

**Committee Report
Planning Committee on 30 November,
2005**

**Item No.
Case No.**

**1/09
05/2549**

RECEIVED: 14 September, 2005

WARD: Dollis Hill

PLANNING AREA: Willesden Consultative Forum

LOCATION: 55 Waterloo Road, London, NW2 7TS

PROPOSAL: Erection of four warehouse units, with warehouse to ground and first floor and ancillary office space to second floor as amended by plans received 3/11/05 and as accompanied by sustainability checklist received 25/10/05

APPLICANT: United Business Units Ltd

CONTACT: Neil Hawes & Associates Ltd.

PLAN NO'S: G-E-01 Rev A, G-G-01 RevA, G-G-02 RevA, G-G-03 RevA, G-G-04 Rev 4,

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:-

- Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance
- payment to the Council the sum of £5,000 for off site street tree planting

EXISTING

The application site is located within a Borough Employment Area and is on the corner of Streakes Field Road and Waterloo Road. The warehouses bounded by Waterloo Road, Coles Green Road and Streakes Field Road were destroyed by a fire on 30th April 2004. The application site is currently vacant with the fire destroyed warehouse already demolished through a Dangerous Structures Notice served under the Building Regulations.

PROPOSAL

The proposed scheme is for the erection of a three storey building comprising four individual industrial units. Each unit has warehousing space on the ground and on the first floor which is serviced by a goods lift. The ancillary office space is on the second floor.

All the proposed units have provision for an on-site servicing bay, parking spaces, bicycle stands and refuse storage.

HISTORY

The fire referred to above started in the early hours of 30th April 2004 at the corner of Streakes Field Road and Coles Green Road, the adjacent site, and spread to adjoining warehouses.

The application site has been cleared since and no relevant planning history is applicable.

POLICY CONSIDERATIONS

The following are the policy considerations relevant to this application: Brent UDP 2004

Strategy

STR1 – Development for business, industry and warehousing-uses will be protected and promoted in Strategic & Borough Employment Areas. Outside these areas, housing will be priority alternative land-use unless indicated other wise in the Plan. Affordable housing will be particularly priority where it would help achieve a mix and diversity of residential development in the Borough.

STR3 – In the interest of achieving sustainable development (including protecting greenfield sites), development of previously developed urban land will be maximised (including from conversions and changes of use)

STR6 – On-street parking controls and off-street parking standards will be used to restrain traffic.

STR15 – Major development should enhance public realm.

STR23 – Protection of Strategic & Borough Employment areas

STR24 – Regeneration of Strategic and Borough Employment areas.

STR 25 – Local Employment Sites will be protected for employment use unless the proposed development for alternative uses complies with detailed policies set down in the plan.

Built Environment

BE2 – Proposals should be designed with regard to local context, making a positive contribution to the character of the area, taking account of existing landforms and natural features.

BE3 – Proposal should the regard for the existing urban grain, development pattern and density in the layout of development site.

BE4 – Access for disabled people

BE6 – A high standard of landscape design is required as an integral element of development schemes.

BE7 – A high quality of design and materials will be required for the street environment.

BE9 - Creative and high quality design solutions for new buildings specific to site's shape, size, location and development opportunities and designed to be of a scale/massing/height appropriate to its setting, respect for adjoining development and satisfactorily relate to them exhibiting a consistent/considered application of principles, have attractive front elevations addressing the street at ground level with well proportioned windows and frontage entrance, layout ensuring internal/external spaces are of scale, design and relationship promoting the amenity of the users, providing satisfactory sunlight, daylight, privacy and outlook for proposed and existing residents, use materials of high quality/durability complementary to the surrounding area.

BE12 – Embody environmental design principles, commensurate with the scale and type of development taking account of sustainable design principles.

Environmental Protection

EP6 - A requirements of a remedial measure and for an investigation of the hazards if a development is proposed on or near a site suspected of being significantly contaminated.

EP13 - Incorporation of landscape schemes to control surface water runoff.

