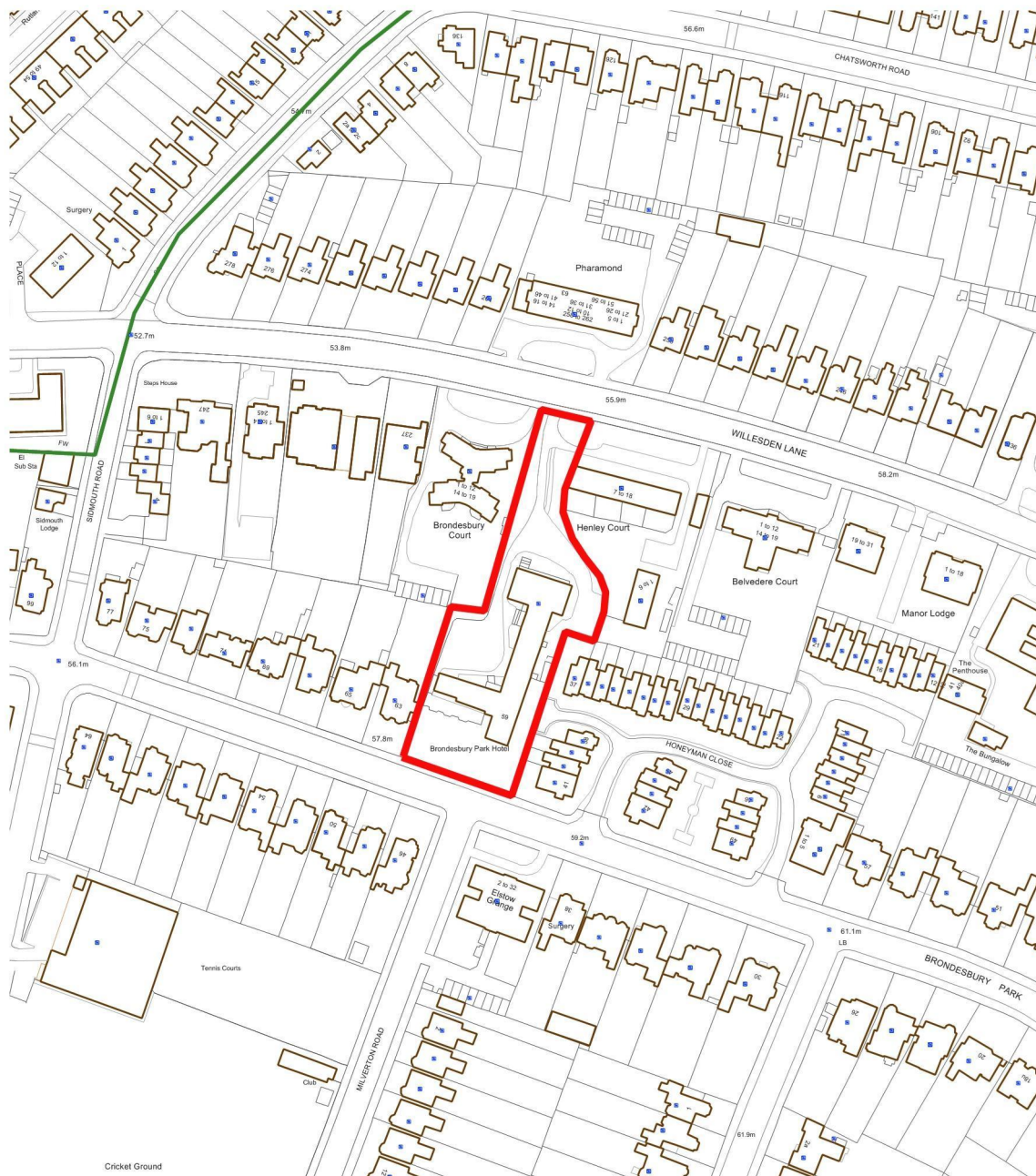




Planning Committee Map

Site address: 233 Willesden Lane, Willesden, London, NW2 5RP

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This map is indicative only.

