

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

**Item No.  
Case No.**

**3/06  
05/2773**

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**RECEIVED:** 24 September, 2005

**WARD:** Alperton

**PLANNING AREA:** Wembley Consultative Forum

**LOCATION:** Boyriven Textile, Bridgewater Road, Wembley, HA0 1AJ

**PROPOSAL:** Demolition of existing warehouse building and the erection of a 3 storey building for use as three B1 light industrial units on each of the ground floor and first floors and a D2 function room on the second floor, with a basement to provide storage and parking for 26 cars, alterations to vehicular and pedestrian access to site and provision of cycle parking and refuse storage (as clarified in writing by Mr Kassim dated 14th November 2005).

**APPLICANT:** Mr D K Patel Mr J K Patel

**CONTACT:** ASK Planning

**PLAN NO'S:** 2005/388/P/01;  
2005/388/P/02;  
2005/388/P/03;  
2005/388/P/04;  
2005/388/P/05;  
2005/388/P/06;  
2005/388/P/07 Rev A;  
2005/388/P/08;  
2005/388/P/09;  
2005/388/P/10;  
2005/388/P/11;  
2005/388/P/12;  
2005/388/P/13.

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**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
- Submit a Travel Plan to the Council for approval and to implement this plan, the purpose of the plan being to manage the transport needs of staff/ visitors to the Development so as to minimise car usage and promote alternative modes of transport. The Plan shall include details of monitoring and reviewing parking resulting from the development on surrounding highways and details of payments in the event

that it can not be appropriately remediated against.

- The sum of £ 35000 to be utilised by the Council towards improvements to non-car access, parking controls or improvements to highway safety in the vicinity of the Land
- To submit a sustainability strategy (showing how the sustainability commitments/requirements have been designed-into the scheme) for the Council's approval 6 months prior to commencement to include:
  - i) Measures to achieve a higher Carbon-index or SAP rating (than minimum in the Building Regulations);
  - ii) Low energy user-control lighting scheme;
  - iii) Ensuring a proportion of the site's energy demand (up to 10%) will be supplied from renewables e.g. onsite solar water/wind etc. or off-site green tariffs;
  - iv) Appropriate design measures to ensure the installation of a water meter and/or water leak detection;
  - v) Water-saving fittings in each unit (e.g spray taps, showers, lo-flush WC/urinals) to reduce water demand;
  - vi) Full or limited greywater recycling system, and/or rainwater harvesting system);
  - vii) Evidence of materials shall be submitted to, and approved, by the local planning authority prior to commencement of the development. Such materials shall be of a comparable sustainability standard to that indicated on (or negotiated through) the Checklist submitted with the application. Where recycled materials or content is involved, such details should also be included within the Demolition Protocol section of the Construction Management Statement (CMS);
  - viii) Prior to commencement, a Construction Method Statement (CMS) shall be submitted to, and approved by the Local Planning Authority. CMS to include measures to adopt and implement the ICE Demolition Protocol and minimise construction waste;
  - ix) The CMS shall include a requirement for/evidence of Considerate Contractor Scheme registration & operation;
  - x) Prior to commencement, details of an integrally-designed waste separation/recycling facility shall be submitted to and agreed by the Local Planning Authority;
- On completion, an Independent (BRE Post-Construction) review shall be submitted on the scheme as built, verifying the achievement of a "Very Good" rating on BREEAM assessment, and the implementation of sustainability measures indicated on the Brent Checklist and/or subsequently negotiated/stipulated in the consent. This shall include measures listed in the above clauses, relating to reuse of buildings, energy & water conservation, sustainable materials, construction/demolition, operational pollution, and waste;

Compensatory Measures or Payment - If the evidence of independent post-construction reviews, show that any of these sustainability measures have not been implemented within the development, then the applicant shall either: 1. propose acceptable measures to remedy the omission or propose acceptable compensatory measures on site and implement these; or otherwise, 2. pay to the Council a sum equivalent to the cost of the omitted measures, to be used by the Council to secure sustainability measures on other sites in the Borough.

## **EXISTING**

The site comprises a range of single storey warehouses and industrial sheds which occupy the majority of the site (approximately 75% of the site (1323m<sup>2</sup>)) with a small service and parking area towards the centre. It is located between the embankment of the Piccadilly Line to the north (just to the west of Alperton Station) and a car showroom and garage to the west and south. The site benefits from direct vehicular access from Bridgewater Road to the east of the showroom. To the east there is a small parcel of land occupied by an Electrical Substation and just beyond that the Bus Depot at the junction of Bridgewater Road and Ealing Road.

