be agreed with the Council's Tree Protection Officer.

On the whole the proposed landscape strategy is acceptable. Proposed tree, shrub and hedge species are all considered to be acceptable. So too are the sizes and densities proposed.

Overall no objection.

*-Environmental Health;* Officers have considered the land quality assessment and contamination report and concur that there is no danger of contamination to site end users. In line with the recommendation made in these reports Officer's advice that conditions should be attached to any

permission, and that these conditions will require a ground gas risk assessment to be undertaken.

The noise survey date has been considered, and based on the assumptions that have been made Officers consider that the predicted noise levels will have a negligible impact on background noise levels. This is considered to be reasonable and no further information is requested.

As the development is within an Air Quality Management Area it is requested that a method statement be required as a condition of any approval.

Overall no objection.

*-Transportation:* No objection raised, but minor amendments to the parking layout have been requested. Subject to s106 measures to secure the bus lane widening and a standard contribution there is no objection. More detailed discussion can be found in the following 'remarks' section.

## **REMARKS**

### **SITE LOCATION**

The site is located in Park Royal, London's largest industrial and Business Park. Approximately 40% of the Park Royal estate is within Brent, 50% in Ealing and 10% in Hammersmith & Fulham. Surrounding uses are a mixture of B1(c), B2, B8, hospital buildings and key worker housing. The principle of employment uses is acceptable in this location.

The site is designated as Strategic Industrial Land in Brent's Core Strategy, and is subject to a Site Specific Allocation (PR3) which supports industrial/employment uses. This allocation supports industrial and employment uses and hospital expansion on this site. The entire Park Royal area is also identified as an Opportunity Area in the London Plan (2011).

### **PRINCIPLE OF DEVELOPMENT, REGENERATION & EMPLOYMENT BENEFIT;**

The site is located within designated Strategic Industrial Land (SIL) and the proposed mix of B1(c), B2 and B8 uses complies with London Plan policy and local policy, as set out in the 2004 Brent UDP and the 2010 Brent Core Strategy. Local Development Framework Core Strategy Policy CP20 states that in Strategic Industrial Locations employment uses characterised by B1, B2 and B8 uses will be supported. And the regeneration of SIL is supported where proposals will not undermine the employment land hierarchy. Within this policy context the principle of this mixed-use industrial/employment development is fully supported in this location.

The site has an existing planning consent for the development of 8 buildings for uses B1, B2 and B8 totalling 12, 567m<sup>2</sup> floorspace, this has been partially implemented. This current proposal seeks to maximise the potential of this brown field site by intensifying the use of the site through an increase in floorspace of 2424m<sup>2</sup>, this represents an increase of 19% on the previous consent.

<b><i>Application</i></b>	<b><i>Proposal</i></b>	<b><i>Amount of Floorspace (m<sup>2</sup>)</i></b>
<b>05/3174</b>	Clearance of site and redevelopment to provide 9 mixed business-use buildings, layout of estate roads and vehicular and pedestrian access (Outline Application).	12, 567
<b>11/2623</b>	Redevelopment of site comprising of 9 units for B1(c), B2 and B8 uses, with associated landscaping, service areas, parking and cycle parking.	14, 991

The proposed development, if built and occupied would bring significant employment benefits to the Borough through job creation by developing and making efficient use of this empty site.

The proposed scheme would be in accordance with the Park Royal Opportunity Area Planning Framework (OAPF), published by the Mayor of London. It would help to meet two of the frameworks principle objectives which are to;

- *Protect and maintain Park Royal as the largest industrial location in London*
- *Increase employment opportunities to meet the 11, 000 new jobs target, over the next 20 years.*

