

**Committee Report
Planning Committee on 7 June, 2011**

**Item No. 3/15
Case No. 10/2498**

RECEIVED: 7 February, 2011

WARD: Tokyngton

PLANNING AREA: Wembley Consultative Forum

LOCATION: 20 Stadium Business Centre, North End Road, Wembley, HA9 0AT

PROPOSAL: Outline application for erection of extensions to existing building to create a 3-storey building (Use Classes B2 & B8) entailing raising the roof, partial first floor extension, and new second floor with new windows to front and side elevations (matters to be determined access, appearance, layout and scale).

APPLICANT: Mr Yechezkel Moses

CONTACT: Mr David Silverman

PLAN NO'S:
(See Condition 2 for the approved plans)

RECOMMENDATION

Approve

EXISTING

20 Stadium Business Centre consists of two separate units - Units 1 and 2. This application relates solely to Unit 1 which is a single storey commercial unit situated within an industrial estate located on North End Road. The unit is currently used for the storage of meat products, and falls within Use Class B8.

Immediately to the west and to the south east of the site are other industrial units. 21-26 Stadium Business Centre which adjoin the unit to the south east have recently been increased in height following the grant of planning permission (Ref: 09/1539).

The site is within a designated Strategic Employment Area as defined in the 2004 UDP and is designated as a Strategic Industrial Location (SIL) in the Adopted Core Strategy.

PROPOSAL

Outline application to extend an existing industrial building (Use Classes B2 & B8) entailing raising the roof in order to create a new first and second floor and the installation of new windows to the front and side elevations (matters to be determined access, appearance, layout and scale with landscaping reserved). The proposal will increase the floor space from 200 to 600 square metres.

HISTORY

24.01.2002 Planning permission granted for external alterations to the front and side elevations including new windows and doors, and bricking up).(Ref: 01/2713)

POLICY CONSIDERATIONS

Policy Considerations

Brent Unitary Development Plan 2004

BE2 – Townscape Local Context & Character

BE3 – Urban Structure: Space & Movement

BE5 – Urban Clarity & Safety

BE7 – Public Realm – Streetscape

BE9 – Architectural Quality

BE17 – Building-Services Equipment

EP2 – Noise & Vibration

EP12 – Flood Prevention

H22 – Protection of Residential Amenity

TRN3 – Environmental Impact of Traffic

TRN10 – Walkable Environments

TRN11 – The London Cycle Network

TRN22 – Parking Standards – non-residential developments

TRN34 – Servicing in New Development

TRN35 – Transport Access for Disabled People & others with Mobility difficulties

PS19 – Servicing Standards

EMP2 – Small and Medium Sized Enterprises

EMP5 – Designation of Strategic Employment Areas

EMP8 – Protection of Strategic & Borough Employment Areas

Brent Core Strategy – July 2010

CP3 – Commercial Regeneration

CP20 - Strategic Industrial Locations and Locally Significant Industrial Sites

Supplementary Planning Guidance

SPG17 - Design Guide for New Development

Main Considerations;

Principle of use

Impact on local amenities and adjoining businesses

Impact on parking/ servicing/ access

Flood Risk

SUSTAINABILITY ASSESSMENT

n/a

CONSULTATION

Consultation letters dated 1 March 2011 were sent to 59 properties.

4 letters of objection have been received raising the following issues:

- The proposed side windows will overlook the adjoining unit, all side windows should be obscure glazed.
- Will worsen parking and access is already restricted.
- There is not enough parking to cater for the increase in this size of the unit.
- How will the unit accommodate servicing vehicles.
- Large delivery vehicles may obstruct the access road which would be a problem for other vehicles and emergency vehicles.

Environment Agency – In this case the proposed development is in Flood Zone 2 and is not within 20 metres of a watercourse. The Environment Agency standing advice should be referred to for a development in this location.

Brent Transportation Unit – The site has low access to public transport with PTAL Level 1.

The parking allowance for the units is in the order of 1 space per 150 square metres of floor area. With the additional floor space proposed raising the total floor space of Unit 20 to 600 square metres the parking allowance for the unit will be 4 spaces. At least 1 of these spaces should be dedicated for disabled use to comply with SPG12.

Cycle parking should be provided, at a rate of 1 space per 500 square metres of floor space.

