



Planning Committee

Thursday 2 July 2015 at 7.00 pm

Grand Hall - Brent Civic Centre, Engineers Way,
Wembley, HA9 0FJ

Membership:

Members

Councillors:

Marquis (Chair)

Agha

Colacicco

S Choudhary

Ezeajughi

Mahmood

Maurice

M Patel

Substitute Members

Councillors:

Chohan, A Choudry, Hoda-Benn, Hylton, Khan
and W Mitchell Murray

For further information contact: Peter Goss, Democratic Services Manager
020 8937 1353, peter.goss@brent.gov.uk

For electronic copies of minutes, reports and agendas, and to be alerted when the minutes of this meeting have been published visit:
democracy.brent.gov.uk

The press and public are welcome to attend this meeting

**Members' briefing will take place at 6.00pm in Olympic View,
adjacent to the Grand Hall**

Members are reminded that the coach leaves the Civic Centre at 9.30am

REF.	ADDRESS	AGENDA ITEM	WARD	TIME	PAGE
14/4365	Kingsbury Town FC, Townsend Lane, NW9 7NE	5	Welsh Harp	9:50am	63
15/0687	141 Walm Lane, NW2 3AU	7	Mapesbury	10:25am	91
15/0064	All flats, Jubilee Heights, Shoot Up Hill, NW2 3UQ	9	Mapesbury	10:50am	129
15/1539	24-51 John Barker Court, 12-14 Brondesbury Park, NW6 7BW	10	Brondesbury Park	11:30am	153
14/1544	58 Neasden Lane, NW10 2UJ	11	Dudden Hill	12:05pm	167
15/1456	Alperton Community School, Ealing Road, HA0 4PW	3	Wembley Central	12:35pm	5
14/3127	114 Elms Lane, HA0 2NP	4	Northwick Park	1:10pm	39

Date of the next meeting: Thursday 23 July 2015

The next committee to consider planning applications will be on 29 July and site visits for this meeting will take place the preceding Saturday 25 July at 9.30am when the coach leaves the Civic Centre.



Please remember to switch your mobile phone to silent during the meeting.

- The Grand Hall is accessible by lift and seats are provided for members of the public.

This page is intentionally left blank

EXTRACT OF THE PLANNING CODE OF PRACTICE

Purpose of this Code

The Planning Code of Practice has been adopted by Brent Council to regulate the performance of its planning function. Its major objectives are to guide Members and officers of the Council in dealing with planning related matters and to inform potential developers and the public generally of the standards adopted by the Council in the exercise of its planning powers. The Planning Code of Practice is in addition to the Brent Members Code of Conduct adopted by the Council under the provisions of the Local Government Act 2000. The provisions of this code are designed to ensure that planning decisions are taken on proper planning grounds, are applied in a consistent and open manner and that Members making such decisions are, and are perceived as being, accountable for those decisions. Extracts from the Code and the Standing Orders are reproduced below as a reminder of their content.

Accountability and Interests

4. If an approach is made to a Member of the Planning Committee from an applicant or agent or other interested party in relation to a particular planning application or any matter which may give rise to a planning application, the Member shall:
 - a) inform the person making such an approach that such matters should be addressed to officers or to Members who are not Members of the Planning Committee;
 - b) disclose the fact and nature of such an approach at any meeting of the Planning Committee where the planning application or matter in question is considered.
7. If the Chair decides to allow a non-member of the Committee to speak, the non-member shall state the reason for wishing to speak. Such a Member shall disclose the fact he/she has been in contact with the applicant, agent or interested party if this be the case.
8. When the circumstances of any elected Member are such that they have
 - (i) a personal interest in any planning application or other matter, then the Member, if present, shall declare a personal interest at any meeting where the particular application or other matter is considered, and if the interest is also a prejudicial interest shall withdraw from the room where the meeting is being held and not take part in the discussion or vote on the application or other matter.
11. If any Member of the Council requests a Site Visit, prior to the debate at Planning Committee, their name shall be recorded. They shall provide and a

record kept of, their reason for the request and whether or not they have been approached concerning the application or other matter and if so, by whom.

Meetings of the Planning Committee

24. If the Planning Committee wishes to grant planning permission contrary to officers' recommendation the application shall be deferred to the next meeting of the Committee for further consideration. Following a resolution of "minded to grant contrary to the officers' recommendation", the Chair shall put to the meeting for approval a statement of why the officers recommendation for refusal should be overturned, which, when approved, shall then be formally recorded in the minutes. When a planning application has been deferred, following a resolution of "minded to grant contrary to the officers' recommendation", then at the subsequent meeting the responsible officer shall have the opportunity to respond both in a further written report and orally to the reasons formulated by the Committee for granting permission. If the Planning Committee is still of the same view, then it shall again consider its reasons for granting permission, and a summary of the planning reasons for that decision shall be given, which reasons shall then be formally recorded in the Minutes of the meeting.

25. When the Planning Committee vote to refuse an application contrary to the recommendation of officers, the Chair shall put to the meeting for approval a statement of the planning reasons for refusal of the application, which if approved shall be entered into the Minutes of that meeting. Where the reason for refusal proposed by the Chair is not approved by the meeting, or where in the Chair's view it is not then possible to formulate planning reasons for refusal, the application shall be deferred for further consideration at the next meeting of the Committee. At the next meeting of the Committee the application shall be accompanied by a further written report from officers, in which the officers shall advise on possible planning reasons for refusal and the evidence that would be available to substantiate those reasons. If the Committee is still of the same view then it shall again consider its reasons for refusing permission which shall be recorded in the Minutes of the Meeting.

29. The Minutes of the Planning Committee shall record the names of those voting in favour, against or abstaining:
 - (i) on any resolution of "Minded to Grant or minded to refuse contrary to Officers Recommendation";
 - (ii) on any approval or refusal of an application referred to a subsequent meeting following such a resolution.

STANDING ORDER 62 SPEAKING RIGHTS OF THE PLANNING COMMITTEE

- (a) At meetings of the Planning Committee when reports are being considered on applications for planning permission any member of the public other than the applicant or his agent or representative who wishes to object to or support the grant of permission or support or oppose the imposition of conditions may do

so for a maximum of 2 minutes. Where more than one person wishes to speak on the same application the Chair shall have the discretion to limit the number of speakers to no more than 2 people and in so doing will seek to give priority to occupiers nearest to the application site or representing a group of people or to one objector and one supporter if there are both. In addition (and after hearing any members of the public who wish to speak) the applicant (or one person on the applicant's behalf) may speak to the Committee for a maximum of 3 minutes. In respect of both members of the public and applicants the Chair and members of the sub-committee may ask them questions after they have spoken.

- (b) Persons wishing to speak to the Committee shall give notice to the Democratic Services Manager or his representatives prior to the commencement of the meeting. Normally such notice shall be given 24 hours before the commencement of the meeting. At the meeting the Chair shall call out the address of the application when it is reached and only if the applicant (or representative) and/or members of the public are present and then signify a desire to speak shall such persons be called to speak.
- (c) In the event that all persons present at the meeting who have indicated that they wish to speak on any matter under consideration indicate that they agree with the officers recommendations and if the members then indicate that they are minded to agree the officers recommendation in full without further debate the Chair may dispense with the calling member of the public to speak on that matter.

This page is intentionally left blank

COMMITTEE REPORT

Planning Committee on 2 July, 2015
Item No 03
Case Number 15/1456

SITE INFORMATION

RECEIVED: 10 April, 2015

WARD: Wembley Central

PLANNING AREA: Wembley Consultative Forum

LOCATION: Alperton Community School, Ealing Road, Wembley, HA0 4PW

PROPOSAL: Demolish all buildings on site (except the John Boyle Centre, Children Centre and Site managers accommodation) and erection a four storey 9 form entry secondary school for 1700 pupils (1350 11-16 years old and 350 post 16), together with associated car parking, servicing and circulation space, multi-use games areas and other hard and soft landscaping.

APPLICANT: Kier Construction

CONTACT: Nicholas Hare Architects LLP

PLAN NO'S: Refer to Condition 2

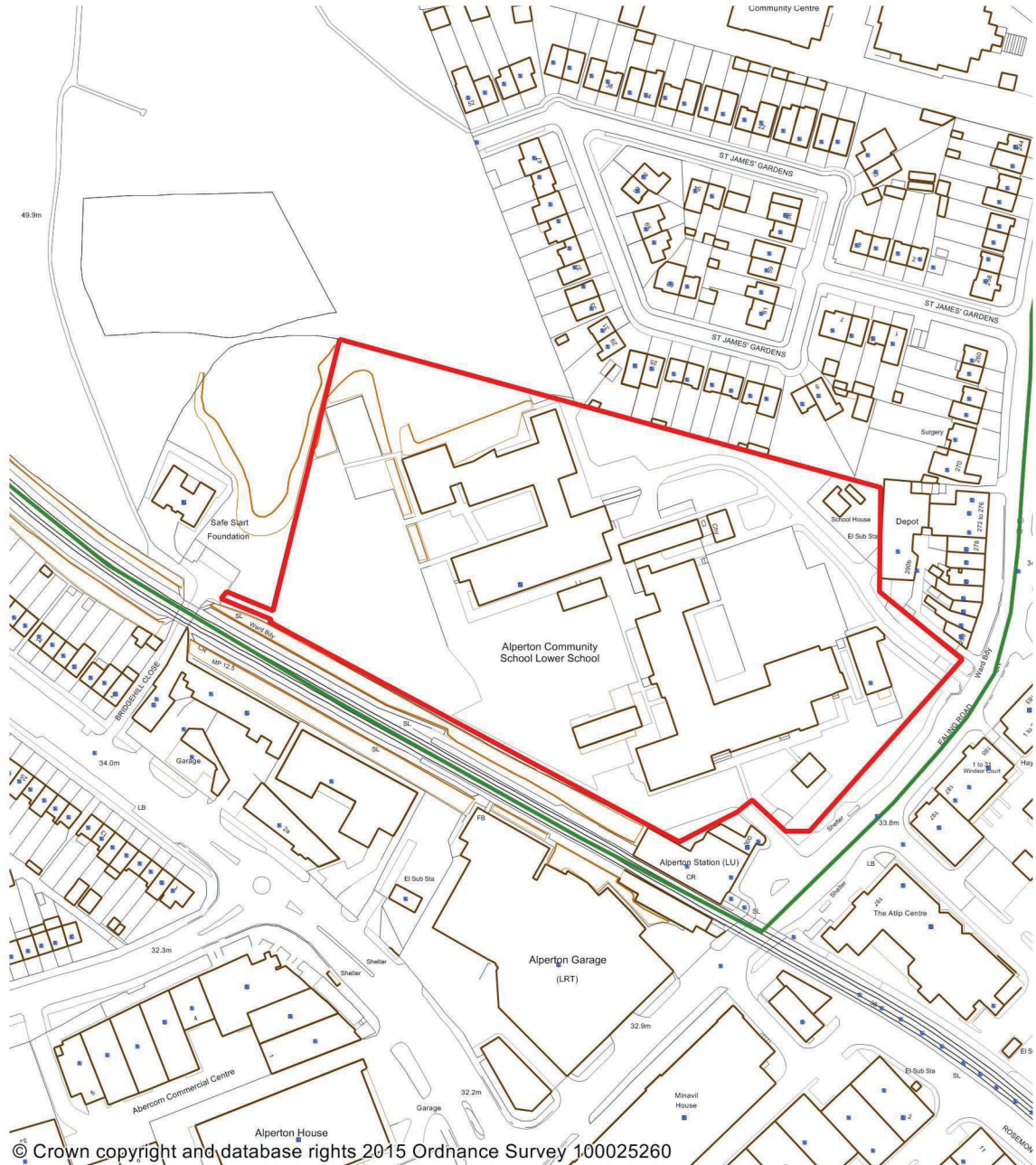
SITE MAP



Planning Committee Map

Site address: Alperton Community School, Ealing Road, Wembley, HA0 4PW

© Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

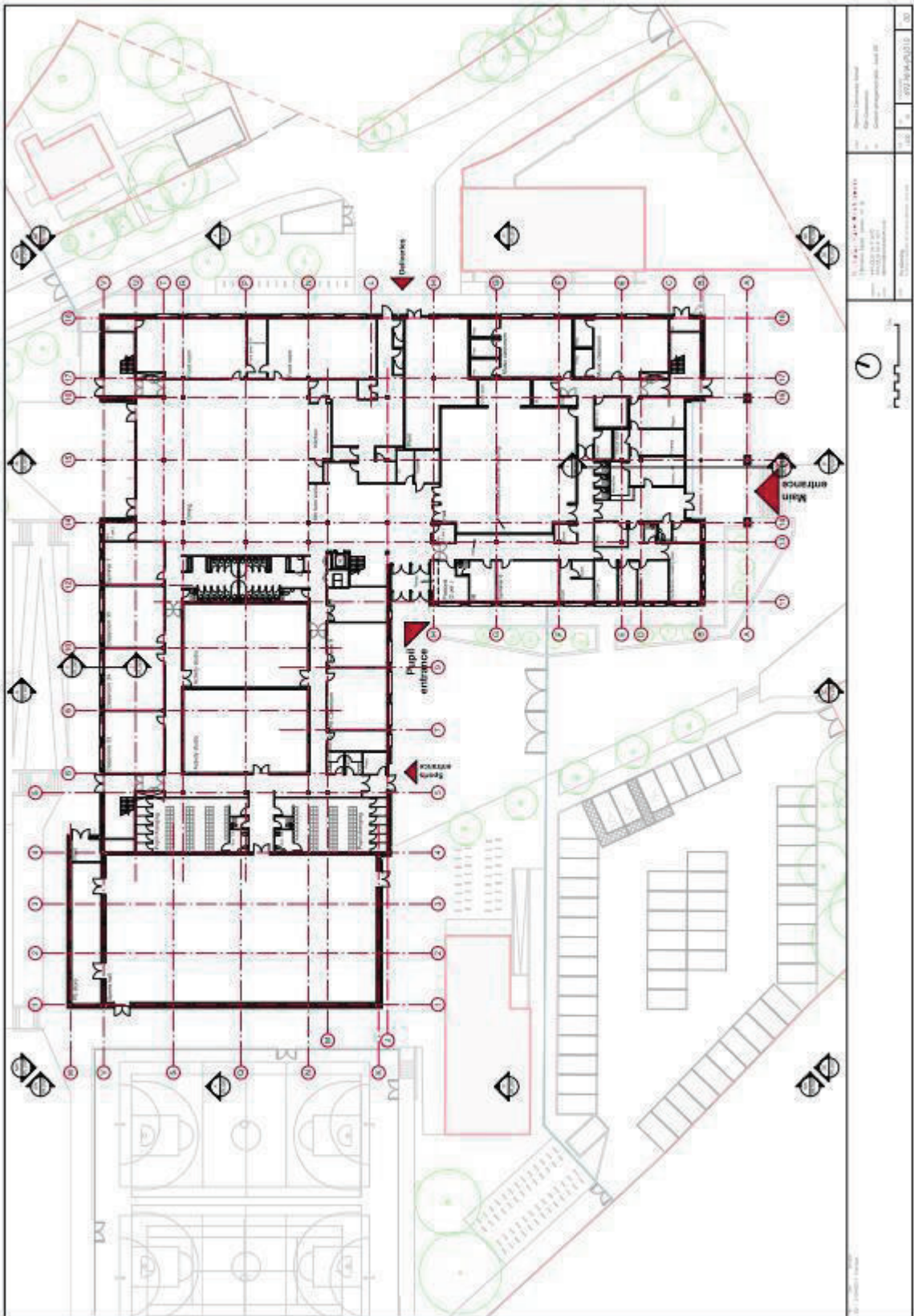
SELECTED SITE PLANS

SELECTED SITE PLANS

Proposed Site Plan



Proposed Ground Floor Plan



Proposed Elevations

Materials:

1. White brickwork
2. White modular panels
3. FFC Aluminum curtain walling and doors
4. FFC Aluminum louvers
5. FFC Aluminum columns
6. FFC Aluminum louvers
7. Insulated panel system

NE Elevation - North East
Scale: 1/8" = 1'-0"

NW Elevation - North West
Scale: 1/8" = 1'-0"

ALPHABET ARCHITECTS
 10000 15th Street NE, Suite 100
 Redmond, WA 98073
 Phone: +1 (206) 881-1207
 Fax: +1 (206) 881-1208
 Email: info@alphabetarchitects.com

Project: [Redacted] | Date: 07/24/24 | Rev: 01

Proposed Elevations

Materials:

1. White brickwork
2. White metal panel
3. Brown terrazzo
4. PPC aluminium curtain walling and doors
5. PPC aluminium signage
6. PPC aluminium beams
7. PPC aluminium coping
8. Facaded panel system

SE - SE elevation - South East
Scale: 1:200

SW - SW elevation - South West
Scale: 1:200

Project Information:

Project Name: [Redacted]
Client: [Redacted]
Architect: [Redacted]
Scale: 1:200

Revision History:

Rev	Description	Date
01	Issue for approval	15/10/2024

DATE: 15/10/2024

Visual - Aerial South East



RECOMMENDATIONS

To:

(a) Resolve to Grant Planning Permission, subject to an appropriate form of Agreement in order to secure the measures set out in the Section 106 Details section of this report, subject to conditions listed after paragraph 93, or

(b) If within a reasonable period the applicant fails to enter into an appropriate agreement in order to meet the policies of the Unitary Development Plan, Core Strategy and Section 106 Planning Obligations Supplementary Planning Document, to delegate authority to the Head of Planning, or other duly authorised person, to refuse planning permission

, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

Demolish all buildings on site (except the John Boyle Centre, Children Centre and Site managers accommodation) and erection a four storey 9 form entry secondary school for 1700 pupils (1350 11-16 years old and 350 post 16), together with associated car parking, servicing and circulation space, multi-use games areas and other hard and soft landscaping.

The construction work will take place in two phases. Phase 1 will commence in October 2015, and will involve the demolition of the existing buildings within the southern end of the site. Phase 1 is proposed to be complete for December 2016, with the lower school moving into the phase 1 area. The remaining buildings will be demolished as part of phase 2, commencing from the existing boilerhouse, working south and then the buildings to the north of the site. Phase 2 is programmed to be completed in December 2017. On the completion of phase 2, the final decant of the upper school will be undertaken.

Further details on the project programme and timescales are set out within paragraphs 47 to 51 below.

B) EXISTING

The application site comprises Alperton Community School. It is a secondary school that currently offers 1,645 places for pupils aged 11 to 19, along with standard mild learning difficulties/special educational needs (MLDS/SEN) provision. The school is currently located on two sites with the lower school on Ealing Road and the upper school on Stanley Avenue. There is also an additional off site playing field located at Mount Pleasant. This application seeks to relocate all of the school onto the Ealing Road site.

The lower school site on Ealing Road also contains John Boyle Centre, which is a separate facility that accommodates 40 MLDS/SEN pupils, and a Children's Centre. These are outside the remit of this planning application and will continue to operate during the construction works.

The application site is located on Ealing Road. It is bounded to the west by Alperton Underground Station and the railway line, One Hill Tree Park to the north and residential properties on St James Gardens to the east. The south eastern end of the site abuts rear gardens of residential properties/rear service yards of commercial premises on Ealing Road.

The site is not located within a conservation area nor does it contain any listed building. It is also not a site of archaeological importance or within an archaeological priority area.

C) AMENDMENTS SINCE SUBMISSION

During the course of the application, the following amendments have been made to the proposal:

- Revised site layout plan that shows the setting back of the fence line further into the school site, to then allow the area of school land in front of the new fence line to be publicly accessible.
- Due to lack of funding, the roof plan has been amended to omit PV panels
- Details to the elevational treatment of windows has been shown

D) SUMMARY OF KEY ISSUES

Land Use and Nature of Application: This application seeks full planning permission for demolish all buildings on site (except the John Boyle Centre, Children Centre and Site managers accommodation) and erection a four storey 9 form entry secondary school for 1700 pupils (1350 11-16 years old and 350 post 16),

together with associated car parking, servicing and circulation space, multi-use games areas and other hard and soft landscaping. This is an existing school site and the principle is considered acceptable.

Impact on neighbouring amenity: The new building, as a result of its siting and layout within the school site in compliance with SPG17 guidance, will not adversely impact on the amenity of neighbouring occupiers.

Landscaping and trees: A large proportion of the existing trees within the school site will be retained. New trees and landscaping is proposed as part of the school redevelopment.

Sustainability: Policy CP19 seeks to achieve BREEAM 'Excellent' for new commercial buildings however the proposed scheme is predicted to achieve BREEAM 'Very Good' which falls short of this target. It is considered given the benefits of the scheme to provide an improved education facility, provision of 'lean measures', 'clean measures' and provision for future installation of on-site renewables, the proposal can be supported.

Transportation matters: The application proposes 55 car parking spaces (including 3 disabled bays) with one EVCP to be located in a car park accessed from the existing southern access from Ealing Road. Servicing will take place from the existing northern access. 96 cycle spaces are proposed, with areas being identified for future cycle parking. The scheme will secure highway improvement works including the stand in front of the school to be upgraded to a pelican or zebra crossing and a more pedestrian-friendly arrangement to be introduced at the junction of Ealing Road and Mount Pleasant as part of the Section 106 Agreement, together with a School Travel Plan.

E) 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)
Non-residential institutions	7559		7153	5300	

Monitoring Residential Breakdown

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

RELEVANT SITE HISTORY

11/2930: Full Planning Permission sought for erection of a new single-storey classroom building (John Boyne Centre) - Granted, 29/02/2012.

