

Committee Report
Planning Committee on 18 September,
2013

Item No.

08

Case No.

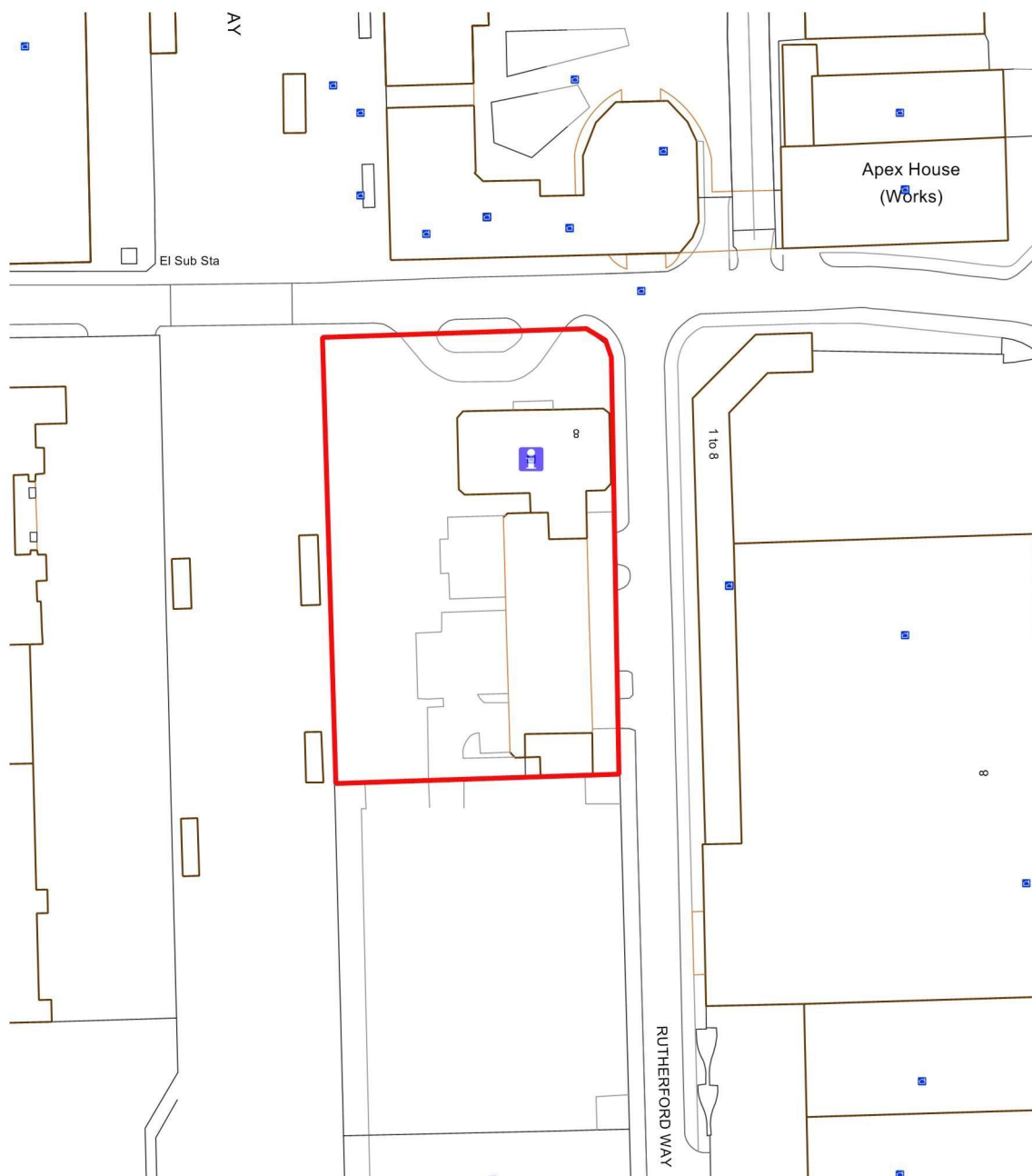
13/1512



Planning Committee Map

Site address: Olympic Office Centre, Fulton Road, Wembley, HA9

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This map is indicative only.

RECEIVED: 5 July, 2013

WARD: Tokyngton

PLANNING AREA: Wembley Consultative Forum

LOCATION: Olympic Office Centre, Fulton Road, Wembley, HA9

PROPOSAL: Erection of 2-storey retail units (flexible Use Class A1 / A2 / A3 / A4 / A5 use) and 3-storey car park to accommodate 170 car parking spaces to serve the adjoining building on the site in association with cycle parking, landscaping and other works incidental to the development.

APPLICANT: SREIT Property Ltd c/o Schroders Investment Management

CONTACT: Montagu Evans

PLAN NO'S:
Please see condition 2

RECOMMENDATION

That planning permission is granted.