The servicing standard for industrial and warehouse uses is set out in policy PS19 of the UDP. It requires units with floor areas of between 280 and 2000 square metres to provide 1 fully sized loading bay. Therefore the proposed increase in floor space does not raise the servicing standard. The provision of a loading bay to the front will meet this requirement. Transportation request that a site plan be submitted to demonstrate the front loading bay, capable of accommodating a fully sized vehicle.

Environmental Health – No objection is raised.

REMARKS

The proposal is an outline planning application to increase the height of Unit 1, 20 Stadium Business Centre by raising the height of the unit creating a new first floor and second floor resulting in approximately 400 square metres of additional floorspace. The matters for determination are **Access, Appearance, Layout** and **Scale** (Landscaping is Reserved).

The applicant has confirmed in writing that the additional floor space is to be used for storage purposes only in relation to their existing business. A condition is recommended to ensure no sub-division of the premises be undertaken unless otherwise agreed in writing by the Council.

Access

In terms of access to the unit the existing vehicle access is to remain. The industrial estate access road provides access for cars and delivery vehicles, and this arrangement will continue. No access onto North End Road is possible from this end of the Stadium Business Centre but this restriction applies to all users of the estate. This route has been gated to restrict access along North End Road.

Servicing already take place from the front of the building, however a loading bay has never been formally marked out. It has been demonstrated on plan that land immediately to the front of the unit will be marked out and reserved as a loading bay, capable of accommodating full sized lorries. Having said this, the applicants have indicated that the majority of servicing and delivery vehicles to the unit are much smaller 'transit' type vehicles.

Internally a new staircase and goods lift are to be installed to provide access to the proposed additional floors.

10 parking spaces will be formally marked out to the side of the unit satisfying the UDP parking standard for this type of use.

Appearance

The existing building is brick built and of little architectural merit. It is proposed to raise the height of the building to add a first and second floor, a flat roof design is proposed which is considered to be in keeping with the existing character and appearance of the estate.

The elevations are kept simple with window openings on the front elevation which follow a simple rhythm that is matched on first and second floors. This gives a coherent appearance to the elevations of the building. Additional flank wall windows are also proposed at first and second floor,

these provide light and outlook for the extended unit.

The proposed increase in height would match the height of adjoining units, 21-26 Stadium Business Centre. These adjoining units were recently extended as a result of planning permission 09/1539. Given the site context it is considered to be acceptable from a streetscene and character point of view to increase the height of Unit 1, 20 Stadium Business Centre. This would give a uniform appearance to these adjoining buildings.

Layout

There will be no change to the site layout apart from formally marking out the loading bay to the front and the parking spaces to the side.

The building is surrounded by other commercial uses within the industrial estate. The relationships to these buildings will not be significantly affected by the proposal.

Scale

The proposal would increase the height of the building at its highest point from 6.2m to 8.5m. The height increase is considered to be in keeping with 21-26 Stadium Business Centre, and this will result in a uniform appearance in keeping with the scale of neighbouring buildings.

It is not considered that this increase in scale will lead to conditions detrimental to neighbouring properties, nor would the increase in scale be harmful to the character of the area. The immediate neighbours who would be most likely to be affected are commercial properties and used for a range of industrial/warehousing purposes. In this location the increase in size and scale of the building is found to be acceptable when judged against Built Environment policies, and on balance would not unduly harm the amenity of neighbouring properties.

Consideration of objections

Most of the concerns raised relate to the impact of the proposal on parking and vehicle access, these have been discussed above. In terms of parking both the units that form 20 Stadium Business Centre would have a combined requirement for 6 parking spaces under UDP standards. This will be more than satisfied by the marking out of 10 parking bays along the side of the building.

There is no increase in the servicing standard, which is for a full sized vehicle. There is a loading bay to the front, this roller shutter is 2.7m high and can easily accommodate smaller 'transit' sized vehicles. The building currently operates without a loading bay that can cater for full sized vehicles, this application proposes to improve things in this regard as a fully sized loading bay area is to be marked out immediately to the frontage of the unit. This servicing arrangement mirrors the same approach as Units 21-26, and is considered to be an acceptable solution to the site servicing requirements.

Flood Risk

The site falls within Flood Zone 2, meaning there is a 'medium probability' of the site experiencing flooding. As the proposal is for non-residential development and is not within 20 metres of a watercourse the Environment Agency raise no objection.