08/2855: Details pursuant to condition 4 (soft landscaping) of full planning permission reference 07/2953 - Granted, 04/11/2008.

08/2629: Full Planning Permission sought for installation of 3 air-conditioning units to children's centre (as supplemented by acoustic reports received 16/09/2008 and 15/10/2008 and e-mail dated 16/10/2008) - Granted, 29/10/2008.

08/2166: Details pursuant to condition (2) details of external finishes, (3) replacement netball court, (5) external boundary treatment (6) tree protection measures (7) travel plan (8) secure cycle parking of full planning permission reference 07/2953 - Granted, 18/09/2008.

08/1032: Full Planning Permission sought for erection of gate and fencing and installation of vehicle crossover and hardstanding to provide car park adjacent to Alperton Station - Withdrawn, 08/07/2008.

07/2953: Full Planning Permission sought for erection of single storey building to form a children's centre adjacent to Ealing Road with installation of CCTV cameras, gates, hardstanding and associated landscaping in accordance with email received 10/12/07 - Granted, 11/12/2007.

92/1648: Renewal of temporary planning permission reference LE/9388 dated 03/10/75 for retention of classroom building - Granted, 01/12/1992.

H9434 6493: Full Planning Permission sought for enclosure of swimming pool - Granted, 11/01/1979.

E91613B245: Full Planning Permission sought for substation - Granted, 12/11/1956.

E8523 B205: Full Planning Permission sought for school - Granted, 11/05/1955.

E8523 B173: Full Planning Permission sought for erection of secondary school with house for caretaker (consent deemed to have been granted by Minister of Education) - Granted, 28/07/1954.

E8523 B71: Full Planning Permission sought for aquisition of Nos. 292-318 Ealing Road and new Alperton secondary school (consent deemed to have been given by Minister of Education) - Granted, 29/04/1953.

CONSULTATIONS

Consultation Period: 15/04/2015 - 06/05/2015

Additional consultation letters sent out on 16/04/2015 and 27/04/2015

Press Notice published on 23/04/2015

Site Notices Displayed on 30/04/2015

Public Consultation

378 neighbours consulted - one objection received raising the following concerns:

- Loss of privacy as a result of overlooking from the new school
- Increase in noise and disturbance as a result of the additional pupils
- Problems with rats in the area. Will be made worse by additional rubbish and construction works
- Poor quality shops on Ealing Road

Ealing Road Residents Association - no comments received.

CABRA - no comments received.

London Borough of Ealing - No objections raised.

Wembley Central Ward Councillors - no comments received.

Alperton Ward Councillors - no comments received.

External Consultation

Sport England - Confirmed that they do not wish to comment on the application.

London Underground Limited - Have requested that a number of conditions are attached to any forthcoming planning consent.

Transport for London (TfL) - Raised a number of comments/concerns relating to the proposal which include:

- Justification provided on car parking based on existing vs future provision and demand
- Need to widen the Ealing Road footway outside the proposed school main entrance to ensure that sufficient footway width is provided by general pedestrians, bus passengers and pupils congregating outside the school
- Undertake PERS audit to identify walking improvement needs
- Increase cycle parking to meet London Plan standards, improve cycle connections to One Tree Hill Recreational Ground and Altip Road, and relocate cycle access away from Alperton Station
- Travel Plan to be secured as part of Section 106 Agreement
- Secure a DSP/CLP as a condition to any forthcoming planning consent.

The Environment Agency - Confirmed that they do not wish to comment on the application.

Internal Consultation

Landscape and Design Team - Comments provided relating to enhancement of public realm on Ealing Road, soft landscaping and trees within the site.

Transportation Unit -The proposal can be supported subject to the following mitigation measures being secured in advance of the school opening, funded either directly by the School or through S106/CIL funds for the regeneration of the area in general:-

- S278 highway works to (1) widen the site entrance from Ealing Road at the northern end of the site, including surfacing of the associated crossover in 80mm concrete block paving and adjustments to the adjacent loading bay to be agreed with Brent's Transportation Unit as part of the detailed highway design works, and (2) pedestrian safety improvements along Ealing Road between Alperton Station and Mount Pleasant and/or parking controls in the wider area, which should as a minimum include the provision of a raised zebra crossing outside the school in the vicinity of the Atlip Road junction;;
- Dedication of the area of grass verge along Ealing Road in front of the school boundary fence as public highway and widening of the footway in this area to an appropriate width to alleviate crowding (n.b. the dedication and works can be undertaken through a S38 Agreement, or the land can be dedicated under a S72 notice and the Council can subsequently undertake footway works themselves using its own funds);
- Provision of a rear access gate for the use of pedestrians and cyclists from One Tree Hill and Bridgehill Close;
- Provision of 12 electric car charging points (6 active/6 passive) within the site;
- Provision of at least 247 bicycle parking spaces;
- Submission and approval of a revised Travel Plan for the school, with maximum car modal share targets of 7% (plus 1% car sharing) for pupil journeys and 50% for staff journeys.

Environmental Health - Recommend that conditions are secured relating to contaminated land and air quality. No further information required relating to noise, kitchen extraction and construction impacts.

Local Lead Flood Authority - No objections raised in principle with the drainage strategy, but further details to be conditioned for a flow control from the hard court play area. They have also requested sustainable drainage for surface water from roof area, such as storage tanks where water can be re-used for cleaning or watering the landscape area.

POLICY CONSIDERATIONS

National Planning Policy Framework

Paragraph 72 of the NPPF attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities, and requires Local Planning Authorities to take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

Further Alterations to the London Plan 2015

- 3.18 Education Facilities
- 3.19 Sports Facilities
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.6 Decentralised Energy in Development Proposals
- 5.7 Renewable Energy
- 5.9 Overheating and Cooling
- 5.13 Sustainable Drainage
- 6.1 Strategic Approach
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking

Brent's Core Strategy 2010

Objective 5 - meeting social infrastructure needs

CP19: Brent Strategic Climate Change Mitigation and Adaption Measures

CP23: Protection of existing and provision of new Community and Cultural Facilities

Brent's UDP 2004

BE4: Access for Disabled People
BE6: Public Realm - Landscape Design
BE7: Public Realm - Streetscape
BE9: Architectural Quality
BE12: Sustainable Design Principles
BE17: Building Services Equipment
EP2: Noise & Vibration
EP3: Local Air Quality Management
CF8: School Extensions
TRN4: Measures to make Transport Impact Acceptable
TRN10: Walkable Environments
TRN11: The London Cycle Network
TRN22: Parking Standards - Non Residential Developments
PS12 - Non-Residential Institutions

S106 Planning Obligations SPD - Adopted 1 July 2013

This SPD sets out the Council's approach to the use of s106 Planning Obligations following the introduction of the Community Infrastructure Levy within Brent which came into effect from 1 July 2013. It sets out standards Heads of Terms that are most likely to be included within a s106 to make development acceptable in planning terms. The main areas include transportation, sustainability, public realm & open space and community & cultural.

SPG17 "Design Guide for New Development" Adopted October 2001

Provides comprehensive and detailed design guidance for new development within the borough. The guidance specifically sets out advice relating to siting, landscaping, parking, design, scale, density and layout.

DETAILED CONSIDERATIONS

Introduction and existing site context

1. This application relates to the redevelopment of Alperton Community School to provide a new school on the Ealing Road that will accommodate 1700 pupils, comprising 1350 pupils in nine Form Entry (FE) secondary school and 350 sixth form places. It will relocate all of the existing school places (1,645 in total) that are currently located on both the Ealing Road and Stanley Avenue school sites onto the one site on Ealing Road.
2. The redevelopment of the school is part of the Government's Priority Schools Building Programme (PSBP). The PSBP was launched in July 2011 and is procured by the Education Funding Agency (EFA) on behalf of the Department of Education. The PSBP aims to raise standards in education, through a combination of investment in buildings and ICT, to enable young people to fulfil their potential, and for staff to use their skills to best effect.
3. The Ealing Road site is currently occupied by four existing buildings and two temporary buildings. They are a mix of single, two and three storey buildings, originally constructed in the 1950s and 1960s. The existing buildings are in a poor state of repair, are known to contain asbestos and are poorly configured on the site.
4. There is also a site manager's unit and sub station within the curtilage of the school grounds, in the north eastern corner of the site. The school site also contains the John Boyne Centre adjacent to the railway line and the Children's Centre at the eastern end of the site along the Ealing Road frontage. None of these buildings will be affected by this planning application.

Sitting and Design of the new school

5. The new school is to be located in a similar location as the existing main school building, away from the boundaries with adjoining residential gardens, and close to the Ealing Road frontage. The overall footprint of the new school will be significantly less than the existing buildings which are dispersed throughout the site (proposed building footprint of 4,153sqm compared to existing building footprint of 5,236sqm). This will allow for improvement of open space within the school site that is currently fragmented as a result of the various buildings located within the site.

6. The new school building will be 'L' shaped at three to four storeys high with a flat roof. The main element of the new building will be four storeys high and the sports hall located at the western end of the new school building will be three storeys high. To provide a focal point to the main entrance, this element to be in brick with the school logo displayed at first floor level. The remainder of the four storey element of the school building is to be brick at ground floor with white render above. The three storey sports hall is to be brick at ground level with grey insulated panels above. Further details of the rendered system to prevent staining and algae growth have been set out in supporting information by the applicant and it is recommended that these details are conditioned.

7. The elevations will be articulated with recessed windows at a depth of around 0.37m, with each window having PPC louvers in a grey colour. The scale and massing, external materials and arrangement of the fenestration is considered appropriate for the new building which is designed for education purposes.

8. The new school building will contain the main entrance on the Ealing Road frontage and a separate pupil entrance behind the inner fence line located at the inside corner of the building. A separate entrance will also be provided for the sports facilities allowing this facility to be used for the community outside of school times, in a managed arrangement. The service entrance to the kitchen and plant room is located on the eastern elevation next to the service access road.

9. At ground floor the new school building will contain head teacher office and administration offices, dining room and kitchen, school hall, general classrooms and music classrooms, sports hall, activity studios and changing facilities. Classrooms including general classrooms, specialist art and science classrooms, staff room, ICT rooms, drama studio and the library will be provided on the upper floor level.

10. The roof of the main school building will have a number of plant equipment at roof level. These have been set in away from the edges of the building and the majority of the equipment will be screened. Given that they are at roof level and set in away from the edges of the building, their view from neighbouring rear gardens and from the public highway will be limited. There is a need to provide safety railing along the edges of the roof (with a set in of 2.75m from the edges of the building). This is required for maintenance of the plant equipment and for the installation of potential future photovoltaic panels. It is considered the set in is sufficient to ensure the railings do not appear unduly prominent.

Relationship to neighbouring residential properties and the existing Children's Centre and John Boyne Centre

Neighbouring residential properties

11. Residential properties are located to the north and east of the site, on St James Gardens and Ealing Road. The new school building is located between 23m to 63m from the boundary with residential gardens of the properties on St James Gardens and Ealing Road. It is also at a splayed angle in relation to the neighbouring residential properties and gardens, and therefore does not have directly facing windows between the school and the residential properties. This significantly exceeds the minimum requirement of 10m to the boundary with the rear garden and 20m between directly facing windows as set out in SPG17. Whilst SPG17 is a standard used for new residential buildings, it is considered to be a useful guide. It is therefore considered that the privacy of surrounding residential properties will not be adversely affected by the proposal.

12. SPG17 also requires new buildings to sit within a line drawn at 30 degree from rear facing habitable room windows of neighbouring properties (measured at a height of 2m above internal floor level) and to sit within a line drawn at 45 degrees from the boundary of the rear garden of neighbouring occupiers (also measured at a height of 2m above ground level). This is required to ensure that the proposal does not appear overbearing or result in a detrimental loss of light. The Design and Access Statement has included section plans that show the new school building sitting well below both the 30 and 45 degree lines from the neighbouring residential properties and rear gardens. As such it is considered that the height of the new building will not appear overbearing from the residential properties and rear gardens or result in a detrimental loss of light.

Children Centre and John Boyne Centre

13. The new school building will maintain a distance of 5.5m from the children centre. The windows on the flank elevation of the children centres include administration and office functions. The enclosed to the south will still maintain sufficient levels of sunlight during the day time hours when the children centre is operating.

14. The sports hall of the new school building will be located to the north of the John Boyne Centre together

with the new hard court play areas for sports. A separation distance of 5.8m to 7.8m will be provided between the John Boyne Centre and the sports hall and hard court areas. To the south will be the extended car park for the school with a new secure weld mesh fence at 2.4m high. This fence line will be 1.5m away from the southern end of the John Boyne Centre. Whilst there will be a reduction on the level of outlook from windows in both the north and south facing elevations, these will not be screened by solid fencing but fencing of a more open appearance. The John Boyne Centre forms part of the operation of the school, and the proposal will not impact on its ability to continue to teach as a mild learning difficulties/special educational needs (MLDS/SEN). The John Boyne Centre will continue to operate throughout the construction of the new school and once it is complete. It will maintain its own entrance and full details of how it will operate during the construction period will be conditioned as part of the construction management plan.

15. It is also noted that officers in environmental health have not raised concerns with noise from the new school. The northern elevation currently faces out onto a landscape area for informal play/recreation. This is discussed in further detail in the environmental considerations below.

Indoor and Outdoor Sporting Facilities

16. The existing school does not have any playing fields as defined by Sport England. As such, Sport England have confirmed that they are not a statutory consultee.

17. The existing school has an area of hardstanding along railway line which is used for sport. It also has a series of information soft landscaped areas dispersed throughout the site, but these are not used for sporting purposes. The school also additional off site playing field located on Mount Pleasant.

18. This application seeks to improve both formal and informal sporting/recreational facilities on the site, together with the retention of the off site playing field on Mount Pleasant. Based on the Building Bulletin 103 (Area Guidelines for Mainstream Schools) which has been produced by the Department of Education and Education Funding Agency the following standards have been applied:

Type of space	BB103 recommended	Amount proposed for the school
Soft PE off site	65550sqm	
Hard informal & social	1900sqm	4766sqm
Hard PE	2950sqm	2681sqm
Habitat	850sqm	2765sqm
Soft informal & social	4000sqm	8311sqm

19. Overall, the hard and soft formal and informal play for the new school, meets or exceeds the recommended standards.

20. In addition, the school will have a sports hall that can accommodate between three and four courts. The sports hall can also be used for exams and community use.

Community Access

21. London Plan Policy 3.16 requires that wherever possible, the multiple use of social infrastructure should be encouraged. The new school building will be able for use by the community, outside of school hours. Indicative floor layout plans show the areas of the building that will be available for the community. This includes the sports hall and activity rooms, dining room and hall on the ground, and some of the classrooms on the upper floors. Further details of the community access arrangements will be set out in a Community Access Plan to be secured as a condition to any forthcoming planning consent. The Community Access Plan should establish the range of facilities which will be made available, at which times and hours, establishing the means by which the facilities can be booked including a contact within the school and ensuring rates of hire comparable to similar local authority facilities. It will include a requirement to provide community access for a minimum of 15 hours per week (excluding out of school clubs). These hours are considered reasonable given the range of facilities that are proposed to be available for the community, the use of these facilities by the school during school and after school club hours, and the lack of floodlighting for the external hard court play areas.

Ecological assessment

22. The north western boundary of the school abuts a section of One Tree Hill Recreation Ground that is defined as a Site of Grade II Local Conservation Importance. The railway line to the west also defined as a

wildlife corridor. Development proposals should not adversely effect nature conservation.

23. As a result of these identified areas of nature conservation, an ecological assessment has been carried out. This concludes that habitats on site are considered to be of site importance for nature conservation, and are considered suitable for use by nesting birds, reptiles and foraging and commuting bats. A recent survey for bats determined that the buildings themselves were not being utilised by bats. No further surveys were recommended as part of the ecological assessment. In line with the recommendations the following measures are to be conditioned to any forthcoming consent.

- The mature trees at the northern boundary of the site are to be retained.
- Replacement of trees elsewhere in the site to be replaced with native species
- Wildlife enhancements such as bird, reptile and bat boxes to be considered to be incorporated within the grounds/trees of the site
- No lighting to be installed on the northern boundary, unless it can be demonstrated that future lighting has minimise potential impact on foraging and commuting bats
- Vegetation removal to be undertaken outside of the bird nesting season (March to August inclusive) and dense shrub removal to take place outside of reptile hibernation period (November to March inclusive)

Landscaping, boundary treatment and frontage

24. The existing school building at the northern end of the site will be removed and replaced with soft landscaping created on terrace areas due to the topography and contours of the site. The existing trees along the northern boundary are to be retained. It is recommended that a condition is secured for details of the protection of the retained trees throughout the site during construction works.

25. A number of trees located close to the new school building, where the new hard court games area is to be located, between the school and internal access road, and along the site frontage to make way for the new pedestrian access are to be removed. Approximately 30 trees are to be removed and approximately 50 replacement trees are proposed. The Tree Officer has advised that the removal of these trees is generally acceptable, but queried whether there is scope to retain the Hornbeams on the eastern side of the site by the staff cycle parking and bin store, unless they are required to be removed for construction purposes. It is recommended that a condition will be secured for tree protection measures and arboricultural method statement to be provided prior to commencement of any works on site (which shall include scope to consider the retention of the existing Hornbeams) together with a condition specifying that the replacement trees to be provided within the site that are to be of native species, together. It is recommended that full details of both hard and soft landscaped areas are conditioned.

26. As a result of the significant increase in pupil numbers to the Ealing Road school site, there is a need to create a new pedestrian access from Ealing Road. The access has been designed with an arrival plaza from Ealing Road before entering the school. Whilst this does have a degree of benefit for the dispersal of pupils from the site at the end of the school day, concerns were still raised by your officers and TfL regarding pupils congregating on the narrow pavement on Ealing Road close to the bus stop and train station. To address this concern, the fence line of the school and the main entrance has been set back into the school site to allow for a larger area of paving at the front of the school. This area of approximately 50sqm and provides a pavement width of 10m to 18m outside the school next to the bus stop and entrance to Alperton Underground Station. This area of paving is to be secured as part of a section 106 agreement to be publicly accessible, with scope for future adoption. The setting back of the fence is considered acceptable by both your officers and TfL.

27. Wider public realm improvements along the Ealing Road frontage are being proposed by the Council. Although the wider works do not form part of this application, they are briefly discussed within the transportation section below.

28. The existing boundary fence around the school site is to be retained. Officers have requested that the existing fence along Ealing Road frontage is replaced with a more visually appropriate fencing and for this to follow the new fencing set back within the school site. This fencing is 2m high and considered appropriate for boundary fencing to a school site. Beyond the car park and arrival plaza an inner 2.4m high fence is proposed and a 3m high weldmesh fencing is proposed around the hard play court. It is recommended that full details of boundary treatments are conditioned to any forthcoming consent.

Sustainability

29. Achieving sustainable development is essential to climate change mitigation and adaptation. The most

recent relevant policy framework includes Brent's adopted Core Strategy 2010 policy CP19 Brent Strategic Climate Change Mitigation and Adaptation Measures and the London Plan policies within Chapter Five London's Response to Climate Change.

Compliance with Brent policies

30. In support of the objective of satisfying Core Strategy policy CP19 Brent Strategic Climate Change Mitigation and Adaptation Measures, a Sustainable Development Statement has been submitted predicting the scheme will achieve BREEAM 'Very Good'. Policy CP19 seeks to achieve BREEAM 'Excellent' for new commercial buildings.

31. The Sustainability Report advises that to achieve BREEAM 'Excellent' will require a resulting uplift in overall design, management and construction costs. To achieve a score of 70% for BREEAM Excellent, rather than 55% for BREEAM Very Good, there are a number of mandatory minimum requirements that must be achieved. These are significantly more onerous for BREEAM Excellent, in particular in relation to energy use and renewables. The current strategy for achieving BREEAM 'Very Good' together with the implementation of 'Lean' and 'Clean' energy reduction measures (discussed below), will result in the design of the new building targeting all mandatory 'Excellent' credits relating to energy efficiency but failing to achieve the standards in relation to Health and Wellbeing and Innovation.

32. The Sustainability Report advises that the cost uplift to go from BREEAM 'Very Good' to 'Excellent' is equivalent to the cost of providing two to three standard classrooms. This would affect the ability of the school to provide the education facilities needed for the number of pupils. Therefore on balance, whilst the scheme fails to comply with policy CP19, this harm is outweighed by the benefits of providing a new school with modern facilities and additional pupil places in the Alpertown area. Policy 72 of the NPPF attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities, and requires Local Planning Authorities to take a proactive, positive and collaborative approach to meeting this requirement,

33. It is recommended that BREEAM 'Very Good' is secured as part of the Section 106 agreement.

34. Brent's Sustainability Checklist has been completed, that demonstrates that the scheme can achieve a score of 45.5%. This score falls marginally short of the target of 50%. Such a short fall is considered marginal and does not warrant a reason for refusal. It is recommended that a minimum score of 45.5% for the Sustainability Checklist is secured as part of the Section 106 agreement.

Compliance with Further Alterations to the London Plan 2015

35. The scheme includes measures to minimise the impact of this proposal on, and mitigate for the effects of, climate change and your officers consider the proposal to be in accordance with the energy hierarchy as required by Further Alterations to the London Plan 2015 policy 5.2 Minimising carbon dioxide emissions part (a): (i) be lean: use less energy; (ii) be clean: supply energy efficiently; (iii) be green: use renewable energy.

