

PRE-APPLICATION REPORT TO COMMITTEE

Planning Committee on 26 April 2017
Case Number 16/0547/PRE

SITE INFORMATION

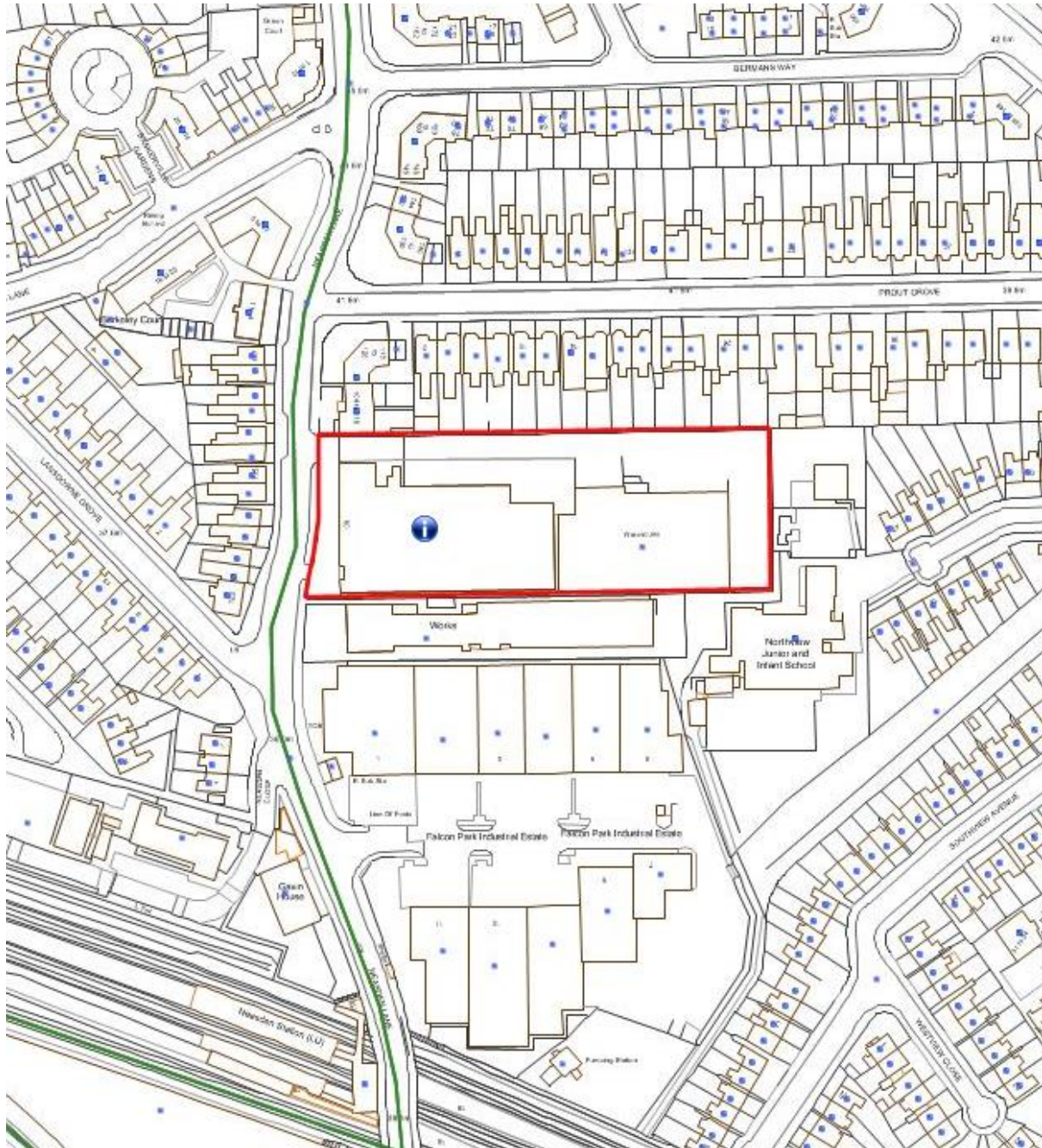
RECEIVED: 2016
WARD: Dudden Hill
LOCATION: 60 Neasden Lane, London, NW10

SCHEME: Demolition of all structures on site, the erection of a new three storey building to provide new commercial floorspace of 2,054sqm. The erection of 121 new dwellings comprising one, two and three bedroom apartments within three five storey blocks with two linking blocks

CONTACT: QUOD

OFFICER: Mick Gavin (South Team)

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION No plans as this is a pre-application item. Members will view a presentation at Committee.