Summary

The current application proposes raising the roof of Unit 1 to form additional first and second floors, and the insertion of additional front and side windows. Drawings demonstrate minimum compliance with parking/ servicing standards in compliance with Policies TRN22 and TRN34 of Brent's Unitary Development Plan. The visual impacts of the proposals are in keeping with the units surroundings. The development is considered to satisfy the policy provisions and is acceptable provided the conditions attached to the decision are complied with. Approval is accordingly recommended.

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

- (1) The proposed development is in general accordance with policies contained in the:-
Brent 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) In the case of any reserved matter, application for approval must be made not later than the expiration of three years beginning with the date of this permission, and that the development to which this permission relates must be begun not later than whichever is the later of the following dates:-

- (i) the expiration of three years from the date of this permission; or
(ii) the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: To conform with the requirements of Section 92 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):

OS Sitemap (1:1250)
10/149/1 (1:100)
10/149/2 (1:100)
10/149/1B (1:100)
10/149/3B (1:100)
10/149/4B (1:100)
10/149/5A (1:100)
Site Plan, RevA (1:200)
Flood Risk Assessment (dated 03/12/10)
Design and Access Statement

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) There shall be no subdivision of 'Unit1', 20 Stadium Business Centre into additional units without the prior written approval of the Local Planning Authority

Reason: To prevent an over-intensive use of the site and to safeguard against a level of development that will result in conditions harmful to the free flow and safe movement of traffic on the adjoining highway without mitigation measures.

- (5) Prior to the commencement of the development hereby approved;
- a) the depicted 10 parking spaces and the loading/servicing area hereby approved shall be constructed and permanently marked out in accordance with the approved site plan Rev A. Thereafter, these areas shall be retained and used solely for parking and servicing ancilliary to the development hereby approved and for no other purpose.
- b) The loading/ servicing bay shall be maintained free from obstruction and free from long-term parking and not used for storage purposes (whether temporary or permanent), unless prior written approval has been obtained from the Local Planning Authority. All loading and unloading of goods and materials shall be carried out entirely within the curtilage of the property, unless otherwise agreed by the Local Planning Authority.

Reason: To ensure that vehicles waiting or being loaded or unloaded are parked in the designated loading area so as not to interfere with the free passage of vehicles or pedestrians along the highway and to ensure that the proposed development does not prejudice the free-flow of traffic or the conditions of general safety along the neighbouring highway.

- (6) Prior to occupation of the extended building:

- 2 bicycle parking stands providing 4 cycle spaces, which shall be secure Sheffield stands, unless otherwise agreed in writing by the Local Planning Authority, shall be installed in the location and orientation shown on drawing number Site plan, Rev A

Reason: These details are required to ensure that a satisfactory development is achieved, to encourage sustainable transportation methods. and to prevent unsightly refuse accumulation in the interests of local amenity

- (7) Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987(or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) and the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification) the use of the premises shall only be for the purpose of Use Class B2 and Use Class B8.

Reason: No separate use should commence without the prior approval of the Local Planning Authority for the following reasons:-

- (a) so as to enable other uses to be considered on their merits;
- (b) so that the use does not prejudice the amenity of the area by reason of over intensive use of the property;

- (8) (b) Limitation of Flank Wall Window Details

The window(s) in the flank wall of the building (as extended at first and second floor)

shall be glazed with obscure glass and shall be so maintained unless the prior written consent of the Local Planning Authority is obtained.

Reason: To minimise interference with the privacy of the adjoining occupiers and in the interests of good neighbourliness.

- (9) Details of any new plant machinery and equipment (including air conditioning systems/ mechanisms for mechanical ventilation) associated with the use of the building and the expected noise levels to be generated, shall be submitted to and agreed in writing by the Local Planning Authority prior to installation and thereafter shall be installed in accordance with the approved details and maintained in accordance with the relevant manufacturer's guidance.

The noise level from this plant together with any associated ducting, shall be maintained at a level 10 dB (A) or greater below the measured background-noise level at the nearest noise-sensitive premises. The method of assessment should be carried out in accordance with BS4142:1997 "Rating industrial noise affecting mixed residential and industrial areas".

Should the predicted noise levels exceed those specified in this condition, a scheme of insulation works to mitigate the noise shall be submitted to and approved in writing by the Local Planning Authority and shall then be fully implemented.