36. In summary, the proposal does not meet the criteria of London Plan policy 5.2 for 35% improvement on Part L 2013 Building Regulations as a carbon saving of only 17% is achieved (through lean and clean measures only). This shortfall is not considered significant to justify a reason for refusal and this is explained in more detail below.

- Lean measures

The building has been designed to have a low energy demand. This includes the orientation and form of the new building to minimise uncontrolled heating and cooling, and optimise daylight use. The building services are provided by passive means where possible, minimising the use of pumps, fans and heating.

- Clean measures

Clean and efficient plant and equipment is proposed. This includes low energy lighting, lighting controls, efficient boiler plant and controls, mechanical ventilation with heat recovery to also be installed.

- Green measures

On site renewables are not funded by the EFA therefore, at this stage, no on site renewables are proposed. However, the design has been future proofed for the installation of a PV array on the roof of the main

building, which zones of the roof kept clear for future installation. Spare capacity is to be provided on the electrical infrastructure and LV cables are to be run and terminated at roof level for the future connection of a PV array.

37. In the majority of cases where there is a shortfall on the carbon emission reduction target, a carbon reduction offset is required such as a purchase of some form of green energy or funding for further green initiatives. In this case, given the benefits of the scheme to provide an improved education facility and that no alternative funding is available from the school, it is considered that no further contribution is secured.

38. It is recommended that a 17% improvement on Part L 2013 Building Regulations carbon is secured as part of the Section 106 Agreement with a requirement that the LV cables are to be run and terminated at roof level to allow for the future connection of a PV array, should funding become available.

Environmental considerations

Environmental Impact Assessment (EIA)

39. Under the updated Town and Country Planning (Environmental Impact Assessment) (Amendment) Regulations 2015, the scheme is considered to fall within the definition of development under Schedule 2 "Urban Development Projects" as it includes over 1 hectare of urban development which is not dwellinghouse development. Whilst an EIA screening opinion has not been submitted by the applicant, having regard to the characteristics of the development, its location and potential impact, it is not considered that the proposal requires an EIA. This has taken into account traffic related impacts (movement, safety and noise); contamination; ground and water quality; archaeology and architectural context; open space; ecology and nature conservation; and air quality. Each of these matters have been considered within the report and not considered to be detrimentally impacted upon by the development.

Contaminated Land

40. A soil investigation has been submitted which advises that some contamination was found in some soil samples. Officers in environmental health have advised that the report does not make sufficient case for mitigation and that a revised assessment of the investigation data is required before conclusions are made as to whether or not remediation is required. This is to be secured as a condition together with a condition for remediation and verification in the event that remediation is required.

Air Quality

41. The Air Quality Report identifies that the NO₂ pollution concentration of the classrooms located between the ground and third floors facing Ealing Road are shown to be of concern and mitigation is required. The report recommends mechanically ventilated air from the roof for these classrooms. It is recommended that details of the mitigation proposals are conditioned to any forthcoming consent.

Noise impact

42. A Noise Impact Assessment has been submitted which demonstrated that with the proposed acoustic barriers and noise attenuators, noise from the plant on the roof of the new building is unlikely to cause nuisance to residents. It is recommended that the noise impact assessment is conditioned to any forthcoming consent.

43. Officers in Environmental Health have advised that given the location of the kitchen extraction system within the site, it is unlikely to be close enough to any residents to cause nuisance. No further information requiring the kitchen extraction system is required.

Construction Impacts

44. Measures have been set out in the "Project Programmes and Statements" setting out measures to manage noise and dust associated with the construction and demolition works. Environmental Health have confirmed that they are satisfied with this approach.

Flood Risk and Sustainable Drainage

45. The site is located within Flood Zone 1. The Environment Agency have confirmed that they do not wish to comment on the proposal.

46. Drainage proposals for the site, including two sub-surface attenuation tanks (456m³ and 176m³) beneath the car park and the pedestrian entrance route, with a hydrobrake limiting maximum discharge to 33.5 l/s have been submitted. The Lead Flood Risk Officer has confirmed that the drainage strategy is acceptable in principle. The proposed surface water discharge is reduced by 50% from existing flow and hence reducing the flood risk factor drastically. I understand that for the play area, The hard court play area will be installed using permeable paving with land drainage and then discharging into existing surface water in Ealing Road without any flow restrictions. Whilst the flow discharge from this area will be minimal as most of the surface water will be accommodated by permeable paving, the Lead Flood Risk Officer has recommended that a condition is secured for some sort of flow control from this area. They have also requested sustainable drainage for surface water from roof area, such as storage tanks where water can be re-used for cleaning or watering the landscape area.

Project Programme and Timescales

47. As the school will continue to operate throughout the construction works, there is a need to work in two phases to ensure the safe operation of the school.

Phase 1

48. Phase 1 will commence in October 2015, and will involve the demolition of the existing buildings within the southern end of the site. The main point of access for construction vehicles will be via the existing deliveries route at the south eastern corner of the site on Ealing Road, although there will be occasional access required via the route by the school main entrance next to Alperton Station. The new hard court play area is proposed to be constructed over a 8 week period during the summer holiday 2016. Access for these works is proposed via the existing school main entrance. Phase 1 is proposed to be complete for December 2016, with the lower school moving into the phase 1 area. Having completed phase 1, the pupil access will be adjusted to the proposed new route which runs directly from the footpath on Ealing Road.

49. TfL have advised that the construction methodology and access arrangements need to be agreed with TfL as access for some construction vehicles will be via Alperton Station forecourt. It is recommended that a construction management plan for phase 1 is conditioned to be submitted and approved by the Local Planning Authority prior to commencement of any construction works on site, which is carried out in consultation with TfL.

Phase 2

50. During phase 2 the pupils will access the playground area through a designated walking in the existing teachers car park. No parking is proposed within the area for phase 2. The remaining buildings will be demolished as part of phase 2, commencing from the existing boilerhouse, working south and then the buildings to the north of the site. Phase 2 is programmed to be completed in December 2017. On the completion of phase 2, the final decant of the upper school will be undertaken.

51. Once again, TfL have advised that the construction methodology and access arrangements need to be agreed with TfL as access for some construction vehicles will be via Alperton Station forecourt. It is recommended that a construction management plan for phase 2 is conditioned to be submitted and approved by the Local Planning Authority 3 months prior to commencement of any construction works for phase 2, which is carried out in consultation with TfL.

Transportation

52. The site is accessed via Ealing Road, which forms part of the Strategic Road Network. The site has good access to public transport (PTAL 4) and is served by ten bus routes, with bus stops just outside Alperton Underground Station. Alperton Underground Station is approximately 70m from the site, and is served by the Uxbridge/Rayners Lane branch of the Piccadilly line.

53. The existing site is served by two vehicular accesses, which are to be retained. The southern access will be for the staff and visitor car park and cyclists, and the northern access will remain for servicing use as existing. A new pedestrian/pupil main entrance from Ealing Road leading to the 'arrival plaza' is proposed.

Trip generation, Modal Split, Highway and Traffic Impact

54. The scale of the school is sufficient to have a potentially significant impact on local transport networks

and a Transport Assessment has therefore been prepared by Sanderson Associates and submitted with the application, in accordance with Policy TRN1 of the UDP.

55. This has examined existing modes of travel to and from the school by pupils and staff, based upon surveys undertaken through the school's current Travel Plan. This shows an average of 12% of existing pupils at the Upper and Lower school sites travelling by car alone, with a further 2% car sharing. An average of 29% travel by bus, 1% by tube and 54% walk.

56. Staff travel survey results showed a high percentage (60%) of staff travelling by car (with 1% car sharing), with 25% by rail/tube and 12% by bus.

57. If modal shares are maintained at their existing levels, then an additional 35 car trips (70 two-way movements) could be expected to be generated in each peak hour on the local road network by the proposed increase in pupils, with 27 additional vehicular trips generated by staff. No information has been provided on staff parking - either where they park at present or where they might park in future. To reduce the impact of overspill parking from staff onto surrounding streets, Transportation officers have recommended that the Travel Plan is secured with maximum car modal share targets of 7% (plus 1% car sharing) for pupil journeys and 50% for staff journeys (see further comments on School Travel below).

58. The Transport Assessment has assumed that the above modal shares will remain unaltered and that the above predicted additional trips will therefore be generated on the wider road network. However, it has not then delved any further into quantifying the relative increases in traffic flows on individual road links in the area arising from these increases and neither has it considered how the redistribution of traffic from the existing Upper School site in Stanley Avenue onto this site will affect local traffic conditions.

59. Officers in Transportation have looked at Census data for the distribution of secondary school age pupils for the school's catchment area, which suggests that only 32% of pupils would arrive from the south, with 46% arriving via Ealing Road (north) and 22% via Mount Pleasant. This would mean that there would be a net increase in traffic through the Mount Pleasant/Ealing Road junction as a result of the consolidation of the two schools onto one site. The broad calculations suggest net increases in two-way flow in the morning peak hour of 107 vehicles on the Ealing Road (south) arm, 58 vehicles on the Ealing Road (north) arm and 49 vehicles on the Mount Pleasant arm of the junction.

60. In terms of percentage increases in traffic flow, these equate to about 8% on Ealing Road (south) and 5.3% on Mount Pleasant, based on historical traffic flow data for the two roads dating from 2012. Improvements to the Mount Pleasant junction are secured through the legal agreement.

Car Parking

61. Car parking allowances for educational use are set out in standard PS12 of the adopted UDP 2004. This permits one space per five staff, plus 20% for visitors.

62. With a total of 270 staff anticipated within the expanded school, up to 64 car parking spaces would be permitted. The proposed provision of 55 car parking spaces (including three disabled bays) within a tarmacked car park therefore accords with standards and the layout of the car park accords with design guidance. TfL have expressed the need to ensure that sustainable transport patterns are established for the new school, and have requested further justification and information about existing parking provision and demand for both of the existing upper and lower school sites.

63. The Transport Assessment submitted with the application has examined existing modes of travel to and from the school by pupils and staff, based upon surveys undertaken through the school's current Travel Plan. Staff travel survey results showed a high percentage (60%) of staff travelling by car (with 1% car sharing), with 25% by rail/tube and 12% by bus. The Travel Plan for the school is required to be updated as part of this application, and this will include targets to reduce car use amongst staff to the school - further details of which are set out in the Travel Plan section below.

64. London Plan Policy 6.13 requires 10% of spaces to be provided with electric vehicle charging points (EVCP) along with a further 10% passive provision. The application originally conformed that this level of EVCP will be provided, but has since confirmed that due to lack of funding that only one EVCP will be provided. To allow for future provision in the event that funding is available, additional ducting for 4 charging points (i.e. space on distribution board and required ducting) will be provided. Whilst this level of provision does not meet the requirements of policy 6.13, it is considered on balance that the shortfall does not warrant a reason for refusal.

65. It is recommended that a site wide car parking management plan (CPMP) for the school once in operation is conditioned to any forthcoming planning consent. This should include measures to prevent parents from picking up/dropping off on the car park access road and Ealing Road, management and allocation of car parking for staff and visitor during school operating times and outside of school operating times when open for the community. The CPMP should be carried out in conjunction with the School Travel Plan.

Walking

66. A new 6m wide pedestrian-only access with 4.8m wide gates is now also proposed into the main school entrance directly from Ealing Road. This is an improvement on the existing arrangements, which currently require pedestrians to use footpaths alongside the vehicular accesses and the proposed surfacing in small element paving flags provides a suitable surface. However, this entrance will concentrate pedestrian movement into and out of the site onto a length of the Ealing Road footway that is already very congested, due to the presence of the bus stops for Alperton Station interchange. The significant increase in pupil numbers on this site would further exacerbate existing difficulties, particularly at the end of the school day.

67. To mitigate this impact and reduce crowding at school opening and closing times, the footway in this area has been widened over the landscaped area between the rear of the footway and the school boundary fence between the station forecourt and front of the bus stop. The public realm improvement works also propose to set the school boundary fence further into the site to allow the footway to be widened further still and thus improve the pedestrian approach to the station and this would assist in further helping to reduce footway crowding in this area. The land will remain in the freehold ownership of the school but can be dedicated as highway using a Section 72 notice, and be publicly accessible. It is recommended that a condition is secured providing details of the paving for this area, having regard to the wider public realm improvements that the Council is proposing to carry out along Ealing Road outside the school site. The area of land which is to be publicly accessible will be secured as part of the Section 106 Agreement. The widening of the footway in front of the entrance is supported by both officers in transportation and TfL.

68. A report on pedestrian and cycling conditions in the vicinity of the site along Ealing Road has been provided. This is not a full PERS assessment, but provides some useful information. In addition to the main pedestrian access to the south from Ealing Road, officers in Transportation have requested that further consideration of future access for pedestrians and cyclists from the existing gate to One Tree Hill Park on the northern edge of the site, and the existing potential access from Bridgehill Close, are conditioned to any forthcoming consent. The management of these alternative access will need to be considered.

69. The road accident history for the area has also been examined within the Transport Assessment, with data produced for the five year period from November 2009 to October 2014 for the area. This showed a total of 13 personal injury accidents along the stretch of Ealing Road between the junctions with Bridgewater Road and Mount Pleasant, with a further nine at the junction with Bridgewater Road and eight at the junction with Mount Pleasant.

70. Pedestrian accidents have been particularly prevalent along the stretch of Ealing Road fronting the school and northwards to the junction with Mount Pleasant, with 12 of the accidents in this area involving pedestrians. Six of these involved secondary school aged children (11-15yrs), with two identified as pupils of Alperton Community School.

71. Although there are pedestrian crossing facilities along this stretch of Ealing Road, the high accident rate suggests that these would benefit from a review, given the large increase in pupil numbers proposed to attend this site in future. Potential measures include upgrading the island in front of the school to a pelican or zebra crossing and a more pedestrian-friendly arrangement to be introduced at the junction of Ealing Road and Mount Pleasant (the current arrangement omits a dedicated crossing phase on the Mount Pleasant arm).

72. The highway works set out above (island in front of the school to be feasibly upgraded to a pelican or zebra crossing and a more pedestrian-friendly arrangement to be introduced at the junction of Ealing Road and Mount Pleasant) are required to be secured as section 278 highway works within the section 106 agreement.

73. Aside from the large concentration of pedestrian casualties along this stretch of Ealing Road, there are no other major recurring accident patterns in the vicinity of the school that would be likely to be exacerbated by this proposal.

Cycling

74. The application proposes 98 cycle spaces for pupils, with a further 30 spaces in a separate area for staff. The level of provision falls short of both UDP and London Plan requirements which seeks to provide a total requirement for 247 spaces (based on UDP standards) and 254 spaces (based on London Plan standards). Officers in Transportation have advised that by spacing cycle stands closer together at 800mm centres (rather than 1m centres), will increase cycle parking provision. Areas have also been shown on the plans for future cycle parking, which will allow for increase cycle facilities to be provided as demand increase. This will need to be considered in conjunction with the School Travel Plan

75. TfL have raised concerns with the main cycle access for the school via the southern access adjacent to Alperton Underground Station. It is recommended that a condition is secured to look at alternative access arrangements such as from the main pedestrian access.

76. TfL have also expressed concerns with the poor quality cycle environment in the vicinity of the site. They have requested that the school looks at cycle infrastructure improvements including a route from the existing northern entrance of the school to connect to One Tree Hill Recreation Ground and a route via Atlip Road with a pedestrian and cycle parallel zebra crossing outside the school site to facilitate access to the canal towpath via Atlip Road. As discussed above, a pelican or zebra crossing is proposed to be secured as part of highway works on Ealing Road. A condition has also been recommended above, looking at alternative pedestrian and cycle access for the school via the existing northern gate.

Public Transport

77. TfL have advised that the existing level of bus service should be able to accommodate the estimated increase in passengers as a result of the development. No further contribution is sought. Likewise, the proposed development would have a negligible passenger capacity impact to Alperton Underground Station.

School Travel Plan

78. To help to mitigate future impact, a School Travel Plan has been submitted with the application for the 2014/15 academic year. This is the first Travel Plan produced for the school since 2009 and as such, the school has not had any recent engagement with Brent's School Travel Planning officers and has only recently been registered on TfL's STARS accreditation system. The lack of intervention over the course of the five year gap has meant that car use amongst staff and pupils has increased.

79. The Travel Plan will aim to increase walking, cycling and car sharing to the school, in order to reduce congestion at peak times. Initial actions are to include assemblies for younger children on road safety, encouragement to students that arrive by car to walk once a week and promotion of car sharing. The initial aim will be to achieve Bronze award status with the help of Brent Council's officers, with progress being monitored on an annual basis.

80. However, the Travel Plan in its current state is very short on detail and has not fully taken into consideration the consequences of locating all pupils onto one site. It is also lacking details of how the travel plan will be managed, is short on details of proposed actions and timeframes and is lacking clear and measurable targets.

81. Officers in Transportation have advised that it is essential that the Travel Plan has a minimum target of reducing the proportion of pupils travelling by car to a sufficient degree to offset the increase in pupil numbers. A reduction in the modal share of pupils travelling by car to about 10% would be required to achieve this for the school as a whole, with a target of 7% meaning that overall car journeys to the Ealing Road site would not increase. The Travel Plan survey results from 2009 showed 7% of pupils travelling alone by car at that time (plus 1% car sharing), so this target should be perfectly achievable.

82. Similarly, a minimum target of 50% car use amongst staff is required to achieve a 'nil impact' from car travel by staff for the school as a whole. This is still considered high for an employment use, so a more aspirational long term target of 25% should also be considered, which will help to mitigate parking problems in the local area.

83. In the meantime, further work is required to the Travel Plan to bring it up to an acceptable standard and a S106 obligation is sought requiring the submission and approval of a revised document prior to occupation of the new school.

Servicing

84. Tracking diagrams have been provided to demonstrate that adequate turning space is to be provided for delivery vehicles and for fire appliances at the rear of the school building. Service vehicle access is also shown around the car park to allow deliveries into the main school entrance. To allow for construction lorries to enter the site from the northern access and once the school is occupied for larger vehicles such as coaches to be able to use the northern access, it is required to be widened. Such works will form part of the s278 highway works.

85. It is not anticipated that there will be a significant increase in servicing trips to the enlarged school. However, it is recommended that a delivery and servicing plan is secured as part of the construction management plan during the construction works. A final delivery and servicing plan should be secured as part of a planning condition to any forthcoming consent, once the school is occupied, setting out the arrangements for servicing and deliveries.

External Lighting

86. Preliminary lighting details for the site suggest that the lighting of the existing access road along the northern side of the site will be retained as is, whilst the main car and bicycle parking areas will be illuminated to 10 lux. The main pedestrian entrance to the school will be illuminated to 20 lux and pedestrian routes to the rear of the building will be illuminated to 5 lux.

87. However, Society of Light & Lighting guidance recommends an average illuminance value of 20 lux with a uniformity ratio of 0.25 for school car parks and the design should be amended accordingly. An updated plan has been provided taking on board this requirement.

88. Full details of external lighting are recommended to be conditioned to any forthcoming consent.

Consultation

Pre-application consultation event

89. A consultation event was held by the applicant at the school on 25 March 2015 at 5pm. The event was attended by pupils, parents, staff and local residents. The event provided an opportunity for the attendees to see and discuss the plans, and they have changed and developed over time, and the opportunity to comment on the proposal prior to the formal planning application being submitted.

90. Approximately 30 people attended the event, with 14 signing the attendance list and filling out questionnaires. The majority were supportive of the development, which a summary of the comments set out below:

- Increase in open space
- Good entrance
- Good space/layout
- Student friendly
- All on one site
- Good street presence
- Keeps within current footprint
- Need for more sheltered seating out areas
- Extra sporting facilities to be provided
- Need for mini bus spaces
- Need for traffic management during construction

Responses received during the course of the planning application

91. One response has been received from a local resident during the course of the application. This is set out below:

Comment	Response
Loss of privacy as a result of overlooking from the new school	As discussed in paragraph 11 above, the new school will not result in a loss of privacy

Increase in noise and disturbance as a result of the additional pupils	As discussed in paragraphs 42 to 43 above, there will not be a detrimental impact to residential properties as a result of noise and disturbance.
Problems with rats in the area. Will be made worse by additional rubbish and construction works	The issue with rats is not a matter that is considered through environmental health legislation rather than planning. A construction management plan will set out details for rubbish during construction and details of refuse storage facilities for the school will be conditioned to any forthcoming planning comments
Poor quality shops on Ealing Road	This is a matter that is outside the remit of this application. However, the Council is seeking to carry out wider public realm improvements on Ealing Road., which assist in the regeneration of the area

Conclusions

92. It is considered the application would provide significant benefits for the pupils of Alperton Community School and for other Brent pupils with the modest increase in numbers; the provision of community access to the sports hall, dining room, hall and a number of classrooms is also beneficial for Brent residents.