#### **QUANTUM OF DEVELOPMENT:**

<b>Unit</b>	<b>Ground GIA (m<sup>2</sup>)</b>	<b>First GIA (m<sup>2</sup>)</b>	<b>Total GIA (m<sup>2</sup>)</b>	<b>Ground GEA (m<sup>2</sup>)</b>	<b>First GEA (m<sup>2</sup>)</b>	<b>Total GEA (m<sup>2</sup>)</b>
<b>1</b>	<b>809.6</b>	<b>142.7</b>	<b>952.3</b>	<b>852.8</b>	<b>159.6</b>	<b>1012.4</b>
<b>2</b>	<b>1090.4</b>	<b>176.9</b>	<b>1267.3</b>	<b>1130</b>	<b>195.3</b>	<b>1325.3</b>
<b>3</b>	<b>1170.7</b>	<b>185.8</b>	<b>1356.5</b>	<b>1208</b>	<b>201.3</b>	<b>1409.3</b>
<b>4</b>	<b>1031.9</b>	<b>173.2</b>	<b>1205.1</b>	<b>1065.9</b>	<b>187.9</b>	<b>1253.8</b>
<b>5</b>	<b>1540.8</b>	<b>249.9</b>	<b>1790.7</b>	<b>1599.9</b>	<b>274.8</b>	<b>1874.7</b>
<b>6</b>	<b>1364.9</b>	<b>200.1</b>	<b>1565</b>	<b>1435</b>	<b>223</b>	<b>1658.27</b>
<b>7</b>	<b>2556</b>	<b>375.5</b>	<b>2931.5</b>	<b>2648.82</b>	<b>414.1</b>	<b>3062.9</b>
<b>8</b>	<b>1954.7</b>	<b>318.5</b>	<b>2273</b>	<b>2036.1</b>	<b>352.4</b>	<b>2388.53</b>
<b>9</b>	<b>797.9</b>	<b>140</b>	<b>937.9</b>	<b>850.09</b>	<b>156.7</b>	<b>1006.79</b>
<b>TOTAL</b>			<b>14, 278.4</b>			<b>14, 991.72</b>

#### **LAYOUT & DESIGN APPROACH:**

The proposed layout provides for an inward looking development, with the nine units located around the edges of the site. This helps to shield much of the service yard activity from adjoining sensitive users, and from the public realm.

Units 1-5 are positioned along the northern edge of the site, this results in a terrace of units which measures 160m wide. These units vary in size from 1012 -1874m<sup>2</sup>, and each unit contains ancillary office space at first floor.

Unit 6 is detached and is sited along the south eastern boundary, shared with Acton Lane. The office space at first floor has been positioned to overlook Acton Lane, this enhances the appearance of the scheme and this will help to provide an active frontage along Acton Lane. The unit will measure 1658m<sup>2</sup> in floorspace and is set back from the site boundary by 6m to allow for future bus lane widening improvements along Acton Lane, and boundary landscaping treatment.

Units 7-8 are sited along the western boundary that is shared with the Central Middlesex Hospital site. These are the two largest units within the scheme with Unit 7 measuring 3062m<sup>2</sup> and Unit 8 measuring 2388m<sup>2</sup>. Again these units are inward looking, and the first floor office space overlooks the active frontages. To the rear of these units a screen of new trees are proposed to be planted, these will assist in screening the units from the neighbouring hospital buildings to the west.

Unit 9 is detached and sited within the north western corner of the site, this is in close proximity to the vehicle access point from Central Way. This is the smallest unit, measuring 1006m<sup>2</sup>. This unit is positioned away from the western and northern boundaries, with new tree planting proposed along the boundaries of the site. It is worthy to note that this unit is smaller in floor area, and sited further away from the boundaries than the unit that was approved under planning permission 05/3174.



All units will be accessed from a central access road, this serves all the parking areas, and loading and turning areas reserved for servicing and delivery vehicles.

The proposed layout responds to Acton Lane by providing a perforated urban form, and where practical the office elements to each unit have been orientated to provide natural surveillance and provide active frontages.

There are three mature trees within the centre of the site, these are protected by a Tree Preservation Order. The development proposes to retain these as part of the overall landscape strategy.

Provision has been made for the safeguarding of a strip of land along Acton Lane to enable bus lane widening improvements at a future date if such works are deemed necessary by Transport for London. The requirement for any development to include scope for bus lane improvements is set out in the Site Specific Allocation. This requirement was also secured when granting the previous planning permission 05/3174.

The units all follow a similar built form, proposing to make use of a number of different cladding materials to give contrast and variety to the elevations. The materials will be in neutral colours, greys and silvers. The main pedestrian entrances to each unit are defined through the use of double height glazing features. The doors, windows and glazing elements have been located at the front of all units, this provides interest and active frontages.

### ***Landscape Strategy;***

An Ecological report has been prepared by Aspect Ecology and shows that there are no specific statutory or non-statutory designations. The report finds that the site is currently dominated by hardstanding, with limited planting and that any existing habitats offer negligible ecological value.

