

6.13 Basement

A full level of basement is located at Basement Level B1 and is accessed via a dedicated connection in the existing West End Gate basement structure. This will allow the Paddington Green Police Station basement to utilise the existing access and infrastructure of the wider masterplan. Level B1 will contain a range of ancillary uses including;

- 17 accessible car parking spaces.
- 1004 long term and 86 short term cycle storage spaces for residential, office and retail use.
- High quality cycle changing facilities for use by the commercial office and retail units.
- Residential, commercial office and retail refuse stores.
- Mechanical and electrical plant for all buildings.

Attenuation tanks are located on the Basement 1 slab and are sized to collect surface water from the roof areas of each of the buildings and surface water from Newcastle Place. This is dealt with in further detail in the Drainage Strategy Report that accompanies this application.

A further level of part basement is provided at Basement Level B2 which utilises existing connections to connect to the West End Gate basement. This smaller basement footprint integrates with the existing Waste Management Strategy and allows for waste to be collected from the Paddington Green Police Station development via the existing ramp and refuse points in West End Gate.

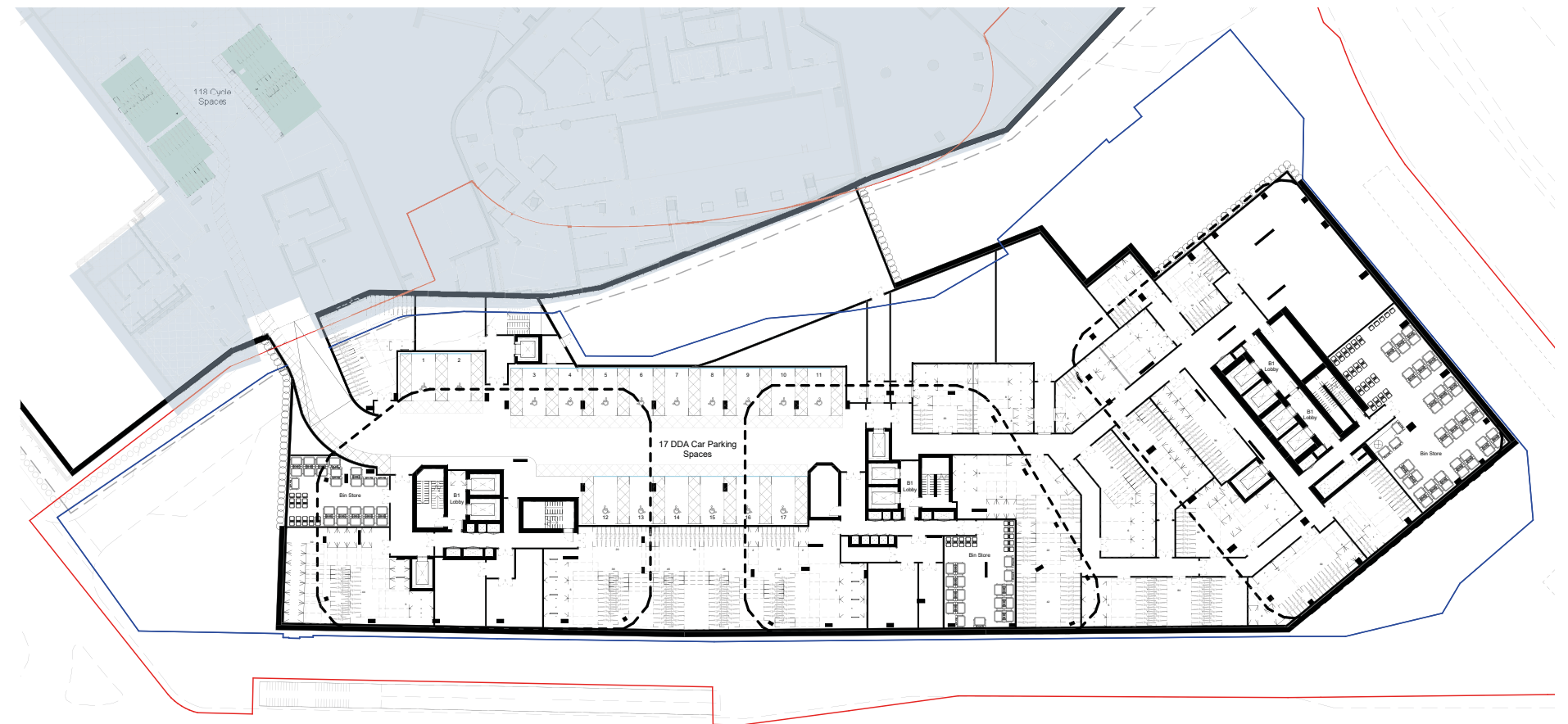


Fig. 6.49 Proposed Basement Level B1 Plan

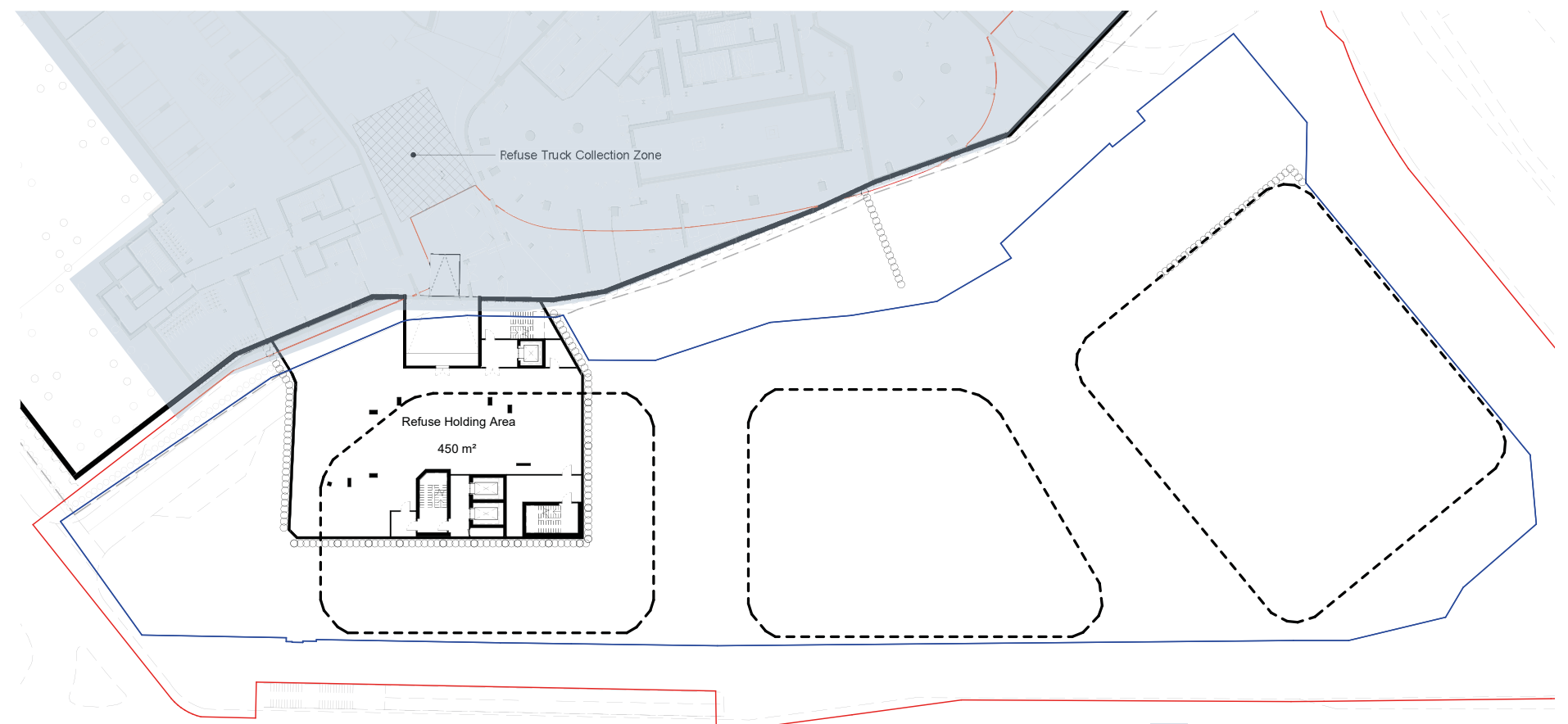


Fig. 6.50 Proposed Basement Level B2 Plan

6.14 Sustainability and Environmental Design

6.14.1 BREEAM

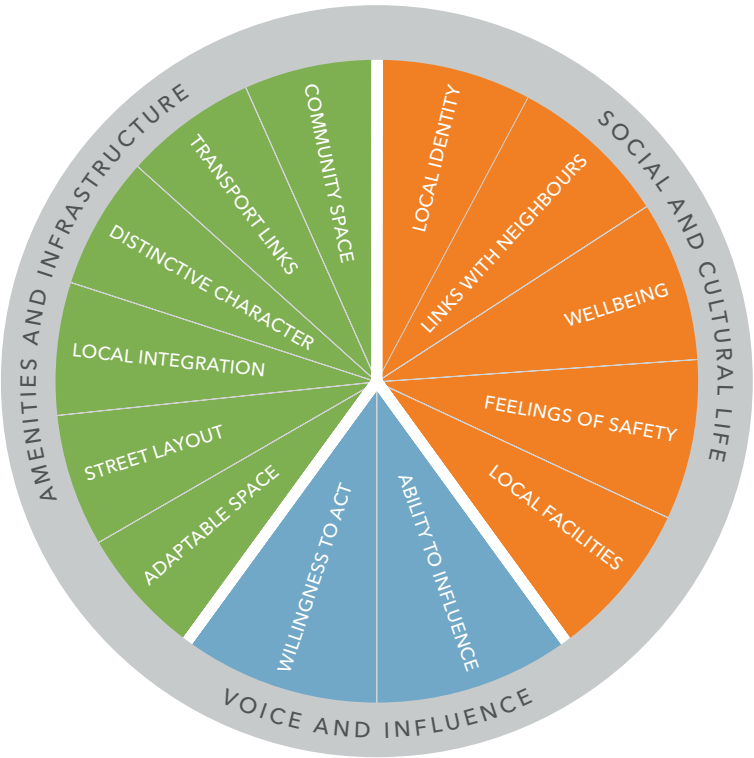
The non-residential areas of the Paddington Green Police Station development assess performance against BREEAM in accordance with Westminster Planning Policy (Supplementary Planning Guidance on Sustainable Buildings). The target level is set at Excellent for new development. A BREEAM pre-assessment has been carried out and forms part of this application.

6.14.2 GLA Sustainable Design and Construction SPG

The GLA Sustainable Design and Construction SPG checklist is to be reviewed and incorporated into the design where possible. This is best done as a design team workshop and forms a part of the detail development of the proposals. This has been incorporated where feasible at this stage with a view to continued evolution and development of the scheme in line with these design guidelines.

6.14.3 Westminster Environmental Performance Statement

The Westminster Environmental Performance Statement checklist is to be reviewed and incorporated into the design where possible. This is best done as a design team workshop and can be combined with the GLA SPG as there is likely to be significant overlap between the two.



6.14.4 Sustainability Statement