93. Accordingly, it is recommended that planning permission be granted, subject to conditions and Section 106 Agreement.

S106 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
- Sustainability - submission and compliance with the Sustainability check-list ensuring a minimum of 45.5% score is achieved, together with a minimum carbon reduction of 17% improvement on Part L 2013 Building Regulations carbon with a requirement that the LV cables are to be run and terminated at roof level to allow for the future connection of a PV array, and to achieve BREEAM rating 'Very good' (with compensation should it not be delivered);
- Notify Brent 2 Work of forthcoming job and training opportunities associated with the development;
- Provision of a Travel Plan for the site with maximum car modal share targets of 7% (plus 1% car sharing) for pupil journeys and 50% for staff journey;
- Dedication of the area of grass verge along Ealing Road in front of the school boundary fence as public highway and widening of the footway in this area to an appropriate width to alleviate crowding (n.b. the dedication and works can be undertaken through a S38 Agreement, or the land can be dedicated under a S72 notice and the Council can subsequently undertake footway works themselves using its own funds);
- Section 278 Highway works to include:
 - the widening of the site entrance from Ealing Road at the northern end of the site, including surfacing of the associated crossover in 80mm concrete block paving and adjustments to the adjacent loading bay to be agreed with Brent's Transportation Unit as part of the detailed highway design works
 - Pedestrian safety improvements along Ealing Road between Alperton Station and Mount Pleasant and/or parking controls in the wider area, which should as a minimum include the provision of a raised zebra crossing outside the school in the vicinity of the Atlip Road junction;

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 **£0.00*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): 7153 sq. m.

Total amount of floorspace on completion (G): 12453 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
Non-residential institutions	12453		5300	£0.00	£0.00	£0.00	£0.00

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)	258	
Total chargeable amount	£0.00	£0.00

*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.



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

=====

Application No: 15/1456

To: Mr Andrew Hays
Nicholas Hare Architects LLP
3 Barnsbury Square
Islington
London
London
N1 1JL

I refer to your application dated 10/04/2015 proposing the following:
Demolish all buildings on site (except the John Boyle Centre, Children Centre and Site managers accommodation) and erection a four storey 9 form entry secondary school for 1700 pupils (1350 11-16 years old and 350 post 16), together with associated car parking, servicing and circulation space, multi-use games areas and other hard and soft landscaping.
and accompanied by plans or documents listed here:
Refer to Condition 2
at Alperton Community School, Ealing Road, Wembley, HA0 4PW

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

National Planning Policy Framework
Further Alterations to the London Plan 2015
Brent's Core Strategy 2010
Brent's UDP 2004
S106 Planning Obligations SPD - Adopted 1 July 2013
SPG17 "Design Guide for New Development" Adopted October 2001

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
Open Space and Recreation: to protect and enhance the provision of sports, leisure and nature conservation
Transport: in terms of sustainability, safety and servicing needs
Community Facilities: in terms of meeting the demand for community services

- 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):

Location Plan 692-NHA-(PL)000 Rev 00
Block plan 692-NHA-(PL)001 Rev 00

Existing general arrangement plan - Level 00 692-NHA-(PL)002 Rev 00
Existing general arrangement plan - Level 01 692-NHA-(PL)003 Rev 00
Existing general arrangement plan - Level 02 692-NHA-(PL)004 Rev 00
Existing GA elevation - NE and NW 692-NHA-(PL)005 Rev 00
Existing GA elevation - SE and SW 692-NHA-(PL)006 Rev 00
Existing GA section - Site sections 692-NHA-(PL)007 Rev 00

General arrangement plan - Level 00 692-NHA-(PL)010 Rev 00
General arrangement plan - Level 01 692-NHA-(PL)011 Rev 00
General arrangement plan - Level 02 692-NHA-(PL)012 Rev 00
General arrangement plan - Level 03 692-NHA-(PL)013 Rev 00
General arrangement plan - Roof 692-NHA(PL)014 Rev 01

General arrangement elevation - North east & North west 692-NHA-(PL)100 Rev 01
General arrangement elevation - South east & South west 692-NHA-(PL)101 Rev 01
General arrangement section - AA and BB 692-NHA-(PL) 200 Rev 00
General arrangement section - CC and DD 692-NHA-(PL) 201 Rev 00
General arrangement section - Site sections 692-NHA-(PL)210 Rev 00
General arrangement section - Site sections 2 692-NHA-(PL) 211 Rev 00
Proposed sub station 692-NHA-(PL)020 Rev 01

Visual 1 - Aerial South East 692-NHA-(PL)300 Rev 01

Visual 2 - Aerial North West 692-NHA-(PL)301 Rev 01
Visual 3 - Main entrance 692-NHA-(PL)302 Rev 01
Visual 4 - Sectional perspective - Main entrance 692-NHA-(PL)303 Rev 01
Visual 5 - Sectional perspective - Sports 692-NHA-(PL)304 Rev 01

Typical bay detail - Main entrance 692-NHA-(PL)501 Rev 00
Typical Classroom Bay Detail 692-NHA-(PL)500 Rev 01

Landscape Colour Masterplan D2299 L.003 Rev H
Indicative Levels Plan D2299 L.007 Rev E
Combined Hard and Soft General Arrangement Plan D2299 L.100 Rev C
Boundary Treatments Plan D2299 L.201 Rev D

Site Lighting Strategy 4.1.5.1 Rev B

Community use & access strategy - Level 00 692-NHA-(00)020 Rev 01
Community use & access strategy - Level 01 692-NHA-(00)021 Rev 01
Community use & access strategy - Level 02 692-NHA-(00)022 Rev 01
Community use & access strategy - Level 03 692-NHA-(00)023 Rev 01

Mistral 70-15 Swept Path Analysis reversing into proposed vehicle turning circle (61034089/C/SK013 Rev I04)
DB32 Refuse Vehicle Swept Path Analysis (61034089/C/SK019 Rev I01)
Luxury 4x4 Swept Path Analysis car parking (southern entrance) (61034089/C/SK021 Rev I01)
Delivery Vehicle (7.5t box van) Swept Path Analysis Circulation into the car parking (southern entrance) (61034089/C/SK022 Rev I01)
Delivery Vehicle (7.5t box van) Swept Path Analysis reversing into the service yard (northern entrance) (61034089/C/SK023 Rev I01)
DB32 Fire Appliance Swept Path Analysis Northern Entrance (61034089/C/SK024 Rev I01)

Proposed Foul Water Drainage Layout Phase 1 (61034089-RUK-XX-00-DR-C-0110 Rev P01)
Proposed Foul Water Drainage Layout Final Scheme (61034089-RUK-XX-00-DR-C-0111 Rev P01)
Proposed Surface Water Drainage Layout Phase 1 (61034089-RUK-XX-00-DR-C-0112 Rev P01)
Proposed Foul Water Drainage Layout Final Scheme (61034089-RUK-XX-00-DR-C-0113 Rev P01)

Other documents/supporting information

Design Measures to the render facades
Design and Access Statement prepared by Nicholas Hare Architects Rev 00 dated 8 April 2015
BREEAM Pre-Assessment
Sustainability Checklist
Sustainability Report Prepared by Max Fordham (May 2015)
Project Programmes and Statement prepared by Nicholas Hare Architects dated April 2015
Planning Statement prepared by Noise Impact Assessment Report prepared by Max Fordham (March 2014)
Schedule of external finishes 692-NHA-(PL)EF Rev 00
Transport Assessment prepared by Sanderson Associates dated 8 April 2015 (8526/001/02)
Air Quality Assessment prepared by MLM Consulting Engineers Ltd dated 17 April 2015 (772840-ENV-001 Rev 0)
Alperton Community School - Ground Investigation Technical Summary prepared by Jacobs dated May 2014
Alperton Community School - Level 1 Flood Risk Assessment prepared by Jacobs dated March 2014
DN005: Surface and Foul Water Drainage Strategy prepared by Ramboll dated 27 March 2015
Preliminary Ecological Appraisal prepared by MLM Consulting Engineers Ltd dated 17 April 2015 (772817-ENV-001)

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

- 3 No floodlights or other form of external lighting for the Hard Court Play Area hereby approved or

along the northern and western boundaries of the site, shall be installed without the prior submission to and approval in writing by the Local Planning Authority. This shall include the specification, manufacturer, lux level, model, direction and the siting of each lamp. Thereafter the lights shall be installed and operated in accordance with the details so approved prior to installation.

Reason: In the interests of nature conservation relating to the adjacent Site of Grade II Local Conservation Importance and Wildlife Corridor, and in the interests of the amenity of neighbouring residential occupiers.

- 4 No music, public address system or any other amplified sound system shall be installed or used externally on the site without the prior written approval of the Local Planning Authority. Any proposed system(s) shall be submitted to and approved in writing by the Local Planning Authority prior to installation and thereafter only installed and operated in accordance with the details so approved.

Reason: To safeguard the amenities of the adjoining occupiers.

- 5 Vegetation clearance shall be undertaken outside of the nesting bird season (generally extends between March and September inclusive). If this is not possible then any vegetation that is to be removed or disturbed shall be checked by an experienced ecologist for nesting birds immediately prior to works commencing. If birds are found to be nesting any works which may affect them is required to be delayed until the young have fledged and the nest has been abandoned naturally.

Reason: To ensure compliance with the Wildlife and Countryside Act 1981 (as amended).

- 6 The development shall not be occupied until the car-parking, cycle parking and turning areas shown on the approved plans have been constructed, surfaced and marked out to the satisfaction of the Local Planning Authority. The car-parking, cycle parking and turning areas so provided shall be maintained as ancillary to the development and shall be used for no other purpose at any time.

Reason: In the interests of highway safety.

- 7 Reference to the programme of works proposed as part of phases one and two of the development, shall be carried out in accordance with the phasing details set out within the Design and Access Statement, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of proper planning.

- 8 (a) No development shall take place, including any works of demolition, until a Construction Method Statement for phase one has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- (i) the parking of vehicles of site operatives and visitors;
- (ii) Construction traffic routes to the development site including consultation with TfL relating to the use of the southern access;
- (iii) loading and unloading of plant and materials;
- (iv) storage of plant and materials used in constructing the development;
- (v) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- (vi) wheel washing facilities and schedule of highway cleaning;
- (vii) measures to control the emission of dust and dirt during construction;
- (viii) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- (ix) School access during the construction phase (including servicing and delivery

arrangements), for the school, John Boyne Centre and Children's Centre.

(b) Three months prior to commencement of works relating to phase 2 (including demolition works), a Construction Method Statement for phase two shall be submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for points (i) to (ix) set out above.

Reason: To protect residential amenity and ensure the development does not have an adverse impact on the highway.

- 9 No works shall commence on site prior to a Tree Protection Plan and Arboricultural Method Statement being submitted to and approved in writing by the Local Planning Authority. These shall include method statements and plans which:

- (i) adhere to the principles embodied in BS5837:2012
- (ii) indicate exactly how and when the retained trees, hedges and shrubs on-site or off-site near the site boundaries will be protected during the construction phases; and
- (iii) show root-protection zones
- (iv) Retain the Hornbeam trees on the eastern side of the site next to the staff cycle parking and bin store, unless the removal of these trees is required for construction purposes

Provision shall also be made for supervision of tree protection by a suitably qualified and experience arboricultural consultant and details shall be included within the tree protection statement. The development shall be carried out strictly in accordance with the agreed details.

Reason: To ensure retention and protection of trees on the site in the interests of amenity.

- 10 Prior to commencement of any works on site (including demolition works) a revised assessment of the risks posed by the soil contamination identified in the submitted Ground Investigation Technical Summary shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall be undertaken in accordance with the principles of CLR11 - Model Procedures for the Management of Land Contamination, and shall include an appraisal of remediation options shall any contamination be found that presents an unacceptable risk to any identified receptors.

Reason: To ensure the safe development and secure occupancy of the site.

- 11 The development hereby approved shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved by the Local Planning Authority. Such details shall include:

- (a) provide details on all structures
- (b) accommodate the location of the existing London Underground structures
- (c) demonstrate access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering London Underground land.
- (d) demonstrate that there will at no time be any potential security risk to London Underground railway, property or structures
- (e) accommodate ground movement arising from the constructing thereof; and
- (f) mitigate the effects of noise and vibration arising the from the adjoining operations within the structures

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby approved which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed., in their entirety, before any part of the building hereby approved is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure.

- 12 Prior to commencement of building works above ground level, further details of the following external materials (with samples where appropriate to be pre-arranged to be viewed on site) shall be submitted to and approved in writing by the Local Planning Authority.
- Details of facing bricks including samples to be pre arranged to be viewed on site
 - Details of the specification and colour of the window frames, doors and curtain walling
 - Details of the finishing material and colour for render, cladding, louvres, parapets, cills, and railings

The works shall be carried out in full accordance with the approved details, unless alternative materials are agreed in writing by the Local Planning Authority.

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

- 13 Prior to commencement of building works above ground level, an updated plan of the "Typical Classroom Bay Detail 692-NHA-(PL)500" which incorporates the measures set out in the "Design measures to the render facades" shall be submitted to and approved in writing by the Local Planning Authority, and thereafter constructed in full accordance with the approved details.

Reason: In the interests of providing a satisfactory external appearance.

- 14 Within three months of commencement of development for Phase one, details of the Sustainable Drainage measures shall be submitted to and approved in writing by the Local Planning Authority, and thereafter fully implemented in accordance with the approved details. Such details shall include:

- (i) Provision of a flow control from the hard court play area
- (ii) Sustainable drainage for surface water from roof area, such as storage tanks where water can be re-used for cleaning or watering the landscape area

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system.

- 15 Within six months of commencement of phase one, details of the colours and finishes for the means of enclosure and the rest of the associated Hard Court Play Area structure together with details of the external surface of the Hard Court Play Area shall be submitted to and approved in writing by the Local Planning Authority. The Hard Court Play Area shall be constructed in full accordance with the approved details.

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

- 16 Within three months of the commencement of phase 2, further details of the location of the external plant equipment and extract and supply ducts to the kitchen together with details of the design and material of any screening to the external plant equipment and extract and supply ducts following shall be submitted to and approved in writing by the local planning authority. Such details shall include drawings, including sections where appropriate, at a suitably large scale (e.g. 1:5, 1:10, 1:20, 1:50) or manufacturer's literature.

The development shall be completed in accordance with the details so approved before the new school is occupied.

Reason: These details are required to ensure that a satisfactory development is achieved.

- 17 A scheme for the landscape works and treatment of the surroundings of the proposed development shall be submitted to and approved in writing by the Local Planning Authority within 3 months of commencement of phase 2. The approved hard and soft landscaping shall be completed in strict accordance with the approved details prior to the occupation of the new school or in accordance with an implementation programme agreed in writing with the Local Planning Authority. Such a scheme shall include:-
- (a) Existing contours and levels and any alteration of the ground levels, such as grading, cut and fill, earth mounding and ground modelling;
 - (b) all planting including location, species, size, density and number incorporating native species
 - (c) details of the provision of artificial bird and bat boxes
 - (d) areas of hard landscape works including details of materials and finishes. These shall have a permeable construction and include features to ensure safe use by visually impaired and other users
 - (e) the location of, details of materials and finishes of, all street furniture and external cycle stands
 - (f) existing and proposed boundary treatments including walls, fencing and retaining walls, indicating materials and height
 - (g) details of external lighting (including proposed sitting within the site and on buildings and light spillage plans showing details of lux levels across the surface of the site and at residential windows)
 - (h) a detailed (minimum 5-year) landscape-management plan showing requirements for the ongoing maintenance of hard and soft landscaping.

Any trees and shrubs planted in accordance with the landscaping scheme which, within 5 years of planting, are removed, dying, seriously damaged or become diseased, shall be replaced in similar positions by trees and shrubs of similar species and size to those originally planted unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure a satisfactory appearance and setting for the proposed development and ensure that it enhances the visual amenity of the area.

- 18 Within three months of commencement of phase 2, a strategy for pedestrian and cycle access to the school including consideration of the existing access gate on the northern boundary from On Tree Hill Recreation Ground shall be submitted to and approved in writing by the Local Planning Authority. The approved access strategy shall be implemented in full once the school is occupied and maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: To provide adequate access for pedestrians and cyclists.

- 19 Prior to installation of the proposed substation, further details of external appearance and specification shall be submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To ensure the external appearance is acceptable and protects the amenity of adjoining residents.

- 20 Prior to occupation of the new school, a Community Access Plan shall be submitted to and approved in writing by the Local Planning Authority. The Community Access Plan shall allow for a minimum of 15 hours of community use each week and shall include details of rates of hire (based upon those charged at other public facilities), terms of access, hours of use, access by non-school users/non-members and management responsibilities.

The approved Community Access Plan shall be brought into operation within 3 months of occupation of the development and it shall remain in operation for the duration of the use of the development.

Reason: To secure well-managed, safe community access to the sports facility, to ensure sufficient benefit to the development of sport and to accord with Local Plan

- 21 Prior to occupation of the new school, further details of layout and external appearance of the refuse storage facilities shall be submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To ensure the external appearance is acceptable and protect the amenity of adjoining residents.

- 22 Prior to occupation of the new school, a car park management plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include the management of staff car parking and community access outside of school hours. The car park management plan shall be implemented in accordance with the approved details.

Reason: In the interest of highway safety.

- 23 Prior to occupation of the new school, a servicing and delivery plan shall be submitted to and approved in writing by the Local Planning Authority, and thereafter implemented in accordance with the approved details.

Reason: In the interest of highway safety and the amenities of neighbouring occupiers.

- 24 Prior to occupation of the new school, further details of 1 space that will be provided with electric vehicle charging point and details of additional ducting to allow for four future charging points shall be submitted to and approved in writing by the Local Planning Authority, and thereafter fully implemented in accordance with the approved details and permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To secure sustainable modes of transport.

- 25 Prior to occupation of the new school, a scheme for the mitigation measures required to ensure that the air quality within the classroom is below the National Air Quality Objectives, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall thereafter be implemented in full.

Reason: To ensure that the air quality within classrooms is not detrimental to health.

- 26 Any soil contamination remediation measures set out in condition 10 above required by the Local Planning Authority shall be carried out in full. A verification report shall be provided to the Local Planning Authority, prior to occupation of the new school, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is suitable for end use (unless the Local Planning Authority has previously confirmed that no remediation measures are required).

Reason: To ensure the safe development and secure occupancy of the site.

INFORMATIVES

- 1 The applicant is advised to contact London Underground Infrastructure Protection (locationenquiries@tube.tfl.gov.uk) in advance of preparation of final design and associated method statements, in particular with regard to: demolition; drainage; excavation; construction methods; security, boundary treatments; safety barriers landscaping and lighting.
- 2 The quality of imported soil must be verified by means of in-situ soil sampling and analysis. The Council does not accept soil quality certificates from the soil supplier as proof of soil

quality.

Any person wishing to inspect the above papers should contact Victoria McDonagh, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5337

COMMITTEE REPORT

Planning Committee on 2 July, 2015
Item No 04
Case Number 14/3127

SITE INFORMATION

RECEIVED: 20 August, 2014

WARD: Northwick Park

PLANNING AREA: Wembley Consultative Forum

LOCATION: 114 Elms Lane, Wembley, HA0 2NP

PROPOSAL: Proposed conversion of 114 Elms Lane into 4 self-contained flats (1 x 3-bed, 2 x 2-bed and 1 x 1-bed), including a lower ground floor basement and alterations to the rear elevation consisting of the installation of new windows and doors, erection of 2-storey side extension and installation of x6 rooflights, demolition of existing lean-to conservatory extension, and the erection on the garden and parking area to the side of 114 Elms Lane of two detached 3-bedroom dwellinghouses, formation of a new vehicle crossover onto Elms Lane, off-street parking for 8 cars, secure cycle parking, refuse and recycling bin storage, private and communal amenity space and associated hard and soft landscaping works to the site frontage (as amended)
N.B. This is a revised description.

APPLICANT: FAB Homes

CONTACT: Rackham Planning

PLAN NO'S: (See Condition 2)

SITE MAP



Planning Committee Map

Site address: 114 Elms Lane, Wembley, HA0 2NP

© Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

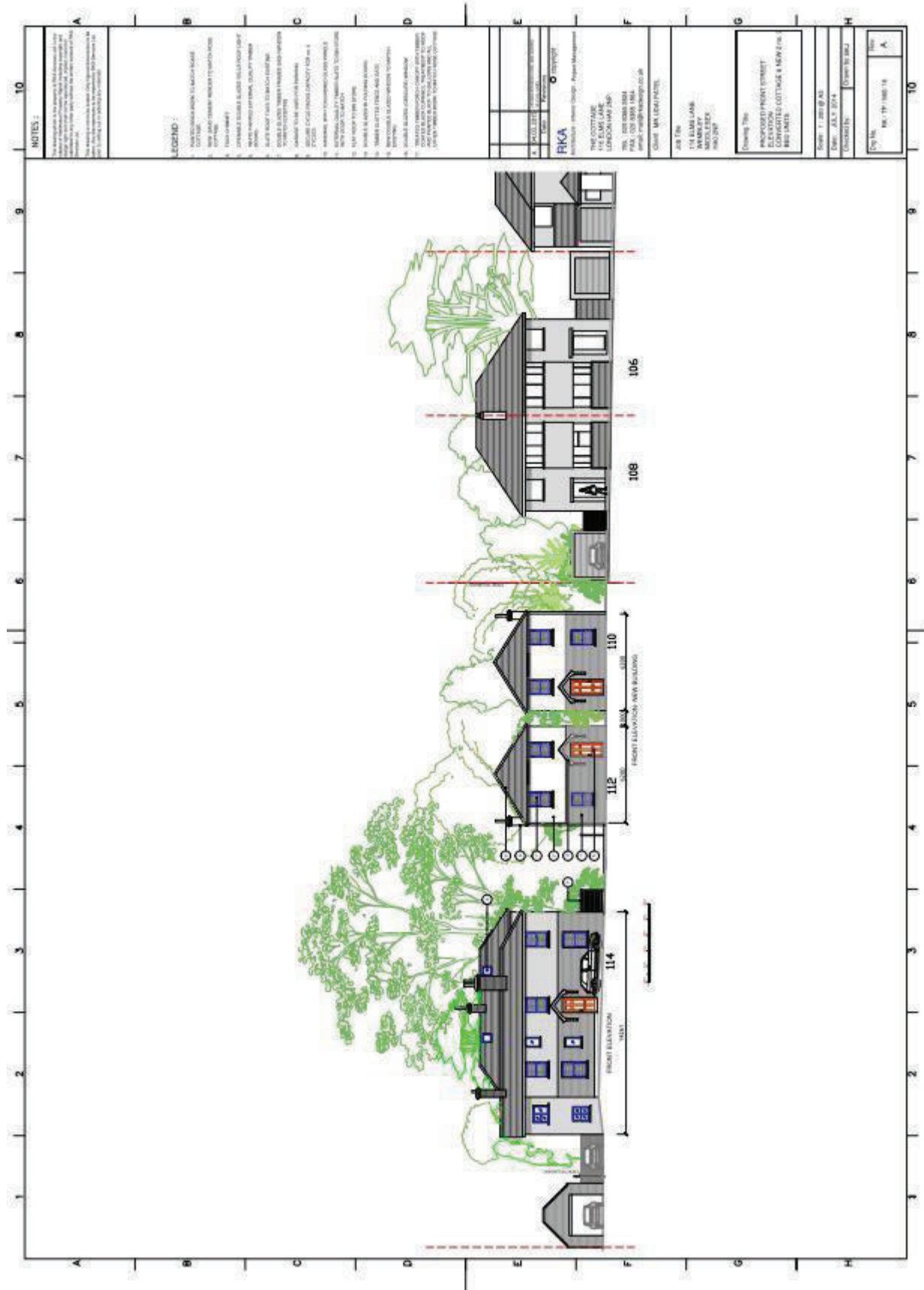
SELECTED SITE PLANS

SELECTED SITE PLANS

Proposed Site Plan



Proposed Street View



Proposed Rear Elevation



3D Perspectives

NOTES :

1. All drawings are the property of Rika Architects & Planners. No part of this drawing may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Rika Architects & Planners.