The site lies within a Borough Employment Area and Business Zone.

The site has an overall area of 0.2 Hectares. The various warehouses on the site are currently vacant or occupied on a temporary basis for the storage of cars for the neighbouring car showroom.

## **PROPOSAL**

The proposal involves the erection of a three-storey building to the north of the site. The ground and first floor are proposed as Use Class B1 use, subdivided into 6 units, and the second floor is proposed as a function

hall (Use Class D2). Basement level car park is proposed providing 26 parking spaces, with a storage area.

The building is rectangular in shape with a flat roof measuring 47.5 m by 19.5m, and 18.5 m high. The building is located 2.0m from the northern and western boundary, with a slightly greater set in from the eastern boundary. A service area is provided to the centre of the site towards the southern boundary. Access to the basement parking is provided by a ramp to the right of the Bridgewater Road elevation. A projecting section towards the centre right provide a pedestrian access and circulation space and other facilities other all floor. A loading bay/area is provided to the centre providing space and turning area for up to two 8 metre long vehicles.

The ground floor is proposed as three B1 light industrial units. All have direct access to the loading area by shutter doors measuring 3.5 m wide. The first floor is also proposed as three B1 light industrial units which have similar layouts to the ground floor and are connected to the ground floor loading area by a shared goods lift. The overall unit sizes of the six units are as follows: 171.7 sq.m, 184.4 sq.m, 202.7 sq.m, 261.9 sq.m, 268.6 sq.m, and 302.6 sq.m.

The upper floor is proposed as a function hall with a floor area of 975 sq.m. The layout includes a kitchen area, bar area, seating area and stage. Given the size of the space it is estimated that the proposal would accommodate up to 300 patrons at one time. The applicants have outlined that this would be managed and utilised for pre-booked functions only with required opening hours of 12 noon to 1.00 am.

The building is proposed as mainly glazed panels on an aluminium frame with masonry piers .

Access improvements from Bridgewater Road are also incorporated in the proposal. Currently there is a shared 20m wide crossover provided to access the site. This is to be removed and separate entrances and exits provided in its place. The proposed access will allow for the closure of the opening in the traffic island opposite the site and will ensure vehicles will only be able to enter and exit the site in a South East direction along Bridgewater Road.

## **HISTORY**

There have been two applications made recently to the Council for similar forms of development which were subsequently withdraw, as follows:

05/1318 - submitted 01/06/2005

Demolition of existing buildings, erection of three storey building with basement level parking and stores, consisting of offices (B1) to ground and first floor, with function room (D2) to second floor  
Withdrawn - 29/09/2005

04/3624 - submitted 13/12/2004

Demolition of existing buildings and erection of part two-storey and three-storey building for use as warehouse on ground floor and function hall with kitchen and offices on upper floors with 35-space basement car park and 3 surface car-parking spaces  
Withdrawn - 16/02/2005

## **POLICY CONSIDERATIONS**

### **Unitary Development Plan 2004**

BE3 - Proposals should have regard for the existing urban grain, development patterns and density and should be designed so that spaces between and around buildings should be functional and attractive to their users, layout defined by pedestrian circulation, with particular emphasis on entrance points and creating vistas, it respects the form of the street by building to the established line of the frontage, unless there is a clear urban design justification.

BE5 - Development should be designed to be understandable to users, free from physical hazards and to reduce the opportunities for crime, incorporating the aims of both 'Secured by Design' and 'Designing-Out Crime'.

BE6 - High standard of landscaping required as an integral element of development, including a design

which reflects how the area will be used and the character of the locality and surrounding buildings, boundary treatments to complement the development and enhance the streetscene.

BE9 - Creative and high-quality design solutions (for extensions) specific to site's shape, size, location and development opportunities Scale/massing and height should be appropriate to their setting and/or townscape location, respect, whilst not necessarily replicating, the positive local design characteristics of adjoining development and satisfactorily relate to them, exhibit a consistent and well considered application of principles of a chosen style, have attractive front elevations which address the street at ground level with well proportioned windows and habitable rooms and entrances on the frontage, wherever possible, be laid out to ensure the buildings and spaces are of a scale, design and relationship to promote the amenity of users providing satisfactory sunlight, daylight, privacy and outlook for existing and proposed residents and use high quality and durable materials of compatible or complementary colour/texture to the surrounding area.