The Berkeley Group's approach to sustainability is to develop the homes and places of the future without compromising the ability of younger generations to meet their needs. We revive underused land, creating neighbourhoods that have social, environmental, economic and commercial value. We take action to reduce the long term impacts of both our operations and the places we build, running our business efficiently and considerately and developing sustainable homes and places. We have standards which support our Sustainability Strategy and create a framework for our sustainability requirements for our developments and construction sites. The strategy focuses on five key areas; Communities and Sustainable Living, Nature, Climate Action, Environmental management and Resources. Three areas of our Sustainability Strategy have been identified as being of strategic importance to Berkeley Group and are therefore integrated within our business strategy Our Vision 2030. Those three areas are: Climate Action, Communities and Nature.

Climate Action

- In 2018 Berkeley achieved carbon neutral business operations for the first time, by taking action to reduce its emissions and offsetting remaining emissions via verified offsetting projects
- In 2020 Berkeley received approval for its science-based targets and became a 1.5°C aligned company.
- In 2020 Berkeley received a 'A' rating by CDP for Climate Action and Transparency, the highest grade available and leading within the sector

Communities

- In 2012 launched a social sustainability framework: Creating Successful Places.
- In 2021 launched a pioneering social value tool, which has been developed to provide design teams with unique insight into local needs and context.
- A commitment to produce a community plan for all large regeneration sites

Nature

- In 2016 Berkeley became the first homebuilder to commit to delivering a net biodiversity gain on every new site
- By 2021 Berkeley has designed 40 neighbourhoods that deliver a measureable net biodiversity gain
- By 2025 Berkeley will implement an approach to measure environmental net gain (including water, flooding, and air quality).



Fig. 6.51 Examples of Berkeley Homes community events

6.15 Social Sustainability

The design proposals have been developed in line with the Berkeley Group framework 'Creating Successful Places'. This sets out three key criteria in the development of new housing proposals. These are;

- Social & Cultural Life
- Voice & Influence
- Amenities & Infrastructure

Through the application of these principals the design has been developed to deliver a high quality, residential led development that focuses on improving the life and wellbeing of residents through the forming links with neighbours, providing a feeling of safety in and around the development, an ability to influence decisions as a resident and the forming of vital connections to the surrounding community and facilities.

6.16 Site Management

The development will be managed as part of the wider West End Gate development and provide security services, landscaping, cleaning and infrastructure maintenance.

