

331 Harlesden Road, NW10 3RX – Planning Appraisal

The purpose of this document is to provide a desk-top appraisal on relevant background information and likely key planning considerations in regard to the potential redevelopment of Harefield Lodge, 331 Harlesden Road, NW10 3RX (“the Site”).

Site Background

Location – The Site is located between Willesden and Harlesden, in the London Borough of Brent, and is located on the south side of Harlesden Road. The Site has a Public Transport Accessibility Level 2 (online TfL WebCAT system) with bus stops located to the north and the south on Harlesden Road.

Current use – The Site was last in use as a supported housing facility, with 24 hour staff support, however is now vacant.

Planning History – An online search of the London Borough of Brent’s online planning system shows a number of planning applications for extensions and alterations to the existing building as well as works to the car park area. Particularly a single storey ground floor extension was granted in 1996 and first floor side extension was granted in 2002.

Heritage - The Site is not located in a conservation area and there are no apparent listed buildings on site or within the immediate vicinity of the Site.

Development Plan & Designations

Development Plan - The current relevant Development Plan for the LB Brent comprises the following Development Plan Documents:

- London Plan (with Alterations) (2016)
- Core Strategy (2010);
- Site Specific Allocations DPD (2011); and
- Development Management Policies (2016).

Designations – The Site is not an allocated site and is not subject to any site designations as defined by the Council’s Policies Map. There is designated Public Open Land and a Site of Important Nature Conservation to the west of the site.

Prospect for redevelopment

Given that the existing building at the Site is semi-detached, it is considered that the principle option for redevelopment would be through conversion of the existing building, with opportunity of extension to the rear of the site.

Planning Appraisal

Loss of existing use- Policy CP23 of the Core Strategy seeks to protect existing community and cultural facilities and their loss mitigated “where necessary”, whilst not explicit with regards to this particular use, it is considered there is an overall premise for protection of these types of facilities. Within the Development Management Policies document paragraph 11.4 sets out that if social infrastructure is no longer needed that this has to be demonstrated through:

- *consultation with service providers and the local community*
- *details of alternative social infrastructure in the locality which meets the need in a different way or in a convenient alternative location*

- *vacancy and marketing data indicating that there is no demand despite continuous marketing at a reasonable rate for a period of 24 months; and*
- *the potential of re-using or redeveloping the existing site for the same or an alternative social infrastructure use, particularly for educational uses, has been fully considered; or*
- *redevelopment is part of an agreed programme of social infrastructure re-provision to ensure continued delivery of social infrastructure and related services, as evidenced through a service delivery strategy.*

Whilst the above sets out criteria for protection of this use, it is reasonable to assume that a compelling case can be made to demonstrate the loss of the existing use.

New housing – The minimum ten year housing target for Brent (2015-2025) is 15,253 homes, which equates to 1,525 homes per annum. It should be noted that the newly proposed housing target for Brent as set out in the Draft London Plan proposes a 91% increase in the target to 2,915 homes per year, indicating a need for housing the borough. The surrounding area is strongly characterised by residential development, and the site is just over 10 minutes walking distance to the nearest retail centre and therefore close to local amenities. Residential development in this location is acceptable in principle on this basis.

Affordable housing – Policy DMP15 sets out that the maximum reasonable affordable housing will be sought on residential and mixed use developments with the capacity to provide 10 or more homes. The Council will seek a target of 50% to be affordable housing on such sites. Where this target cannot be met, a viability appraisal should be provided to demonstrate this.

Demolition and redevelopment – The building is semi-detached and as such it is considered that there is limited scope to demolish and redevelop the Site. Conversion of the existing building to residential through extension to the existing building is considered acceptable (subject to an acceptable design being agreed by the Council).

Increasing height – There is some potential for a small increase in height, however it is considered that extension to the rear may be more appropriate. The amenities of neighbouring properties and their windows should be protected if any extension to the existing building is proposed.

Parking- Car parking will likely be required as part of any residential development, in accordance with the Council's local parking standards.

Financial contributions – It is unlikely that a proposed development at the site would not trigger significant financial contributions given the likely size of development, however for any residential scheme there are likely to be some required payments, and if the required amount of affordable housing cannot be met, a payment in lieu may be required.

Community Infrastructure Levy - There are CIL Charging Schedule's in place at both the regional London level and at the borough level.

- The current Mayoral CIL which came into effect on 1st April 2012 is charged at £35 per sqm.
- London Borough of Brent CIL Charging Schedule charges new residential floorspace at a rate of £200 per sqm.

This planning appraisal has been prepared by GL Hearn to accompany a marketing campaign and it is recommended that additional detailed due diligence should be undertaken by any interested party prior to progressing any specific redevelopment proposal. Please contact David Brown (david.brown@glhearn.com) for further planning advice.