This application is liable for Community Infrastructure Levy.(CIL) . The Mayor's contribution would be £34,961.70£39,080.00.

EXISTING

The subject site is the Olympic Office Centre in Wembley. It is situated between Rutherford Way, Olympic Way and Fulton Road. The site is within a designated Opportunity Area (London Plan) and Growth Area (Brent LDF Core Strategy). The site is within Flood Risk Zone 1 (low risk of flooding).

This application adjoins the site of application reference 13/1522 which proposes the redevelopment of the car park that currently serves this office building and is situated directly to the south of the subject site.

DEVELOPMENT SCHEDULE

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.

Floorspace Breakdown

USE

Number	Primary Use	Sub Use
1	businesses and offices	
2	shops	

FLOORSPACE in sqm

Number	Existing	Retained	Lost	New	Net gain
1	8535	8535	0	0	0
2	0		0	977	977

TOTALS in sqm

Totals	Existing	Retained	Lost	New	Net gain
	8535	8535	0	977	977

PROPOSAL

See above.

HISTORY

There is directly relevant planning history.

Related Planning History

13/1522: An application for the redevelopment of the existing car parking for the Olympic Office Centre building is currently being considered at this planning committee meeting. The description for that application is as follows:

Outline planning permission for the mixed use redevelopment of the car park element of the site including the construction of new buildings and structures to provide a total of 40,000 sq m to provide a range of uses comprising: residential dwellings (Use Class C3), offices (Use Class B1), student accommodation (sui generis), hotel (Use Class C1), retail (Use Class A1/A2/A3/A4/A5) and/or leisure (Use Class D2) and associated car parking, public realm works and associated works.

POLICY CONSIDERATIONS

NATIONAL

National Planning Policy Framework

REGIONAL

The Mayor of London

The London Plan 2011

The revised London Plan was adopted in July 2011 and sets out an integrated social, economic and environmental framework for the future development of London. Relevant Policies include:

- 4.2 Offices
- 4.5 London's Visitor Infrastructure
- 5.1 Climate Change Mitigation
- 5.9 Overheating and Cooling
- 5.10 Urban Greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.15 Water Use and Supplies
- 5.21 Contaminated Land
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Building London's Neighbourhoods and Communities
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.14 Improving Air Quality
- 7.15 Reducing Noise

The Mayor's Transport Strategy

Supplementary Planning Guidance – Accessible London: Achieving an Inclusive Environment (April 2004)

LOCAL

Brent Local Development Framework Core Strategy 2010

- CP 1 Spatial Development Strategy
- CP3 Commercial Regeneration
- CP5 Placemaking
- CP6 Design and Density in Placemaking
- CP7 Wembley Growth Area
- CP15 Infrastructure to Support Development
- CP16 Town Centres and the Sequential Approach to Development

Brent Unitary Development Plan 2004

Policies

BE2 Local Context & Character
BE3 Urban Structure: Space & Movement
BE4 Access for disabled people
BE5 Urban clarity and safety
BE6 Landscape design
BE7 Streetscene
BE8 Lighting and light pollution
BE9 Architectural Quality
BE12 Sustainable design principles
EP2 Noise and Vibration
EP3 Local air quality management
EP6 Contaminated land
EP15 Infrastructure
TRN2 Public transport integration
TRN3 Environmental Impact of Traffic
TRN4 Measures to make transport impact acceptable
TRN9 Bus Priority
TRN10 Walkable environments
TRN11 The London Cycle Network
TRN15 Forming an Access onto a Road
TRN22 Parking Standards – Non-Residential Developments
TRN34 Servicing in new developments
TRN35 Transport access for disabled people & others with mobility difficulties
Appendix TRN2 Parking and Servicing Standards
SH2 Major Town Centres
SH10 Food and Drink (A3) Uses
SH11 Conditions for A3 Uses
WEM2 Pedestrian Route/Promenade
WEM7 Access to development – the National Stadium Policy Area
WEM16 Urban design quality – Wembley Regeneration Area
WEM17 The public realm – Wembley Regeneration Area
WEM18 Design of Buildings Along Olympic Way
WEM19 Views of the Stadium

Brent Council Supplementary Planning Guidance and Documents

SPG12 Access for disabled people
SPG17 Design Guide for New Development

SUSTAINABILITY ASSESSMENT

While this proposal is technically a major application for the purpose of fees as planning fees are chargeable for new elements of car parking. These areas do not have external walls and as such, the floorspace is not considered when calculating gross internal area (GIA). The floorspace of the proposed development is 977 square metres (GIA) and as such, below the major cases threshold. A sustainability assessment has been submitted which applies to all three plots and thus includes Plots B and C which fall within the site for application 13/1522. However, your officers consider that the sustainability requirements are not applicable to this site as the GIA floorspace is below 1,000 square metres.