BE11 - Encourages proposals for intensive and mixed use developments in town centre locations and transport interchanges.

BE12 - Expects proposals to embody sustainable design principles, commensurate with the scale and type of development, including taking account of sustainable design, sustainable construction and pollution control criteria, etc. Regard will be had to the SPG in assessing the sustainability of schemes.

TRN1 - Planning applications will be assessed as appropriate for their transport impact, including cumulative impacts on the road network, and all transport modes including public transport, walking and cycling.

TRN4 - Where transport impact is unacceptable, measures will be considered, individually or in combination, which could acceptably mitigate this and enable the development to go ahead.

TRN11 - Developments shall comply with the Councils minimum cycle parking standard (PS16); with parking situated in a convenient, secure, and where appropriate sheltered location.

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

PS6 - Parking Standards for Business (B1). Maximum of one space per 150m<sup>2</sup> of Gross Floor Area outside of Major Town and District centres where public transport is good or very good.

PS10 - Parking Standards for Assembly and Leisure (Use Class D2) and theatres. Spaces equivalent to 1 in 60 patrons based on maximum patron capacity, plus one space per 200m<sup>2</sup> non seating/assembly area. Maximum employee parking of 1 space per 5 employees.

PS16 - Cycle Parking Standards. Include Assembly and Leisure 1 space per 50 seats with a minimum of 2 spaces.

PS19 - Servicing standards for Business (B1) outline the units between 100 - 280 sq.m of Gross Floor Area must have a loading bay that accommodates at least an 8m rigid vehicle. Units

EMP8 - In Strategic Employment Areas the following employment uses will be permitted :

a) industry (Class B2)

b) warehousing (Class B8) subject to the requirements of policy EMP22

c) business subject to the requirements of policies EMP14 and EMP15a

d) closely related uses not falling within a use class but which are commonly found on industrial estates (such as haulage yards, bus garages and MoT testing stations).

Other new uses/extensions not falling within the above classes will not be permitted where they would result in the loss of land in employment use.

EMP15 - Location of B1 Business Development I) Purpose-built commercial and public officers development attracting a lot of people should be directed to sites in or adjoining town or district centres, subject to the proposal being to a suitable scale and character for the centre. In addition, major builtpurpose-built commercial and public office developments will be permitted in the National Stadium Policy Area and Park Royal Gateways. II) Proposal in Strategic and Borough employment areas predominantly designed for those types of B1 use not covered in point (I) will be directed to the Business Zones shown on the proposal map or in other locations where substantial improvements to the public transport accessibility of the site is secured.

## **SPG 17 - Design Guide for New Development**

## **SPG 18 - Employment Development**

## **SPG19 - Sustainable Design, Construction and Pollution Control**

### **SUSTAINABILITY ASSESSMENT**

A sustainability checklist was submitted with the application, and although there was a lack of evidence for some of the scores that had been attributed, this has subsequently been addressed and in addition further commitments have been agreed. This includes the use of Photo Voltaics to supply some of the energy requirement of the building. This has resulted in an improvement to the scheme as initially assessed by officers as a 'fairly positive' rating (37%) to the 'very positive' rating (51%).

Furthermore, The applicant has also agreed to the sustainability measures as outlined in the Checklist to being included as clauses as part of the wider Section 106 Agreement.

### **CONSULTATION**

In total 78 local residents and businesses were consulted in writing on 10 October 2005.

2 letters of objection have been received from residents of 1 and 20 Bridgewater Road. The main areas of objection can be summarised as follows:

- Traffic safety. Increased vehicle traffic on this part of Bridgewater Road. Parked Buses often block this section of the road and imagine access causing further danger to both pedestrians and drivers. Car drivers leaving the existing showroom are currently too busy concentrating on the busy traffic conditions to pay full attention to pedestrian.
- Congestion caused by development
- Noise Pollution

### Transportation

Overall the site has a PTAL rating of 4 and Controlled Parking Zones do not operate within the vicinity of the site.