SITE MAP
(This map is indicative only)

BACKGROUND

1. This development is being presented to enable Members of the committee to view it before a planning application is submitted and to comment upon it. The submissions do not constitute an application for planning permission and any comments made upon it are provisional and subject to full consideration of any subsequent planning application and any comments received following its consultation, publicity and notification.
2. This is the first time the proposed development has been presented to Members. To date there have been three pre-application meetings presenting successive iterations of the proposal in response to officer comments.

PROPOSAL and LOCATION

Site and Surroundings

3. The site (0.78ha) comprises a substantial two storey industrial building fronting the east side of Neasden Lane with warehouses at the rear. The site is located approximately 150m north of Neasden LUL station (Jubilee Line). It is a Local Plan designated Locally Significant Industrial Site (LSIS) with a Public Transport Accessibility Level of 4.
4. An industrial building sits immediately adjacent to the south with the Falcon Park Industrial Estate to the south beyond this. Northfield primary school adjoins the site to its rear (east). North of the site the area is predominantly residential, primarily two storey Victorian/Edwardian houses with a number of three storey blocks of flats immediately to the north fronting Neasden Lane.

Proposal

5. The development proposed comprises the demolition of all structures on site and the erection of a new three storey building to the front of the site to provide replacement commercial floorspace of 2.054sqm
6. To the rear of the employment building and occupying the majority of the site 121 new dwellings are proposed comprising one, two and three bed apartments. These are accommodated in three five storey blocks, with two linking blocks positioned towards the site's northern boundary. The proposed residential density is calculated as 424hr/ha, which is compliant with the London Plan Sustainable Residential Quality density matrix for a development in this location with this level of public transport accessibility.
7. Parking, servicing and landscaping are provided to serve both elements.

HISTORY

8. The site has been the subject of various planning applications in the past, mainly for minor developments such as signage and fencing. In 2009, an application was submitted for a change of use from part office, part car showroom to D1 Educational use (ref 09/3012). This application was refused by the Council and subsequently dismissed at appeal. The Inspector's report noted that the principal issue was the adverse effect on the availability of industrial and warehouse floorspace within the designated Locally Significant Industrial Site. The Inspector considered the proposal would represent unacceptable erosion of the industrial estate.
9. It is also relevant to consider the recent planning history of the employment site adjoining the site to its south. 58 Neasden Lane. No.58 falls within the same LSIS designation as no.60. No.58 was the subject of application 14/1544 which sought permission for:

'Partial demolition and change of use of the retained building from light industrial (B1) to 69 bedroom hotel (C1), including ancillary restaurant, 11 car parking spaces, one coach parking bay, one taxi bay, one servicing bay, 14 cycle parking spaces, associated landscaping, alterations to windows, metal railings and fire escape stairs.'

10. This was considered at the Planning Committee of 2 July 2015. The officer's report recommended refusal of permission for two reasons, firstly conflict with Development Plan policy relating to designated employment sites, and secondly the siting of a hotel, a main town centre use, in an out of centre location. While the second reason for refusal is not relevant here, the first reason for refusal states:

'The proposed development would result in the inappropriate loss of employment land, for which there is an identified demand, within a Locally Significant Industrial Site to the detriment of the function and viability of the designated Locally Significant Industrial Site and to the objective of ensuring an appropriate supply of employment land for businesses within the borough contrary to Policy CP20 of the Brent Core Strategy 2010, Policy 4.4 of the London Plan 2015 and the objectives of the National Planning Policy Framework 2012.'

11. Members resolved that they were minded to grant permission contrary to officers' recommendation, on the basis of the site being narrow and difficult to service, the good access to public transport and evidence of unsuccessful marketing.
12. The application was subsequently reported back to the Planning Committee of 26 August 2015 in order that Members be updated on the Brent Employment Land Demand Study (ELDS) 2015 (update of the Brent ELDS 2013). The 2015 ELDS concludes that the need to protect industrial sites had increased significantly since 2013 due in part to earlier losses of employment land. In the event Members resolved to approve the proposal and granted permission with appropriate conditions.

POLICY CONTEXT

13. London Plan

Policy 4.4: Managing industrial land and premises.

This states inter alia:

'The Mayor will work with borough and other partners to:

- a) ensure a sufficient stock of land and premises to meet the future needs of different types of industrial and related uses in different parts of London, including for good quality and affordable space;*
- b) plan, monitor and manage release of surplus industrial land where this is compatible with a) above, so that it can contribute to strategic and local planning objectives, especially those to provide more housing and, in appropriate locations, to provide social infrastructure and to contribute to town centre renewal.'*

14. Core Strategy 2010

Policy CP20: Strategic Industrial Locations and Locally Significant Industrial Sites.

This states inter alia:

'The Council will protect Locally Significant Industrial Sites for the same range of uses as SILs...