2. This drawing is intended for the use of the client and is not to be used for any other purpose without the prior written permission of Rika Architects & Planners.

A. 14.03.2014		Architect Address for Mentioned in the title block
Date	Version	
RIKA Architects - Interior Design - Project Management		
THE COTTAGE 175 ELWOOD LANE LONDON W42 9AP		
TEL: 020 8966 2024 FAX: 020 8965 1064 www.rikaplanners.co.uk		
Client: MR. LOU PATEL		
Job Title	1/3 ELEVATION MATERIALS 14/07/2014	
Drawn By	3D FRONT STREET & REAR ELEVATION	
Date	July 2014	
Drawn by	Drawn by	14/07
Drawn	14/07/2014	



3D FRONT STREET ELEVATION



3D REAR STREET ELEVATION

RECOMMENDATIONS

Approve, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

Proposed conversion of 114 Elms Lane into 4 self-contained flats (1 x 3-bed, 2 x 2-bed and 1 x 1-bed), including a lower ground floor basement and alterations to the rear elevation consisting of the installation of new windows and doors, erection of 2-storey side extension and installation of x6 rooflights, demolition of existing lean-to conservatory extension, and the erection on the garden and parking area to the side of 114 Elms Lane of two detached 3-bedroom dwellinghouses, formation of a new vehicle crossover onto Elms Lane, off-street parking for 8 cars, secure cycle parking, refuse and recycling bin storage, private and communal amenity space and associated hard and soft landscaping works to the site frontage (as amended)

N.B. This is a revised description.

B) EXISTING

No. 114 Elms Lane is a Locally Listed Building situated within the Sudbury Cottages Conservation Area (SCCA), a large hardsurfaced parking area exists to the south of this building, with access to this provided directly from Elms Lane by one of two existing crossovers that serve the site. Neighbouring residential properties to the north are within the SCCA, the semi-detached housing to the south of the site and existing housing on the opposite side of Elms Lane are both outside of the SCCA.

There is a change in levels across the site from west to east with the land falling away from the existing property down the garden. There are also existing protected trees on the site.

C) AMENDMENTS SINCE SUBMISSION

The scheme that was initially submitted in August 2014 proposed the conversion of 114 Elms Lane into 4 flats, and the erection of a new block of five flats adjacent to this. This scheme could not be supported due to a range of concerns with the new building and the scheme has since been amended resulting in the following changes:-

- The conversion of 114 Elms Lane into 4 flats is still proposed, and the new build block of 5 flats has been omitted and replaced by a proposal for two detached, three-bedroom dwellinghouses.

Alterations to the frontage layout, accommodating 8 parking spaces off-street.

D) SUMMARY OF KEY ISSUES

Principle of development – The conversion and alteration of a Locally listed building and infilling of this gap site in the Sudbury Cottages Conservation Area through the erection of x2 detached houses is considered to pay appropriate respect to the local heritage asset and this form of development would preserve the character of the designated area.

Impact on character of the area – The size, scale, layout and design proposal is considered to result in a visually acceptable development which has an acceptable impact on the character of the area and the streetscene. The design of the new build takes certain reference from the neighbouring building.

Standard of residential accommodation – The proposal is considered to achieve an acceptable size, quality and standard of accommodation for future occupiers in all units proposed.

Impact on neighbouring amenity - Due regard has been had to the relationships that will be created to existing residential neighbours. In this regard it is considered the very modest extension to 114 Elms Lane, and the two new dwellings will not result in loss of amenity through overlooking, loss of privacy, light or outlook.

Transportation Impacts – The proposal is considered acceptable in transportation terms. The number of parking spaces to be provided off-street fully meets maximum adopted parking standards for the 6 units proposed, so the scheme is not reliant on having to park on-street to meet standards. The impact of the additional vehicle movements generated by the proposal is not considered to cause harm to the free flow and movement of vehicles on the local highway network.

E) 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)
Dwelling houses	291	291		282	573

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Flats ú Market)										
EXISTING (Houses)										
PROPOSED (Flats ú Market)	1	2	1							9
PROPOSED (Houses)			2							2

RELEVANT SITE HISTORY

13/2264 - Refused on 08/10/13

Conversion and extension of 114 Elms Lane from a dwellinghouse into 1 x 3-bed, 2 x 2-bed and 1 x 1-bed self contained flats, including alterations to the existing roof of part of the existing building, and the erection on the garden and parking area to the side of 114 Elms Lane of a new 4 storey building (including lower ground level and accommodation in the roof) providing 1 x 3-bed and 4 x 2-bed flats. Proposal includes 7 off-street parking spaces, refuse and recycling storage, bicycle storage, private and communal garden space and landscaping.

Reason(s):-

The proposed extensions to 114 Elms Lane, and alterations proposed to the main roof resulting in the extrusion of the existing rear hipped dual pitch will result in unsympathetic alterations that will obscure the historic configuration of the original unusual rear roof form. As a result this will be harmful to the character, appearance and architectural integrity of this Locally Listed Building. These unsympathetic alterations would also be detrimental to the character of the Sudbury Cottages Conservation Area. This is contrary to UDP policies BE2, BE9, BE24, BE25 and BE26, as well as Core Strategy policy CP17.

The proposed new build, by reason of its unsympathetic architectural composition, its footprint, scale, bulk and massing, in particular its excessive bulk when viewed from the rear, and the lack of articulation to the building would result in an inappropriate form of development which is considered to be incongruous with surrounding suburban patterns of development, detrimental to the setting, character and appearance of the Sudbury Cottages Conservation Area, and the visual amenities of the area generally. It would fail to preserve or enhance the character of the area, and accordingly it is considered this is contrary to policies BE2, BE9 and BE25 and BE27 of Brent's Unitary Development Plan 2004 and Brent Core Strategy policy CP 17.

The proposed ground floor 'link' extension fails to complement the existing Locally Listed building and is considered to represent a poor design feature that would neither preserve or enhance this buildings special character. This is contrary to UDP policies BE2, BE9, BE24, BE25 and BE26, as well as Core Strategy policy CP17.

Insufficient levels of off-street parking are proposed to satisfy likely parking demand, which is likely to result in increased demand for on-street parking along Elms Lane, which due to its narrow width is unable to safely accommodate additional on-street parking without resulting in conditions detrimental to the free and safe flow of traffic and pedestrians. This is contrary to UDP policies TRN3, TRN23 and TRN24.

The frontage to the proposed scheme presents a hard environment dominated by car parking, and due to the insufficient provision of soft landscaping fails to provide an adequate landscape setting for the Locally Listed building or development as a whole. This is to the detriment of the character and appearance of the Sudbury Cottages Conservation Area and to the streetscene environment generally. This is is contrary to UDP Policy BE7, BE25 and BE28, and Brent Council's Domestic Vehicle Footway Crossover Policy.

CONSULTATIONS

Round 1 of consultation;-

A total of 33 properties were notified on 27 August 2014 on the original scheme submitted. In response to this

7 objections were received.

Site and press notices were both displayed.

Summary of objections;-

This was in response to the original scheme that proposed conversion of 114 Elms Lane into four flats, and erection of a new block of five flats.

Point of objection	Response
1. Inadequate parking being provided, which will lead to overspill parking on Elms Lane and Sudbury Court Rd.	This is discussed in paragraphs 27-38
2. Will result in further traffic congestion locally.	This is discussed in paragraphs 27-38
3. Loss of existing trees.	One tree will be removed on site and a replacement tree will be secured through condition. This is discussed in paragraphs 25 & 26
4. Loss of privacy for neighbouring occupiers.	This is discussed in paragraphs 7, 9 & 22-24
5. Will lead to over population.	The proposal will lead to 6 residential units on this site. This is not considered to be an overly dense proposal in this suburban location.
6. Increased risk of subsidence if trees are removed.	Only one tree is proposed to be removed. This is to the front of the site and is not close to any neighbouring buildings.
7. Additional noise and disturbance for existing residents.	Inevitably there will be some noise and disturbance associated with construction works. Upon completion it is not considered that this would cause harm to neighbouring residents, as this will continue to be a residential use and would be no different to the existing use of 114 Elms Lane.
8. Proposed drawings and Heritage Statement fail to show the context with or make reference to no's 96 & 98 Sudbury Court Rd, both of which are Grade II Listed.	It is noted that there is no explicit reference made in the applicants submission to the neighbouring Grade II Listed properties. Notwithstanding this due regard has been had to the impact of the proposals and the resultant relationships. This is discussed in paragraph 23.
9. Impact of proposed 2-storey extension to 114 Elms Lane on no's 96 & 98 Sudbury Court Rd will lead to loss of privacy.	This is discussed in paragraphs 23 & 24.
10. Proposed new block of flats is contrary to Core Strategy CP17 and doesn't protect or enhance the suburban character and the wider Conservation Area.	This is discussed in paragraphs 5 - 19
11. Will cause harm to existing locally listed building (114 Elms Lane)	This is discussed in paragraphs 5 - 19

Round 2 of consultation;-

Due to the significance of the revisions that have been made to the scheme a second round of consultation was undertaken. A total of 36 properties were notified on 1 May 2015. In response to this second round the same seven properties who had objected previously confirmed that they still object, plus two further objections were received resulting in a total of 9 objections.

Further site notices were displayed on 6 May 2015 and a press notice on 7 May 2015

Summary of objections;-

In response to the revised plans, proposing x2 detached dwellinghouses a large number of the earlier objections and the grounds for objection have been re-confirmed.

Point of objection	Response
1. Loss of privacy to neighbouring properties on Sudbury Court Rd..	This is discussed in paragraphs 7, 9 & 22-24
2. Plans do not show the context with properties on Sudbury Court Rd.	Notwithstanding this full consideration has been had to the relationship between the application property and neighbouring properties in assessing the proposed extension and conversion into 4 flats.
3. The revised scheme still has insufficient parking.	Transportation officers have confirmed that the proposal for 8 off-street parking spaces full satisfies adopted parking standards for this development, as set out in PS14 of the UDP (2004). This is discussed in paragraphs 27-38
4. Proposal would harm the character of the SCCA.	see above

Statutory Consultees;-

Ward Councillors for Northwick Park Ward;-
No comments received.

Transportation;-

In response to the amended scheme proposing x2 detached dwellinghouses Officers have no objection on transportation grounds, subject to

- (i) any existing gates that open outwards onto the Public Highway should be removed and replaced.
- (ii) a revised site layout plan shall be submitted showing details of front boundary treatments, with regard to pedestrian visibility splays (2m x 2m above a height of 0.8m) at the vehicle accesses and the properties shall not be occupied until the associated crossover works have been completed fully to the satisfaction of the Local Highway Authority. This further information would be secured through condition.

A detailed discussion of the transport and parking related matters is contained within the 'remarks' section below.

Regulatory Services (Environmental Health);-
They had no comments to make.

Landscape Design;-

It is considered that the tree survey is realistic, and the loss of T5, a Cherry tree protected as T4 on the Sudbury Cottages Tree Preservation Order is acceptable due to its poor condition. A suitable replacement must be provided for this in the front garden. Details of this must be provided as part of a detailed landscape plan, which should confirm all planting species, hard materials, boundary treatments and details of level changes. This further detail would be secured as part of a landscape condition.

POLICY CONSIDERATIONS

National Planning Policy Framework 2012

LDF Core Strategy 2010

Policy CP17 - Suburban Character
CP21 - A Balanced Housing Stock

Brent UDP 2004

- *BE2 Local Context*
- *BE3 Urban Structure*
- *BE6 Public Realm: Landscape Design*
- *BE7 Streetscene*
- *BE9 Architectural Quality*
- *BE24 Locally Listed Buildings*
- *BE25 Development in Conservation Areas*
- *BE26 Alterations & Extensions to Buildings in Conservation Areas*
- *BE27 Demolition & Gap Sites in Conservation Areas*

- *BE28 OpenSpace in Conservation Areas*
- *H11 Housing on Brownfield Sites*
- *H12 Residential Quality – Layout Considerations*
- *H13 Residential Density*
- *H14 Minimum Residential Density*
- *H17 Flat Conversions*
- *H18 Quality of Flat Conversions*
- *H19 Flat Conversions - Access & Parking*
- *TRN3 Environmental Impact of Traffic*
- *TRN10 Walkable Environments*
- *TRN11 London Cycle Network*
- *TRN15 Forming an Access to a Road*
- *TRN23 Parking Standards – Residential Developments*
- *TRN24 On-Street Parking*
- *TRN34 Servicing in New Development*
- *PS14 Parking Standards – Residential Developments*
- *PS16 Cycle Parking Standards*

Supplementary Planning Guidance

- *SPG17 Design Guide for New Development*
- *SPG3 Forming a Vehicle Crossover*

Domestic Vehicle Footway Crossover Policy (DVFCP) - 2008

DETAILED CONSIDERATIONS

Context;

1. The site is within the SCCA, which is also subject to an Article 4 Direction. The Conservation Area boundary is the southern site boundary, shared with no 108 Elms Lane which is immediately south of the site and outside the Conservation Area. National, regional and local planning policies seek to protect such designated areas from unsympathetic or harmful development. Core Strategy Policy CP17, seeks to protect and enhance the suburban character of Brent from inappropriate development. The infilling of plots with out of scale buildings that do not respect the settings of existing dwellings will not be acceptable, and UDP policy BE25 states that new developments in Conservation Areas should preserve or enhance the character or appearance of the area.
2. 114 Elms Lane which is the application property (known locally as Rose Cottage) is Locally listed. UDP policy BE24 states that the special character of buildings on the local list will be protected and enhanced.

Character appraisal of Sudbury Cottages Conservation Area (SCCA):-

3. The Conservation Area was designated on 11 February 1993, and contains only a small number of properties (12 in total):

Elms Lane no's 114-116 and Sudbury Court Road no's 95-110.

4. The Conservation Area seeks to preserve what remains of this part of the historic core of Sudbury. 114 Elms Lane (Rose Cottage) dates back to the 18th century. The special character of the area is based not only on the design of buildings and that of open space but also on their street settings and the street scenes. The properties within the Conservation Area are a variety of different types of dwelling, which it is felt gives a sense of rural character. It is recognised that 114 Elms Lane (together with 116) have a character distinctively different from other properties due to the age, scale and architectural details.

Proposed conversion of 114 Elms Lane into 4 self-contained flats and 2-storey side extension;

5. This is a locally listed cottage which it is proposed to extend and convert into 4 self-contained flats. The original building has been extended to the rear and side, and modified internally since its original construction in the 18th century. The existing two-storey extension to the property at the northern end, along with the lean-to conservatory at the southern end are more modern additions. The rear extension pre-dates both of these. A number of internal alterations have also been carried out over time. The property is large enough in principle to be converted into flats when judged against UDP policy H17.

6. This proposed conversion into flats would comprise of 1 x 3-bed, 2 x 2-bed and 1 x 1-bed flats.
7. In order to achieve this number of flats it is proposed to erect a modest sized two-storey side extension, set behind the existing two-storey side addition. This extension will project 3.9m at a width of 2.3m and will serve flats A and C. This extension would have a dual pitch roof, set below the existing roof, with a white render finish. The roof design is sympathetic to the original character of this locally listed building and externally this is in keeping with the existing character. It would not be visible from the streetscene, but would be visible from a neighbouring property on Elms Lane (116) and from the rear of properties which adjoin the site along Sudbury Court Road (no's 96-100). There is a levels difference, adjoining properties on Sudbury Court Road are at a lower level, however given its size, scale and design is not considered this extension would cause any visual harm or harm the residential amenity to neighbouring properties. This is a more subservient addition which has been sensitively designed when compared to previous proposals. It is considered this would have an acceptable impact on the architectural integrity of the locally listed building, and the Conservation Area.
8. The front elevation of the existing property will be enhanced through the replacement of existing windows in a poor state of dis-repair. Timber framed replacements are proposed, and a replacement door. Further detail of these replacements will be secured through a planning condition to ensure the architectural integrity of the building is protected.
9. It is proposed to open up the existing basement level, and in turn alterations are proposed to the rear facade that would see the installation of patio doors at this level to serve lower ground floor accommodation. The new openings would be at a level lower than existing garden level. Steps up to garden level are proposed and additional landscaping is being proposed to the top of the sunken patio areas in order to minimise the prominence and visual impact of these alterations to the rear facade of the building as viewed from neighbouring properties to the north and north-east of the site.
10. The conversion of the loft results in the proposal to install 6 rear facing rooflights. Due to their siting it is considered these will not have a significant impact on the host building and they will not impact on the streetscene. In the event that permission is granted these rooflights would be subject to a planning condition to ensure that they are installed flush with the roofslope, and that conservation area style rooflights are installed.

Quality of accommodation;-

11. Each of the flats are sufficiently sized in order to meet London Plan minimum space standards for residential development.
 - Flat A 3-bed/4 person unit = 88 sqm
 - Flat B 1-bed/2 person unit = 63 sqm
 - Flat C 2-bed/3 person unit = 65 sqm
 - Flat D 2-bed/3 person unit = 65 sqm
12. The internal layout will ensure that all flats have reasonable light and outlook to them, and the flats generally achieve the correct stacking of like-for-like rooms above and below each other. Each flat will benefit from an appropriate amount of external amenity space also.
13. SPG17 standards require a minimum of 20m² per flat, and a minimum of 50m² for family sized accommodation. The family unit will have direct access to a private patio area (25 sqm). Normally we would seek 50sqm, however the the plans submitted demonstrate that the overall quantum of useable communal amenity space is broadly in line with SPG17 minimum requirements for the site as a whole. There is a generous area of communal space that will make up for the shortfall in private amenity space. Officer's are satisfied that the amenity space offer as a whole will be acceptable. In quantum, quality and layout terms, the amenity space provision is considered to meet SPG17 guidelines.

Proposed new build x 2 detached houses adjacent to 114 Elms Lane;-

- 14.** The original scheme proposed a block of five flats arranged over three levels to be built to the south side of 114 Elms Lane. Officers raised concerns with the size, scale, and design of this building within the Conservation Area and the parking requirements generated for this flattened development. This form of development could not be supported and has since been amended to the current scheme which proposes two detached family dwelling houses to the south side of 114 Elms Lane. Each new house proposed is a 3-bedroom dwelling.
15. The houses are proposed to be built on an area of the site which is mostly laid as hardsurfacing, this is

an oversized car park that serves 114 Elms Lane. It does not make a positive contribution to the streetscene or the character of the Conservation Area.

16. The proposed type and design of detached housing will act as a transition between the Conservation Area, and the distinctively different character displayed by 114 Elms Lane and the more typical two-storey suburban housing that exists to the south of the site (106 & 108 Elms Lane).
17. A good level of separation is proposed so that 114 Elms Lane retains a spacious setting. This is important given the spaciousness currently displayed, its local listing, and its Conservation Area designation. The proposed pair of detached houses respect their setting adjacent to the locally listed building, and the gaps proposed between existing and proposed buildings and the site boundary to the south demonstrate that this will not result in a cramped form of development. This is important as it is in keeping with the established patterns of development where spacing between buildings locally is a characteristic.
18. The footprint of these two houses is considered to pay respect to the surrounding urban grain and patterns of development. In plan form these appear subservient to the scale of 114 Elms Lane and they are comparable to 106 and 108 Elms Lane. This is appropriate, as new development should not be unduly dominant when considered in the context of its setting adjacent to 114 Elms Lane and it should be mindful of local character.
19. The scale and massing of the two detached houses does pay attention to their local context. The eaves height will be slightly lower than 114 Elms Lane, so too will the roof ridge. This results in a scale of development that is subservient to 114 Elms Lane. The design of these dwellings does take reference from the locally listed cottage, namely through the arrangement of fenestration, materials, proportions of window openings and porch canopy detailing for these houses. In design terms this would respect the character, appearance and detailing of 114 Elms Lane. For these reasons it is considered that these houses would have an acceptable impact on the streetscene environment and are respectful to their setting adjacent to a locally listed building, within a designated area.