All areas in and around the development site will be under surveillance from CCTV which will be linked back to the existing West End Gate IP CCTV system. Sufficient and uniform lighting will illuminate all access and enclosed areas to provide a safe environment.

A facilities management office/concierge desk will be located at the base of the tower which will have access to the central CCTV system and security control office. Post will be left in postboxes in the individual block reception areas. Parcels or items requiring a signature will be left with the concierge.

Access to the main reception areas of each building will be via electronic fob. Access to the main tower will be managed by the concierge desk whilst all visitors to Block I and J will be required to contact the individual apartment they wish to visit via intercom and residents will be responsible for providing access via the intercom within their apartments. The intercom

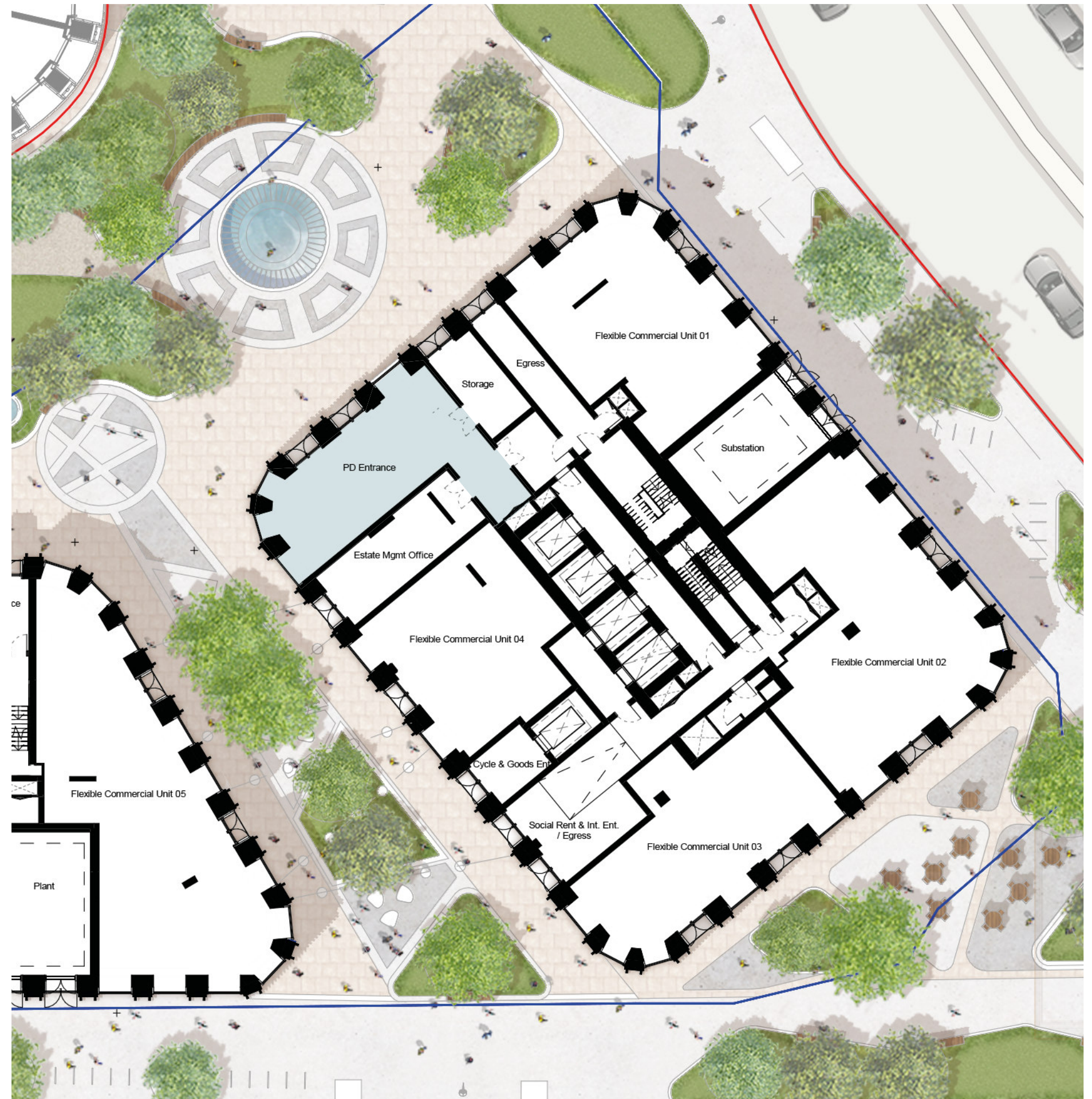


Fig. 6.52 Block K Ground Floor Plan - Residential Reception Area

system will also link through to the 24-hour security control office. All apartment front doors and communal entrance doors will meet the PAS 23/24 and BS 3621 standards. All windows will meet BS 7950 on ground and first floor windows.

All vehicles entering the basement car park will be monitored via CCTV, with resident-only access controlled via electronic fob. No parking will be allowed anywhere in the external landscaped area, except for dedicated loading bays located in Newcastle Place. Vehicular access for delivery, emergency and maintenance vehicles will be controlled by the on-site security officers.

The refuse and bike stores will have self closing, self locking doors and each resident will be provided access by key and/or electronic fob in line with feedback received during consultation with the Metropolitan Police. The bike store will provide suitable fixing points to allow bikes to be stored and chained securely.

6.17 Crime Prevention and Security

The Development has been designed in line with the principles of 'Secured by Design'. Key elements that have been addressed include natural surveillance, lighting, integration of CCTV and management of common parts. These elements were main drivers for the ground floor and public realm layouts where locations of entrances for each function and street animation have been carefully placed to create a continuously secure environment around the buildings.

The development will review Secured by Design principles in order to create safe and secure places for users and residents. Meetings with the Metropolitan Police Architectural Liaison Officer have taken place through the design development process. The 6 core principles of Secured by Design and how they relate to the development are outlined as follows:

6.17.1 Integrated approach

The layout of the proposals provides a clear definition and legibility between public and private space ensuring there are no conflicts between security requirements and uses. The main

entrance to all the blocks will be staffed and overlooked by a full time concierge located at ground floor in Block K with access to CCTV to monitor potential intruders. Access control systems will be provided to all blocks. Full access control systems will also secure the basement parking, while being monitored by the concierge services and building management. Pedestrian and vehicular movement will be restricted by the loading bay entrance gate which will be designed to secure the development from intruders.

6.17.2 Environmental quality and sense of ownership

The residential tower entrance and visitor access is through Newcastle Place where there is a concierge managed reception area. The remaining residential block and retail/commercial units have independent and direct street access. These areas will be maintained to a high standard ensuring that external areas will be managed effectively, providing a safe and pleasant public realm to the new buildings.

6.17.3 Natural Surveillance

The residential units at first floor level, combined with the retail units at ground floor and the 24hr concierge facilities overlooking the site areas provide natural surveillance. This will also be supplemented by CCTV as required to help maintain access control to service areas and the residential car parking.