Transport

TRN2 - Development should benefit and not harm the operation of the public transport network, and should be located where the public transport accessibility is sufficient to service the scale and intensity of the use.

TRN4 – Measures to improve transportation conditions is considered to mitigate potential traffic impacts.

TRN14 – New highway layouts, visibility splays and accesses to and within development; should be designed to a satisfactory standard in terms of safety, function, acceptable speeds, lighting and appearance.

TRN22 - Non-residential parking restricted to no greater than standard, but not below minimum operational level including required disabled parking

PS6 – Parking standards for business use (Use Class B8).

PS15 - Parking standards for disabled people.

PS16 – Cycle Parking standard

Employment

EMP7 – Borough Employment Areas

EMP8 – Protection of Strategic and Borough Employment Areas

EMP10 – Development within employment areas/sites should not have an unacceptable environmental impact on other employment uses and any nearby residential properties.

EMP11 – Regeneration of employment areas

EMP12 – Public realm enhancement in employment areas

[Supplementary Planning Guidance No 3 - Forming an access onto a road](#)

[Supplementary Planning Guidance No 13 - Layout standards for access roads](#)

[Supplementary Planning Guidance 18 - Employment Development](#)

[Supplementary Planning Guidance 19 - Sustainable Design Construction and Pollution Control](#)

SUSTAINABILITY ASSESSMENT

The Council expects the developments which are classified as a 'Major Case', i.e development with floor area of 1000sq.m or greater or 10 residential units or above, to achieve a very positive rating with score ranging from 50 to 74 out of 100.

The sustainability checklist accompanying the application achieves a 'fairly positive' score of 25.5. However as the proposal will improve the walking environment through the highway adoption of Streakes Field Road with contribution towards planting of street trees within the vicinity of the site your officer's assessment indicates a score of 34 which is still within the range that is fairly positive score.

Whilst the score is under the recommended 50 or more, the proposal does make a positive contribution to the area and the built environment of this employment area through the introduction of street trees, onsite provisions were entirely absent in the previous industrial units, and creating a walkability environment. Therefore, it is considered that with the sustainability score being fairly positive in conjunction with the additional contributions the proposal will make to the immediate surrounding environment, the proposed scheme would overall contribute positively to the built environment.

CONSULTATION

Public consultations were carried out from 28th September to 27th October 2005. One comment from the owner of the warehouse at 51 Waterloo Road was received and raised the following objections;

- the possible limitation of on street parking on Streakes Field Road which is already heavily utilised during the day time
- delivery vehicles causing possible congestion along Streakes Field Road

Responses to the objections are addressed under 'remarks' of this report.

Your officers in the Transportation unit supported the scheme as the proposal provides adequate onsite servicing, parking, refuse storage and cycle parking.

Environment Agency were consulted but did not have any comments to make.

The fire brigade were also consulted and stated that four existing fire hydrants were sufficient for the proposed development.

REMARKS

Introduction

The application site lies on the corner of Streakes Field Road and Waterloo Road and is known as 55 Waterloo Road or E1 of 150 Coles Green Road.

This industrial area which is a designated Borough employment area was affected by fire that destroyed the buildings bounded by Waterloo Road, Streakes Field Road and Coles Green Road which started adjacent to the application site. The sites have been cleared and are currently vacant.

From the beginnings of this year planning applications have been received for the redevelopment of the sites affected by the fire. So far, a total of three out of seven sites obtained planning approval for a redevelopment and the Members will remember the planning application at No 51 Waterloo Road for the rebuilding of a warehouse approved at the Committee Meeting on 8th June 2005. More recently, the sites at No 150B and 150D Coles Green Road also obtained planning permission to rebuild warehousing units under Officer's Delegated Authority. In general, the sites affected by the fire are gradually becoming rejuvenated and more importantly to a warehouse standard that is fit for today's use with appropriate provisions.

Therefore, the principle of the redevelopment of the application site for B2 and B8 uses is acceptable that it is in accordance with the Council's policies in securing and promoting the Borough Employment Areas.