CONSULTATION

Letters sent: 10 July 2013
Site Notices: 10 July 2013
Press Notice: 18 July 2013

Letters were sent to 27 adjoining and nearby owners and occupiers.

No letters of objection were received from third parties.

Internal consultees:

Safer Streets / Environmental Health:

No objection. Conditions were recommended regarding car park ventilation and plant

Highways:

The comments from Highways have been summarised in the Remarks section of this report.

External consultees:**The Greater London Authority**

While this application does not exceed the criteria set out in the Mayor of London Order 2008, the GLA advised that they would like this application to be referred to the Mayor due to its association with the Outline Planning Application for the adjoining car park site.

The response that was received from the Mayor related to the Outline Planning Application. However, this response included the following comments regarding this application:

- The approach which wraps the car park with active uses is supported. However, the southern and eastern edges of the ground floor are occupied primarily by car parking and plant and therefore do not provide a significant amount of activity and natural surveillance. The GLA recommend that consideration is given to wrapping these elements of the ground floor with office space.
- The reduction in the number of car parking spaces for the office building from 354 to 170 spaces is supported. However, this remains above current parking standards and TfL strongly encourage a lower provision.

Thames Water

Informatives are recommended.

Wembley National Stadium Limited

WNSL did not comment directly on this application. However, their comment relating to the Outline Planning Application (reference 13/1522) included the following comment which relates to this application: Licensing conditions that match those of surrounding outlets should be attached to any licensed properties fronting Olympic Way.

REMARKS

1. The applicant has applied for the redevelopment of the land that is currently used for parking for this predominantly if not fully let office building. This application looks to re-provide some of the car parking that would be lost through that redevelopment. In response to recommendations from your officers, the Wembley Masterplan and the emerging Wembley Area Action Plan, the applicant was happy to include active uses fronting Olympic Way and has proposed 977 square metres (GIA) of floorspace to be used for purposes within Use Class A1 to A5.

Layout, design and appearance

2. The proposed design approach within the eastern frontage is in keeping with that detailed in relation to the outline application for the adjoining site. It comprises a strong retail / food and drink frontage along Olympic which will help to provide interest and activity within this frontage. The approach is in keeping with the Wembley Masterplan 2009 and the emerging Wembley Area Action Plan (submission version).
3. The proposed car parking adjoins those retail units and is situated directly to the east of them. Alterations to the undercroft area beneath the main building area also proposed to provide parking. Parking is to be provided over three levels, including parking on the roof of the structure. The roof level parking incorporates screening over the top of car parking spaces to improve its appearance from above. While three levels of parking are proposed, the height of the parking element of the building is lower than the height of the retail units fronting Olympic Way. The parking structure is effectively open to the north and south. However, a green screens is proposed to the south to ensure that its appearance is acceptable. The success of this depends on the choice of species. This approach has been used successfully (at a much lower scale) around elements of the Civic Centre "Wedding Garden".
4. Louvres and other screens are proposed within the smaller elements of the car park that are visible from the north and east. The success of these depends on the quality of planting in front of them, which can be secured through condition. Within the Eastern frontage, it is proposed that most of the existing car parking spaces are proposed to be replaced by landscaping, cycle parking and some motorcycle parking.
5. The Greater London Authority have commented on the level of activity within the southern and eastern edges of the ground floor and have recommended that the inclusion of office space at ground level is considered. The applicant does not consider that this would be feasible and as such, has highlighted the improvements to the soft landscaping that the proposal will deliver.

6. While your officers agree that additional activity would be beneficial, ensuring that such spaces are feasible would be difficult and as such, it is considered the proposals are acceptable providing the quality of the landscaping (to be secured through condition) is very high.

Transportation

7. Both Highways and TfL consider that the reduction in parking spaces for the office building is beneficial. However, TfL strongly encourage even lower levels of parking whilst Highways have requested surveys of the current travel patterns to evaluate the minimum level of parking that would be acceptable. The applicant subsequently commissioned a parking accumulation survey and has presented the survey and its implications on modal share. This information is currently being considered by Highways.
8. Highways have commented that provision of disabled parking spaces meets the Council's standards and that 20 % of spaces should be provided with electric vehicle charging points. The allocation of parking spaces should also be secured. It is recommended that the ability to apply for parking permits is restricted to mitigate against overspill parking and the applicant has agreed to this in principle.
9. Highways consider that a full size servicing bay is required. However, the applicant has proposed the use of the existing servicing bay which is sufficient for a 10 m vehicle, with a trolley route to the retail unit. This is currently being considered by Highways. Highways also commented on the size of some parking bays, and the width and gradient of the vehicle ramps. Revised drawings have been received amending the drawings and they are currently being considered by Highways.
10. The submitted framework Travel Plan initially failed the assessment. However, a revised Travel Plan has now been received. A Travel Plan condition has not been set out in this report as it is not clear whether this will require the approval of a further Travel Plan or the implementation of the revised Travel Plan that has been submitted. This will be discussed in the Supplementary Report. Highways have requested Section 106 contributions towards highways infrastructure. However, these are now secured through the Community Infrastructure Levy.

