

# COMMITTEE REPORT

Planning Committee on  
Item No  
Case Number

12 July, 2017  
04  
17/1296

## SITE INFORMATION

RECEIVED	23 March, 2017
WARD	Dudden Hill
PLANNING AREA	Brent Connects Willesden
LOCATION	58 Neasden Lane, London, NW10 2UJ
PROPOSAL	Demolition of existing three storey light industrial building and erection of a 5 storey hotel comprising 196 rooms with ancillary cafe/bar, restaurant, gymnasium/meeting room, roof top plant compound and associated car, coach and cycle parking spaces, landscaping and boundary treatment.
APPLICANT	Neasden Skyelady Ltd
CONTACT	RPS CgMs
PLAN NO'S	See conditon 2
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><b><u>When viewing this on an Electronic Device</u></b></p> <p>Please click on the link below to view <b>ALL</b> document associated to case <a href="https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_133341">https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_133341</a></p> <p><b><u>When viewing this as an Hard Copy .</u></b></p> <p><b>Please use the following steps</b></p> <ol style="list-style-type: none"><li>1. Please go to <a href="https://pa.brent.gov.uk">pa.brent.gov.uk</a></li><li>2. Select Planning and conduct a search tying "17/1296" (i.e. Case Reference) into the search Box</li><li>3. Click on "View Documents" tab</li></ol>

## RECOMMENDATIONS

That the Committee resolve to GRANT planning permission.

That the Head of Planning is delegated authority to issue the planning permission and impose conditions [and informatives] to secure the following matters:

### Conditions

1. Standard three year
2. Approved drawings
3. Delivery and servicing plan
4. Hard and soft landscaping
5. Electric vehicle charging points
6. Servicing and parking to be provided
7. Accessibility
8. External materials
9. Contaminated land
10. BREEAM
11. Non-infrastructure highway works
12. Travel plan
13. Air quality neutral assessment
14. Sustainable urban drainage
15. Any other planning condition(s) considered necessary by the Head of Planning

### Informatives

1. CIL liable
2. Repair highway damage
3. Control of pollution
4. Asbestos
5. Any other informative(s) considered necessary by the Head of Planning

That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.