The proposed scheme will provide an improvement in biodiversity through increased soft landscaping, new tree planting, and new shrub planting selected from native species.

In support of the proposal an Arboricultural Survey has been submitted. This identifies that none trees will need to be felled along the Acton Lane boundary, and of these none all are assessed and found to be in a 'generally fair condition'. The removal of these trees will allow 28 new native trees along this boundary and in total 68 new trees site wide to enhance the amenities of the area.

The survey found evidence on site of Japanese Knotweed, this was recorded close to the north western site margin in an area approximately 2m in diameter. A planning condition is recommended to require its removal prior to a material start on site.

A comprehensive detailed site wide landscaping scheme is proposed which aims to strike a balance between delivering public realm improvements and creating a high quality working environment. External public facing boundaries are defined by hedging and uniform tree planting, coupled with mesh fencing between the buildings. Internal site planting will generally consist of individual trees and shrub beds.

The detailed Landscape strategy is met with approval by Brent's Landscape Officer's.

### **SCALE OF DEVELOPMENT;**

All units range in height from 11m – 13.5m, and as this is a speculative development the individual unit sizes are market led at this stage. Surrounding buildings vary in their height between 10m and 35m in height. The key working housing block that has recently been erected on Central Way, is immediately to the north of the site. This is part 5-storey's rising to 9-storey's high. The 5-storey element is adjacent to the application site and is 16m high with the 9-storey element rising to 36m high. No habitable windows are positioned on the south facing elevation overlooking the application site, meaning none of the residential units are reliant on this site to maintain reasonable daylight and outlook.

Unit 9 which is closest to the residential block is 9.4m high at eaves, rising to 10.8m high and this is broadly in line with the scale of the approved scheme (05/3174), that can in theory can still be implemented. Furthermore the current proposal would provide greater separation between Unit 9 and the adjoining development, and the relationship is certainly no worse than the valid planning permission 05/3174.

In this location there are a variety of surrounding uses, with buildings displaying much variety both in terms of footprint and height. Officers consider that the proposed scheme would see the introduction of a range of units, with varying footprints and heights that are in keeping with the surrounding forms of development. The scale of the units would not result in harm to any sensitive users of neighbouring sites.

### **TRANSPORTATION IMPACTS;**

The proposed scheme is sufficient in scale to potentially impact on the local transport network. As such a full Transport Assessment has been prepared by *Royal Haskoning* and submitted in support of the application.

#### ***Parking and access***

Only one point of vehicle access is proposed, and this is via the existing un-adopted Southern arm of the four arm roundabout junction of Central Way and McNicol Drive. An extension to this will form the spine road through the site. Pedestrian footways are also proposed either side of the access road.

The majority of the site has a public transport accessibility level of 3, with the very eastern end of the site achieving a rating of 4.

Parking standard PS6 in the 2004 UDP supports parking at a level of 1 space per 150m<sup>2</sup>, and with the amount of floorspace proposed this would equate to 99 parking spaces. It is proposed to provide parking in excess of this, a total of 140 spaces are proposed (including 10 disabled bays). An increase of a third is supported in Park Royal under policy PS3 provided (a) it is a key regeneration proposal supportive of regeneration in the area; and (b) the transport and environmental impacts of the scheme is acceptable; and (c) the proposal secures significant and sufficient public transport/walking/cycling improvements, and/or contributions towards on-street parking controls, and implementation of a green transport plan. As these criteria will be satisfied an increased amount of 133 spaces would be acceptable. Therefore the 140 spaces being proposed exceed even the more relaxed standard supported under PS3, and Units 3, 5, 6 and 7 are all shown to have excessive parking.

Cycle parking is provided for 44 cycles which is acceptable.

In terms of access the Central Way access is adequate to serve the development. The layout of the spine road generally accords with the previous consented scheme with 7.3m wide carriageways, and 2m wide pedestrian footways either side. It is noted that a minor change to the bend of the spine road has been incorporated and there is some concern that this may compromise servicing from articulated lorries. Transportation request further demonstration of vehicle tracking to illustrate that 2 articulated lorries can safely pass one another. Confirmation of this will be reported through the Supplementary Report.

Pedestrian safety is generally considered to be acceptable, although there is concern that the internal layout results in excessive crossover widths across the servicing and parking areas.

The existing crossover onto Acton Lane will become redundant should the scheme be implemented, and this should be re-instated to footway (at the developers expense) and agreed with the London Borough of Ealing as Acton Lane is within their jurisdiction.