6.17.4 Access and footpaths

Places that promote a sense of ownership, respect, territorial responsibility and community. The extended facilities for residential users on site such as the residents garden and extensive landscape of Newcastle Place will help residents form a community and cultivate good neighbourly security awareness.

6.17.5 Open Space Provision and Management

Open spaces will include well-designed security features. The public realm and landscape areas within the ownership boundary will remain in private ownership and as such will be managed during the hours of darkness by the residential concierge facility.

6.17.6 Lighting

Good lighting is considered to be appropriate to the location and level of human activity. It will create a reduced risk of crime and a sense of safety at all times. It is envisaged that pedestrian footfall will predominantly be along Edgware Road, Newcastle Place and Harrow Road. The employment of CCTV and lighting incorporated discretely into the soffit at first floor level should help to mitigate any threats. CCTV will also be employed to control and maintain access to basement parking facilities. A good level of management and maintenance will discourage crime in the area. The operational management and security procedures carried out by concierge staff will consider the safety and security of the development.

Further detail is captured in the Lighting Strategy Report that accompanies this application.

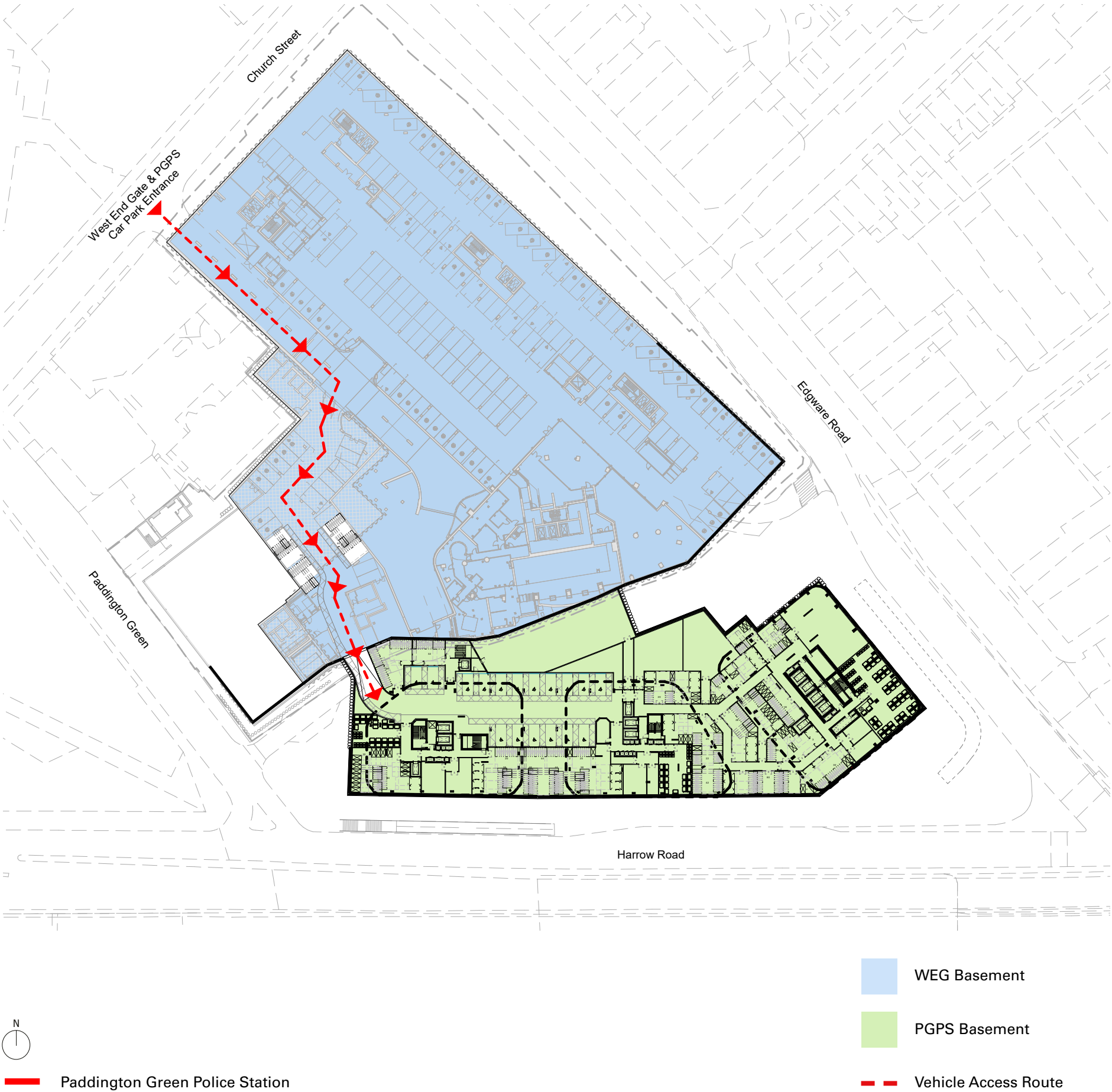


Fig. 6.53 WEG, 14-17 Paddington Green and PGPS Basement Plan - Servicing Strategy

6.18 Car Park, Servicing and Refuse Strategy

6.18.1 Car Parking

The scheme has been designed as a car free scheme and provides for a total of 17 accessible spaces. The car park is located at Basement Level B1 directly under the ground floor slab. Access to the car park is via the vehicle ramp which is entered via Church Street.

6.18.2 Servicing

Day to day deliveries will take place in Newcastle Place via the dedicated loading bays at grade. All other servicing is via the basement levels accessed off Church Street as part of the wider West End Gate development. Servicing to the residential is similar but access to the residential lifts are through core connections in the basement levels. The concierge management of this site will maintain and manage day to day operations.

6.18.3 Refuse Strategy

The servicing area acts as a point of contact for refuse delivery. Each residential core has a localised refuse store. On the day of collections the management will relocate the wheelie bins to the holding area for refuse collection. The refuse storage spaces incorporates policy compliant recycling and waste facilities across the development and waste would be managed in accordance with the proposed development’s Operational Waste Management Strategy that forms part of this application.

Furthermore a Delivery Servicing Plan and Operational Waste Management Plan would be implemented. These measures together with the Applicant’s commitment to encourage sustainable waste practices at the proposed development through BREEAM ‘Excellent’ accreditation would facilitate waste minimisation and recycling at the Site.

Each block contains dedicated refuse areas for collection and storage of refuse and recycling materials at basement level. These areas have been sized in line with Westminster requirements, a single servicing holding bay will be the central point for refuse collection. For the tower waste compactors will be further developed to reduce the amount of storage at a detailed design stage.