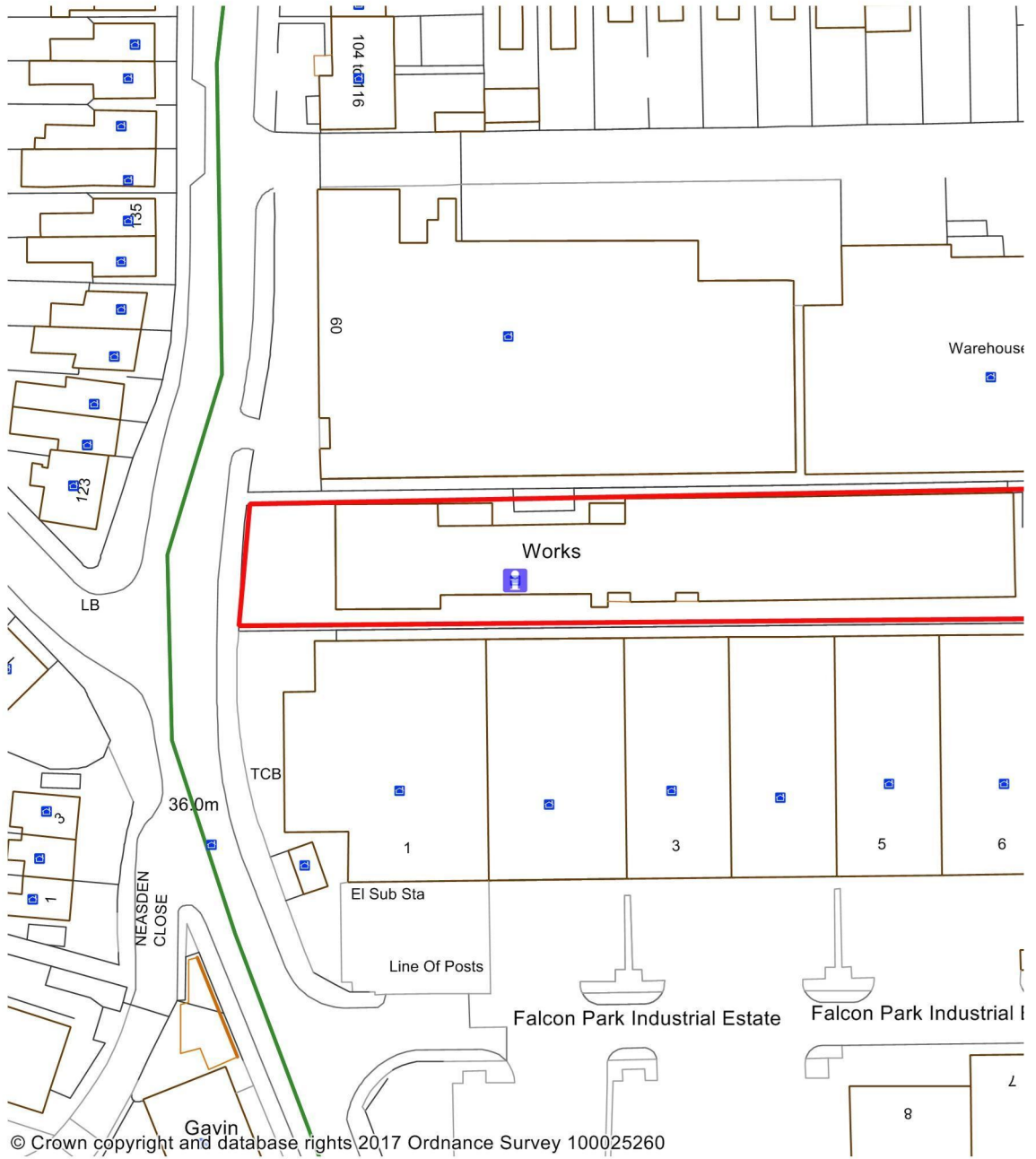
## SITE MAP



### Planning Committee Map

Site address: 58 Neasden Lane, London, NW10 2UJ

© Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

## SELECTED SITE PLANS

## SELECTED SITE PLANS

### PROPOSAL IN DETAIL

The proposal seeks the complete demolition of the existing building and redevelopment of the site for a hotel (Use Class C1). The new building would be five storeys and have a footprint of 931sqm and a total floorspace of 4,528 sqm (GIA). The hotel would contain 196 rooms over all the floors, 20 of which would be accessible. The ground floor also contains ancillary restaurant, bar/café, kitchen, reception, refuse and bike storage, and back of house staff facilities. The fourth floor would contain an area for a gym or meeting room (subject to the hotel operator's requirements).

The proposed building would be set back from the sites frontage to allow for coach parking and servicing to take place at the front of the site, off the road. 7 occasional car parking spaces would also be located within the frontage area. The vehicle access to the site would be via an entrance and exit arrangement onto Neasden Lane and the existing access road running along the southern edge of the site to the rear would remain, providing access to 15 car parking spaces at the rear of the building.

New hard and soft landscape is proposed throughout the site with planting to be incorporated into the sites frontage and its boundaries.

### EXISTING

The application site is 58 Neasden Lane, London, NW10 2UJ. The existing building relates to a three storey commercial building located on the eastern side of Neasden lane.

The building is not listed and not located within a conservation area however the site is allocated in the Local Plan as part of a Locally Significant Industrial Site (LSIS), a designation which is supported by Brent's Employment Land Demand Study (ELDS).

### AMENDMENTS SINCE SUBMISSION

## SUMMARY OF KEY ISSUES

### MONITORING

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 (sqm)
Assembly and leisure	0		0	0	
Businesses / research and development	0		0	0	
Businesses and light industry	3015		3015	-3015	
Businesses and offices	0		0	0	
Drinking establishments (2004)	0		0	0	
Financial and professional services	0		0	0	
General industrial	0		0	0	
Hot food take away (2004)	0		0	0	
Hotels	0		0	4528	
Non-residential institutions	0		0	0	
Residential institutions	0		0	0	
Restaurants and cafes	0		0	0	
Shops	0		0	0	
Storage and distribution	0		0	0	

## **Monitoring Residential Breakdown**

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

### **RELEVANT SITE HISTORY**

The application site was the subject of a previous application for the partial demolition and change of use of the retained building from light industrial (Use Class B1) to 69 room hotel (Use Class C1), including ancillary restaurant, 11 car-parking spaces, 1 coach parking bay, 1 servicing bay, 14 cycle parking spaces and associated landscaping, alterations to windows, metal railings and fire escape stairs.

Officers took the application to the Planning committee on 26/8/2015 with a recommendation to refuse the application due to the objection to the principle of the development within a site allocated in the Local Plan as part of a Locally Significant Industrial Site (LSIS).

However the officer recommendation was overturned by the planning committee and the application was subsequently approved subject to conditions:

### **CONSULTATIONS**

Neighbour letters were issued to 136 properties on the 06/04/2017. A site notice was displayed on 13/04/2017. Press notice advertised on 13/04/2017. No representations have been received to date.