*Parking* - Parking Standards for the proposed light industrial units (B1) and function hall (D2) are set out within Policies PS6 and PS10 respectively of Brent's Unitary Development Plan – 2004. The proposed building is to have a gross floor area of 3830m<sup>2</sup>. The B1 use is to have a gfa of 1955m<sup>2</sup>, the D2 use will have a gfa of 975m<sup>2</sup> whilst the basement level car park will take up 900m<sup>2</sup>. Under the provisions of Policy PS6 a B1 attracts a car parking rate of one space per 150m<sup>2</sup> of gross floor area, therefore the B1 element will generate a maximum car parking requirement of 13 spaces. Under the provisions of Policy PS10 a function hall use (D2) attracts a car parking rate of one space per 60 patrons, plus one space per 200m<sup>2</sup> non seating/assembly area. Employee parking is required at the rate of one space per five employees. Estimates can be undertaken based on the floor area and table numbers on the number of patrons and staff. It is estimated that up 300 patrons could occupy the proposed Function Hall whilst a maximum of 20 employees would be on-site. On that basis the function hall would generate a maximum parking allowance of ten spaces. Overall the proposal would be permitted 23 parking spaces. The proposed basement level car park provides 26 spaces, three (3) of which are disabled spaces. Therefore the parking provision is in accordance with the requirements of the UDP – 2004. The proposed layout of the car park in terms of the dimensions of spaces and aisle widths is also acceptable. A Travel Plan will need to be submitted for approval for the proposed use, identifying how patrons will be encouraged to use public transport and how on-street parking would be kept to a minimum.

*Servicing* - Under the provisions of Policy PS19 B1 uses with a gross floor area between 100m<sup>2</sup>– 280m<sup>2</sup> are required to be provided with servicing capable of handling 8m rigid delivery vehicles. It is noted that one of the B1 units is slightly in excess of 280m<sup>2</sup>, however it is not sufficient enough to warrant a full sized loading bay. The applicant has taken previous advice on board and has now provided a servicing area capable of handling providing two side-by-side 8m loading bays. The only problem with the servicing area is the location of the cycle parking area. It is imperative that the light industrial units remain as six separate premises as otherwise if the development included larger units these would require a higher level of servicing which could

ot be provided.

*Access* - The proposed access has a maximum width of 6.2m which is sufficient enough to allow vehicles to pass. The access will allow for the closure of the opening in the traffic island opposite the subject site. This will ensure vehicles accessing the site do not obstruct the free flow of traffic along Bridgewater Road. As a result vehicles will only be able to enter and exit the site in a South East direction along Bridgewater Road. This is generally welcomed in road safety terms, although there is some concern that visitors to the function hall may be unfamiliar with the restrictions on turning movements (particularly when leaving the site) and routeing advice should be provided for visitors wishing to travel northbound. The closure will need to be undertaken at the applicant's expense, with a condition placed on any permission requiring the works to be undertaken prior to occupation of the development. Under the provisions of SPG3 sufficient sightlines must be provided. In this instance Visibility Splays must be provided to the North West and South East along the highway measuring 2.4m x 90m (1.05m above road level) from the highway boundary. Furthermore Pedestrian Visibility Splays must be provided measuring 2.4m x 2.4m (0.85m above road level) from the back edge of the footway in both directions.

Clarification over the future access requirements for the car showroom at the front of the site also needs to be provided, as this currently utilises the existing entrance and the new access design does not allow for future access to the showroom.

*Provision for Cyclist and Pedestrians* - The site is provided with a separate pedestrian access off Bridgewater Road footway. A pedestrian crossing is to be provided over the internal accessway, ensuring pedestrians can cross in safety. The site is also provided with a cycle access lane adjacent the main vehicular access. The cycle lane leads to a 32 space cycle parking facility.

#### London Underground Limited

LUL as the adjoining land owner note with some concern that the new building would have a basement and states it is imperative that the applicant discuss with LUL engineers for the embankment of the adjoining Piccadilly Line is not de-stabilised by this development. Such works should be carried out in strict accordance with the LUL 'Special Conditions for Outside Parties working on or near the Railway' so as to ensure the safety of the railway and its passengers.

