



**Planning Committee Map**

Site address: SKL House, 18 Beresford Avenue, Wembley, HA0 1YP

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This map is indicative only.

**RECEIVED:** 20 November, 2012

**WARD:** Alperton

**PLANNING AREA:** Wembley Consultative Forum

**LOCATION:** SKL House, 18 Beresford Avenue, Wembley, HA0 1YP

**PROPOSAL:** Erection of first floor extension to front of building, with alterations to the front forecourt layout, reduction in width to existing vehicle access and change of use from office (B1a) to a mixed use with B1(c) (light industrial), B8 (warehouse & distribution) with ancillary office and kitchen showroom (as amended by revised plans dated 22/01/13).

**APPLICANT:** Mr G Singh

**CONTACT:** Mann Associates Ltd.

**PLAN NO'S:**  
Dwg 01A  
Dwg 02A

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## **INTRODUCTION**

This application was deferred from the Planning Committee meeting of 13 February 2013 in order to allow Members request to undertake a site visit before the matter is formally considered.

There are no changes to the main body of the report, and to date no further representations have been received. Any queries or points of clarification to arise from the Members site visit will be reported in a supplementary report.

## **RECOMMENDATION**

Approve

## **EXISTING**

The site is located on the southern side of Beresford Avenue within the Northfields Industrial Estate which is designated as a Strategic Industrial Location. Surrounding uses here are a mixture of commercial and industrial on the southern side of Beresford Avenue, with residential properties along the northern side.

The site is mostly taken up by a mainly two storey 1950s era brick commercial building with clad elevations. Formerly a warehouse/industrial building it was converted to an entirely office use and subdivided into separate office suites sometime in the past. The building is now vacant undergoing internal refurbishment.

The site is not within a Conservation Area, nor does the application related to a Listed Building.

## **PROPOSAL**

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## **HISTORY**

### **10/1604 – Refused – Appealed – Dismissed on Appeal**

Retrospective application for change of use from offices (Use Class B1) to a college of further education (Use Class D1).

#### Reason for refusal:

*The proposed change of use from offices (Use Class B1) to a college of further education (Use Class D1) is contrary to policies CP3, CP12 and CP20 of the Brent Core Strategy (adopted July 2010) and policy CF2 of Brent's Unitary Development Plan 2004, resulting in the loss of protected employment land.*

## **06/0715 - Certificate of Lawful Development - Granted**

Certificate of lawfulness for existing use for the use of the building as offices (Use Class B1(a)). This showed the building laid out internally into a number of self-contained office suites. It is now understood that this building has been gutted internally so this layout no longer exists.

## **POLICY CONSIDERATIONS**

### **National Planning Policy Framework - 2012**

#### **Policy Considerations**

##### Brent Unitary Development Plan 2004

<i>BE2</i>	<i>Townscape: Local Context &amp; Character</i>
<i>BE4</i>	<i>Access for Disabled People</i>
<i>BE9</i>	<i>Architectural Quality</i>
<i>TRN3</i>	<i>Environmental Impact of Traffic</i>
<i>TRN22</i>	<i>Parking standards – non-residential development</i>
<i>TRN34</i>	<i>Servicing in New Development</i>
<i>PS6</i>	<i>Parking Standards – 1 space per 150m<sup>2</sup> of floor area applies.</i>
<i>PS19</i>	<i>Servicing Standards</i>

##### Brent Core Strategy – July 2010

##### *CP20 Strategic Industrial Locations*

#### Main Considerations:-

Acceptability of the use of the building  
Impact on neighbouring occupants/businesses  
Impact on servicing and parking arrangements  
Size, scale and design of extensions

## **CONSULTATION**

### **CONSULTATION**

Consultation letters were sent out to 21 properties on **6 December 2012**. Internally comments were sought from Brent's Transportation Unit.

Three objections have been received and a petition objecting to the proposal has been received from Heather Park Neighbourhood Watch, this is signed by 8 signatories. The reasons for objecting to the application have been summarised as:-

- The existing building works and associated vehicles are blocking traffic along Beresford Avenue.
- Existing refuse provision is inadequate.
- Parking is an existing problem on Beresford Avenue, workers and visitors to the proposed use will worsen the situation.
- Any reduction of off-street parking spaces on the application site will worsen the parking congestion on Beresford Avenue.
- Traffic is an existing problem on Beresford Avenue and this proposal will worsen the situation.
- Objection to the use of the building as an education facility (this is incorrect, there is no proposed change of use to a place of education).