Quality of accommodation;-

20. The floor area of the proposed new build housing will meet with the minimum internal floor area standards specified within the London Plan for three bedroom, five person accommodation. The accommodation is proposed over three floors, a lower ground floor is proposed which takes advantage of the levels change from front to back across the site. This lower level will be used as a kitchen/dining rooms, with direct patio door access to a sunken outdoor terrace. Much like the arrangement at 114 Elms Lane, stepped accessed is proposed from private patio areas up to natural garden level.
21. SPG17 standards require a minimum of 50m² for family sized accommodation. The plans submitted demonstrate that the quantum and layout of useable amenity space is in line with SPG17 minimum requirements.

Impact on amenity of neighbouring properties;-

22. The southernmost detached dwelling is to be set in from the boundary shared with 108 Elms Lane by 2m. On the southern side of the boundary the neighbouring property is then set in approximately 4.2m, with a garage in between. There are no habitable flank wall windows facing towards the application site that will be affected. Furthermore the siting of these houses, and their footprint respect the building lines of this neighbouring housing. As such there are no concerns with the resultant relationship to the rear. Outlook and privacy will not be compromised for the occupiers of 108 Elms Lane.
23. Sudbury Court Road properties (no's 96 to 100) all share a boundary with the site, rear gardens adjoin the application site. These neighbouring properties (and gardens) are at a lower level due to the level changes between Elms Lane and Sudbury Court Road. The proposed two-storey extension will be set behind the existing two-storey addition at the northern end of 114 Elms Lane. The existing flank wall to the property is set in 2.6m from the boundary shared with 96 & 98 Sudbury Court Road. The proposed extension would not project any closer than this finishing in line with the existing flank wall, therefore not significantly altering the existing long standing relationship between existing building and neighbouring gardens. A first floor flank wall window is proposed to be installed in the extension facing north, and this will be conditioned to ensure that this is obscurely glazed so that there is no overlooking of neighbouring properties north of the site. This will safeguard the privacy of neighbouring properties. A rooflight is proposed facing north, however due to the angle of this within the roofslope it should not result in direct overlooking towards the rear of neighbouring properties. Due regard has been had to the fact that both 96 and 98 Sudbury Court Road are statutory Grade II Listed, however given the aforementioned relationship

it is not considered this modest extension will affect the setting or harm the architectural integrity of these pair of Listed buildings.

24. The alterations proposed to the rear facade of 114 Elms Lane will result in new openings at lower ground floor level. These openings face west, looking down the garden they do not face towards properties north or north west, situated on Sudbury Court Road. It is not considered these will cause overlooking or loss of privacy for neighbouring properties. Additionally two rear facing rooflights and one side facing (to the north) rooflights are proposed. Given the angle of these within the roof it is not considered they will result in direct overlooking or loss of privacy for neighbouring occupiers, they are very much included to provide natural daylight and sunlight to rooms proposed within the roofspace at 114.

Landscaping and trees;-

25. Landscape Officers are generally satisfied with the overall approach across the site, however it is requested that further details should be provided by the applicant to confirm the following;-

- That a suitable replacement tree must be provided in the front garden. Details of this must be provided as part of a detailed landscape plan.
- With regards to new planting, confirmation be provided of all new plant species, size, position and spacing.
- Details of all hard materials, type, colour and finish
- Further details of all level changes, boundary treatment, storage facilities and external lighting.

26. The proposed works to the site frontage will see new planting and additional soft landscaping which will represent an improvement to the streetscene when judged against the existing treatment. The current layout with the amount of harsurfacing does not contribute positively to the Conservation Area. One tree in the frontage will be removed, this is a Cherry tree protected as T4 on the Sudbury Cottages Tree Preservation Order. Landscape officers advise that its removal is acceptable due to its poor condition, however a suitable replacement tree must be provided for this in the front garden and this will be secured through condition.

Transportation - parking & access;-

27. This revised application seeks to convert the existing building into 4 flats (1 x 1-bed, 2 x 2-bed and 1 x 3-bed) and to erect a pair of detached houses, both are 3-bedroom dwellings. This represents a significant reduction in the number of units proposed as the original scheme was for 9 units.

28. A 5.2m wide crossover towards the southern end of the site provides access to a large block paved car park for about six cars, whilst a 4m crossover at the northern end provides access to a parking space at that end of the site, with a carriage driveway also provided along the front of the building connecting the two crossovers. As such, 9-10 cars could be accommodated within the site at present.
29. The site has previously had an application (13/2264) for 9 new self-contained flats and 7 off street parking spaces. This application was refused (in part) due to the insufficient number of off street parking spaces being provided, and the narrow width of Elms Lane not being able to accommodate on street parking.
30. The site has low access to public transport services (PTAL 2), with close access to bus routes 245 and 182 on Watford Road and 92 on Harrow Road, but no nearby railway stations therefore full parking standards apply.
31. Elms Lane is a local access road. It is a narrow road (5m wide), so on-street parking on the road is restricted to the western side only. Elms Lane is defined as a heavily parked street, with recent parking surveys from 2013 confirming this. There are no parking restrictions along Elms Lane or the nearby Sudbury Court Road, however there are waiting restrictions at the junctions of Elms Lane with both St.Georges Close and Sudbury Court Road.
32. Car parking allowances for dwelling houses are given in standard PS14 of the UDP. Disabled parking and bicycle parking requirements are given in standards PS15 and PS16 respectively. Brent's Domestic Vehicle Crossover Policy is also applicable.
33. The proposed conversion of 114 Elms Lane into 4 flats and the erection of a pair of 3-bedroom dwellings will result in an overall parking standard of 8.2 spaces for the site. This is based on maximum parking standards, as set out in the adopted UDP (2004). Critically this does represent a significant reduction in

the parking standard when compared against the 9 unit all flatted scheme which has now been superseded. This flatted scheme generated a parking standard of 11.4 spaces, with just 9 off-street spaces proposed, so there was a reliance on having to park on-street to meet the full standard which would not be acceptable in this location given the existing parking levels and the narrow width of Elms Lane.

34. The revised frontage layout accommodates 8 off-street spaces which does fully satisfy adopted parking standards for this revised scheme. Five of the spaces will be accessed via the existing crossovers and one via the existing garage at the northern end of the frontage. Spaces marked '1' and '2' on plan will be accessed via a new proposed crossover (4.2m) towards the southern end of the frontage. This new crossover is considered to be acceptable on Transportation grounds.
35. The applicant had previously submitted a Transport Statement (TS) for the all flatted scheme (9 flats). To recap the transport statement, written by Transport Planning Associates (TPA), shows a swept path analysis of all the accesses. Figure 3.1 does show all vehicles leaving the site in forward gear with majority of the vehicle manoeuvres occurring within the site. This is confirmed as acceptable by Transportation officers.
36. TPA have carried out a survey of the surrounding streets on 15th July 2013 between 20:00 - 20:30. The results of this survey show 18 parking spaces on Elms Lane (between Sudbury Road and Rowan Close) out of which 8 spaces were used. Transportation have also carried out a recent parking survey of the borough (2013) which showed 13 vehicles parked overnight along this section of Elms Lane, demonstrating that there is additional capacity. As the street is narrow, parking can only occur on one side of the road and therefore transportation considered parking spaces on the western side of the carriageway only, as did TPA. Parking on the eastern side of the carriageway on Elms Lane near the junction of Sudbury Court Road is restricted by double yellow lines.
37. One of the main concerns expressed by local residents is the impact that this proposal will have on traffic, congestion and parking on-street, caused by overspill parking. Residents who have objected to the proposal have submitted photographs to evidence the traffic congestion that is at times experienced along Sudbury Court Road, close to the existing width restriction. The estimated trip generation, into and out of this site is 2 cars during peak hours, which is not considered to be significant enough in terms of additional traffic generated to have a material impact on the local highway network. This position is supported by Transportation officers. The likelihood is that this adjoining road is being used as a cut through route to and from Watford Road during peak times, and Transportation have advised that it is the case that resident's can put a request to Transportation to have additional controls introduced to calm traffic flows and assist with congestion on-street. However implementation of any further controls is not considered necessary to make the proposal acceptable in planning terms. In conclusion then, 8 off street parking spaces have been proposed for the 6 residential units, this is greater than a ratio of 1:1. The maximum parking standard (8.2 spaces) generated by the number and type of units proposed can be fully met by the provision of 8 off-street spaces and therefore Transportation officers are of the view that overspill of parking on the surrounding heavily parked streets should not occur. It would be unreasonable to require parking levels above and beyond the number provided as this is consistent with adopted parking standard PS14.
38. UDP Policy TRN23 requires the impact of overspill parking on the street to be assessed where full parking standards are not being proposed. Given the overall level of parking spaces proposed within the site this scheme does not conflict with this policy.
39. The drawing does not show if a new front boundary wall will be provided along Elms Lane. There is a requirement to provide visibility at all the accesses for pedestrian safety as set out in the guidance SPG-3 and there should be no obstruction over the height of 0.8m above road level. Further details of the height of the front boundary wall/fence should be submitted for approval, and secured through condition.
40. Secure cycle parking spaces (1 per flat) is proposed for the conversion of 114 Elms Lane, and a refuse bin store area is indicated in between existing and proposed buildings, set back from the street frontage. Further details of secure and wetherproof cycle storage and a means by which to screen the bin enclosure area(s) will be secured by condition to ensure an accetable visual impact. Collection of refuse will be direct from Elms Lane which is no different to the existing collection arrangements for this and all other properties within the street.

Summary:-

Overall the proposed development is considered to result in a visually acceptable development which it is

considered has an acceptable impact on the Locally listed building (114 Elms Lane) and pays appropriate regard to its location within the SCCA reflected through the siting, scale and design of the proposed new houses. The proposal will not cause undue harm to the amenity of neighbouring occupiers. Careful consideration of the transportation impacts has been given, and the number of parking spaces proposed within the site fully satisfies adopted standards. The proposal accords with national, regional and local planning policy and makes efficient use of a previously developed site. On balance it is considered this revised scheme has suitably addressed the reasons for refusal on planning application 13/2264. It is accordingly recommended for approval, subject to attached conditions.

CIL DETAILS

This application is liable to pay **£68,523.13*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): 29 sq. m.
 Total amount of floorspace on completion (G): 573 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
Dwelling houses	573	291	253	£35.15	£200.00	£10,242.77	£58,280.36

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)	258	
Total chargeable amount	£10,242.77	£58,280.36

*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



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 14/3127

To: Mr Stuart Rackham
Rackham Planning
10 Knole Close
Almondsbury
Bristol
South Gloucestershire
BS32 4EJ

I refer to your application dated 06/08/2014 proposing the following:
Proposed conversion of 114 Elms Lane into 4 self-contained flats (1 x 3-bed, 2 x 2-bed and 1 x 1-bed), including a lower ground floor basement and alterations to the rear elevation consisting of the installation of new windows and doors, erection of 2-storey side extension and installation of x6 rooflights, demolition of existing lean-to conservatory extension, and the erection on the garden and parking area to the side of 114 Elms Lane of two detached 3-bedroom dwellinghouses, formation of a new vehicle crossover onto Elms Lane, off-street parking for 8 cars, secure cycle parking, refuse and recycling bin storage, private and communal amenity space and associated hard and soft landscaping works to the site frontage (as amended)
N.B. This is a revised description.

and accompanied by plans or documents listed here:
(See Condition 2)
at 114 Elms Lane, Wembley, HA0 2NP

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

National Planning Policy Framework 2012
Brent Core Strategy 2010
Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance 3 - Formation of Vehicle Access
Council's Supplementary Planning Guidance 5 - Altering and Extending Your Home

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
Housing: in terms of protecting residential amenities and guiding new development
Transportation

- 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):

RK/TP/980/01 revA
RK/TP/980/02
RK/TP/980/03
RK/TP/980/04
RK/TP/980/05
RK/TP/980/06
RK/TP/980/07 revA
RK/TP/980/08 revA
RK/TP/980/09
RK/TP/980/10 revA
RK/TP/980/11 revA
RK/TP/980/12 revA
RK/TP/980/13 revA
RK/TP/980/14 revA
RK/TP/980/15 revA
RK/TP/980/16 revA
RK/TP/980/17 revA
RK/TP/980/18 revA
RK/TP/980/19 revA
RK/TP/980/21
RK/TP/980/25 revA
RK/TP/980/27 revA
RK/TP/980/30

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

- 3 The maximum width of the new vehicular access at the edge of the public highway shall be 4.2 metres.

Reason: To ensure that the construction of the access does not prejudice conditions or safety for pedestrians on the adjoining highway.

- 4 The parking spaces shown on the approved plans shall be fully laid out on site prior to first the occupation of any of the residential units hereby approved and shall be permanently retained and used solely in connection with the approved units within the site thereafter.

Reason: To ensure that the approved standards of parking/garage provision are maintained in the interests of local amenity and the free flow of traffic in the vicinity.

- 5 The detached houses hereby approved shall not be occupied until the associated crossover works at the southern end of the site have been completed fully to the satisfaction of the Local Highway Authority.

The proposed vehicular crossover shall be carried out at the cost and applicants expense, in compliance with a scheme to be submitted to and approved in writing by the Local Highway Authority, with the works carried out and completed in accordance with these approved details, prior to the first occupation of the new detached houses hereby approved.

Reason: In the interests of highway and pedestrian safety in the locality, in pursuance of Section 278 of the Town and Country Planning Act 1990.

- 6 The window(s) on the first floor of the building (114 Elms Lane) as extended shall be constructed with obscure glazing and with openings at high level only (not less than 1.8m above floor level) and shall be permanently maintained in that condition thereafter unless the prior written consent of the Local Planning Authority is obtained.

Reason: To minimise interference with the privacy of the adjoining occupier(s).

- 7 The roof-lights installed at 114 Elms Lane shall be detailed to be flush with the existing roof covering.

Reason: In the interest of visual amenity of the Sudbury Cottages Conservation Area and this Locally Listed building.

- 8 No further extensions or buildings shall be constructed within the curtilage of the x2 new detached dwellinghouse(s) subject of this application, notwithstanding the provisions of Class(es) A, B, C, D & E of Part 1 Schedule 2 of the Town & Country Planning (General Permitted Development) Order 1995, as amended, (or any order revoking and re-enacting that Order with or without modification) unless a formal planning application is first submitted to and approved by the Local Planning Authority.

Reason(s):

In view of the restricted nature and layout of the site for the proposed development, no further enlargement or increase in living accommodation beyond the limits set by this consent should be allowed without the matter being first considered by the Local Planning Authority. To prevent an over development of the site and harm to the Conservation Area and undue loss of amenity to adjoining occupiers.

- 9 Any existing gates/doors opening outwards onto the Public Highway should be removed in accordance with Section 153 of the Highways Act 1980 and plans for a new gate/doors should be submitted for planning approval prior to commencement of the residential units hereby approved.

Reason;- In the interests of pedestrian and highway safety.

- 10 Details of materials for all external work to 114 Elms Lane and the x2 detached houses hereby approved, including shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out in fully accordance with the approved details thereafter unless otherwise agreed in writing by the Local Planning Authority.

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

11 (a) Prior to commencement of development, detailed section drawings of all proposed windows (including replacement timber windows to 114 Elms Lane) shall be submitted to and approved in writing by the Local Planning Authority.

(b) Prior to commencement of development further details of the replacement front door to 114 Elms Lane shall be submitted to and approved in writing by the Local Planning Authority.

The works shall be carried out in full accordance with the approved details thereafter unless otherwise agreed in writing.

The proposed replacement timber windows to 114 Elms Lane shall replicate the sash design of the originals. Such replication shall include the proportions and size of the glazed areas including glazing bars which must be externally mounted, thickness of the sills, even profiles and sightlines.

Reason: In the interests of the visual amenities of the Sudbury Cottages Conservation Area and this Locally Listed building.

12 Prior to commencement of development further details shall be submitted to and approved in writing by the Local Planning Authority showing details of front boundary treatments, with regard to pedestrian visibility splays (2m x 2m above a height of 0.8m) at the vehicle accesses.

Reason;- In the interests of pedestrian and highway safety.

13 Notwithstanding any details of landscape works referred to in the submitted application, a scheme for the detailed landscape works and treatment of the surroundings of the proposed development (including species, plant sizes, planting densities including the number and location of new trees) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any site clearance, demolition or construction works on the site. Any approved planting, turfing or seeding included in such details shall be completed in strict accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. Such a scheme shall include but not limited to the following:-

(a) proposed walls, fences and gates and any other form of boundary treatment or means of enclosure indicating materials and finished heights;

(b) further details of screen planting along the northern site boundary;

(c) adequate physical separation, such as protective walls and fencing between landscaped and paved areas;

(d) provision for the satisfactory screening/enclosure of bin store(s)

(e) details of the proposed arrangements for the maintenance of the landscape works.

(f) a suitable landscape plan showing details of all species, size, density, number and location of all new planting (including further details of any new trees which shall include but is not limited to a replacement tree in the front garden) within the site

(g) details of any external lighting

(h) details of secure and weatherproof cycle parking enclosure

(i) details of all hardsurfacing materials (type/colour/finish)

(j) details of the level changes across the site shall be demonstrated when submitting further details

Any planting that is part of the approved scheme that within a period of *five* years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced with others of a similar size and species and in the same positions, unless the Local Planning Authority first gives prior written consent to any variation.

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the locality in the interests of the amenities of the occupants of the development and to provide tree planting in pursuance of section 197 of the Town and Country Planning Act 1990.

- 14 No works shall commence on site prior to a detailed Tree Protection Plan and Arboricultural Method Statement being submitted to and approved in writing by the Local Planning Authority which:
- (i) adhere to the principles embodied in BS5837:2012
 - (ii) indicate exactly how and when the retained trees, hedges and shrubs on-site or off-site near the site boundaries will be protected during the construction phases; and
 - (iii) show all root-protection zones

The development shall be carried out strictly in accordance with the agreed details thereafter unless otherwise agreed in writing.

Reason: To ensure a satisfactory appearance and setting for the proposed development and to ensure that it enhances the visual amenity of the Sudbury Cottages Conservation Area

INFORMATIVES

- 1 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk
- 2 If the development is carried out it will be necessary for a crossing to be formed over the public highway by the Council as Highway Authority. This will be done at the applicant's expense in accordance with Section 184 of the Highways Act 1980. Should Application for such works should be made to the Council's Safer Streets Department, Brent House, 349 High Road Wembley Middx. HA9 6BZ Tel 020 8937 5050. The grant of planning permission, whether by the Local Planning Authority or on appeal, does not indicate that consent will be given under the Highways Act.
- 3 The applicant is advised that the two new detached houses hereby approved will also be subject to the existing Article 4 Order that applies to the Sudbury Cottages Conservation Area.

Any person wishing to inspect the above papers should contact Gary Murphy, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5227

This page is intentionally left blank

COMMITTEE REPORT

Planning Committee on 2 July, 2015
Item No 05
Case Number 14/4365

SITE INFORMATION

RECEIVED: 25 November, 2014

WARD: Welsh Harp

PLANNING AREA: Willesden Consultative Forum

LOCATION: KINGSBURY TOWN F C, Townsend Lane, London, NW9 7NE

PROPOSAL: Alterations and refurbishments of the existing sports ground and clubhouse to include the demolition of the front porch and erection of a single storey toilet extension, new turnstiles, gates and ticket booths, resurfacing of pathway, replacement pitch barriers, retractable covered walkway, players boxes and new covered seating and standing spectator areas around the ground

APPLICANT: Mr Robert Morris

CONTACT: Mr Paul Samson

PLAN NO'S: Please see condition 2.

