

**Committee Report
Planning Committee on 18 August,
2010**

Item No. 1/01
Case No. 10/1373

RECEIVED: 8 June, 2010

WARD: Fryent

PLANNING AREA: Kingsbury & Kenton Consultative Forum

LOCATION: Telesensory 1 Watling Gate, & 2 Watling Gate, Edgware Road, Kingsbury, London, NW9 6NB

PROPOSAL: Change of use from office (Use Class B1) to an adult learning centre (Use Class D1)

APPLICANT: FOCUS INSIGHT UK LIMITED

CONTACT:

PLAN NO'S:
See condition 2

RECOMMENDATION

Approval

EXISTING

The application relates to Units 1 & 2 of a purpose built 3-storey office block located in Burnt Oak Town Centre but not within the designated shopping frontage. The site is located on the corner of Burnt Oak Broadway and Hay Lane. It is not a listed building nor is it within a Conservation Area.

PROPOSAL

Planning permission is sought for the change of use of the premises from B1 (office use) to D1 (Education use).

HISTORY

88/1396 Planning application for the demolition of existing building, formation of basement car park and erection of 6 part 3-storey part/4-storey business units (Use Class B1). Granted 13/09/1988

POLICY CONSIDERATIONS

Brent UDP 2004

- TRN3 Environmental Impact of Traffic
- TRN11 The London Cycle Network
- TRN22 Parking Standards
- EMP17 Re-use of Redundant Offices.
- CF1 Proposals for Community Facilities

CONSULTATION

15 neighbouring properties were notified

3 objections have been received raising the following issues:

- 1) Impact on parking;
- 2) Existing problems of dumping in the car park;
- 3) Noise and disruption to neighbouring office uses from students;
- 4) Inadequate disabled access.

In response to these objections, the applicants have provided a written response advising that they consider it to be an appropriate use for a redundant office building. That they have use of 10 parking spaces with the option of taking an additional 8 spaces should it be required. In relation to concern regarding disabled access, the ground floor of both units is to be suitably fitted out and all the main facilities such as the library, IT lab, boardroom, staff area and student common room are on the ground floor.

Internal Comments

Transportation - The facility will have 110 students with 6 teachers. There will be 10 off street parking spaces allocated for the facility. The parking allowance is 1 space per 5 workers (6 teachers). The maximum additional student/visitor parking should be 20% of the employee parking with a minimum provision of 1 space. The 10 spaces allocated to this use would be significantly in excess of the parking standards. The application can be supported as there will be a general reduction in the parking and servicing requirements. A total of 14 spaces for cycle parking should be provided.

REMARKS

Principle of the loss of office space (B1)

Policy EMP17 in the UDP relates to the reuse of redundant office buildings. This policy states that outside Strategic and Borough Employment Areas, applications for the re-use of redundant purpose built office buildings for an appropriate alternative uses will be permitted. Appropriate uses can include the provision of education facilities where the site is located in an area of good or very good public transport accessibility.

A supporting letter has been submitted with the application detailing the vacancy of Units 1 & 2 and other units in the complex. The loss of the office use is considered acceptable as both units have been unoccupied for over 3 years.

As the site is located outside of a designated employment area, the principle of the re-use of the building for an education facility can be considered acceptable subject to good or very good access to public transport. Whilst this site has a PTAL rating of 2 (classified as low), the site is within a Town Centre location and Edgware Road is a strategic road with a number of bus routes linking with tube and rail stations. Therefore the principle of providing an education facility in this location is considered acceptable.

Principle of proposed Community Facility (D1)

The proposed development involves the change of use of the premises from office (Use Class B1) to an adult learning centre (Use Class D1). Given that the proposed development will attract up to 110 students and employ 6 teachers, this would be classed as a Large Scale Community Facility.