The scheme continues to make provision for bus lane widening works along Acton Lane, and again this is welcomed. It will offer a significant benefit to bus lane services in Park Royal.

The Transport Assessment submitted by Royal Haskoning and the data presented and its findings has been compared to the previously consented scheme. This larger development is predicted at peak times to represent an increase of 20% on predicted traffic flows. Transport Officer's consider there to be sufficient capacity on the local road network to cater for the new, additional traffic that is likely to be generated.

Given the overall size of the development also warrants a Framework Travel Plan, it is noteworthy that no Travel Plan was secured as part of the previous consent when outline permission was granted.

The draft Travel Plan proposes that a Travel Plan co-ordinator be appointed by the sites management company to promote the Plan amongst it's different occupiers. The co-ordinator will also be responsible for monitoring and reviewing the Plan over a 5-year period.

Transport Officers have assessed the Framework Travel Plan, it has been assessed using Transport for London's ATTrBuTE programme, and unfortunately as it stands it fails to come up to an acceptable level. The key areas in which it failed are the lack of any attempt to provide an estimated baseline modal split against which future interim and final targets can be set, even though data was provided within the Transport Assessment that could have been used for this purpose. Lack of detail on how the Travel Plan will be secured and funded is also a key failing.

To overcome these failings the Plan will need further development before it can be agreed, and Transport Officer's are requesting a Head of Term in the s106 to secure the submission and approval of a revised Plan prior to a material start on-site.

To help support the aims of the Travel Plan a financial contribution is sought towards improving non-car access, parking control and other transport related works in the area. To this end, it is acknowledged that a sum of £60,000 was secured with the original permission for transportation improvements, alongside the reservation of land for highway widening. As such, with land being set aside for potential highway widening, it is only considered reasonable to base a request for a further sum on the additional floorspace proposed and on this basis, the standard charge would provide a sum of £60,000.

Key transportation initiatives in the area to which funds would be likely to be directed include the upgrading of the unadopted length of Central Way to an adoptable standard to allow the Council to take it over as a highway maintainable at public expense (this is estimated to require funding of £100,000), provision of a footbridge over the Grand Union Canal at McNicol Drive and provision of a bus lane along Acton Lane.

Brent Transportation Officers' are requesting a revised site plan which shows a reduction of at least 6 spaces, and additional soft landscaping should be provided alongside parking areas to deter ad-hoc parking outside of the designated parking areas. Further details of a revised parking layout will be reported in the Supplementary Report.

Subject to the site layout amendments, the submission and approval of a revised Travel Plan and Subject to a Section 106 Agreement to secure:- (i) safeguarding of the 3m wide strip of land along the southern boundary of the site as shown on drawing 9012/PL002 for future highway widening upon the service of a notice by Brent Council; (ii) the submission and approval of a revised Framework Travel Plan, of sufficient quality to score a PASS rating using TfL's ATTrBuTE software (or any replacement thereof); and (iii) a further financial contribution of £60,000 (in addition to the £60,000 previously secured from the smaller development) towards non-car access improvements, parking controls and/or adoption of Central Way.

### ***Lighting Strategy***

The external lighting scheme comprises a mixture of building mounted and column mounted luminaires to illuminate the on site car park areas, access road and paths. These will provide security and have safety benefits for the movement of vehicles within the site. Lighting details have been submitted showing 10 x 70w lanterns mounted on 6m high columns along the spine road and footpaths, with a further 14 x 150w lanterns mounted on the buildings at a height of 8m to illuminate the service yards and car parks. These luminance levels are considered to be appropriate for this location, with a high degree of uniformity proposed.

### **SUSTAINABILITY BENEFITS & MEASURES TO MITIGATE IMPACTS OF CLIMATE CHANGE;**

The proposed sustainability measures are set out through the Brent Sustainability Checklist, Energy Strategy Report and BREEAM pre-assessment. These have been submitted to demonstrate compliance with London Plan Policy and Brent Core Strategy Policy CP19.

The applicants score on the checklist of 50.5% indicates a rating of 'Very Positive' is to be achieved, and compliance with the checklist will be secured as part of the s106 agreement.

An Energy Strategy has been submitted by Kier. This has been prepared to demonstrate the scheme's compliance with London Plan policies 5.2 and 5.7 concerning the minimising of carbon emissions and the use of renewable energy respectively.