#### Transportation & Highways:-

The site is currently served by up to 7 parking spaces, at the front of the site. These are accessed via an 8m wide crossover.

The application site is on the southern side of BA, a local distributor road. The site has moderate access, with a PTAL rating of level 3.

The proposed extensions will increase the total floor area of the building to 825sqm. This will not increase the parking or servicing standards applicable.

The existing depth between the front of building and back edge of highway is approximately 6m, and at present the building line is staggered which results in an area which is deeper than the rest. This is deep enough for an 8m long rigid vehicle to stand, which is required under servicing standard PS19 to stand clear of the highway.

As originally proposed the extension would have meant that it would no longer be possible for an 8m vehicle to stand clear of the highway without overhanging the footpath. The loss of this servicing was objected to on transportation grounds. To address this objection the proposal has been amended, and the ground floor infill has been omitted from the scheme. So instead a recessed loading bay is proposed on the ground floor, with 8m depth maintained directly in front of this ensuring adequate servicing provision in line with PS19.

The front forecourt layout has also been amended, this proposes to rationalise the parking layout so that four spaces will be clearly marked out. These are easily accessible, unlike the current layout which results in vehicles illegally crossing the footpath to access certain spaces. The provision of four spaces is acceptable to Transportation as this represents 75% of the maximum parking standard, which is 5 spaces for a building of this size.

The existing 8.5m wide crossover is excessively large and the applicant has agreed to Transportations request to reduce its width. The alterations to the kerb radii as shown on the revised plan will reduce the length of crossover and prevent vehicles from illegally crossing the footpath. Furthermore a new dwarf wall is to be erected either side of the crossover, this will also help to prevent vehicles from crossing the footpath in the future. Both of these measures represent an improvement to pedestrian and highway safety.

Details of refuse and recycling storage and collection arrangements have not been supplied, and are to be requested through condition. The same applies to cycle parking details, these too will be secured through condition.

#### Summary:-

Transportation has confirmed that with the amendments that (i) see the retention of an adequate servicing bay on the frontage (ii) improved front parking layout (iii) and reduction in width to the existing vehicle crossover that they remove their objection. The proposal can now be supported on Transportation grounds.

### **REMARKS**

#### Principle of development:-

This proposal is to extend the existing building for use by a company who are in the business of kitchen production, assembly, packaging and distribution. It has been confirmed that the companies main manufacturing and production takes place from a larger premises in Hayes, this site on Beresford Avenue is much smaller in scale and will be a secondary site to help supplement their business operation. An ancillary kitchen showroom will also be included, for trade customers only.

In policy terms there is no objection to this use. The type of operation will include elements of B1(c) and B8, with ancillary office space and kitchen showroom. This is an appropriate use within Strategic Industrial Land, it will bring back into use a vacant building, and will provide an economic benefit to the area.

#### Size, scale & design of extension:-

The ground floor infill extension has been omitted from the proposal now and it is proposed to maintain a loading bay in this area (with roller shutter access). On the first floor it is proposed to extend the front building across, eastwards. The additional floor space at first floor level will provide additional office space.

The extensions are proposed to support the intended use of the building.

Materials to be used will match those found on the existing building and the visual impact of the proposed extension is acceptable.

#### Transportation impacts:-

Officers from Highways and Transport Delivery were initially concerned about the implications of this extension. As discussed above in the 'consultation' section concerns were initially raised on servicing grounds, and to the vehicle access arrangements.

Revised plans were requested. The scheme as amended now addresses each of the concerns raised, how this has been achieved is briefly set out below:-

1. An 8m loading/servicing bay is to be maintained on the frontage. This will comply with UDP standard PS19.
2. The front parking layout is to be improved, four parking spaces are proposed. The maximum standard, applying standard PS6, is for five parking spaces. However Transportation will accept 75% of this standard being provided off-street, and they have confirmed this level of parking to be acceptable.
3. The existing vehicle crossover is excessively wide at 8.5m. The applicant has agreed to reduce the crossover width in accordance with drg 02B and this is welcomed.
4. A new dwarf wall is to be erected to the eastern side of the access, this will prevent vehicles from illegally crossing the footpath.