Policy CF1 sets out the key considerations for proposals for Large Scale Community Facilities. In the first instance they should be located in town centre areas (excluding ground floor primary shopping frontages) or if there are no town centre sites available, they should be located on the

edge of town centres. This location is within the Burnt Oak Town Centre and therefore is considered to be acceptable in principle for a proposed community facility of 460 sqm. This site is not within a the primary and secondary shopping frontage.

Parking

Concern has been raised regarding the impact of the proposed development on parking in the immediate vicinity. In terms of access to public transport, Edgware Road has 6 key bus routes (Nos. 32, 83, 142, 183, N5 and N16) while Hay Lane has 1 bus route (No. 204). Therefore, whilst it is acknowledged that the application site does not have a high PTAL rating, the site is very well connected locally and is close to other services in the town centre. There is limited parking along the south side of Hay Lane and it is noted that in the past there have been complaints regarding the parking in this road relating to a nearby showroom. However, there have been no recent complaints.

In terms of the on site parking, the proposed provision exceeds the Council's maximum parking standards. A total of 10 spaces are proposed which is in excess of the Council's standards which would allow a maximum of 2 spaces. However given the concerns of the local residents and that on site parking currently exists, it is considered that an above maximum provision is considered acceptable. There are no objections from the Council's Transportation Department subject to a condition requiring the provision of 7 additional cycle spaces. A condition is attached accordingly. A condition will also be imposed requesting a travel, to encourage staff and students to use public transport.

Other objections.

Objections have been raised regarding noise and disturbance from students to neighbouring business uses, fly-tipping to rear of the building and whether the units have disabled access.

In terms of noise and disturbance, whilst the frequency of people arriving and departing is likely to be more intense than an office use, it is considered that an education facility is compatible with other business uses. In terms of fly tipping, this is a matter that is normally addressed by Environmental Health Legislation. It was noted from the officers site visit that there was evidence fly tipping to the rear of the site and the Council's Environmental Health team have been notified of this.

In terms of disabled access, the units will need to comply with the requirement to provide reasonable access to the service facilities in terms of disabled access. The applicants have confirmed that the internal arrangement will be altered to comply with Buildings Regulations 2000 Part M 'Access to and use of Buildings'. Facilities for disabled people will be provided on the ground floor, where many of the communal facilities are to be located.

Conclusion

The proposed change of use from redundant offices (Use Class B1) to Education Facility (use class D1) is considered to comply with the policies set out in the UDP. Accordingly the application is recommended for approval subject to the conditions set out below.

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

Employment: in terms of maintaining and sustaining a range of employment opportunities

Town Centres and Shopping: in terms of the range and accessibility of services and their attractiveness

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 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):

SM1

SM2

SM3

SM4

SM5

SM6

SM7

SM8

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

- (3) The premises shall only be used for the purpose of a adult learning centre and for no other purpose of Use Class D1 (non-residential institutions) as specified in the Schedule of the Town and Country Planning (Use Classes) Order 1987 as amended, without the prior permission in writing of the Local Planning Authority.

Reason: To ensure no other use commences without the prior permission, in writing, of the Local Planning Authority and to ensure that the use of the premises does not prejudice the amenity of the area.

- (4) The development or any part of it shall not be used or occupied until a Green Travel Plan has been submitted to and approved in writing by the Local Planning Authority and the development thereafter shall only be used or occupied in compliance with the plans so approved unless amended with the agreement of the Local Planning Authority in writing.

Reason: To ensure that a satisfactory management of the parking and to ensure that the proposed development does not prejudice the enjoyment of the neighbouring

occupiers in the area

- (5) Details of the provision of a minimum of 14 secure cycle parking spaces for prospective residents and 8 publicly accessible spaces along the site frontage for the commercial unit 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 satisfactory facilities for cyclists.