Compliance with London Plan policy 5.2 is achieved by demonstrating that the energy strategy aimed at minimising carbon dioxide emissions is based on the London Plan Energy hierarchy, which is;

1. Be lean; use less energy
2. Be clean; supply energy efficiently
3. Be green; use renewable energy

Passive enhancement measures have been incorporated into the design to ensure the scheme is in accordance with the London Plan 'Energy Hierarchy' to 'be lean'. This has been achieved by increasing the size of the rooflight areas, to reduce the need for artificial lighting. The U-value of walls has been improved above and beyond the minimum requirements for Part L2A of the 2010 Building Regulations, similarly the U-values of the roofs have also been improved above minimum Part L2A requirements.

Active enhancement measures have been incorporated into the design to ensure the scheme is in accordance with the London Plan 'Energy Hierarchy' to 'be clean'. These measures will enable energy to be supplied more efficiently.

The strategy to incorporate passive and active energy enhancement measures into the final build results in a reduction in carbon dioxide emissions. London Plan Policy 5.2 sets targets for carbon dioxide emissions. These targets are expressed as minimum improvements over the Target Emission Rate (TER) outlined in the national Building Regulations leading to zero carbon non-domestic buildings from 2019. A development such as this is expected to achieve a 25% improvement on the 2010 Building Regulations.

As well as the passive and active energy enhancement measures renewable energy technologies are proposed to achieve further reductions in CO<sub>2</sub> emissions. These technologies are in accordance with the London Plan 'Energy Hierarchy' to use renewable energy. The Energy Strategy has examined the use of a range of renewable technologies, and discounts a number of these for practical reasons. Those discounted are biomass heating, ground source heating/cooling, combined heat & power (CHP), wind turbines and solar water heating. The strategy has found the following renewable energy technologies to be feasible for the development;

- Air Source Heat Pumps
- Solar Thermal Heating through the use of Transpired Solar Collectors
- Photovoltaic Panels

By applying these technologies to the development further CO<sub>2</sub> emissions reductions can be achieved. The combination of passive, active and renewable energy measures have been demonstrated to show a 25% improvement on carbon dioxide emissions can be achieved above the target emission rates. This is in accordance with London Plan policy 5.2. The use of renewable energies has also been shown to satisfy London Plan policy 5.7, there is a presumption that 20% savings should be made by employing renewables on-site. The Energy Strategy demonstrates that carbon savings through the use of renewable technologies averages 37.2% across the nine units. This is in excess of the presumption that a reduction of 20% should be achieved wherever feasible.

Brent LDF Core Strategy policy CP19 concerns the contribution of developments towards achieving sustainable development. One of the requirements of this policy is for all non-residential development to achieve, a rating of BREEAM 'Excellent'. A BREEAM pre-assessment has been carried out, this predicts a score of 74.4%, equating to a BREEAM 'Excellent' rating. Final assessment and certification will be carried out after construction, and within the s106 agreement one of the Heads of Terms is an obligation that commits the developers to commissioning a independent review by a BRE approved assessor, and the submission of post construction certification as verification that policy CP19 is met.

In order to ensure that the development achieves the sustainability rating the Council's standard section 106 clauses are proposed, including compliance with the Sustainability check-list and BREEAM 'Excellent' rating is achieved, with compensation should it not be delivered in addition to achieving a 25% improvement on carbon emissions, above the 2010 Building Regulations target emission rates. The developers will be required to submit to the Council a Sustainability Strategy prior to material start, this is an obligation of the s106.

### ***Flood risk***

The site falls within Flood Risk Zone 1 and accordingly is situated within an area of low risk of flooding. However, the site is greater in size than 1 hectare and the application accordingly must be accompanied by a full Flood Risk Assessment (FRA) that has been carried out in accordance with PPS25. This assessment should demonstrate methods to be used in managing surface water and runoff from the development to prevent the worsening of flood conditions associated with the development and to prevent general on and off site flooding conditions occurring. The Flood Risk Assessment must be approved by the Environment Agency, a statutory consultee.

The topography of the site is found to be generally flat, and the impermeable area of the site equates to 83% of the site which is a reduction when compared to the existing site. All new parking areas will contribute to on-site drainage by being permeable, this will also help to attenuate peak flow. The drainage strategy proposes to incorporate infiltration trenches and swales, these are an integral element of the surface water drainage strategy. In addition to this individual rainwater harvesting tanks are proposed.