RECEIVED: 31 March, 2014

WARD: Brondesbury Park

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: 233 Willesden Lane, Willesden, London, NW2 5RP

PROPOSAL: Outline planning application for demolition of gymnasium block and erection of part 4, part 5 storey extension, creation of additional storey to main building and roof extensions (matters to be determined: layout and scale)

APPLICANT: Mr Roger Erdem

CONTACT: ROH Architects

PLAN NO'S:
See condition 2

RECOMMENDATION

Grant planning permission subject to the conditions set out after paragraph 12 and the completion of a satisfactory Section 106 legal agreement securing planning obligations set out in the Heads of Terms below and delegate authority to the Head of Planning or other duly authorised person to agree the exact terms thereof on advice from the Director of Legal Services and Procurement.

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
- A Travel Plan
- Sustainability measures to include compliance with a 50% score on the Council's Sustainability Checklist, achieve a BREEAM rating of 'excellent' and to provide and adhere to an energy strategy that would result in a reduction in carbon emissions in accordance with the targets set out in policy 5.2 of the London Plan.
- Join and adhere to the Considerate Constructors scheme

And, to authorise the Head of Area Planning, or other duly authorised person, to refuse planning permission if the applicant has failed to demonstrate the ability to provide for the above terms and meet the policies of the Unitary Development Plan and Section 106 Planning Obligations Supplementary Planning Document by concluding an appropriate agreement.

CIL DETAILS

This application is liable to pay the Community Infrastructure Levy (CIL). The total amount is **£247,147.16** of which **£182,859.38** is Brent CIL and **£64,287.78** is Mayoral CIL.

CIL Liable?

Yes/No: Yes

EXISTING

This building was formerly used as a police section house and is located on the northern side of Brondesbury Park. It also fronts onto Willesden Lane to the north and it is from here that the site benefits from vehicular access. Pedestrian access is gained from both Willesden Lane and Brondesbury Park.

The wing of the hotel facing Brondesbury Park has four upper storeys excluding the basement area, whilst the central wing has two upper floor levels and leads off the Brondesbury Park wing level at right angles. There is a further wing that has been used as a conference centre in the past at the southern end of the building.

The building is currently occupied as "Hillspring Lodge" providing hotel-type occupation predominantly for groups of young people, such as students on organised trips to London. This use is fairly well-established on the 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

Primary Use	Existing	Retained	Lost	New	Net Gain
hotels				1743	1743

TOTALS in sqm

Totals	Existing	Retained	Lost	New	Net gain
				1743	1743

Monitoring Residential Breakdown

Existing

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total

Proposed

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total

PROPOSAL

As above

HISTORY

In September 2013 a planning application (ref 13/2413) was submitted for a similar proposal to that now under consideration. However, as further information in relation to the transport impact of the proposed development was required this application was withdrawn by the applicant prior to determination.

Prior to that other relevant applications on the site include:-

In June 2011 the Council's Planning Committee resolved to grant planning permission (ref 10/0683) for a "Second floor roof extension to form 9 additional bedrooms, conversion of gymnasium block into conference room on lower ground floor, 20 additional bedrooms on two upper floors, formation of external seating area and pedestrian access ramp to north elevation, provision of 19 car parking spaces and 1 coach space, bin store and various external alterations". However, as the necessary s106 agreement was never completed permission was never issued.

In December 2010 planning permission was approved for the "Erection of single storey side extension to existing building". This permission appears to have been implemented.

In November 2001 planning permission was granted for a "Second-floor roof extension to form 9 additional bedrooms, conversion of conference hall into conference room and 20 additional bedrooms on two upper floors, installation of bin store and various external alterations and associated car-parking spaces".

POLICY CONSIDERATIONS

The following planning policy documents are considered relevant to the determination of the application.

National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG)

The London Plan 2011 (as amended 2013)

The London Borough of Brent Core Strategy

The London Borough of Brent Unitary Development Plan 2004 ('saved' policies)

SUSTAINABILITY ASSESSMENT

The applicant has provided a sustainability checklist which implies an indicative sustainability compliance score of 61.1% which is above the required score of 50%. However, in order to ensure that the development does exceed the 50% requirement, as suggested by the indicative score, this will need to be secured within a s106 legal agreement with agreed mitigation should the development fail to achieve the required score.