INFORMATIVES:

None Specified

REFERENCE DOCUMENTS:

UDP 2004

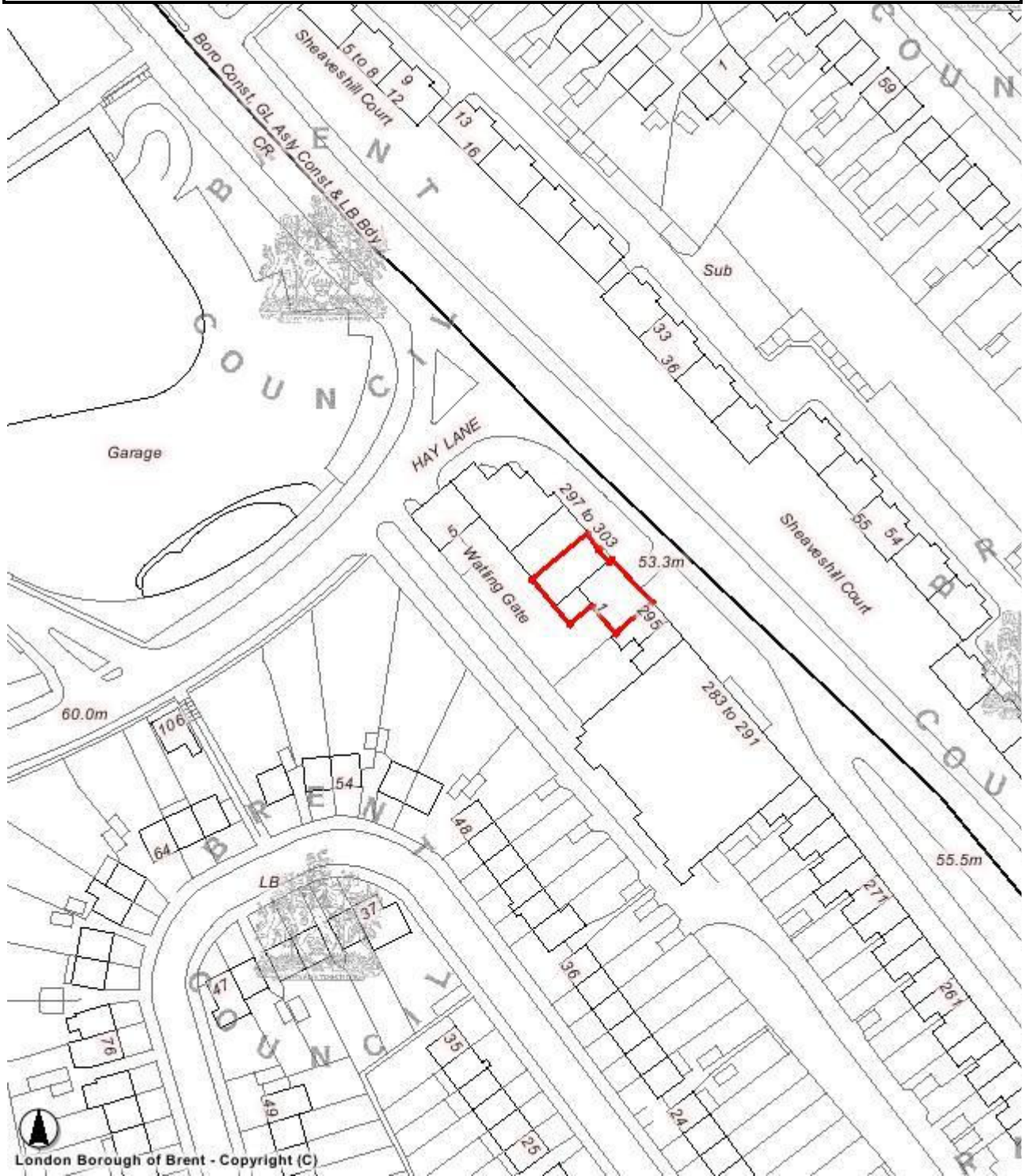
Any person wishing to inspect the above papers should contact Robin Sedgwick, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5229



Planning Committee Map

Site address: Telesensory 1 Watling Gate, & 2 Watling Gate, Edgware Road, Kingsbury, London, NW9 6NB

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