There are the following additional concerns:

- the railway boundary fence must not be taken down or interfered with, in any other way or have its effectiveness reduced because the railway is a dangerous environment and must be protected against trespass.
- water must not be allowed to run off the building onto LUL land as it could destabilise the embankment

#### Vectra

A letter received highlights several shortcomings in the accessibility of the building. Most are referred to as needing to comply with Part M of the Building Regulations and are as follows:

- Entrance doors should have level thresholds and automatic doors are recommended
- A bi-fold door would be better for the accessible WC than opening onto a corridor and accessible WCs should be provided at first and second floor as well
- Accessible parking spaces should have safeguarding at the rear of the space and vertical sign
- The Bar for the Function Room should have a lowered section
- the seating at the bar should leave space for wheelchair users
- some tables should be adjustable in height
- An induction loop or other sound system should be provided.
- The proposed would of course have to comply with Part M of the Building Regulations and a number of these issues will then be addressed.

## **REMARKS**

### Principle of Development

The site is significantly constrained due to its location to the rear of an existing car showroom and its overall size and layout. As such this limits and curtails the potential development that can occur on the site. It lies within an area designated as both a Borough Employment Area (BEA) and a Business Zone. As such, policy

EMP8 of the Unitary Development Plan 2004 outlines that proposals for B2 (general industry), and B8 (warehousing) and closely related uses not within a use class should be considered acceptable and any other uses or extensions of other uses will not be permitted as they would result in a loss of land in employment use. The site is also identified as being in a location as a Business Zone Area whereby policy EMP15 UDP 2004 identifies such locations as being appropriate for purpose-built commercial and office developments after the consideration of sites in or adjoining town centres or the Wembley or Park Royal Regeneration Area.

However, given the restricted site size and limited access from Bridgewater Road this limits the potential for the redevelopment of the site as B2 - General Industry, and B8 - Warehousing. Servicing standards for such a use would require the provision of a loading bay and on-site turning area for a full-sized 16.5m long vehicle. In providing such an area the remaining development space of the site would be greatly reduced and well below that of the existing development (which at present only has a reduced area for on-site parking and servicing). The site is also not in an ideal location for a Purpose-Built Office. It lies outside of a town centre and the Park Royal and Wembley Regeneration area which are preferred locations for such developments and as such it is likely to fail the sequential approach which guides such developments.

In discussions with the applicant, this has brought forward the use of the site for a number of B1 Light Industrial units to the lower floors. These, as the size of the units are kept quite modest, require a lower servicing standard with the requirement being for 8m long vehicles only. In providing such a level of servicing this means a reasonable and balanced level of development is achievable at the site, especially given that the employment aspect is over two floors. The use also ensures the maintenance of the land as employment use in the main and is one of the uses supported within a Business Zone. The applicants have outlined that the proposal of B1 uses can be based on the current demand for uses allied in science/electronic based industries, and occupation of the units by computer/IT industries similar to those currently prevalent in neighbouring buildings such as Alperton House and that other current demands for such units include a number of businesses connected with assembly of manufactured goods, medical research establishments, and other outlets allied to printing and framing.

A second use is proposed at the site, namely, a Function Hall at second floor. As outlined above this would not normally be supported within a BEA. However, it is considered appropriate in this instance given the location of the site on the periphery of the BEA and in close proximity to a transport interchange (Alperton Tube Station) and is therefore suited to a mixed-use intensification scheme. This is supported by policy BE11 of the UDP which outlines more intensive and mixed used developments are appropriate in such locations. Also, the proposal as a whole results in no net loss in industrial employment capacity at the site with the lower floors providing a greater level of floor area than the existing uses (in total 1955m<sup>2</sup> of B1(c) floorspace will be provided compared to 1323m<sup>2</sup> of buildings as existing). The applicants have outlined that the function hall would be limited to pre-booked events and generally to periods in the evening and weekends which in the main would not conflict with the use of the lower floors as employment space. The applicants have envisaged that the facility will cater in particular for celebrations of engagements, weddings, new births, birthdays, graduations, Diwali and other events for Asian communities in this area of London. There is a clear demand for such a facility by the local Asian Community and this is also demonstrated by the very busy Clay Oven centre nearby.

However, it would be unwelcome if the proposed development were to at any time in the future become dominated by the Function Hall or solely utilised as such, as this would result in the loss of employment land and degrade the designation of the area as a BEA. Therefore, it is recommended that conditions are attached to any permission which require the suitable marketing of the Light Industrial units.

The proposal will assist in bringing this vacant and under utilised site back in to use given that the existing employment use of the site as warehousing has ceased and the existing warehouses are now vacant or utilised on a temporary basis as storage for the car showroom only. Traffic will be directly onto the wide and busy Bridgewater road and there are no immediately adjoining residential uses and the function room is unlikely to disturb residents.