As the proposal would constitute a major development then policy 5.2 of the London Plan requires that the development achieve a reduction in carbon emissions of 40% above that required by the 2010 Building Regulations. As the proposal is in outline form only the applicant has not been able to demonstrate how this target would be achieved. However, this can be secured through a s106 legal agreement, including provisions to secure financial contributions in-lieu should these targets not be met in full.

Members have heard at recent Planning Committee meetings that Policy CP19 of Brent Core Strategy sets out that new non-residential development should achieve a BREEAM 'excellent' rating. As such, the s106 will require that the proposed development achieves this rating.

CONSULTATION

Public

Consultation letters, dated 3rd June 2014, were sent to 192 neighbouring owner/occupiers and Ward Councillors. The application was also advertised as being in the public interest by way of a site notice displayed on 10th June 2014 and by way of a press notice published on 12th June 2014. 6 objections have been received in response, including an objection from each of the 3 Brondesbury Park Ward Councillors, namely Councillors Davidson, Shaw and Warren.

In summary the concerns of the objectors relate to the following issues.

- The proposed development would harm the amenity, outlook, daylight and privacy of neighbouring occupiers.
- The proposed development will exacerbate problems of noise levels and nuisance for neighbouring occupiers.
- The proposals will increase parking problems within the vicinity of the site.
- The proposed development will increase problems with litter associated with the site.

Internal

Transportation Unit - No objection to the proposal subject to a condition requiring the marking out of further coach parking and securing a Travel Plan through a s106 agreement.

Environmental Health - No objection to the proposal subject to conditions relating to construction management and air quality.

Statutory Consultees

Thames Water - No objection.

REMARKS

1. The application is made in outline form including the determination of the reserved matters of scale and layout. The applicant is not seeking determination of the reserved matters of appearance, means of access and landscaping.

PRINCIPLE

2. The proposal seeks to demolish part of the existing building and erect new extensions that would result in a net increase of 1749sqm of floor space to the existing hotel use. The part of the existing building to be demolished currently accommodates a former gymnasium block that has been used for functions and events.

The proposed extensions would comprise of the following

- An additional fifth storey to the south wing, fronting Brondesbury Park, comprising of 9 additional bedrooms and 1 additional dormitory.
- An additional third and fourth storey to the east wing, which would cantilever over a new terrace, comprising of 40 additional bedrooms
- A new part 3, part 5 storey block, on the site of the demolished gymnasium block, which would provide 31 additional bedrooms and 6 additional dormitories. The ground floor of this new block would provide a new residents lounge, garden room and reading room.

3. Overall, the proposed development would increase the hotel accommodation as follows:-

	Existing	Proposed (Additional)	Proposed (Total)
Bedrooms	63	80	143
Dormitories	4	7	11

4. Although the proposed development would result in a significant increase in the amount of hotel accommodation provided on the site, as the proposal is an extension to an existing use it is considered that in land use terms the principle of the development can be accepted provided the proposed intensification would not result in unreasonably adverse impacts on neighbouring occupiers and the locality in general, particularly in terms of transport impact.

IMPACT ON ADJOINING OCCUPIERS

5. The surrounding area is predominantly residential and therefore the impact of the proposed scale of the development of the amenity of adjoining occupiers needs to be given careful consideration. The impact on the closest residential properties is considered below.

Henley Court - This development to the north-west of the site comprises of two 3-storey blocks, one fronting Willesden Lane with another block to the rear. At the closest point the proposed development would be approximately 15m from the joint boundary and 23m from the rear residential block. The frontage block would be in excess of 30m from the proposed development. Given the distances between the proposed development Henley Court, which would generally satisfy the guidance contained in SPG17, it is considered that the proposed development would not have an unreasonably adverse effect on the light, outlook or privacy of occupiers of Henley Court.