Reason: In order to ensure adequate insulation and noise mitigation measures and to safeguard the amenities of adjoining occupiers and future occupiers

INFORMATIVES:

None Specified

REFERENCE DOCUMENTS:

Unitary Development Plan 2004
Core Strategy 2010

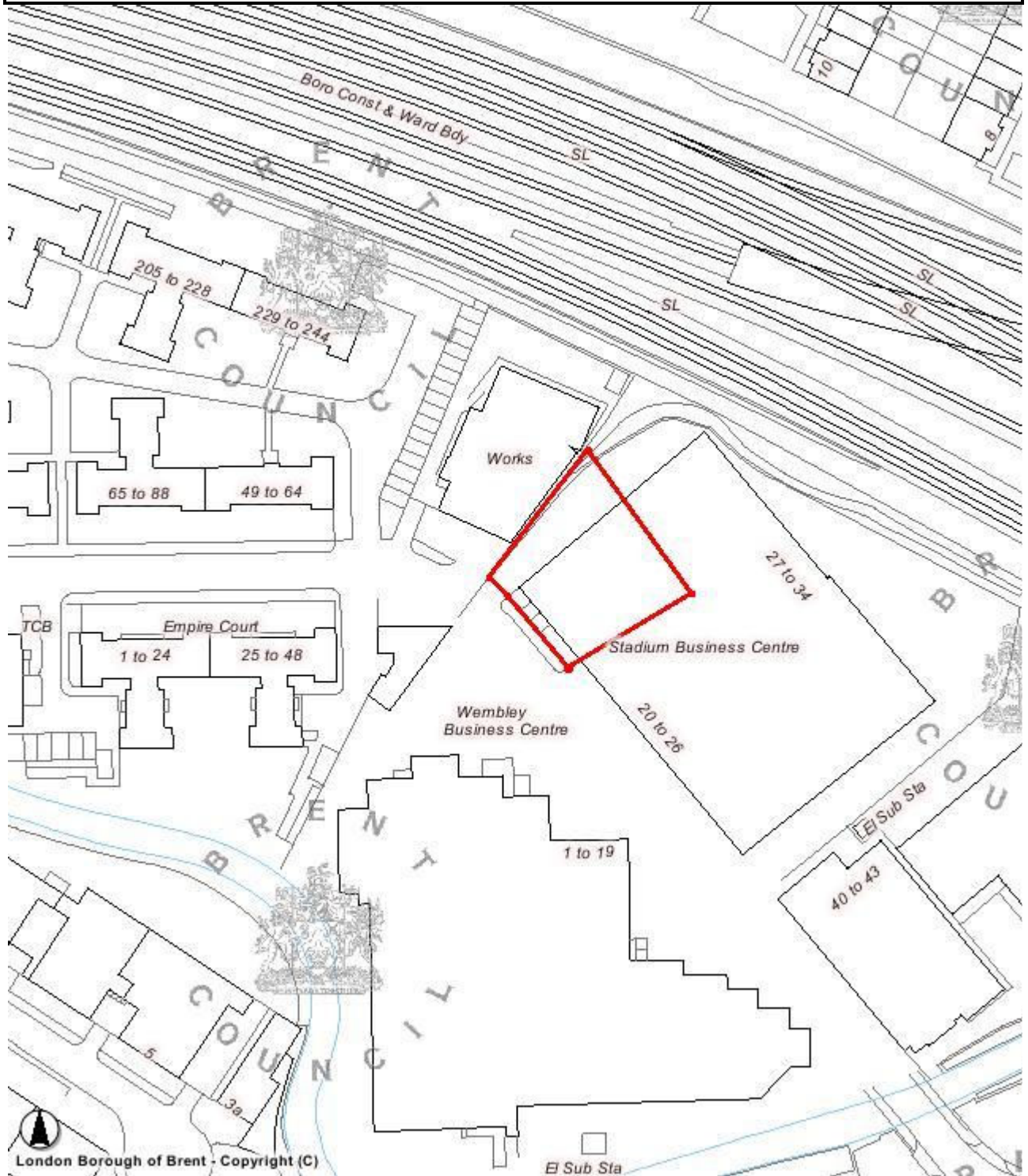
Any person wishing to inspect the above papers should contact Gary Murphy, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5227



Planning Committee Map

Site address: 20 Stadium Business Centre, North End Road, Wembley, HA9 0AT

© Crown copyright and database rights 2011 Ordnance Survey 100025260



London Borough of Brent - Copyright (C)

This map is indicative only.