### Servicing and Parking

Two service bays for 8m long vehicles, with adequate turning area to allow the vehicles to enter and leave the site in forward gear, are proposed. As discussed above, and as commented on by Transportation, servicing of the uses as proposed can be adequately provided for.

Some concern has been raised with regards to the level of parking for the proposal, and if this would result in

parking on adjoining streets for visitors and users of the building and in particular visitors to the Function Hall. The area immediately to the front of the site, is restricted parking due to the location of site near the roundabout junction of Manor Farm Road and Bridgewater Road to the west of the site access and the traffic-light controlled junction to the east. Further to the west on Bridgewater Road, approximately 100m from the site access where the character of Bridgewater Road is residential and the nearby Manor Farm Road is unrestricted parking and as such potential overspill parking from the uses would be able to use this spaces. However, given that the proposal complies to the upper limit of the maximum parking allowance as outlined in PS6 and PS10 for the uses proposed, the site is easily accessible from Alperton Tube Station, and the applicant's agreement of a Green Travel Plan secured by a S106 to look at reducing travel to the site for employees and visitors by car, the proposal will be acceptable in this instance.

Given the nature of the surrounding site, including that they are unrestricted parking areas in mainly residential areas (but beyond the immediate vicinity of the site) which patrons to the Function Hall may be in a position to use and walk to the site (i.e. 'overspill' parking from the use) it is considered that in this instance the terms of the Travel Plan included into the S106 agreement should be strengthened. Therefore, it is recommended that this should seek to include the monitoring of circumstances of such 'overspill' with the imposition of financial (or other restrictive penalties) if not appropriately re-mediated against by the Travel Plan or other measures. Such funds could then be attributed to address this problem by improvements to public transport in the area or providing restrictive parking measures.

The proposal also provides cycle parking spaces above the standards normally required and improved access to the site for cyclist and pedestrian.

### Design and Scale

The building is generally glazed in symmetrical panels with masonry piers and sections between the floors and for the parapet. Although generally utilitarian in form the proposal is quite attractive and adequately detailed. A projecting and heightened vertical glazed section over all three-floors above the entrance and slightly off centre provides some relief to the principal elevation of the building and at the point which it would be most visible from Bridgewater Road where the proposed access is visible beyond the car showroom. The proposal will be at a greater height than the low level frontage development on Bridgewater Road (namely the car showroom and the garage to north). This would not follow the normal pattern of development or hierarchy of scale whereby the street frontage development would be the most dominant in the streetscene, but in these circumstances it would be considered acceptable given the separation of the proposed building behind the existing frontage development, the setting of the building against the elevated height of the Piccadilly Line and Alperton Tube Station, and the proposal being at a similar scale to the nearby bus station. The elevation to the railway is also mainly glazed and should provide a relatively interesting elevation when viewed across the embankment of the Piccadilly Line and beyond.

The B1 units are designed with adequate and useable internal headroom of 5.8m at the ground floor and 4.8m at the first floor and all have reasonable access to the shared loading area by wide sliding doors and/or goods lift. This generally accords with guidance as contained within SPG18 relating to employment development and enables the development to be flexible and adaptable to a range of uses at a future date.

### Conclusions

Given the above, it is considered that the proposed development is welcome in bringing this defunct site back into beneficial use and offering an appropriate solution for this site proposes uses which can be appropriately and adequately controlled by the imposition of conditions. The site can also be acceptably serviced and accessed whilst the upper level of on site parking is provided. The scale and design of the development can also be justified in this location and will brighten up this currently desolate part of Bridgewater road.

**RECOMMENDATION:** Grant Consent

### **REASON FOR GRANTING**

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



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  
Employment: in terms of maintaining and sustaining a range of employment opportunities  
Transport: in terms of sustainability, safety and servicing needs  
Community Facilities: in terms of meeting the demand for community services

**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) 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.

- (3) No development shall commence until samples/details of all materials for all external work to the building, including brickwork, window frames and roofing material, shall be submitted to and approved by the Local Planning Authority. Thereafter, the development shall be built in accordance with the agreed materials.

Reason: To ensure a satisfactory development which complements the design and materials of the area.