37 Honeyman Close - The Council previously resolved to grant permission (see History) for an additional third storey along the eastern wing of the existing building. The current proposal would also include a third storey but in this case it would be set back by 3m from the edge closest to 37 Honeyman Close, unlike the previous scheme where the third-storey was brought to the edge, and therefore the relationship would be an improvement on the previous scheme in terms of impact on the outlook and light of that property. It is acknowledged that the current scheme now includes a 4th storey to the eastern wing but this is set 11.5m further back from the proposed third storey and is therefore significantly set in from the boundary with 37 Honeyman Close and would have little impact in the light, outlook or privacy of neighbouring occupiers.

The proposed extension to the north has been stepped down to three-storeys in height, approximately the same as the existing gymnasium block, where it would be closest to 37 Honeyman close in order to ensure that this element of the proposed development would not result in any significantly increased impact on the light and outlook than that of the existing building.

63 Brondesbury Park - The 4-storey southern wing of the existing building lies adjacent to 63 Brondesbury Park, a two-storey detached residential dwelling. The proposed extension is located generally to the side of the neighbouring property, where there are unlikely to be any habitable rooms windows and therefore it is not considered that there is likely to be any significant loss of light, outlook or privacy to occupiers of 63 Brondesbury Park.

NOISE & DISTURBANCE

6. Objectors have highlighted problems of noise and disturbance associated with the current use of the site and have raised concerns that any intensification of the use could exacerbate these problems. Officers from the Council's Noise Team have confirmed that there has been a history of noise complaints regarding the site. In terms of statutory nuisance the primary area of concern has been the levels of disturbance caused during some functions held within the conference hall in the gymnasium block. However, given that the

gymnasium block is to be demolished as part of the proposed development, noise officers have commented that this could actually help prevent further problems relating to this type of noise disturbance.

It is also noted that some complaints have related to the idling of coach engines and general noise associated with the comings and goings of guests however noise officers have confirmed that these issues are less likely to result in a statutory nuisance. Noise officers confirm that they have been working with the hotel management to try to reduce any disturbance caused by these types of activities.

TRANSPORT

7. Given the significant increase in hotel accommodation proposed, the applicant has provided a Transport Statement which seeks to evaluate the likely impact of the proposal on the local transport network. This transport statement has been evaluated by officers in the Council's Transportation Unit and their comments have been incorporated into this report.

8. The Transport Statement includes surveys of the existing movements. In terms of vehicle movements, a total of 23 vehicles were observed entering and leaving the site across the course of the day, of which three were coaches and three were commercial vehicles. The maximum flow in any hour was four arrivals/four departures between 10-11am, with peak hour flows being much lower. As such, even allowing for the fact that the building is almost doubling in the size and factoring in an allowance for the undertaking of the survey during the winter months, the likely impact on traffic flows on the adjoining network is likely to be insignificant.

9. The survey also included a count of car parking accumulation, showing a maximum of three cars and three coaches on the site at any time. As the proposal indicates at least 17 on-site car-parking spaces, including one disabled bay, there are no concerns regarding likely overspill of car parking from the site, with plenty of spare capacity likely to remain even after the additional bedspaces are added. However, the provision of parking for coaches for an extended hotels is of greater concern as the existing bays were fully occupied at certain times of the day. Although the provision of three coach parking spaces would generally satisfy the Council's normal coach parking standards for hotel development, the nature of current use which predominately serves groups of young people, appears to generate a higher demand for groups arriving and departing the site by coach. As such, the Council's Transportation Officers have recommended that further provision of coach parking should be identified on the site, even if this is only to be provided during peak times perhaps through the dual use of car-parking areas for which there appears to be little demand, in order to ensure that coach parking does not overspill onto the nearby highways. As such, any permission should be subject to a condition requiring the submission of further details in relation to the provision of additional coach parking.

10. A draft Travel Plan has been included within the submission. This proposes a number of measures to be implemented by a designated Travel Plan Co-ordinator, aimed at keeping the proportion of car journeys amongst staff and visitors to the hostel to the existing very low levels and increasing the proportion of walking and cycling trips at the expense of public transport trips. Key measures will include publicity of travel options through the website, notice boards and welcome packs. The success of the Travel Plan over five years will be monitored in accordance with standard practice. The Travel Plan is of sufficient quality to score a PASS rating using TfL's ATTrBuTE programme and its implementation should therefore be secured through a s106 Agreement.