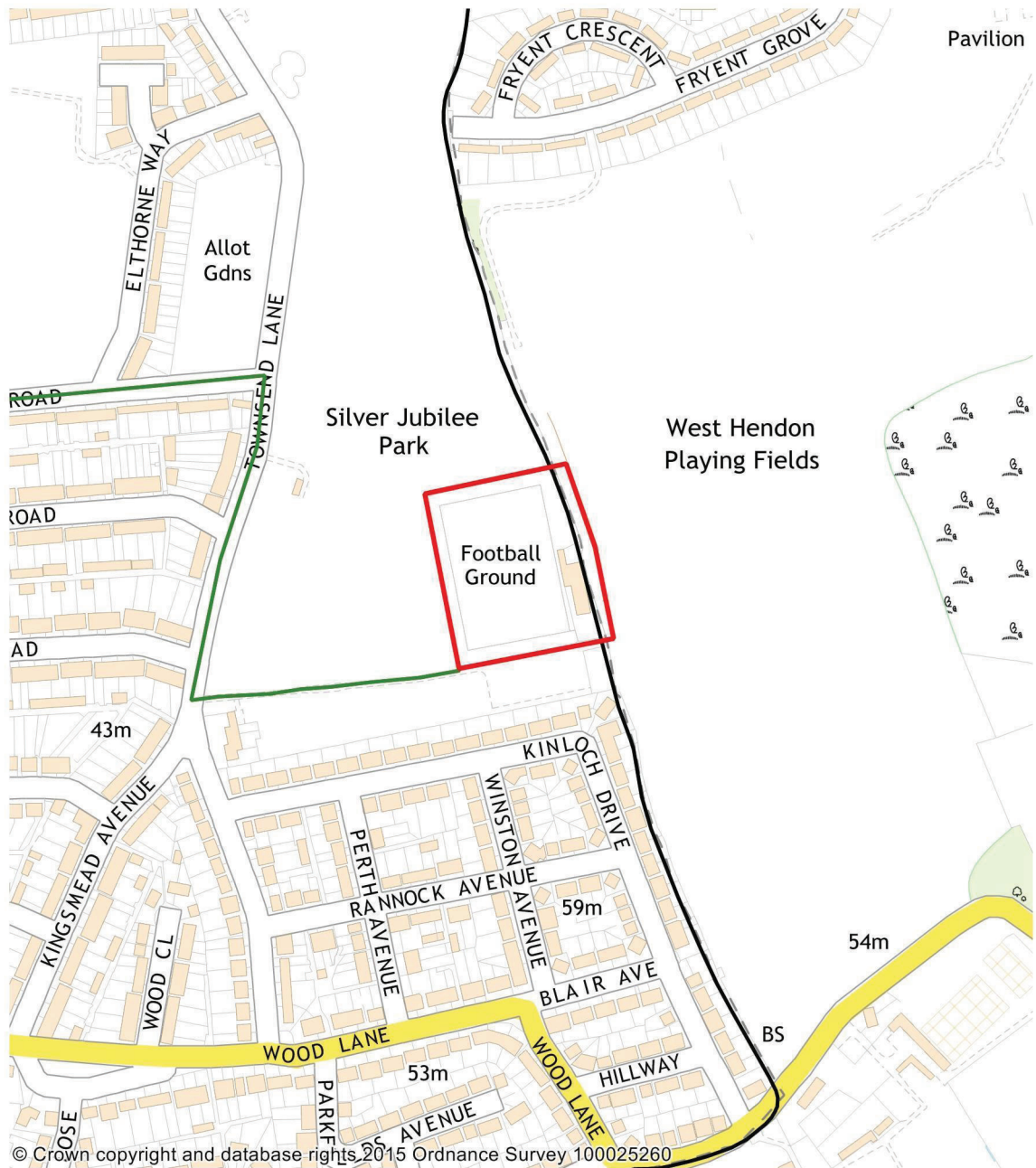
SITE MAP



Planning Committee Map

Site address: KINGSBURY TOWN F C, Townsend Lane, London, NW9 7NE

© Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

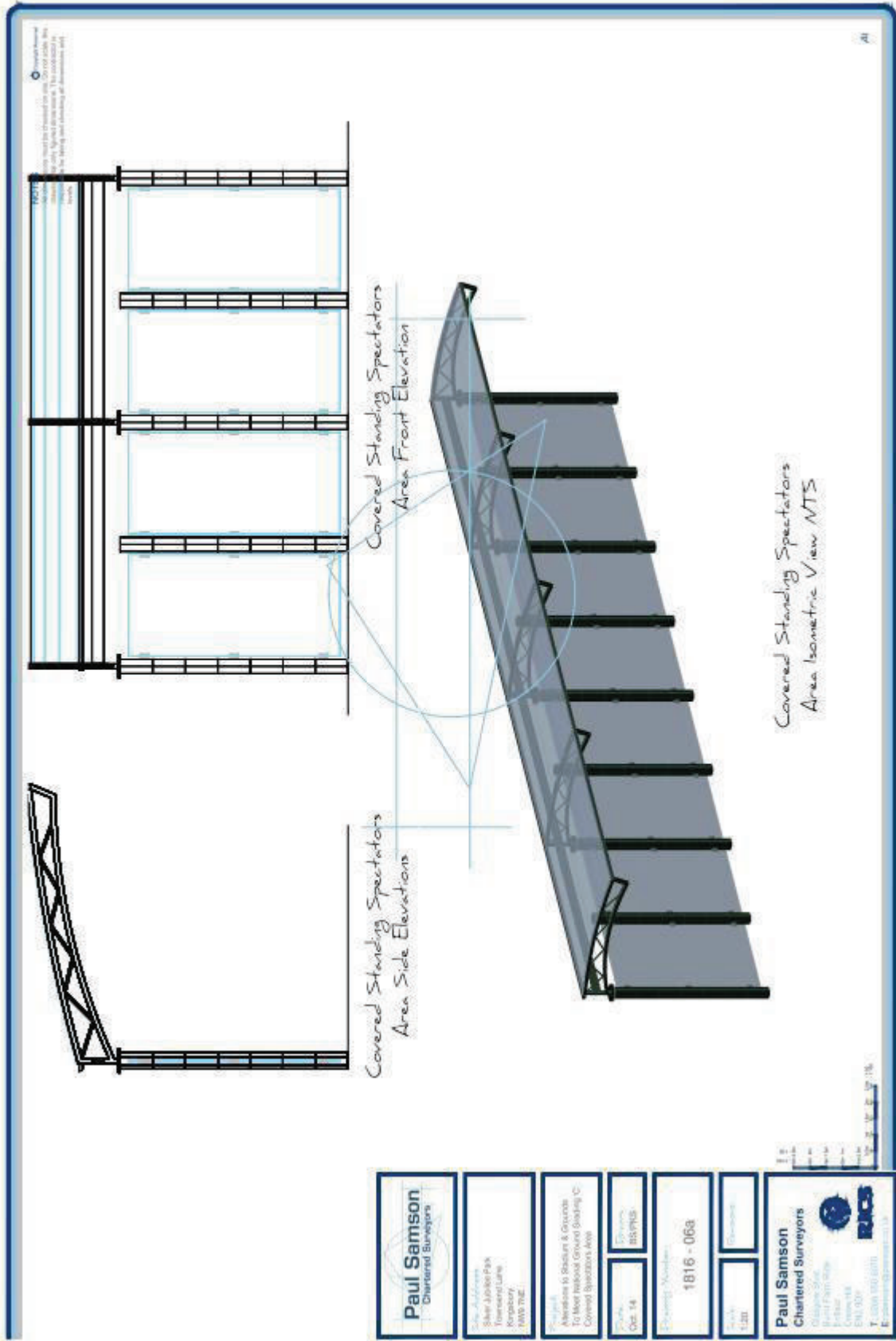
SELECTED SITE PLANS

SELECTED SITE PLANS

Proposed Site Layout (extract from drawing 1816-04d)

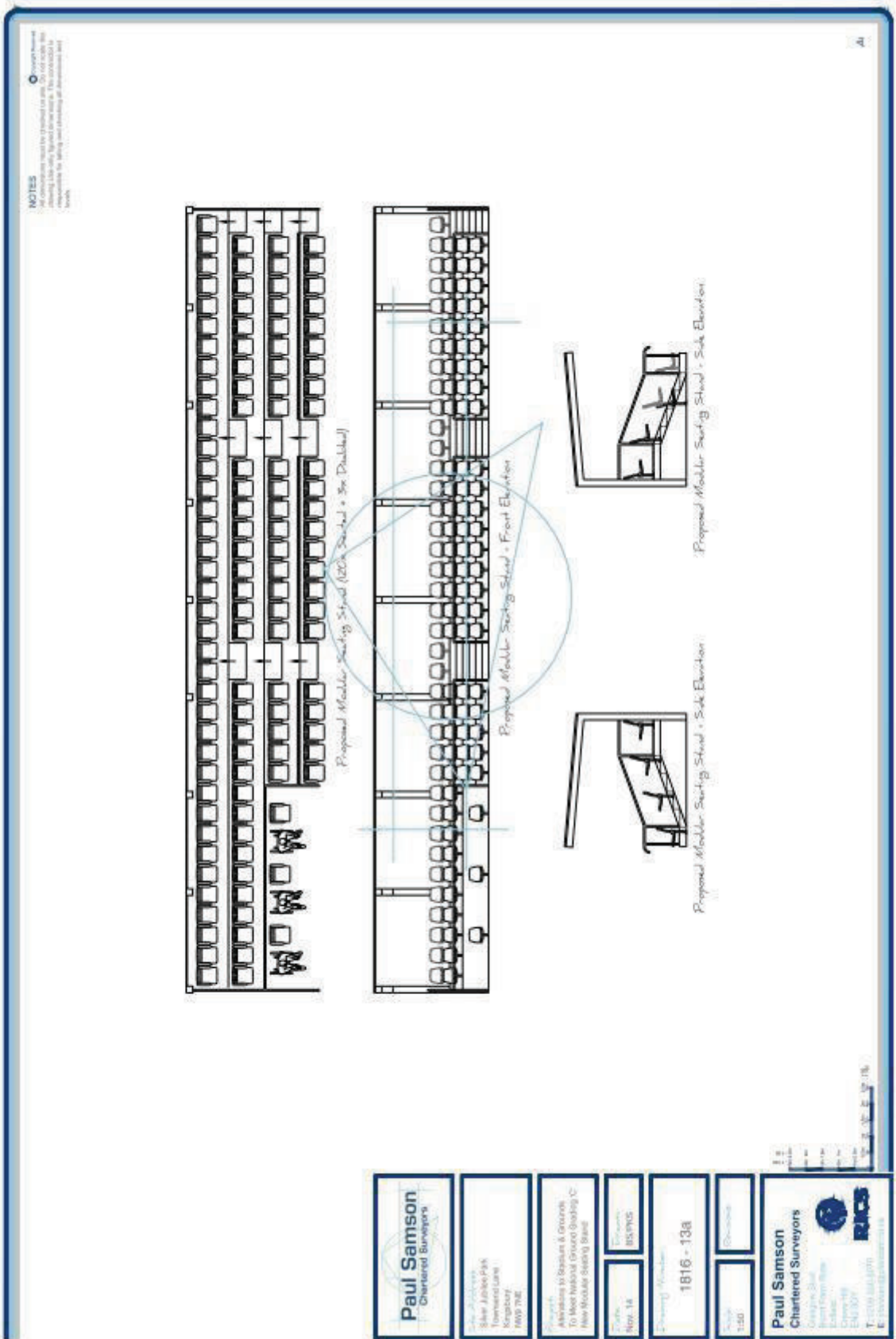


Canopy for Covered Standing Area



<p>Paul Samson Chartered Surveyors</p>	<p>Site Address: Shear Johnson Park Trompsburg Lane Ringsbury W9 7NE</p>		<p>Scale: 1:100</p>	<p>Client: 1816 - 06a</p>	<p>Paul Samson Chartered Surveyors Oldham Street Burd Park Way Enfield EN1 3DF T: 0208 999 0000 E: paul@paulsamson.co.uk</p>
	<p>Project: Alterations to Stadium & Grounds To Meet Ireland Ground Grading, C Covered Spectators Area</p>				

Proposed Seating Stand



RECOMMENDATIONS

Grant consent, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

The application seeks planning permission for alterations and refurbishments of the existing sports ground and clubhouse to include the demolition of the front porch and erection of a single storey toilet extension, new turnstiles, gates and ticket booths, resurfacing of pathway, replacement pitch barriers, retractable covered walkway, players boxes and new covered seating and standing spectator areas around the ground. Further detail is provided below:

- The extension to the main building will measure 4.4m wide, 3.9m deep and 2.75m high at its deepest points and will infill the area between the existing toilet and store areas.
- The three ticket booths will measure 1.3m wide, 1.8m deep and 2.5m high with turnstiles sited between them. A sliding gate measuring 10.5m wide and 2.4m high will be located in front of these for when the facility is closed.
- The pitch barriers will measure 1.1m in height and will be located around the perimeter of the playing surface.
- The two players boxes will measure 4m wide, 1m deep and 2.4m high and will be located on the west side of the pitch either side of the halfway line.
- The structure for the spectator seating area will measure 24m wide, 4m deep and 3.75m high and will be located to the southern end of the pitch.
- The covered standing spectator areas will be covered by canopies measuring 3.5m deep and 3.85m high. There will be three areas like this, two on the western side of the pitch measuring 30m wide and one on the northern side of the pitch measuring 48m wide.

B) EXISTING

The application site comprises a football pitch, stand and ancillary buildings within Silver Jubilee Park (defined as Metropolitan Open Land), which is used by Kingsbury Town Football Club. The eastern boundary of the site forms the Borough boundary with Barnet. To the south of the application site is an area for informal parking, further south still are the residential properties of Kinloch Drive.

Vehicular and pedestrian access to the football club is from Townsend Lane only. The site is served by a vehicular crossover and a 200m long access road into the site which leads to a car park (not within the application site) and the football ground. The access road near the junction of Townsend Lane does have a barrier.

C) AMENDMENTS SINCE SUBMISSION

The proposal has not been amended over the course of the application, however, additional supporting information has been submitted.

D) SUMMARY OF KEY ISSUES

Principle: The principle of this proposal is acceptable in planning terms in that the purpose of the proposal is to upgrade an existing sports facility.

Character and appearance: The size, scale and design of the proposed development is considered acceptable in relation to the size of the application site and wider park area. It is not unusual to see such structures and features which support the facilities to which they serve.

Use of the site and facilities: Whilst the proposals could potentially result in more regular matches and associated activity at the site due to the potential ground share, the predicted number of people involved in these events still remains fairly modest and consideration has been given to the transportation impacts.

Impact on neighbouring amenity: The proposal relates to the use of an existing sports facility and it is not considered that there will be unacceptable amenity impacts in view of its siting and current operation. The use of the clubhouse for events and functions currently takes place and it is not proposed that this will change as a result of the planning application. It is noted that noise and disturbance may occur later at night in the car park with people coming and going, including the sound of car engines and doors closing. As this is an existing situation, it is not a recommendation that further conditions are imposed restricting this.

Transportation: Subject to conditions requiring the provision of bicycle parking, submission and approval of

a Travel Plan and approval of traffic and parking management with Brent Council and the Metropolitan Police for matches with an anticipated attendance exceeding 500, there are no objections on transportation grounds to this proposal.

E) 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	402.4		8.5	11.9	

Monitoring Residential Breakdown

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

RELEVANT SITE HISTORY

14/4366 - Installation of non-illuminated free standing signage (x2) mounted on posts near the main entrance to the site. **Not yet determined.**

14/0400 - Installation of new 3G artificial sports pitch. **Granted 30/06/2014.**

97/0828 - Erection of changing rooms adjacent to clubhouse. **Granted 01/07/1997**

96/0152 - Retention of covered spectator stand at the southern end of the ground. **Granted 20/03/1996**

95/1162 - Installation of three No. (6.1m wide x 2.74m long x 3.2m average height) prefabricated spectator stands. **Granted 05/10/1995**

87/2024 - Retention of floodlights in upright position. **Granted 11/01/1989**

86/1634 - Erection of single storey extension for use as physio-therapy room and toilet accommodation. **Granted 04/11/1986**

84/0591 - Erection of single storey side extension to clubhouse. **Granted 24/04/1984**

P5897 5068 Erection of new clubhouse. **Granted 12/03/1968**

CONSULTATIONS

74 neighbours consulted (initial consultation on 17 December 2014 notifying 37 neighbouring properties with a site notice displayed; Ward Councillors & Silver Jubilee Residents Association were notified 20 January 2015; an extended consultation on 18 February 2015 notifying a further 37 properties

- 34 comments were received in support of the application.
- 11 comments and a petition containing 172 signatures were received objecting to the proposal.

The comments in support are as follows:

- This can only be a good thing for the local community
- There have not been any traffic issues or noise problems that I have witnessed
- Since the improvements to the facility it has breathed life back into the local community
- The facilities provide health benefits to the local community
- This is the best thing that has happened in Kingsbury for a very long time

- Provides a sense of community and is becoming the hub of the community
- The grounds and club need updating so they can continue to provide for the local community
- Provides much needed sports facilities in the borough for residents and school children
- Provides opportunities for local children and encourages them to take part in sport
- Proposals are modest and are the improvements are much needed, the application is for improvements to a football ground which is exactly what it has always been.

Objections have been made on the following grounds:

Point of Objection	Response
Traffic will be at a much higher volume and more frequent	This has been assessed by the Council's Transportation department. Please see paragraphs 33 – 42 of the report.
Parking issues	This has been assessed by the Council's Transportation department. Please see paragraphs 33 – 42 of the report.
Increase in noise levels	The proposal relates to the use of an existing sports facility and it is not considered that there will be unacceptable amenity impacts in view of its siting and current operation. Please see paragraphs 28 – 32 of the report
The redevelopment is far too large for this area	The principle and impact of the proposal on the application site and Metropolitan Open Land is assessed in paragraphs 6 -17 of the report.
Significant increase in people using the site and increase in anti-social behaviour	There is no justification that the proposals will increase anti social behaviour, any such instances should be reported to the Police. The increase in number of people is assessed in paragraphs 18 - 27 of the report.
Same people who sold previous Hendon Football Club site to a developer.	This would not has an impact on the assessment of this application.
Safety concerns for park users	This relates to the wider management of the park.
Increased litter.	Issues with litter in the parks should be reported to the Council's Public Realm Team.
Light pollution	The current planning application does not affect the existing floodlights, which have planning permission.
The proposals are in conflict with covenants.	Covenants are not a material planning consideration and can not be considered in the assessment of the application.
Overlooking / loss of privacy / intrusion	The separation between the application site and nearest residential properties (40m) is considered sufficient for there to be no significant amenity impacts. Please see paragraphs 28 – 32 of the report

Silver Jubilee Residents Association (SJPR) (Comments attached with the petition)

Point of Objection	Response
Very few residents in Kinloch Drive received a planning consultation letter relating to the application.	The Council, in carrying out the consultation exercise has notified 72 neighbouring properties of the application with a notification letter, a site notice has been erected on site allowing 21 days to submit comments. In addition, notification letters were sent to the local Ward Members and the Silver Jubilee Residents Association. This exceeds statutory consultation requirements. The determination of the application will be made by the Planning Committee Members in a public forum, which members of the local community are able to attend.

The proposals have been put in the name of Kingsbury Town Football Club but the new lease holders since 2014 are Hendon Football Club.	The application has been submitted by Mr Robert Morris with the address of the site and applicant being Kingsbury Town Football Club, Townsend Lane as this is the address of the site.
Effect on nature conservation. The proposals are not in keeping with the protection and enhancement of wildlife and would be prejudicial to the Metropolitan Open Spaces. The proposals are in conflict with covenants.	The principle and impact of the proposal on the application site and Metropolitan Open Land is assessed in paragraphs 6 -17 of the report. Any restrictive covenant is not a material planning consideration and the grant of planning permission would not override other restrictions.
Unspecified number of spectators coming into Silver Jubilee Park in close proximity to residents gardens.	This is considered in the Detailed Considerations Section of the Report.
Amplified equipment on the pitch with music and announcements disturbing residents enjoyment of their homes.	The use of the site for football matches, events and functions currently takes place and it is not proposed that this will change as a result of the planning application. See paragraphs 28-32 of the report.
Large numbers of people shouting etc during match play in close proximity to homes.	The proposal relates to the use of an existing sports facility and it is not considered that there will be unacceptable amenity impacts in view of its siting and current operation. Please see paragraphs 28 – 32 of the report
Noise and rowdy behaviour from large numbers of people coming and going from the site.	See above
Cars speed along the access road.	This relates to the wider management of the park. The Council's Public Realm Team will be made aware of concerns so they can give consideration to whether any mitigation is required.
Health and safety concerns: crowd control, lack of toilet facilities, site management, control of litter, insufficient lighting, control of street vendors, parking management.	Most of these responsibilities fall on the management team of the site and are not under the planning remit. Some of the issues relate to the wider management of the park and will be brought to the attention of the Council's Public Realm Team
Greater opportunities for crime and nuisance behaviour. Access gates left open and anti-social behaviour.	There is no justification that the proposals will increase anti social behaviour, any such instances should be reported to the Police.
Proposals are not appropriate for the area.	The principle and impact of the proposal on the application site and Metropolitan Open Land is assessed in paragraphs 6 -17 of the report.
Increased traffic in the area	This has been assessed by the Council's Transportation department. Please see paragraphs 33 – 42 of the report.
Scale and appearance of the proposal	The size and appearance of the physical structures proposed are considered to relate acceptably to the size and scale of the application site. Please see paragraphs 11 – 17 of the report.
Overlooking / loss of privacy / intrusion	The separation between the application site and nearest residential properties (40m) is considered sufficient for there to be no overlooking etc. Please see paragraphs 28 – 32 of the report

Transportation: _

Subject to conditions requiring the provision of bicycle parking, submission and approval of a Travel Plan and approval of traffic and parking management with Brent Council and the Metropolitan Police for matches with an anticipated attendance exceeding 500, there would be no objections on transportation grounds to this proposal.

Landscape and design team

The landscape proposals are likely to require new surfacing and if there is any proposed hard surfacing then we would require the type/colour/finish to be submitted for approval. No other objections.

Public Realm Team

- Council wardens do not open the barrier that leads to the car park when a team book one of the pitches in Jubilee Park.
- It is understood some teams liaise with Hendon FC to use the car park.
- Parking facility not offered to users as there were encroachment issues. Parking situation remain unchanged.
- Transportation has said that a skim would not be appropriate to resurface the car park area as it would also need lifting in areas to ensure suitable drain away. An order has been raised for new granite sets to be installed to keep the natural environment and to hinder cars parking. At present there are no changes planned to upgrade the car park.

Public Safety Officer

None of the stands would require a certificate, as the calculated capacities for each stand would all be below 500 persons.

Sport England:

Sport England does not wish to raise an objection to this application.