Potential impact on nearby units

11. Given the nature and scale of the proposal, it is unlikely to have a significant impact on any nearby sensitive uses. However, conditions are recommended regarding plant equipment.

Comments from Wembley National Stadium Limited

12. Comments were received from WNSL. However, these related to Licensing and as such cannot be considered within this application.

Summary

13. The proposal represents a significant reduction in the number of parking spaces for the existing office building and provides active uses within the Olympic Way frontage. Your officers accordingly recommend that the Council grant planning permission subject to conditions.

REASONS FOR CONDITIONS

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

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

National Planning Policy Framework
London Plan 2011
LDF Core Strategy 2010
Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance

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):

A (02) 100 Rev 01
A (03) 113 Rev 01
A (05) 101 Rev 01
A (05) 102 Rev 01
A (05) 103 Rev 01
A (05) 104 Rev 01
A (03) 110 Rev 02
A (03) 111 Rev 02
A (03) 112 Rev 02
A (04) 102 Rev 02

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

- (3) The noise level from any plant (e.g. refrigeration, air-conditioning, ventilation system, kitchen extraction system) together with any associated ducting, shall be 10 dB(A) or greater below the measured background noise level at the nearest noise sensitive premises – a positive indication that complaints are unlikely. The method of assessment should be carried out in accordance with BS4142:1997 'Method for rating industrial noise affecting mixed residential and industrial areas'. Should the predicted noise levels of the plant exceed those specified in this condition, a scheme to mitigate the noise shall be submitted to and approved by the Local Planning Authority prior to the commencement of use.

Reason: To ensure that users of the surrounding area do not suffer a loss of amenity by reason of noise nuisance.

- (4) Details of materials for all external surfaces of the building and all other external works (including samples where necessary) and the detailing of the key fixings and junctions between different materials shall be submitted to and approved by the Local Planning Authority prior to the commencement of works and the works shall be carried out in full accordance with the approved details.

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

- (5) All areas shown on the approved plans shall be suitably landscaped in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority in prior to the commencement of works and the approved details shall be implemented in full. Such landscaping work shall be completed prior to first occupation of the development hereby approved and thereafter maintained.

The submitted scheme shall include details of:

- a) the planting scheme for the site, which shall include species, size and density of plants, sub-surface treatments (or planters / green roof substrate profiles where applicable), details of the extent and type of native planting, any new habitats created on site and the treatment of site boundaries and buffers around water bodies;
- b) walls, fencing and any other means of enclosure, including materials, designs and heights;
- c) treatment of areas of hardstanding and other areas of hard landscaping or furniture, including materials;
- d) a landscaping maintenance strategy, including details of management responsibilities;

Any trees and shrubs planted in accordance with the landscaping scheme and any plants which have been identified for retention within the development 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 and size to those originally planted.

Reason: To ensure a satisfactory standard of appearance and to ensure that the proposed

development enhances the visual amenity of the localit

- (6) The car park hereby approved shall not be used unless a detailed car park management plan for that part of the development has been submitted to and approved in writing by the Local Planning Authority. The management plan shall include the means by which the parking spaces will be allocated, secured and enforced between the various users of the site and the approved plan shall be implemented in full for the life of the development. The car park shall be used only for the purposes set out within the approved plan and shall not be used for any other purposes, such as for Wembley Stadium event parking or any other parking for those who do not occupy or patronise the development. The car park hereby approved also shall not be used unless the site for application reference 13/1522 is not used for car parking associated with the use of this application site (reference 13/1512).

Reason: To ensure a satisfactory development that does not result in overspill parking within the surrounding area.

- (7) The use of the development hereby approved shall not commence unless a Delivery and Servicing Plan is submitted to and approved in writing by the Local Planning Authority and the approved plan shall be implemented in full.

Reason: To ensure that the development is sustainable and in the interest of highway flow and safety.

- (8) Details of the provision of electric car charging points for a minimum of 20 % of the car parking spaces shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works and the approved details shall be implemented in full unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development is sustainable and in the interest of highway flow and safety.

INFORMATIVES:

- (1) There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.
- (2) Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
- (3) No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

- (4) Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

REFERENCE DOCUMENTS:

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