- (4) All areas as indicated on the plans hereby approved shall be suitably landscaped with trees/shrubs/grass in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development on the site. Such landscaping work shall be completed during the first available planting season following completion of the development hereby approved. Such a scheme shall also indicate:-  
(i) Proposed walls and fencing, indicating materials and heights.  
(ii) Screen planting along the boundaries.  
(iii) Details of the proposed arrangements for maintenance of the landscaping.  
(iv) Material samples of all areas of hardstanding.

Any trees and shrubs planted in accordance with the landscaping scheme which, within 5 years of planting, are removed, dying, seriously damaged or become diseased, shall be replaced to the satisfaction of the Local Planning Authority, by trees and shrubs of similar species.

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

- (5) Prior to the commencement of the development hereby approved, a scheme for lighting at the pedestrian entrance and accessway shall be submitted to and approved in writing by the Local Planning Authority. Such works as subsequently approved shall be completed prior to occupation of the development hereby approved.

Reason: In the interest of pedestrian safety.

- (6) The Function Hall element hereby permitted shall only be used for that purpose and no other purpose within Class D2 as defined by the Town and Country Planning (Use Classes) Order 2005 unless otherwise agreed in writing by the Local Planning Authority

Reason: To accord with the terms of the application and restrict the use to one suitable for this location and to ensure that no other use commences without the prior permission of the Local Planning Authority, in order to comply with land use policies, and to enable other uses to be considered on their own merits.

- (7) The Light Industrial element hereby permitted shall only be used for that purpose and no other purpose within Class B1 as defined by the Town and Country Planning (Use Classes) Order 2005 unless otherwise agreed in writing by the Local Planning Authority

Reason: To accord with the terms of the application and restrict the use to one suitable for this location and to ensure that no other use commences without the prior permission of the Local Planning Authority, in order to comply with land use policies, and to enable other uses to be considered on their own merits.

- (8) Prior to the commencement of the development details of a Marketing Strategy shall be submitted to and approved in writing by the Local Planning Authority. Such a Strategy shall outline how the six B1(c) Light Industrial units hereby approved are validly and actively marketed as such, for such a period as deemed appropriate and necessary by the Local Planning Authority.

Reason: To ensure that all attempts are made to provide replacement employment land uses at this site which lies within a designated Business Employment Area

- (9) The internal layout of the six (6) B1(c) Light Industrial units hereby approved shall not be altered or modified nor sub-divided or two or more units combined without the prior written approval of the Local Planning Authority.

Reason: To ensure that no aspect of the approved use is inappropriately intensified or results in a development or part of the development which is inadequately serviced in accordance with policies and standards within the Unitary Development Plan

- (10) All parking spaces, turning areas, loading bays, access roads, cycleways and footways shall be constructed and permanently marked out prior to commencement of use of any part of the approved development, or upon further application within such longer period as may be approved by the Local Planning Authority. Such works shall be carried out in accordance with the approved plan(s). They shall, thereafter, be maintained to the satisfaction of the Local Planning Authority and used solely in connection with the development hereby approved.

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

- (11) The closure of the opening in the traffic island opposite the access to the site must be undertaken prior to the occupation of the building hereby approved.

Reason: In the interest of highway safety

- (12) Notwithstanding the plans hereby approved further details of the refuse bins and cycle stores shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. Such details should include details of the elevations treatment, height and materials of such structures.

Reason: To ensure a satisfactory standard of development

- (13) Notwithstanding the plans hereby approved 13 of the car parking spaces as indicated on the basement parking plan shall be made available at all times to employees/visitors to the six Light Industrial units approved as part of the development and at no time should these be allocated for use for employees/visitors of the Function Hall. Furthermore, of the remaining spaces, 10 of the car parking spaces as indicated on the basement parking plan shall be made available at all times to employees/visitors to the Function Hall. The 3 disabled parking as indicated on the basement plan shall be maintained as such at all times.

Reason: To ensure adequate parking is available for both of the approved uses independently so they remain viable and do not exceed the parking standards as outlined in the transportation chapter of the Unitary Development Plan.