The regeneration of Strategic Industrial Locations and Locally Significant Industrial Sites is supported where proposal will not undermine the employment land hierarchy.'

15. Development Management Policies 2015

Policy DMP14: Employment Sites.

This states inter alia:

'In recognition of the weight attached to retaining SIL and LSIS allocations in policies elsewhere in the Development Plan SIL and LSIS will only be released where:

- a) *it is a low quality employment site identified as suitable for release in the Employment Land Demand Study; and*
- b) *it can be shown to be integral to and delivered as part of a wider comprehensive housing-led regeneration scheme with substantial benefits to Brent, providing at least 50% affordable housing, and consistent with the wider objectives of the Development Plan and/or is of strategic significance to London: or*
- c) *where it delivers social or physical infrastructure of a substantial scale, for example secondary schools, for which there is a significant identified Brent need and which cannot reasonably be provided on other sites in the Borough.'*

16. Employment Land Demand Study (ELDS) 2015

National guidance requires local authorities to produce up to date employment land studies to form the evidence base for Local Plan policy on provision, protection, release or enhancement of industrial land. The 2015 ELDS assessed the suitability of employment land in Brent for continued employment use. The ELDS recommended that all existing designated LSIS in the Borough, including the Neasden Lane LSIS, should continue to be protected and should not be released.

Given the requirement of Policy DMP14 that a LSIS will only be released where it is identified as suitable for release in the ELDS, there remains an in principle policy objection to the proposal.

CONSULTATION

17. At this stage it is intended that the following will be consulted regarding any subsequent planning application:

Consultee (Internal):

- Ward Councillors
- Transportation
- Environmental Health
- Landscape Design
- Tree Protection Officer
- Sustainability Officer
- Housing
- Urban Design Officer
- Planning Policy

Consultee (External) _____:

- Greater London Authority (GLA)
- Transport for London (TfL)

Notification: Adjacent residents will be notified of the proposal and invited to comment.

COMMUNITY ENGAGEMENT

18. The applicant held a public consultation on 23 March (16.00-19.30pm) and 25 March (10.00-14.00) at St Catherine's Church Hall which is near the site, near the roundabout on the junction of Dollis Hill Lane and Dudden Hill Lane.

ISSUES

1. Locally Significant Industrial Site

19. The site is located within a Locally Significant Industrial Site (LSIS). Core Strategy (2010) Policy CP20, Development Management Policies (2015) Policy DMP14, and London Plan (2015) Policy 4.4 are of particular relevance.

2. Scale, massing, design, and impact on daylight, sunlight and aspect of existing neighbouring dwellings.

20. The scale, massing, design and materials have been modified to better relate to the scale of surrounding development, including two and three storey residential development to the north. The reduced scale, better articulation and improved palette of materials of the block fronting Neasden Lane has improved the appearance in the street scene.
21. The applicant has demonstrated by alterations to design and layout that the proposal can be accommodated on the site without material harm to the amenities of the occupiers of the dwellings fronting Prout Grove to the north, and would be compliant with the requirements of SPG17 (Design guide for new developments).

3. Affordable housing and housing mix.

22. The affordable housing offer for the scheme as proposed at this point is 31%. The policy requirement is 50%. At this stage the applicant has not produced a viability statement which will be required to accompany any application.
23. 19% of the proposed dwellings are 3 bedroom. The policy requirement is 25%.

4. Access, parking, servicing.

24. A new separate cycle/pedestrian access would be created. Parking and hardstanding are minimised by provision of only disabled access parking (to required standard of 12), one commercial space and a loading bay. It is accepted that the development could be a car free scheme given its PTAL score of 4 and its location in a Controlled Parking Zone where parking permits can be prevented through a legal agreement.
25. Transportation raise no objection in principle to the latest scheme but will require vehicular tracking for a refuse vehicle and the loading bay to be convenient for the commercial units to make use of.

Planning Obligation

26. In accordance with the Councils Planning Obligations SPD, the proposal would be likely to attract the following obligations to mitigate the impact of development:
- Affordable housing with review mechanism if necessary
 - Car parking permit free development to remove right of residents to apply for parking permits
 - Employment and training opportunities during construction and operation phases
 - Submission of a commercial and residential travel plan
 - Energy – achieve Zero Carbon for the new homes and BREEAM Excellent for non-residential floor space
 - Undertaking on and off site highway works through an agreement under S38/278 of the 1980 Highways Act

Community Infrastructure Levy (CIL)

27. The proposed development would be CIL liable development. The amount of liability this would attract will be confirmed at a later stage when the precise quantum of development is established at planning application stage.

CONCLUSION

28. Members should note that the development set out above is still at pre-application stage and further work may be carried out prior to submission of a formal planning application.