CONSIDERATION FOR OBJECTIONS

11. The table below seeks to address the concerns of the objectors.

Objection	Officers Comments
The proposed development would harm the amenity, outlook, daylight and privacy of neighbouring occupiers.	See para 5
The proposed development will exacerbate problems of noise levels and nuisance for neighbouring occupiers.	See para 6
The proposals will increase parking problems within the vicinity of the site.	See para 9. Concerns relating to unauthorised noted but these would be more appropriately dealt with by Council's parking enforcement team.
The proposed development will increase problems with litter associated with the site.	This is predominantly a management issue but additional litter bins around the site can be secured by conditions.

CONCLUSION

12. The proposed development would result in a significant increase in hotel accommodation on the site however in principle this can be accepted provided that the impacts of the development would be acceptable in planning terms. The proposals are presented as an outline application, including consideration of scale and layout, and therefore the main issues are considered to be the likely impact of the proposed development on the amenity of neighbouring occupiers and on the local transport network. Although further detail will be required through reserved matters and by condition overall, it is considered that, on balance, the proposals demonstrate that the level of intensification sought can be achieved without causing unacceptable harm and therefore approval is recommended.

RECOMMENDATION: Grant Consent subject to Legal agreement

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

Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance 17:- Design Guide For New Development

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
Tourism, Entertainment and the Arts: the need for and impact of new tourists and visitor facilities
Transport: in terms of sustainability, safety and servicing needs

CONDITIONS/REASONS:

(1) In the case of the reserved matters of appearance, landscaping and means of access, 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 drawings:

E-01 Rev P2
E-099 Rev P1
E-101 Rev P1
E-102 Rev P1
E-103 Rev P1
E-106 Rev P1
E-108 Rev P1
L-100 Rev P1
P-01 Rev P2
P-099 Rev P1
P-100 Rev P2
P-101 Rev P1
P-102 Rev P1
P-103 Rev P2

P-104 Rev P2
P-105 Rev P2
P-106 Rev P2
P-107 Rev P2
P-108 Rev P2

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

- (3) Notwithstanding any detail shown on the approved plans, prior to the commencement of the development further details of the provision of parking for coaches, including 3 permanent spaces and 2 overspill spaces, shall be submitted to and approved in writing by the Local Planning Authority. The approved spaces shall be marked out prior to the occupation of the development hereby approved and shall be retained for the lifetime of the development.

Reason: To ensure that appropriate facilities for coach parking are provided as part of the development.

- (4) Prior to the commencement of the development a Construction Method Statement shall be submitted to and agreed by the Local Planning Authority outlining measures that will be taken to control dust, noise and other environmental impacts of the development.

Reason: To safeguard the amenity of the neighbours by minimising impacts of the development that would otherwise give rise to nuisance.

- (5) Prior to the commencement of the development the applicant shall provide an Air Quality Impact Assessment demonstrating that the proposed CHP unit shall have no more than an imperceptible impact on neighbouring residents. The Assessment shall be provided in writing for the approval of the Local Planning Authority.

Reason: To protect local air quality, in accordance with Brent Policies EP3 and EP4

- (6) Details of materials for all external work shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. Where required samples shall be made available on reasonable request. The work shall be carried out in accordance with the approved details.

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

- (7) Prior to the occupation of the development further details of a landscaping scheme for the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall make provision for the placement of litter bins. The approved details shall be implemented in full prior to the occupation of the development and shall be maintained for a period of 5 years, during which time any tree, shrub or plants that dies or becomes diseased shall be replaced

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

- (8) Further details of the treatment of windows in order to prevent unreasonable overlooking of neighbouring properties shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to any occupation of the development hereby approved and the windows retained in the approved condition for the lifetime of the development.

Reason: In the interests of residential amenity.

INFORMATIVES:

None Specified

Any person wishing to inspect the above papers should contact Ben Martin, Planning and Regeneration,