- Residential apartment bin provision = 16 no. Refuse 1,100ltr bins, 3 no. 1,100ltr bins for pre baled paper and cardboard, 6 no. bales for paper and cardboard, 48 no. 660 litre wheelie bins for glass, 3 no. 1,100 litre eurobins for pre baled plastic,

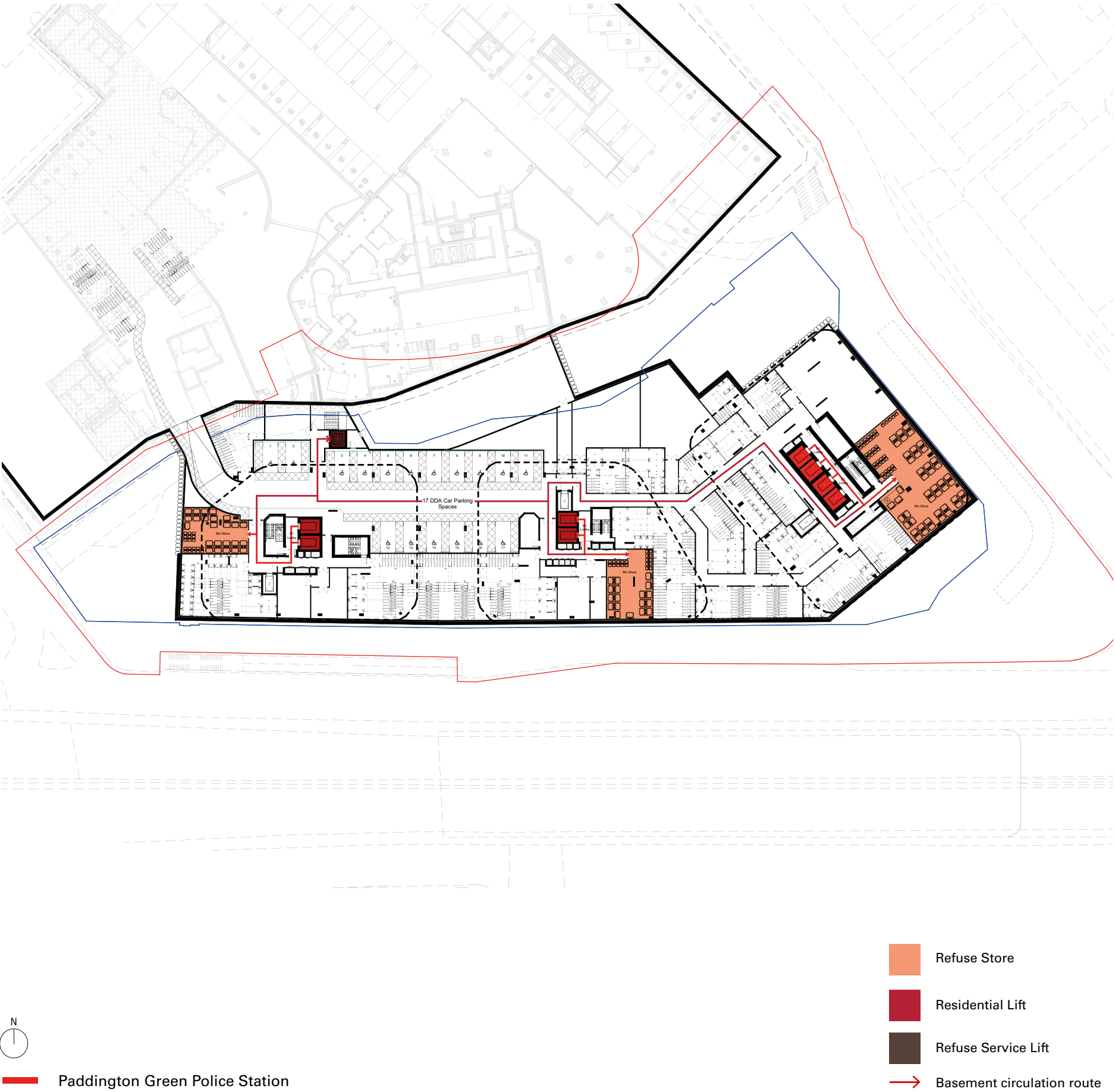


Fig. 6.54 Refuse and servicing diagram - Basement Level B1

6 no. bales for plastic and 41 no. 140 litre wheelie bins for organic food waste.

- Retail bin provision = 3 no. refuse 1,100ltr bins, 2 no. 660litre eurobin for paper and cardboard, 2 no. 660 litre eurobin for mixed dry recyclables and 9 no. 140 litre wheelie bins for organic food waste.

Residents will be required to transport their own waste from their individual apartments directly to their local waste storage area using the residential passenger lifts in Block I and J. In Block K a waste chute has been incorporated due to the excessive distance between the upper residential floors and the refuse stores in the basement of Block K.

Further details can be found in the Operational Waste Management Strategy Report included as part of this submission.

6.19 Fire Strategy

6.19.1 Overview

Fire and life safety has been of the paramount importance through all stages of the buildings design to date. The team have looked to address all key principles and requirements set out with the Building Regulations while keeping abreast of changing regulations to ensure the building is future proofed.

The design team have engaged with Westminster Building Control and held a pre-application with the HSE to ensure the fire and life safety strategy and building design meet with the aspirations of each of these key stakeholders.

The building has been designed in accordance with the principles set out in BS9991-2021(draft) and the fire consultant, AESG have produced: Fire statements, a Fire and Life Safety Strategy and a Qualitative Design Review (QDR) accompany this application.

As each Block is over 50m under BS 9991 a QDR is required and as such has been completed. Through this process key stakeholders were consulted, for example building control to confirm the proposed methodology and 'what-if' scenarios being proposed. The conclusions and findings of the QDR have been implement within the design of the building.

6.19.2 Residential Strategy

The residential buildings will have a 'defend in place' strategy and are served by 2 x escape stairs. These 2 x staircases in all blocks terminate at ground floor and are physically separated from staircases serving the basement, they also evacuate through a sterile corridor to the building exterior as per the statutory requirements.

The design has been developed so that each compartment can be separated from one another by walls and/or floors of fire-resisting construction and the required fire rating of each element is set out within the fire and life safety strategy.

The residential building cores will be designed to help with the evacuation of any mobility impaired person and consequently each block contains 2 x evacuation lifts which aligns with the requirement set out in both the London Plan and BS9991-2021(draft). Both of these evacuation lifts are located in a ventilated lift lobby with a refuge located opposite.

Every apartment will be fitted with fire detection, alarm and sprinkler system in line with the fire strategy and statutory requirements. The majority of the apartments have been designed as open plan and as such, an open plan assessment has been undertaken where escape parameters are outside of those set out within BS9991-2021(draft).

The communal corridors and evacuation lift lobby in each building are designed to incorporate mechanical smoke control to ensure the stairs and evacuation lift is protected from smoke ingress and operate as a means of escape and provide for firefighting access.