Units 6 and 8 will incorporate green roofs which satisfies London Plan Policy 5.11. The areas of green roof are reserved for the roofspace above the office areas. This will not compromise the structure for the main warehouse/production areas where clear spans are essential and additional loading would have significant effect upon the schemes viability.

The FRA includes details of Sustainable Urban Drainage Systems (SUDS) that will be employed. These measures include the provision of soakaways, allowable surface flooding by allowing car-parking and service yard areas to flood up to 100mm, green roofs, rainwater harvesting tanks, infiltration trenches, swales and underground storage solutions. Incorporating the proposed SUDS into the future redevelopment will reduce the flood risk to and from the site. It is also calculated that the surface water run-off rates will be reduced when compared to the existing flows from the site,

and the SUDS design techniques are critical to this being achieved.

In summary the FRA proposes a drainage scheme that will not increase the potential of any flooding. This is mainly due to the peak run off rates from the site being reduced when compared to the existing flows, and the adoption of the recommended SUDS techniques.

The Environment Agency has considered the revised FRA. They welcome the proposals to reduce runoff rates by 50%, utilising a range of SUDS features including green roofs, permeable paving, swales, filter drains, oversize pipes and storm cells. No objection is therefore raised.

## **ENVIRONMENTAL IMPACTS OF THE DEVELOPMENT;**

### ***Noise Impacts***

Spectrum Acoustic Consultants have submitted a Noise Impact Assessment to assess the acceptability of the noise arising from the proposed development, and where necessary proposes measures to limit noise emission from the site.

As this is a speculative development where the end users are not known a range of robust assumptions have had to be made concerning the level and type of activity and associated plant that could occupy the site under busiest conditions.

The assessment finds that the main noise sources in the surrounding area were observed to be distant road traffic and plant noise. The area was observed to remain busy with industrial activity and traffic at night time.

The noise associated with overall activity on the site during busy periods for both daytime and night-time operation period has been modelled and compared with the existing ambient noise levels. The predicted increase in noise levels, even considering a scenario in which extremely busy activity has been modelled, results in an increase of no more than 1dB in ambient noise level. Even in the event of higher noise levels occurring the assessment shows that intrusive noise levels within the most affected nearby noise sensitive locations (key working housing development), from the subject site would still be acceptably low. It is noteworthy that noise related conditions were imposed when granting planning permission for the key worker housing scheme to the north. In support of this approval the applicants undertook an acoustic survey and its conclusions state that providing suitable glazing and trickle ventilation is incorporated, satisfactory internal noise levels can be achieved that meet the standards set out in PPG24. Conditions were attached to this permission to ensure that appropriate noise attenuation measures are fully installed prior to occupation of the proposed accommodation. These pre-commencement conditions have all been discharged. When this key worker scheme was designed, and approved there was a valid permission on this site to construct 8 units for B1, B2 and B8 uses and the granting of permission would have been mindful of this neighbouring circumstance.

The analysis carried out in this report is necessarily general because the precise mode of operation, number and type of vehicles, equipment, timing and duration of activity of the future occupiers of the site are not known at this stage. Therefore conservative assumptions have been made, and these assumptions include;

- Higher 'at source' noise levels than would ordinarily be generated by typical equipment.
- Longer than operational durations than typically occur on a site of this size.
- A more intense combination of noise sources acting together than would ordinarily occur.
- Use of background noise levels which are likely to be lower than those which pertain at the key worker accommodation building, which is nearer to roads and the continuously operating plant at existing businesses.
- More activity occurring in a 1 hour period than would ordinarily occur.

Environmental Health officers have considered the noise assessment, and agree with the approach to make conservative generic assumptions and the assumptions that have been used

when modelling the predicted noise impacts of the development. No further information is requested.

The assessment has considered the noise impacts on neighbouring sensitive receptors, and based on conservative assumptions it has been shown that the proposed development, and predicted noise from the operations of this use, both from general site-related activities and from fixed plant and indoor activity comply with appropriate guidelines.

### ***Impact on Air Quality***

Environmental Health Officers' have considered the impact of the proposal on air quality. The predicted air quality emissions that have been modelled are deemed to lead to imperceptible increases in pollutants. The building works itself may contribute to increasing the background dust levels and as the development is within an Air Quality Management Area a condition is recommended the submission and approval of a method statement which provides details of environmental mitigation measures to minimise the impact of dust and noise during construction.