Design

The proposal includes four separate industrial units and is three storeys in height. The ground and first floor serve as the warehousing which is serviced by a goods lift between two floors and ancillary office on the second floor.

The table below outlines the breakdown of the proposed net and gross floor areas (sq.m) within each unit.

	<i>Unit 1</i>	<i>Unit 2, 3, 4</i>	Total sq.m on ea. floor
Warehouse			
Ground floor	96.14 (<i>147.4 g</i>)	89 (<i>145.2 g</i>)	363.14 (<i>583 g</i>)
First floor	180 (<i>216 g</i>)	149 (<i>178.2 g</i>)	627 (<i>714.6 g</i>)
Ancillary office			
Second floor	121 (<i>148 g</i>)	121 (<i>145.2 g</i>)	484 (<i>583.6 g</i>)
gross % of warehouse	60%	56%w	56%w
net % of warehouse	57% w	50% w	52% w

g: gross floor area in italic

The Council's policies state that pure office development (B1) is not acceptable in the designated employment areas. So therefore, whilst the Council would promote employment uses, 100% office uses or separate office units are not acceptable in such location. To ensure that the offices as indicated as 'ancillary'

in the submitted plans are not the primary use of each units, the proportion and the ratio of warehouse floor space and the layout of each units are analysed. The net floor space of the uses on each floors was determined to have a ratio of warehouse to office close to 50:50 with the exception of Unit 1. However, the overall proportion of the gross warehouse floor space is proposed to be at a higher than the office space. Although in pure numeric terms, the proposal would be half warehouse and half office use which undermines the primary use of this development, it is in your officer's opinion that the proposed individual units' primary use is warehouse (B2/B8) due to the design and layout.

The ground floor of the application site is constrained due to the Transportation Unit's requirements for the adoption of the 2m footway/pedestrian pathway along Streakes Field Road and a 6m radius on the corner of Waterloo Road and Streakes Field Road which was secured as part of this development. In addition, the Council's requirements for an external servicing bay provision for each unit is essential for any B2/B8 uses. Therefore, the footprint of the building on the ground floor is restricted but the net warehouse floor area is also reduced due to the reception, staircase and goods lift areas. The first floor of the warehouse floor space is greater as it cantilevers over the ground floor and thus increases the net warehouse floor area which is serviced by a goods lift in each unit. The ancillary office located on the second floor is linked with the warehouse via an internal communal staircase. Therefore, notwithstanding the net floor area, the gross floor areas of the development together with the layout of each unit would suggest that the principal use of the unit is for the purpose of B8/B2 uses. A condition is also proposed to be imposed to ensure no further subdivision of each individual unit.

The bulk of the three storey height of building has been reduced through design whereby the ground floor element is set in from the site's boundary to allow onsite servicing and parking and the first floor is cantilevered over the ground floor. The second floor is also recessed in and follows the footprint of the ground floor and the height of this floor is much lower than that of the first and second floor. Light weight material, powder coated cladding system would be used for first floor with the second floor being rendered which reduces the visual bulk of the building.

The proposed design is considered to be modest and simple, suitable for employment areas.

Transportation

The proposed development would allow for the dedication of a 2m pedestrian path along the Streakes Field Road and a 6 m radius on the corner of Streakes Field Road and Waterloo Road under a joint section 38/278 Agreement which would be in lieu of the usual financial contribution towards the non-car mode of access improvements to the site.

The proposed units would require a maximum of 10.74 parking spaces in accordance with the Council's parking standards and the proposal provides 2 spaces each for Units 2, 3 and 4 whilst the larger unit (Unit 1) would provide 4 spaces onsite, giving a total of 10 spaces. This is considered to be acceptable as it is within the maximum.

The servicing requirement for each warehouse unit is a standard transit vehicle sized which is to be wholly within the site. The proposal achieves this requirement through the provision of servicing bay in the forecourt and part within the building footprint which is not enclosed and is provided for each unit. A perforated roller shutter at a high level is proposed on the building line for the servicing bays to prevent the accumulation of litter and for security reasons as recessed areas along the building line would encourage such activities.