**INFORMATIVES:**

- (1) The applicant is advised that the works described in Condition 12 will be completed at the developer's expense and they should contact the Director of Transportation of the London Borough of Brent to arrange for these works to be undertaken.
- (2) The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented as this may involve the use of adjoining land and should also ensure that all development, including foundations and roof/guttering treatment is carried out entirely within the application property.
- (3) Prior consent may be required under the Town and Country Planning (Control of Advertisements) Regulations 1990 for the erection of any advertising signs

**REFERENCE DOCUMENTS:**

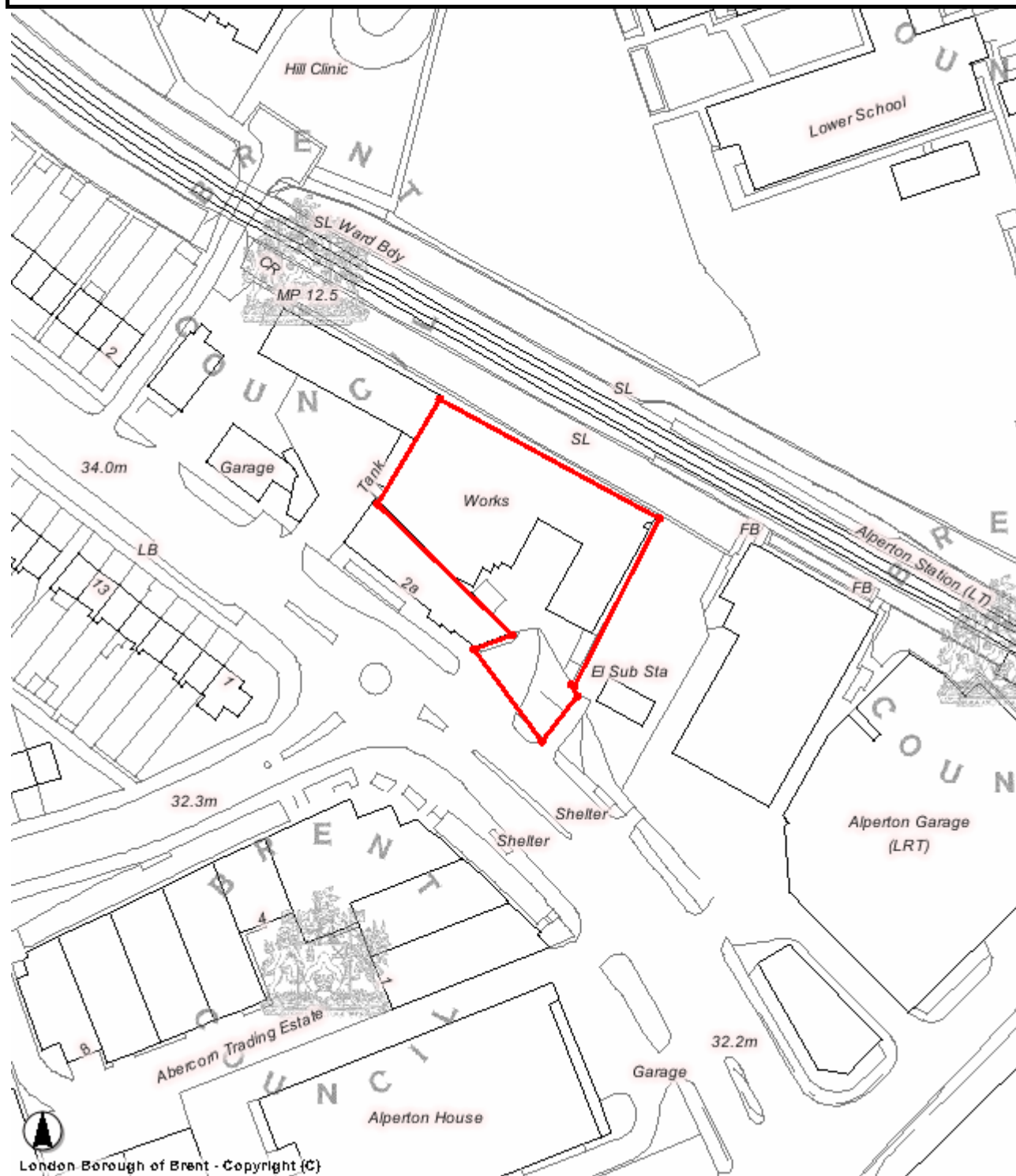
Any person wishing to inspect the above papers should contact Ian Bailey, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5344



# Planning Committee Map

Site address: Boyriven Textile, Bridgewater Road, Wembley, HA0 1AJ

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