The facade of the buildings are proposed to be a unitised curtain wall system, constructed mainly from aluminium, mineral wool, glass and glass reinforced concrete (GRC) and will be non-flammable.

6.19.3 Amenity areas, ancillary areas and the basement

The amenity areas and ancillary spaces In Block K L01, ground floor and basement will have a 'simultaneous evacuation' strategy with multiple secure fire exit routes that lead directly to the ground floor and atmosphere.

The amenity and ancillary areas will incorporate a sprinkler, fire detection and alarm system that will be installed in line with the requirements set out the Building Regulations.

A smoke ventilation system will also be located within the basement, which in an emergency will extract smoke to atmosphere through vents within the landscape.

6.19.4 Commercial Units

Each of the commercial units will be constructed as standalone units with a 'simultaneous evacuation' strategy. Exits have been designed to accommodate full capacity for the greatest number of people expected under the proposed uses.

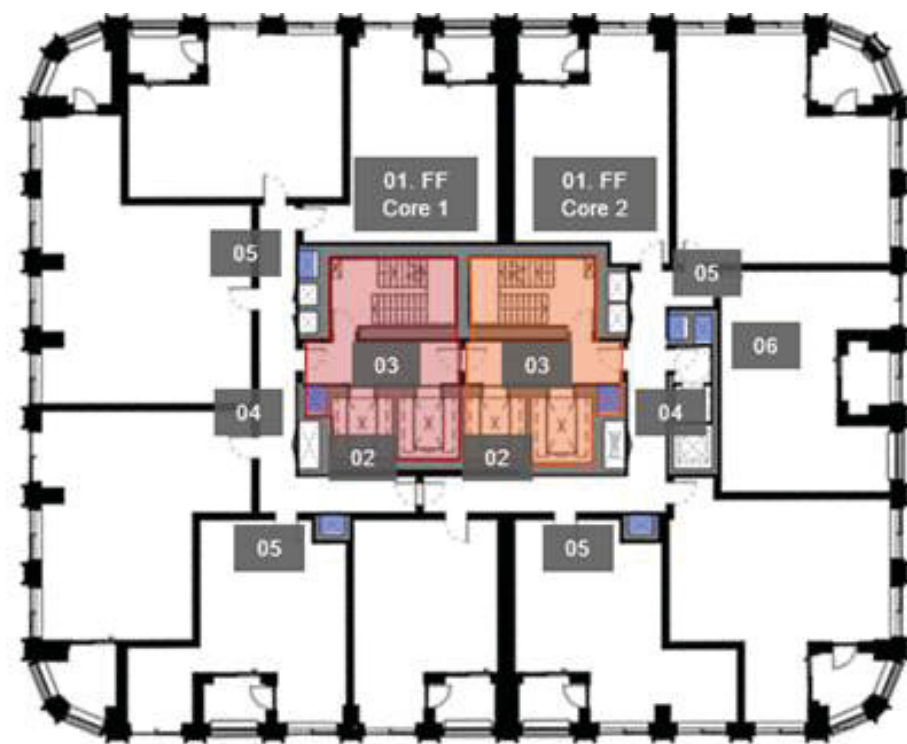
6.19.5 Access and Facilities for the Fire Service

Whilst it is the proposal for Newcastle place to be stopped up, an emergency access road has been integrated within the landscaping design to allow fire tender and appliance access to within 18m of the fire-fighting access of each block.

Fire hydrant cover for the existing site will be reviewed with the fire service and wet riser fill points will be located at the base of each block.

Both Block I and J contain one firefighting shaft that serves each level, however, due to the size of the Block K floor plate being over 900m² 2 x firefighting shafts have been incorporated within the design of the block. Each firefighting shaft contains a fire-fighting stair, fire-fighting lift and wet riser. The wet riser has been located on ground floor such that it is within 18m of the building firefighter access.

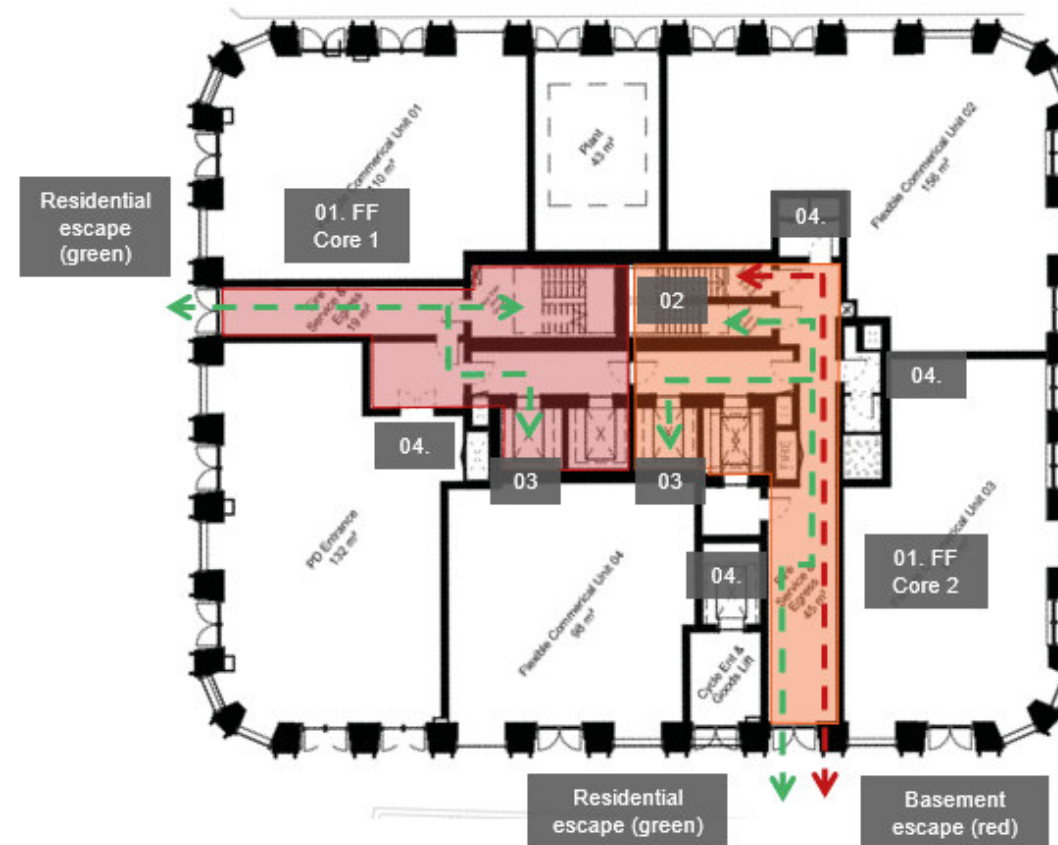
Please refer to the Fire Statement, Fire Strategy and QDR that accompanies this application for further detail.