Cycle stands are proposed in front of Unit 1, adjacent to Streakes Field Road. Two cycle stands/storage areas are required for each proposed units. Further details of the cycle storage is proposed to be requested through a condition.

The site has a moderate public transport access and therefore non-car mode of travel is encouraged. A condition is proposed to be imposed for the reduction of onsite car parking spaces to a total of 8 spaces and a staff travel plan for proposed each unit.

Landscape

The site does not allow for suitable landscaping onsite and in industrial areas there is lack of maintenance of these landscaped areas. As such, a financial contribution of £5,000 is sought for off street tree planting within the vicinity of the application site. This is considered to be a considerable improvements to the area as there are lack of street trees, in particular along Streakes Field Road.

Comments to consultation

The owner of 51 Waterloo Road made comments to the loss of onstreet parking and congestion on Streakes Field Road. The proposal allows for adequate on-site parking provision which would reduce the demand for onstreet parking from these units and the limited cross overs for the application site would still allow sufficient onstreet parking for general use as currently exists. On balance it is considered that the proposal would not significantly result in a loss of on-street parking. Additional comment with regard to congestion from four separate servicing vehicles on Streakes Field Road is raised. The onsite servicing provision as part of this proposal would limit the congestions on the adjacent highway and therefore is considered that the impact is limited.

The proposed redevelopment of the fire damaged site for four individual B2/B8 use is considered to be acceptable and therefore recommended for approval.

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

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

Brent's Unitary Development Plan 2004

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

Built Environment: in terms of the protection and enhancement of the environment

Environmental Protection: in terms of protecting specific features of the environment and protecting the public

Employment: in terms of maintaining and sustaining a range of employment opportunities

Transport: in terms of sustainability, safety and servicing needs

CONDITIONS/REASONS:

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

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

(2) Details of materials for all external work including samples, shall be submitted to and approved by the Local Planning Authority before any work is commenced.

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

(3) The development hereby approved shall be carried out and completed in all respects in accordance with the proposals contained in the application, and any plans or other particulars submitted therewith,

Reason: To ensure that the proposed development will be carried out as approved so as to avoid any detriment to the amenities by any work remaining incomplete.

(4) The building shall be used only for the purposes within Use Class B2 or B8 of the Town & Country Planning (Use Classes) Order 2005, as amended, such use to exclude Wholesale or Retail Cash & Carry warehouse purposes.

Reason: To ensure that no separate use commences, nor one generating greater vehicular traffic, which may be less appropriate to the site and locality, without the prior approval of the Local Planning Authority.

(5) The offices hereby approved shall be used only in conjunction with and ancillary to the approved warehouse use of the building(s) and no subdivision shall take place prior to the written approval from the Local Planning Authority.

Reason: To ensure that no separate use commences without prior approval of the Local Planning Authority.

- (6) No goods, equipment, waste products, pallets or materials shall be stored or deposited in any open area within the site including the parking area.

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

- (7) Prior to the commencement of the use of any part of the approved development all parking spaces, turning areas, loading bays, access roads permanently marked out in accordance with the approved plans and such details to be submitted to and approved, in writing, by the Local Planning Authority prior to the commencement of development. Thereafter they shall be retained and used solely in connection with the development hereby approved and for no other purpose.

Reason: To enable vehicles using the site to stand clear of the highway so that the proposed development does not prejudice the free-flow of traffic or the conditions of general safety along the neighbouring highway.

- (8) No development shall be commenced prior to a contaminated land assessment and associated remediation strategy, together with a timetable of works being submitted and approved in writing by the Local Planning Authority. The contaminated land assessment shall include;

a) A desk study detailing the history of the site uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved in writing by the Local Planning Authority prior to investigations commencing on site.

b) The site investigation report detailing all investigative works and sampling on site with results of analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted and approved in writing by the Local Planning Authority prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters.

The approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance. If during the works contamination encountered which has not been previously identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the Local Planning Authority.

Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved in writing by the Local Planning Authority. The closure report shall include details of the proposed remediation works and quality assurance certificates to show that the works have been carried out in full, in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from the site.

Reason: To prevent pollution of the water environment

- (9) No soakaways shall be constructed in contaminated ground

Reason: To prevent pollution of groundwater

- (10) The details of the site foundations shall be submitted and approved in writing by the Local Planning Authority before the development commences and thereafter constructed in accordance with the plans approved.

Reason: To prevent pollution of groundwater

- (11) The construction of the foul and surface drainage system shall be carried out in accordance with details submitted to and approved in writing by the Planning Authority before the development commences.

Reason: To prevent pollution of the water environment

- (12) The loading and transfer of all materials shall be carried out so as to minimise the generation of airborne dust with all material kept damp during handling. Road vehicles loaded with crushed material shall be sheeted or otherwise totally enclosed before leaving the site.

Reason: To minimise dust arising from the operation.

- (13) Notwithstanding hereby approved plans on site a Parking Management Plan and Travel Plan shall be submitted and approved in writing by the Local Planning Authority and the development thereafter shall only be used or occupied in compliance with the plans so approved. Such details shall be submitted and approved no later than 6 months after the occupation of each units.

Reason: To ensure that a satisfactory management of the parking and to ensure that the proposed development does not prejudice the enjoyment of the neighbouring occupiers in the area

- (14) The Travel Plan shall set out objectives to encouraging employees of the site to use alternative forms of transport to the private motor car and shall include:-
- (a) measures to encourage the use of public transport facilities, car sharing and cycling;
 - (b) a demonstration of how in practice the off-site parking facilities can be made to meet the requirements and demands for car drop off's in connection with the use of the development and for prioritising parking for essential car users (e.g. disabled, car sharers).

Reason: To protect the residential amenity and highway safety of the local area.

- (15) The loading and servicing area shall not be enclosed at anytime without prior written consent from the Local Planning Authority.

Reason: To ensure that the development would not prejudice the free-flow of traffic and in the safety of the highway users.

- (16) The onsite vehicle parking area used in connection with the warehouse use shall not be used separately or for any other purpose without the prior written permission from the Local Planning Authority.

Reason: To ensure that the onsite parking provision is maintained for the use and to protect the conditions and the free flow of traffic along the adjacent highway.

- (17) Details of the provision of a minimum of 2 secure cycle parking spaces for each units, giving a total of 8 spaces shall be submitted to and approved in, writing, by the Local Planning Authority prior to the commencement of work on site.

Reason: To ensure satisfactory facilities for cyclists.

- (18) Notwithstanding hereby approved plans the following details shall be submitted and approved in writing prior to commencement of any works and thereafter implemented in accordance with the approval. Such details include,
- a) vehicular access, the kerb radii and vehicle standing areas
 - b) refuse shelters
 - c) a dedication of a disabled parking space widened to a minimum of 3.3m in width

Reason: To ensure that the development provide adequate level of onsite provisions in

accordance with the policies in the UDP2004 and does not prejudice the free flow of traffic on the adjacent highway.

- (19) The construction and the dedication of a 2m wide public footway along the Northern boundary of the site fronting Streakes Field Road together with a 6m kerb radius at the junction of Streakes Field Road and Waterloo Road shall be completed to the Local Planning Authority's satisfaction through an agreement pursuant to S38 of the Highways Act 1980, prior to the occupation of any units.

Reason: To ensure a satisfactory design in the interests of the free-flow of traffic and the conditions of general highway and pedestrian safety along the neighbouring highway.