### ***Land Contamination***

A Contamination Statement has been prepared by Baynham Mickle to demonstrate the necessary investigations and establish if the site poses any risk to end users. This has been verified by Environmental Health Officers' who agree with the findings that the site is not deemed to be contaminated. Conditions have been recommended, and one of these advises that ground gas risk assessment be undertaken prior to the commencement of any building works on site.

### **s106 CONTRIBUTION;**

The standard charge contribution of £25 per square metre of floorspace created has been applied to the increased floor area, above and beyond the previously consented scheme. The difference in floor space between the current proposal and planning permission 05/3174 is an additional 2424m<sup>2</sup> and this results in a standard charge contribution of £60, 625.00. It is considered reasonable to only seek the standard charge on the increased floor area, as in theory the previously consented scheme could be fully implemented on site as the material start that has been made has safeguarded that consent in perpetuity. Furthermore the first instalment of £30, 000 has been paid upon this material start, so this combined with the additional contribution secures a sitewide contribution of £90, 625.00.

This contribution will be used to mitigate the impacts of the development on the local area and will go towards sustainable transport improvements, non-car modes of access, parking controls, environmental improvements and open space improvements. Full Heads of Terms are set out at the start of this report.

### **SUMMARY;**

The proposed development will provide investment, regeneration and welcomed employment benefits to Park Royal. This is consistent with national, regional, sub-regional and local policy. The layout and design, which is supported by a comprehensive landscaping strategy will deliver a high quality scheme to the area that enhances the area visually, and one which employs measures to mitigate the impacts of climate change through sustainable design which is consistent the London Plan hierarchy. Furthermore the s106 package will deliver a range of benefits to mitigate the impacts of the development on the local area, and secures the ability for infrastructure improvements to carry out bus lane widening works along Acton Lane. On balance the scheme is recommended for approval, subject to the completion of a satisfactory s106 legal and/or other agreement to secure the Heads of Terms set out in this report.

**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 Core Strategy 2010  
Central Government Guidance  
Council's Supplementary Planning Guidance

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

Built Environment: in terms of the protection and enhancement of the environment  
Environmental Protection: in terms of protecting specific features of the environment and protecting the public  
Employment: in terms of maintaining and sustaining a range of employment opportunities  
Transport: in terms of sustainability, safety and servicing needs  
Park Royal: to promote the opportunities and benefits within Park Royal  
Design and Regeneration: in terms of guiding new development and Extensions  
Site-Specific Policies

#### **CONDITIONS/REASONS:**

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

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

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

##### Drawing Numbers:

PL001, PL002, PL003, PL004, PL005, PL006, PL007, PL008, PL009, PL010, PL011, PL012, PL013, PL014 & PL015

##### Other Documents in Support of The Development:

PRC - Planning Statement  
PRC - Design & Access Statement  
PRC - Statement of Community Involvement  
PRC - Sustainability Statement  
PRC - Waste Management Strategy  
Kier - Energy Strategy, Issue 1, 21 September 2011  
Kier - External Lighting Proposal, Issue 1, 19 September 2011  
Brent Sustainable Development Checklist  
Spectrum Acoustic Consultants - Noise Impact Assessment (ref; PJB6140/11160), August 2011  
Phlorum - Air Quality Assessment, September 2011  
Quaife Woodlands AR/2545/ap - Arboricultural Survey & Planning Integration Report, 26 August 2011  
RPS - BREEAM pre-assessment (ref; HLES17365/001R), September 2011  
Baynham Meikle - Contamination & Land Quality Assessment, 6 September 2011  
Baynham Meikle - Flood Risk Assessment, Second Issue (ref; NSB/8274), November 2011



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

- (3) The development hereby permitted shall be carried out fully in accordance with the approved Baynham Meikle Partnership Flood Risk Assessment (FRA) for Central Park (ref; NSB/8274, Second issue and dated 2nd November 2011) and the outlined mitigation measures detailed within the FRA, unless otherwise agreed in writing by the Local Planning Authority..

Reason; To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.

- (4) All service yards are to be kept free for the standing and loading of delivery vehicles only, vehicle parking shall only take place in the designated marked parking bays.

Reason: To ensure that vehicles awaiting 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.

- (5) No goods, equipment, waste products, pallets or materials shall be stored or deposited in the open.