Core Design:

1. 2 x Fire fighting shafts.
2. FF Lifts acts as evacuation lifts as the building has been designed with a stay put strategy (to comply with BS 9991 clause 7.6.1 and 7.6.5).
3. Lobbied evacuation lift (to comply with BS 9991 clause 7.6.1) and will be provided with an emergency voice communication system in accordance with BS 5839-9. (to comply with BS 9991 clause 7.6.3).
4. Ventilation shaft to the evacuation lift lobby (to comply with BS 9991 clause 7.6.5).
5. Corridor MAOV smoke ventilation shafts
6. Vent to refuse store AOV / fan on roof (to comply with BS 9991 table 3).

Fig. 6.55 Block K - Fire Fighting Core Design Strategy



Ground Floor Design:

1. 2 x Fire fighting shaft within 18m of the building entrance.
2. Separation between the basement and residential means of escape at ground floor with a compartment smoke sealed door to each stair. The corridor is to be sterile and treated as the an extension to staircase. Only services associated with life safety are located within the corridor.
3. FF Lift acts as second evacuation lift as the building has been designed with a stay put strategy (to comply with BS 9991 clause 7.6.1 and 7.6.5).
4. Vented lobbies to the riser room, lift and refuse chute.

Fig. 6.56 Block K - Ground Floor Fire Strategy



Landscape

7

7.0 Landscape Design

7.1 Introduction & Vision

This section of the Design and Access Statement (DAS) has been prepared by Murdoch Wickham on behalf of Berkeley Homes (Central London) Ltd and provides the overall landscape vision, identifies the key landscape character areas and describes the detail design proposals for the landscape, encompassing the public realm.

The new landscape spaces at Paddington Green Police Station have been designed to complete the wider West End Gate (WEG) masterplan. A combination of greening and landscaped spaces for relaxation and enjoyment will provide a range of experiences and provide animation within Newcastle Place and the surrounding streets and create a new, attractive, safe, clean-air route through the site connecting Edgware Road with Paddington Green.

The site’s prominent location at the junction of Edgware Road, Harrow Road and the A40; as well as, the existing context, connectivity with the wider public realm and function and form of the proposed development has collectively informed and influenced the landscape and public realm proposals for Paddington Green Police Station.

7.2 Landscape Vision

The landscape and public realm has been a driving factor for the scheme design, providing valuable open space and greening for the enjoyment and benefit of future residents and the wider community.

The key objectives of the landscape strategy are to:

- Celebrate the site’s prominent location through the provision of a high quality, connected public realm to complement the architecture and create a distinct place. A fresh and beautiful, green environment which unlocks the potential of this significant site, as a key part of the re-development of this part of Paddington and Westminster.
- Develop a public realm that builds on the range of public open spaces near the site, integrating Paddington Green, Edgware Road and the traditional residential nature of the surrounding Maida Vale and Paddington streets.
- Provide a circulation network which responds to existing and future movements patterns and facilitates accessibility, connectivity and permeability to destinations within the site and the wider local context.

- Define and reinforce activities and functions appropriate to locations within the development.
- Create flexible, uncluttered, accessible spaces, using robust, good quality materials that link to and facilitate the extension of the proposed flexible, commercial ground floor uses.
- Integrate tree planting and other soft landscaping into the proposals as a means of extending the character of Paddington Green, providing healthy amenity and recreational spaces and achieving gains to urban greening and biodiversity.
- Promote a feeling of equality, inclusiveness, safety and security. Encouraging participation and enjoyment by residents, the local community and visitors throughout the day and night.

7.3 Consultation

The landscape proposals have been informed by and have responded to extensive consultation with stakeholders including GLA, WCC, TfL, LRP and the public, as detailed in chapter 5.8 in the DAS. The consultation feedback has been an influencing factor in shaping the landscape proposals, along with due regard to the key principles as set out in the Public London Charter when defining the proposed strategy, particularly regarding the provision of unrestricted public access, safety, play and a design that promotes inclusiveness.



Provide places for living



Develop a unique sense of place



Promote healthy outdoor living



Increase urban greening



Promote spill out uses and active frontage



Making space for nature

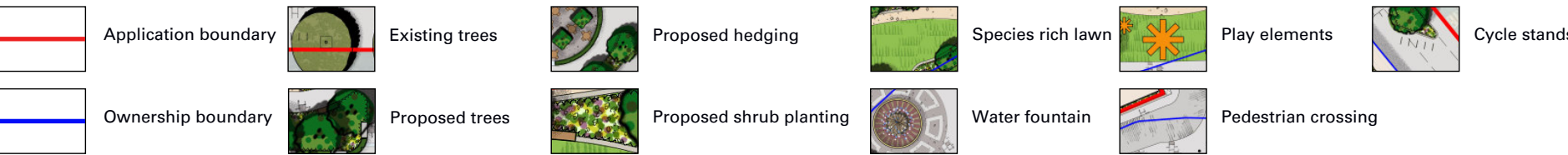
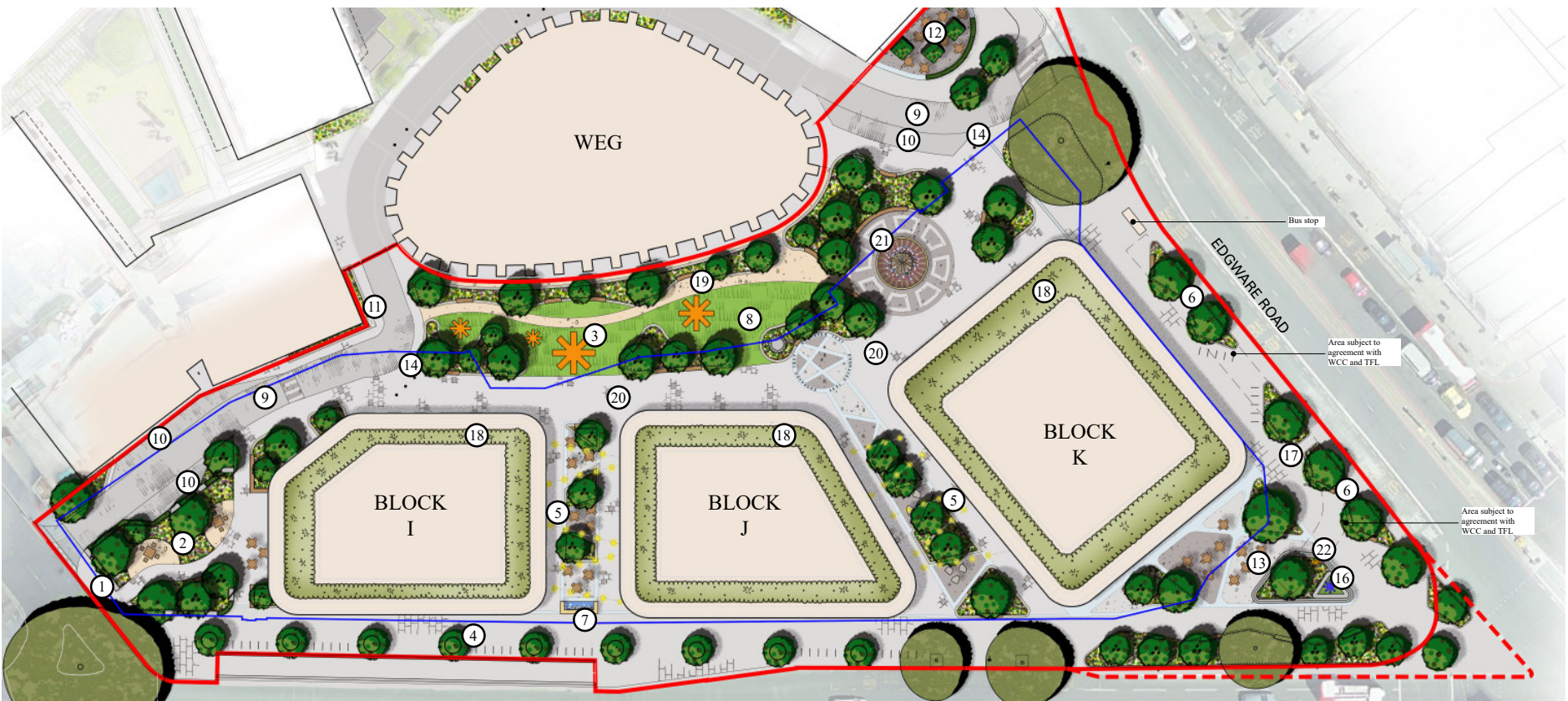