INFORMATIVES:

None Specified

REFERENCE DOCUMENTS:

Unitary Development Plan 2004

Supplementary Planning Guidance No 13 - Layout and standards for access

Supplementary Planning Guidance No 18 - Employment Development

Supplementary Planning Guidance No 19 - Sustainable Design, Construction and Pollution Control

1 Letter of objection

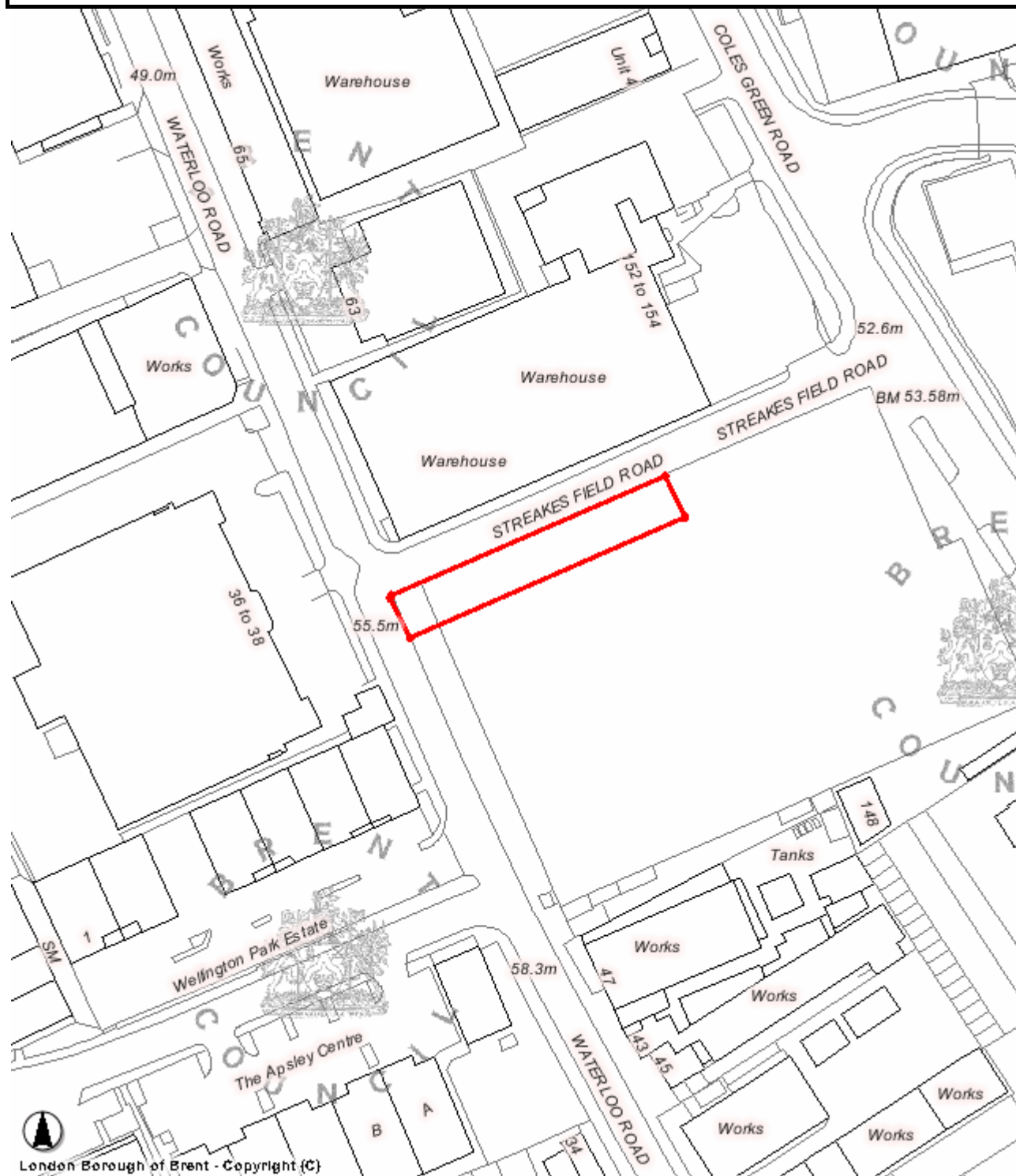
Any person wishing to inspect the above papers should contact Jane Jin, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5231



Planning Committee Map

Site address: 55 Waterloo Road, London, NW2 7TS

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