Internal consultees

Transportation Unit - No objection subject to conditions to secure: (i) highway works under S278 of the Highways Act 1980 to provide new and amended site accesses, including the relocation of the pedestrian refuge away from the northern boundary of the site at the developer's expense prior to occupation of the hotel; (ii) provision of at least four active and four passive electric vehicle charging points within the site; (iii) implementation of the submitted Car and Coach Parking and Delivery and Servicing Management Plan over the lifetime of the development; and (iv) submission and approval of a revised staff and visitor Travel Plan prior to the occupation of the hotel

### **POLICY CONSIDERATIONS**

For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the Development Plan in force for the area is the 2010 Brent Core Strategy, the 2016 Brent Development Management Policies Document and the 2016 London Plan (Consolidated with Alterations since 2011).

The following are also relevant material considerations:

#### **The National Planning Policy Framework (2012)**

##### **London Plan**

- 4.4 - Managing Industrial Land Premises
- 4.5 - London's Visitor Infrastructure
- 7.14 - Air Quality Management
- 7.15 - Drainage

##### **Brent Core Strategy (July 2010)**

- Policy CP6
- Policy CP19
- Policy CP20

##### **Brent Development Management Policies (November 2016)**

- DMP 1 – Development Management General Policy
- DMP 6 – Visitor Accommodation and Attractions
- DMP 12 – Parking

## Guidance Documents

Brent Council's Design Guide for New Developments (SPG 17) adopted October 2001

# DETAILED CONSIDERATIONS

Officers hold the key considerations to be the following:

1. Principle
2. Character and Appearance
3. Impact on neighbours
4. Parking and Access
5. Energy and Sustainability

## 1. Principle

1.1 The proposal seeks to demolish the existing industrial building on the site and build a five storey hotel with a total floorspace of 4,528sqm containing 196 rooms. The site is located within a designated Locally Significant Industrial Site which affords protection of industrial floorspace under both the London Plan and Brent's Local Plan Policy CP20.

1.2 The site is located within a Locally Significant Industrial Site (LSIS), which has been designated due to its significance to Brent's economy in terms of ensuring an appropriate supply of land for industrial employment uses. The LSIS also incorporates the vehicle repair facility at 60 Neasden Lane to the north and the cluster of industrial units known as Falcon Park Industrial Park to the south of the subject site. Policy CP20 of the Council's Core Strategy seeks to protect LSISs for industrial employment uses characterised by use classes B1, B2 and B8, or closely related Sui Generis uses. The proposed change of use of the site to a hotel (Use Class C1) would not generally accord with policy CP20 and would result in the loss of employment land required to meet anticipated need.

1.2 However, planning permission (ref. 14/1544) was granted in August 2015 for the change of use of the site to a hotel. The Council concluded at the time that the protection of the site for employment use is unjustified and that hotel use was an acceptable alternative. Whilst this was decided prior to the adoption of the Council's Development Management Policies, which reiterates the need to protect LSISs, the existing permission is extant and is therefore a material planning consideration that affords significant weight. As such the development is acceptable in principle.

## 2. Character and Appearance

2.1 The application proposes to demolish the existing building and the erection of a new five storey building. The proposed building will be set back from the street resulting in a more open frontage and allowing for coach parking, servicing and landscaping within the site boundaries.

2.2 The proposed building is also set in from the rear boundary of the site to enable the inclusion of car parking. London Plan Policy 7.4 requires buildings to provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass. Core Strategy Policy CP6 supports higher densities in areas of good public transport accessibility and where design is of the highest standard. Whilst the proposed building height has increased and is taller than the adjacent buildings, the massing is minimised by the inclusion of a flat roof and the building will be stepped in at the sides. In addition to this the top floor has been set back from the front elevation and this is considered to reduce the impact of the proposed building on the character and appearance of the existing streetscene and is considered to be acceptable.

2.3 The existing building does not have any architectural merit. The proposal is a striking design with a bold use of brick to the principal elevation and more modest brick work along the side elevations. A condition requesting the submission of the materials is recommended. On the balance the proposal is considered to be acceptable and would not be harmful to the character and appearance of the street scene.

## 3. Impact on neighbours

3.1 The site is adjoined on either side by industrial buildings and therefore there is unlikely to be any significant impact on these sites beyond that which would be experienced were the permission implemented.. To the rear the site adjoins Northview Primary School. The proposed rear elevation, facing the school, would include a single window serving a corridor and therefore it is not considered that there would be any

significant impact on the adjoining school.

#### **4. Parking and Access**

4.1 Car parking allowances for the existing and proposed uses of this building are set out in Appendix 1 of the adopted DMP 2016.