Impact on surrounding users:-

The premises are bordered on either side by industrial and commercial premises. The proposed extension would not impact directly on these neighbours.

The other main consideration would be the impact this proposal would have on highways safety. However this matter has been addressed, the revised plans have the support of Transportation Officer's

Local residents and the Heather Park Neighbourhood Watch group have objected to the proposal. The main concerns are related to traffic and parking, with concerns being raised that this will worsen traffic conditions on Beresford Avenue, and add to local parking congestion.

Response;

The use of the building is appropriate in planning policy terms for a site designated as Strategic Industrial Land. The proposed extension does not trigger an increase in the parking or servicing standards either. The application instead provides the opportunity to secure improvements to the servicing arrangements, parking layout and the access arrangements, all of which are welcomed.

The objectors refer to existing parking problems associated with nearby businesses parking vehicles along Beresford Avenue. However if other businesses locally are operating in such a manner this on its own is not a reason to resist this proposal, where it has been demonstrated that suitable parking and servicing arrangements will be provided off-street, in accordance with adopted UDP standards.

Summary:-

There is no objection in principle to extending the premises and this will bring back into use a currently vacant building, which is welcomed. The revised plans which omit the the ground floor 'infill' extension, in order to retain a suitably sized servicing/loading area are considered to be acceptable and the scheme is assessed as being acceptable on transportation grounds. It is accordingly recommended that planning permission be granted, subject to the attached conditions.

**RECOMMENDATION:** Grant Consent

**REASON FOR GRANTING**

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

Brent Unitary Development Plan 2004  
Central Government Guidance

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

Built Environment: in terms of the protection and enhancement of the environment  
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 on the date of this permission.

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

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

Dwg 01A  
Dwg 02B (dated 22/01/13)

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

- (3) All new external work shall be carried out in materials that match, in colour, texture and design detail those of the existing building.

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

- (4) No part of the development shall be occupied until the existing vehicle access has been altered fully in accordance with the details hereby approved and as shown on drawing 02B (dated 22 Jan 2013).

Reason: In the interests of the general amenities of the locality and the free flow of traffic and general conditions of the highway safety on the neighbouring highway.

- (5) The front forecourt area shown on the approved plans shall be retained and shall be used only for the purposes of parking and loading/unloading in association with the use of the building.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highways and to maintain specified servicing area.

- (6) (a) Details including loading bays and accesses  
All parking spaces, loading bays, access works and front boundary wall works shall be constructed and permanently marked out prior to commencement of use of any part of the approved development approved by the Local Planning Authority.

(B) Parking spaces 2.4m x 4.8m

Parking spaces shall be constructed with minimum dimensions 2.4m x 4.8m.

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.

- (7) The office floorspace hereby approved shall be used only in conjunction with and ancillary to the main approved use of the building and for no other purpose.

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

- (8) The kitchen showroom floorspace shall be used by trade customers only, and not visiting members of the public, and shall not be separately occupied from the main premises, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the building is not occupied by a stand alone A1 retail use in Strategic Industrial Land and an out of centre location, in accordance with policies EMP8 and SH5 of Brent's Unitary Development Plan 2004.

- (9) (a) Details of adequate arrangements for the storage and disposal of refuse and recyclable material shall be submitted to and approved in writing by the Local Planning Authority and implemented prior to commencement of the use hereby approved.

(b) Details of the provision of a minimum of 3 secure cycle parking spaces shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of work

on site. Thereafter the development shall not be occupied until the cycle parking spaces have been laid out in accordance with the details as approved and these facilities shall be retained.

Reason: To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties and to ensure satisfactory facilities for cyclists

**INFORMATIVES:**

- (1) If the development is carried out it will be necessary for alterations to be made to the existing crossing over the public highway by the Council as Highway Authority. This will be done at the applicant's expense in accordance with Section 184 of the Highways Act 1980. Should Application for such works should be made to the Council's Safer Streets Department, Brent House, 349 High Road Wembley Middx. HA9 6BZ Tel 020 8937 5050. The grant of planning permission, whether by the Local Planning Authority or on appeal, does not indicate that consent will be given under the Highways Act.
- (2) Prior consent may be required under the Town and Country Planning (Control of Advertisements) Regulations 1990 for the erection or alteration of any
  - (a) illuminated fascia signs
  - (b) projecting box signs
  - (c) advertising signs
  - (d) hoardings

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