Improved movement and connections

7.4 Illustrative Landscape Masterplan

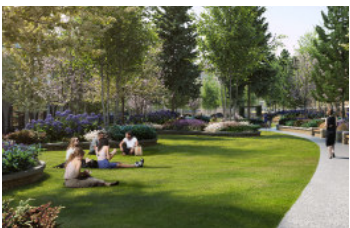
Key components of the landscape and public realm proposals for Paddington Green Police Station are;

- Transformation of Newcastle Place into a fully accessible, public urban oasis, providing green amenity space for the enjoyment of all.
- Restricted, one-way vehicle access to Newcastle Place for service and emergency uses only, reinforcing the pedestrian friendly character of this green amenity space.
- Provision of improved pedestrian permeability throughout the site from Edgware Road to Paddington Green, between Harrow Road and Newcastle Place and connections to the wider Paddington Central development zone.
- Creation of a new landscaped plaza at the junction of Edgware Road Harrow Road and A40.
- An enlivened, enhanced, green and healthy streetscape along Edgware Road and Harrow Road.
- Street tree planting to Edgware and Harrow Road providing environmental improvements and contributing to carbon capture and sequestration.
- Integration of new tree planting and a diverse range of plant material to add scale, texture and colour to the landscape and increase local biodiversity and greening.
- Integration with the future Transport for London (TfL) SUD proposals for the Joe Strummer subway, to be installed prior to redevelopment.
- Use of robust, good quality materials and furniture which sit comfortably within and complement the adjacent context, promoting a sense of inclusivity and accessibility.
- Multiple playspaces created through the site encouraging exploration, learning and play.
- Water features introduced to animate entrances.



Landscape Elements

- | | |
|--|---|
| <ol style="list-style-type: none">Railings with yew hedge to garden.Quiet tranquil garden with integrated seating and planting.Central play area with planting and integrated seating.Street trees in raised movable planters and cycle parking.The Boulevards with raised planters, integrated seating, play opportunities and lit with overhead catenary lighting.Planters with integrated seating planted for horticultural interest and biodiversity. Planters designed as rain gardens.Feature vertical water wall with green wall to southern elevation to screen visually and acoustically the busy Harrow Road. Reuse motif concrete panels to Harrow Road.Linear lawn with species rich grass.Granite sett paving.Servicing lay-bys. | <ol style="list-style-type: none">Existing ventilation shaft.Al-fresco dining with table top Mulberry trees enclosed with 1.5m high yew hedge.South facing plaza space with feature paving, public art and busking dial.Drop bollards for emergency access.Birch woodland planting to filter and capture particulates and clean the traffic air. Planting zone designed as rain garden with outfall to historic subway.Location for public art.Outline of old subwayBiodiverse green roof.Resin bound gravel path with raised planters and integrated seating.Feature paved shared surface for incidental emergency vehicle access.Feature piazza with focal water feature and integrated seating.Outdoor drinking fountain. |
|--|---|



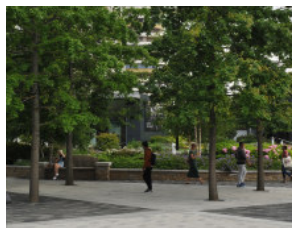
Linear park



Streetscape improvements



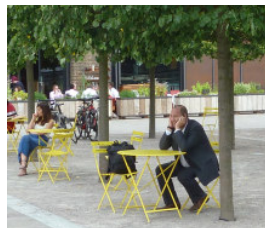
Arrival water feature



Urban glade plaza



Biodiverse green roof



Bosque terrace

7.5 Public Realm

The public realm proposals for Paddington Green Police Station provide for legible, functional streets and publicly accessible spaces to all faces of the development. Public realm improvements are proposed which focus on people and their health, help everyone to use cars less and to walk, cycle and use public transport more, in line with TfL's 'Healthy Streets for London' initiative.

The public realm proposals illustrate how the development would facilitate improvements to the wider health of the surrounding streets by;

- Providing for pedestrians from all walks of life through creating new accessible, green, public space within Newcastle Place to encourage recreation, relaxation and socialising.
- Promoting walking and cycling through the creation of a pedestrian/ cycle friendly, clean-air route between Edgware Road and Paddington Green.
- Promoting walking through activation of and improving the fabric of the adjacent streets.
- Promoting cycling through the provision of abundant short-stay visitor cycle parking.
- Promoting public transport use through enhancing access to Edgware Road Underground station and the existing bus stops along Harrow and Edgware Roads.
- Providing places to stop and rest, through the provision of multiple seating and dwell locations within the landscape.
- Providing shade and shelter through optimising the provision of new tree and shrub planting throughout the public realm.
- Providing things to see and do with active frontages and uses at ground floor level, a series of attractive destinations within the landscape and elements such as water features and public art to animate these spaces.
- Creating an improved streetscape in which people can feel relaxed and safe during the day and at night.
- Ensuring provision of attractive, richly planted playable landscape elements and spaces for safe exploration, learning and play.



Transport for London's 'Healthy Streets for London'



Newcastle Place linear park with amenity lawns, seating, tree and shrub planting



Urban tree glade including semi-mature trees



Streetscape improvements (incorporating TfL rain gardens)



Active flexible commercial frontages