Reason: To safeguard visual amenities and the efficient operation of activities within the site.

- (6) The office floor space hereby approved shall be used only in conjunction with and ancillary to the main approved uses of the individual units.

Reason: To ensure that no separate use commences without the prior approval of the Local Planning Authority and to ensure that any subsequent use complies with the Council's adopted employment and transportation policies and the policies for the Park Royal Inset Area.

- (7) There shall be no increase in floorspace through the formation of additional mezzanine accommodation within any of the units to which this permission relates, and no subdivision of the units into additional units other than as approved is permitted without the prior written approval of the Local Planning Authority

Reason: To safeguard against a level of development that will result in conditions harmful to the free flow and safe movement of traffic on the adjoining highway without appropriate servicing/ mitigation measures.

- (8) The approved landscaping shall be planted prior to first occupation, and fully in accordance with drawing PL015. Any tree shrubs and plants planted in accordance with the landscaping scheme which, within 5 years of planting are removed, dying, seriously damaged or become diseased shall be replaced in similar positions by trees and shrubs of similar species and size to those originally planted unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual

amenity of the locality in the interests of the amenities of the occupants of the development

- (9) Reinstate all existing crossovers rendered redundant by this proposal to footway at the applicant's own expense prior to the occupation of the new development.

Reason: In the interests of traffic and pedestrian safety.

- (10) During construction works all existing trees for retention should be protected to BS5837:2005 *Trees in Relation to Construction*. Any construction works shall be undertaken strictly in accordance with a methodology agreed by the Council's Tree Protection Officer

Reason: In order to safeguard landscape features that contribute to the amenity of the local area

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

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

- (12) Prior to the commencement of works on site a ground gas risk assessment must be submitted to and approved in writing by the Local Planning Authority.

Reason; To ensure the safe development and secure occupancy of the site.

- (13) Prior to the commencement of works on site a Air Quality Method Statement shall be submitted to and approved in writing by the Local Planning Authority. This statement shall provide details of environmental mitigation measures to minimise the impacts of dust and noise during construction.

Reason; To protect air quality, the amenity of neighbours and to minimise pollution.

- (14) No development shall commence until such time that the applicants submit a method statement for the lawful elimination of Japanese Knotweed on site, this shall be submitted to and approved in writing by the Local Planning Authority and thereafter the works shall be undertaken in accordance with these approved details prior to the commencement of development. Verification that these works have been carried out correctly shall also be provided.

Reason: Japanese Knotweed is an invasive non-native plant, which is restricted under s14 of the Wildlife and Countryside Act 1981. It is regarded as controlled waste.

- (15) Further details of any additional plant machinery and building services equipment to be installed to any of the units (including extraction, air conditioning, ventilation systems or other such equipment), other than the air conditioning condenser units already shown and the expected noise levels associated, have been submitted to and approved in writing by the Local Planning Authority and thereafter the equipment shall be installed in accordance with the approved details and maintained in accordance with the relevant manufacturer's guidance. All such equipment should be installed internally wherever practicable and be designed to minimise noise nuisance and reduce its visual impact. Until such details have been agreed no installation is permitted.

Reason: To protect the amenity of neighbouring units and local amenities from potential noise and odour nuisance.

- (16) No development shall commence until further details of the, design, materials, finish, height, and type of boundary treatments to be erected or retained have been submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard the character of the area

#### **INFORMATIVES:**

- (1) In relation to Condition 15 the applicant/developer is advised to contact Director of Transportation at the London Borough of Ealing to arrange for these works to be done.
- (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) 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.
- (4) With regards to the tree planting proposals, and the 'tree pit' detail shown on drawing PL015 the Council's Tree Protection Officer advises that all new trees should be staked with twin rubber ties rather than crossbars.

#### **REFERENCE DOCUMENTS:**

##### **National Policy Context**

Planning Policy Statement 1: Delivering Sustainable Development (Feb 2005)  
Planning Policy Statement 4: Planning for Sustainable Economic Growth (Dec 2009)  
Planning Policy Guidance 13: Transport  
Planning Policy Statement 25: Development & Flood Risk

##### **Regional Policy Context**

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

##### **Sub-Regional Context**

Park Royal Opportunity Area Framework (OAPF)

##### **Local Policy Context**

Brent UDP 2004

## LDF Core Strategy 2010

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