4.2 The subject site has good access to public transport (PTAL4) being approximately 140m from Neasden station with six bus services running locally. The site is located within a controlled parking zone operating on weekdays between 8.30am and 6.30pm.

4.3 The proposal includes 22 car parking spaces (incl. 11 disabled) proposed on a block paved surface around the site (four to the front, three to the side & fifteen to the rear of the building); with those to the side shown for potential occasional use by coaches. The frontage area will be laid out in a U-shaped arrangement, with separate 8m wide access and egresses to Neasden Lane. A demarcated pedestrian route is indicated to the hotel entrance across the site frontage. Ten bicycle parking spaces are also proposed within the frontage area, with eleven further spaces within an internal storeroom.

4.4 The submitted application includes a Travel Plan which assesses the modes of transport the proposed employees of the site are likely to take, however no information has been submitted in relation to the proposed guests travel options. Therefore a condition requesting a Visitor Travel Plan is recommended.

4.5 A Delivery and Service Management Plan has been submitted setting out the arrangements for the management, monitoring and enforcement of the site. However the proposed Service Management Plan will need to be taken forward as an operational plan for the hotel, with its implementation secured as a condition.

4.6 The development would be acceptable in terms of parking and servicing, subject to conditions which request the submission of a S278 application for the new amended access and the relocation of the pedestrian refuge away from the northern boundary of the site. In addition to this conditions are recommended which request the implementation of the electric charging spaces and the submitted car and coach parking and delivery servicing plan.

#### **5. Environment**

5.1 Noise - Consideration has been given to the risk that adjoining industrial sites might significantly impact the hotel use in terms of noise to the extent that it would jeopardise the continued operation of the neighbouring sites for protected employment purposes. Given there is an extant permission and the neighbouring sites are bounded by high walls, this is not considered a significant risk.

5.2 Sustainable Urban Drainage - The London Plan requires a Sustainable Urban Drainage condition to ensure that the proposed drainage scheme is implemented.

5.3 Air Quality Management - The application does not include an Air Quality Management assessment or strategy and therefore a condition is recommended requesting the submission of details and implementation of any identified mitigation measures to ensure the development is air quality neutral.

5.4 The proposed development will be rated as BREEAM Excellent and its implementation is subject to a condition.

5.6 Landscaping - The submitted landscaping scheme includes a front garden at the entrance of the site and a range of other measures and this is considered to be acceptable subject to a condition requiring the implementation and maintenance of the approved details

5.7 Contamination - A condition is proposed to ensure the land is suitable for its intended use.

#### **6. Accessibility**

6.1 10% of the development will be wheelchair accessible in accordance with the London Plan 4.5

#### **Conclusion**

7.1 Given that planning permission has already been granted for the redevelopment of the site to provide a

new hotel, the proposed principle of the development is acceptable. In addition to this the proposal is not considered to be harmful to the character and appearance of the locality and nor the amenities of the neighbouring properties. Officers consider that the proposal would have significant planning merits and therefore recommend the application for approval.

**SUSTAINABILITY ASSESSMENT**

**CIL DETAILS**

This application is liable to pay **£781,340.76\*** under the Community Infrastructure Levy (CIL).

The proposal is liable to pay CIL as set out below because the applicant has not at the time of publishing provided sufficient evidence to satisfy officers that the existing floorspace to be retained passes the vacancy test by being occupied for a lawful purpose for a period of at least six months continuously within the past three years from the anticipated decision date, in accordance with Reg 40(7) of the CIL Regulations 2010 (as amended). However, the agent intends to provide further evidence and this figure may be updated in a supplementary report if more evidence is forthcoming. This may be reviewed by the officer if there is a delay in issuing the decision.

Such evidence includes:

We calculated this figure from the following information:

Total amount of eligible\*\* floorspace which on completion is to be demolished (E): 0 sq. m.

Total amount of floorspace on completion (G): 4528 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Hotels	4528		4528	£100.00	£35.15	£578,128.57	£203,212.19

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	286	
<b>Total chargeable amount</b>	<b>£578,128.57</b>	<b>£203,212.19</b>

\*All figures are calculated using the formula under Regulation 40(6) and all figures are subject to index linking as per Regulation 40(5). The index linking will be reviewed when a Demand Notice is issued.

\*\***Eligible** means the building contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development.

**Please Note : CIL liability is calculated at the time at which planning permission first permits development. As such, the CIL liability specified within this report is based on current levels of indexation and is provided for indicative purposes only. It also does not take account of development that may benefit from relief, such as Affordable Housing.**



# **DRAFT DECISION NOTICE**

ERROR - REASONS FOR GRANTING REQUIRED

Any person wishing to inspect the above papers should contact Tass Amlak, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937