London Borough of Barnet:

No comments were received.

POLICY CONSIDERATIONS

National Planning Policy Framework

Paragraph 74 of the NPPF relates to playing fields

Paragraphs 79-92 of the NPPF on Green Belts applies equally to Metropolitan Open Lane (MOL)

Further Alterations to the London Plan

3.19 - Sports Facilities

7.17 - Metropolitan Open Land

Core Strategy 2010

CP17 – Protecting and Enhancing the Suburban Character of Brent

CP18 – Protection and Enhancement of Open Space, Sports and Biodiversity

Brent UDP 2004

BE2 – Townscape: Local Context and Character

BE4 – Access for Disabled People

BE7 – Public Realm: Streetscene

BE9 – Architectural Quality

TRN24 – On-street Parking

OS2 - Acceptable Uses in MOL

OS3 - Development on MOL

SPG17: Design for New Development

DETAILED CONSIDERATIONS

Background

1. The site is occupied by a non-league football ground, originally used by Kingsbury Town FC, but which has been in use by the newly re-formed Edgware Town FC (currently playing in the South Midlands League at level 6 of the national non-league structure) since the start of the 2014-5 football season.
2. Associated facilities include a clubhouse/dressing rooms (430sqm) and attached spectator stand with 162 seats. There is an existing car park which can accommodate approximately 90 cars accessible to users if the football ground. This car park is accessed via a 200m long, 3m-5.5m wide access road from Townsend Lane across the park, with 2m kerb radii onto Townsend Lane and a gate set 8m from the highway boundary.
3. This application seeks to refurbish and make improvements to the football ground's facilities. The proposal includes:
 - The provision of a new 120-seat stand at the southern end of the ground;
 - The erection of canopies to provide covered standing areas along the northern and western sides of the pitch (the largest stand behind the goal can accommodate up to 270 persons, and the two smaller stands can accommodate up to 162 in each);
 - An extension to the existing clubhouse/changing room block to provide improved changing rooms and new toilet facilities;
 - New turnstiles and gates at the ground entrance;
 - New dug-out facilities for players and new pitchside fencing.
4. These improvements are intended to bring the ground up to the standard defined as Category 'C' in the Football Association's National Football Ground Grading Structure. This sets a minimum ground capacity of 1,950 spectators and would allow the club to compete at level 3 of the national non-league structure.
5. The wider proposal for the site, if the current planning application is approved, is for the facilities to also be used by Hendon Town FC on a ground share basis with Edgware Town FC. The site and facilities will also be used by a number of other local groups and organisations as well as the youth teams for the two football clubs.

Principle of Development

6. Policy OS2 in the UDP sets out that the predominantly open character of Metropolitan Open Land (MOL) will be preserved with uses which may be acceptable on MOL restricted for such uses as public and private open space and playing fields. Policy OS3 states that within MOL new development will not be permitted unless it is complementary to the restricted uses. Furthermore, the building must be small in scale and be required to preserve or enhance activities associated with the particular open space.
7. The principle of this proposal is acceptable in planning terms in that the purpose of the proposal is to upgrade an existing sports facility. Sport England has assessed the application in the context of its policy to protect playing fields, 'A Sporting Future for the Playing Fields of England which accords with paragraph 74 of the National Planning Policy Framework. Essentially, Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of, all or part of a playing field, unless one of five exceptions applies.
8. Sport England is satisfied that the proposed development complies with the following exception to Sport England's Playing Field Policy:
 9. E2 - The proposed development is ancillary to the principal use of the site as a playing field or playing fields, and does not affect the quantity or quality of pitches or adversely affect their use.
 10. The continued use of the site as a football ground to allow for greater use of the pitch and facilities. As such, the proposal is acceptable in principle subject to other planning considerations detailed below.

Character and Appearance

11. Much of the development proposed will replace existing structures and will therefore not impact on the openness of the MOL. The extension to the clubhouse is very modest and will infill a small area between two existing single storey projections from the main building resulting in an increase in floorspace of 20sqm. The extension will be no higher than the section of the building to which it will attach and it is not considered to have a significantly greater visual presence than the existing building, nor is it considered that the proposal would have a significant impact on the character or appearance of the subject building or locality.
12. The proposal also seeks to improve the sub-standard pitch barriers. These measure a modest 1.1m high and run around the perimeter of the pitch. It is not considered that these replacements will have any

significant impact on the site.

13. The proposed new access gates and three spectator entrances and turnstiles are to be sited wholly within the application site near to the entrance from the adjoining access road and car park, when not in use they will be covered by a sliding gate. There are currently gates and fencing in place along this boundary that are fairly open in appearance offering views into the site. The proposed gate is solid in appearance and will enclose this area of the site, however, it is not considered that this will significantly affect the character and appearance of the area or locality as the majority of the boundary of the site is solid in appearance, being made up of dense vegetation. The new boundary treatment at the entrance will continue this and, whilst it will restrict views in to the application site, it will not affect views of the surrounding parkland and will not therefore impact on the openness of the MOL.

14. The proposed covered seating area measures 24m wide, 4m deep and 3.75m high, this would be 5.5m wider, 0.65m higher and 1.3m deeper than the existing open covered standing area that it would replace. Whilst the new structure would cover a larger area of ground it would only protrude marginally above the boundary treatment of the site and would be below the height of the main building and established trees and landscape features in and around the site. It is not considered that this element of the proposal would have a significant impact on the open character and appearance of the subject site or locality and would only be visible from limited views outside of the application site. It is not considered that it would detract from the character and appearance of the established football club and sporting facility and it would not impact on the openness of the MOL.

15. Additional covered areas for standing spectators are also proposed, these would measure 3.5m deep and 3.85m high. It is intended that there will be three areas like this, two on the western side of the pitch measuring 30m wide and one on the northern side of the pitch measuring 48m wide. Again, due to the existing, established boundary treatment of the site and the set in of the structures from the boundary it is not considered that they will be prominent or clearly viewed from outside of the site and therefore would not significantly affect the character and appearance of the area or the openness of the locality.

16. The additional features proposed, including the replacement railings, retractable tunnel and dugouts, would be no higher than the existing boundary treatment or features that they replace and would not be visible from outside of the application site.

17. The size, scale and design of the proposed development is considered acceptable in relation to the size of the application site and wider park area and it is not unusual to see such structures and features which support the facilities to which they serve. As such, the development is compliant with Core Strategy policy CP18 and UDP saved policy OS3 which seeks to ensure that small in scale and be required to preserve or enhance activities associated with the open space.

Use of the Site and Facilities

18. The facilities at the site are currently used for a wide variety of events and classes including sports activities, football matches, football training, parties, dances, charity events, exercise classes etc. and are used by the following local organisations: Hendon FC, Hendon Youth FC, Edgware FC, Edgware Town Youth FC, UCFB Wembley, Ryan Lavelle Irish School of Dance, Body Conscious, Schools Partnership, Hendon FC Academy, Pro Day Care, Hendon Youth Development.

19. Whilst there are currently no planning restrictions which would prevent the use of the site by different user groups, it is acknowledged that the proposed improvements to the facilities is likely to result in an increase in the intensity to which the site is used, particularly on match days if Hendon FC starts playing their home matches at the site. As such, further information has been sought to detail the likely attendance of the main user groups.

20. To provide some context, the largest attendance at Silver Jubilee Park that has been documented was 1300 in 1971 when Kingsbury Town FC played against Wealdstone FC. Hendon FC average attendance over the 2014/2015 season was 211, with one league game (Maidstone United) attracted an extremely high away following, raising the attendance to 759. Maidstone United have now been promoted though and the next highest regular league attendance (376 for a crucial promotion chasing game in April against Dulwich Hamlet) would be more typical of the likely peak attendance in a regular season. The Club's records indicate that the vast majority of games are around the 160 mark but the applicant has stated that it is their hope that if Hendon FC were playing at Silver Jubilee Park, the average attendance would be around 250 with most games at approximately 200. The move of Hendon FC to Silver Jubilee Park would result in approximately 26 home games a season playing on Saturday afternoon at 3pm or on a Tuesday evening 7.45 kick-off. It should be noted that there are other home games such as friendly games or cup games and the attendance of these

very much depends on who the opposition team is and vary in regularity from season to season. This is discussed in further detail in the Transportation Section.

21. Edgware FC played 24 home games in the 2014/2015 season which were held on Saturday afternoon at 3pm or on a Tuesday evening at 7.45, with the average attendance being 82. If the proposed ground share were to go ahead, the regularity of matches held at the Silver Jubilee Park pitch would increase with games being played on most weekends throughout the season with only one of the two teams playing at the ground over a single weekend.

22. Below is a break down of the attendances for both teams (league games) over the 2014/2015 season:

Home attendance - 2014/2015 league season	Edgware FC matches	Hendon FC matches	Total
0-100	20	0	20
100-200	4	20	24
200-300	0	6	6
300+	0	3	0

23. Hendon FC currently play in the Ryman Premier League and need to have a ground to Grade C standard (this has led to the application being submitted) which means it needs a capacity of 1,950. The application site can already hold this number of people allowing for 0.37mtrs per person on the perimeter of the pitch and taking into consideration the terracing and seats that currently exist. The proposal will make the existing spectator areas more formal and the turnstiles at the entrance will mean that there is more control over the number of people entering the ground.

24. It is important to note that Hendon FC could get promoted to the National South League, but could not go any higher in the league system as the playing surface would not meet the requirements. Artificial pitches have not been sanctioned above National South League level so for all leagues above that, matches have to be played on grass. The applicant has stated that for the facility and project to be sustainable it would not be an option for them to have a grass pitch due to the costs of maintenance involved.

25. Whilst the proposals could potentially result in more regular matches and associated activity at the site due to the potential ground share, the predicted number of people involved in these events still remains fairly modest. It is also worth bearing in mind that this situation could in fact occur at the premises at the moment with much larger crowds able to be accommodated at the facility.

Other Activities

26. Currently Ryan Lavelle Irish School of Dance, Body Conscious fitness group, various local schools, Hendon Youth Development, Maccabi Masters, Jewish League, Hindu Temple League and Tara Gaelic Football Club all use the facility over the course of the week.

27. The applicant has also submitted details relating to the functions that have taken place at the clubhouse over the course of the year and those that are proposed to take place up to the end of the year. The functions include events such as weddings, birthday parties, darts matches, christening, funerals, quiz nights, charity events and Diwali parties. The number of attendees at these events ranges between 40 and 200 people. These events currently take place at the site and will be able to continue doing so regardless of the outcome of the planning application; consequently it is not felt that the proposed development would have a significant impact on these events and functions if the scheme were to be approved.

Impact on neighbouring amenity

28. The nearest residential properties are those along Kinloch Drive. The southern boundary of the application site is approximately 40m from the rear boundaries of these properties, with the existing car park situated between the rear gardens and the application site. There is an existing mature boundary treatment between the application site and these properties

29. The proposed physical alterations and structures are considered to be sited sufficiently far from the nearest residential properties for there not to be any significantly detrimental impacts on their amenity in

terms of overbearing or loss of light as a result of these changes. It is noted that the site already benefits from flood lighting which would not be altered by this proposal.

30. The existing playing surface and proposed facilities are aimed at a high level of organised use. There are currently no planning restrictions on the use of the site given that it is an established facility that has been in place for a large number of years. The proposal would enable greater use of the existing playing surface and facilities at the site, and therefore there is a potential for increased noise and disturbance to neighbouring properties.

31. Given the distance of these properties from the proposed development, the existing use of the site and the wider use of the existing park for sporting uses it is not considered that the proposal would result in any significantly detrimental harm in terms of noise and disturbance beyond that which can already be undertaken at the existing facility and park area.

32. The use of the clubhouse for events and functions currently takes place and it is not proposed that this will change as a result of the planning application. The applicant has, however, stated that they have their own controls in place in terms of the management of functions at the facility and the latest that any event runs is to midnight, and at any event with music this is turned off at least half an hour before final closing time. Additionally, the facility is only used by people that are associated with the club and is not let to the general public. It is noted that noise and disturbance may occur later at night in the car park with people coming and going, including the sound of car engines and doors closing. As this is an existing situation, it is not a recommendation that further conditions are imposed restricting this.

Transportation

33. The application site is located within Silver Jubilee Park, on the eastern side of Townsend Lane (a local access road). On-street parking on the road is unrestricted, but it is too narrow to allow on-street parking along both sides. Nevertheless, it is not noted in Appendix TRN3 of the adopted UDP 2004 as not being heavily parked and this is reconfirmed by the most recent overnight parking surveys for the street from 2013. The site has low access to public transport (PTAL 1), with two 2 bus routes within 640 metres (8 minutes' walk), but no railway station nearby.

34. Car parking allowances for assembly and leisure uses are set out in standard PS10 of the adopted UDP 2004. This allows up to one car parking space per 60 patrons, based on the maximum capacity of the facility. These proposed ground improvements are intended to take the ground to level 3 of the National Football Ground Grading system, which requires a minimum capacity of 1,950 (incl. 250 seats and 250 covered standing spaces). On this basis, up to 32 car parking spaces would be permitted and the existing provision of about 90 spaces plus a coach space (albeit unmarked) exceeds this standard. Nevertheless, this is an existing situation and so the retention of the car park in its current status is acceptable.

35. The existing car park has a barrier at the entrance onto Townsend Lane therefore access is managed by those with a key. It is understood that access to the car park is principally managed by the football ground which has been confirmed by the Council's Public Realm Team. The gates are generally opened at times when the facility is in use, with access generally also provided to wider users of the park though this is not a formal arrangement. The applicant has stated that when the football club is expecting a reasonable attendance the car park is manned at two points (the barrier at the Townsend Lane entrance to control flow and another attendant parking cars to achieve maximum usage), and the car park staff communicate via mobile phones. Given the restrictions to the use of the existing car park, it is likely that wider users of the park and the allotments on the western side of Townsend Lane already park on the roads in the surrounding area. Aerial photographs confirm that the majority of properties have off-street park for at least one vehicle therefore the impact on nearby residential properties is limited.

36. With regard to access, the existing driveway to the ground varies in width, which effectively gives a single-width road with passing places. Importantly though, this includes a 25m long length of two-way driveway close to the junction with Townsend Lane, plus a further widened area halfway along the access road. With traffic tending to enter and leave in a tidal pattern before and after a match, this arrangement is considered to be acceptable. No separate footway is provided, but pedestrians arriving at the ground would be able to walk through the adjoining Silver Jubilee Park or West Hendon Playing Fields to access the site, or use the grass verge adjoining the driveway, to access the ground safely. The Council's Public Realm Team have stated that new granite sets are to be installed within the park to protect the natural environment and to prevent cars from parking on the grass verges in the park along the access road.

37. The additional data submitted with the application indicates that Hendon Town FCs average league attendance in 2014-15 was 216. One league game (Maidstone United) attracted an extremely high away

following, raising the attendance to 759. Maidstone United have now been promoted though and the next highest regular league attendance (376 for a crucial promotion chasing game in April against Dulwich Hamlet) would be more typical of the likely peak attendance in a regular season. However, Hendon Town FC did have a very successful season last year, reaching the promotion play-offs, with the final being a home game. This attracted their highest crowd of the season overall, of 1,228 supporters. As the team had a fairly successful season, the above is probably a fairly accurate representation of a worst case scenario at this level, whereby a steady 200-300 attendance is exceeded only at Christmas and for one or two exceptional games each season (such as a visiting club with a large following such as Maidstone, a promotion/play-off decider or a big cup tie).

38. Aside from success on the pitch, the relocation of the club to a ground much closer to Hendon may boost average support, although probably not to any great extent – their average league gate for their last season at their old Claremont Road ground in Cricklewood was actually lower at 206. The club nevertheless anticipates the average attendance rising to 250.

39. To try to gauge car use amongst supporters, a limited survey was undertaken. Of the 34 replies received, 11 (32%) stated they drove to matches, of which 8 brought a passenger. Ten (29%) travel by public transport. Applying this figure to the expected average attendance for a Hendon FC match, about 70 cars could be expected to be parked by spectators. In addition, the visiting team and officials would arrive in 5-10 further cars (although five teams arrived by coach last season, whilst two teams brought a supporters coach). To slightly offset these figures, there is also a good chance that more home supporters would walk or cycle to the ground with the club relocating closer to Hendon. The provision of bicycle parking should be secured by condition to make the latter feasible.

40. It is considered that car park should be able to cater for demand for crowds of up to about 280-300. Beyond this figure, parking would start to overspill onto surrounding streets. In general, Townsend Lane is lightly parked and can safely accommodate overspill parking from the site, although it is not wide enough to comfortably accommodate parking along both sides. Nevertheless, it should be able to accommodate 50-100 further vehicles, particularly if parked on the eastern side alongside the park.

41. Temporary waiting restriction cones and traffic management measures would be likely to be necessary and it is recommended that a condition be applied that requires traffic and parking arrangements for any matches with an anticipated attendance exceeding 500 to be discussed and agreed with Brent Council’s Transportation Unit and the Metropolitan Police. The applicant has also suggested the use of remote parking (possibly with park and ride) and promotion of car sharing and lifts from nearby stations when large crowds are anticipated. Any such measures that prove workable would be supported and should form part of a Travel Plan for the ground.

42. In conclusion, subject to conditions requiring the provision of bicycle parking, submission and approval of a Travel Plan and approval of traffic and parking management with Brent Council and the Metropolitan Police for matches with an anticipated attendance exceeding 500, there would be no objections on transportation grounds to this proposal.

Summary

43. Whilst the proposal would result in a likely increase in the number of people using and visiting the site, it is considered that the site and facilities can accommodate such increase. The proposed refurbishment and alterations are considered to relate acceptably to the subject site and locality and would not have a detrimental impact on the surrounding Metropolitan Open Land. The proposal is not considered to result in any significantly detrimental impacts on the amenity of nearby residents. The proposal is considered to be in accordance with the requirements of the relevant policies in the National Planning Policy Framework, London Plan and Brent’s UDP and the application is therefore recommended for approval.

CIL DETAILS

This application is liable to pay **£0.00*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

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

Use	Floorspace	Eligible*	Net area	Rate R:	Rate R:	Brent	Mayoral
-----	------------	-----------	----------	---------	---------	-------	---------

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 14/4365

To: Mr Paul Samson
The Glasgow Stud
Burnt Farm Ride
Crews Hill
EN2 9DY

I refer to your application dated 10/11/2014 proposing the following:
Alterations and refurbishments of the existing sports ground and clubhouse to include the demolition of the front porch and erection of a single storey toilet extension, new turnstiles, gates and ticket booths, resurfacing of pathway, replacement pitch barriers, retractable covered walkway, players boxes and new covered seating and standing spectator areas around the ground
and accompanied by plans or documents listed here:
Please see condition 2.

at KINGSBURY TOWN F C, Townsend Lane, London, NW9 7NE

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

- 1 The proposed development is in general accordance with policies contained in the:-
National Planning Policy Framework (2012)
Brent Core Strategy (2010)
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
Environmental Protection: in terms of protecting specific features of the environment and protecting the public
Open Space and Recreation: to protect and enhance the provision of sports, leisure and nature Conservation
Community Facilities: in terms of meeting the demand for community services

- 1 Details of the materials to be used for resurfacing of the hard landscaped areas shall be submitted to and approved in writing by the Local Planning Authority, prior to the commencement of the development on the site. The works shall be completed in full accordance with the approved details.

Reason: To ensure a satisfactory standard of development in the interests of local visual amenity.

- 2 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.

- 3 The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

Kingsbury Town Football Club Silver Jubilee Park Planning Application Document, 1816 – 01c, 1816 – 02c, 1816 – 03a, 1816 – 04d, 1816 – 05a, 1815 – 06a, 1815 – 07, 1815 – 08b, 1815 – 09c, 1815 – 10, 1815 – 11, 1815 – 13a, clovies canopies product information, Shelter4Less product information, Sports Rail product information

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

- 4 All new external work shall be carried out in materials that match, in colour, texture and design detail those of the existing building.

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

- 5 Details of the provision of a minimum of 6 secure cycle parking spaces 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.

- 6 Prior to the additional spectator facilities approved in this permission being used, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority and adhered to thereafter.

The Travel Plan shall include:

- Initial travel data for the site based on travel survey data, or where there is no or insufficient existing data, on the trip rates and modal splits agreed in the transport assessment;
- Describe the key goals that the travel plan seeks to achieve (ie encourage sustainable movement of people to and from the site);
- Set measurable targets and means for achieving goals;
- Provide details of the traffic and parking management (liaising with Brent Council and the Metropolitan Police) for matches with an anticipated attendance exceeding 500.

The Travel Plan approved shall be reviewed at years 1, 3 and 5 from first use of the new spectator facilities, and the reviews shall be approved in writing by the Local Planning Authority as follows:

- a) A review of the Travel Plan measures over the first 12 months from first occupation shall be submitted to the Local Planning Authority within 15 months of the commencement of the use and the review shall be approved in writing within 18 months and associated measures implemented unless otherwise agreed in writing by the Local Planning Authority;
- b) A review of the Travel Plan measures over the first 3 years from first occupation shall be submitted to the Local Planning Authority within 39 months of the commencement of the use and the review shall be approved in writing within 42 months and associated measures implemented unless otherwise agreed in writing by the Local Planning Authority;
- c) A review of the Travel Plan measures over the first 5 years of operation shall be submitted to the Local Planning Authority within 63 months of the commencement of the use and the review shall be approved in writing within 66 months and associated measures implemented unless otherwise agreed in writing by the Local Planning Authority;

Reason: In order to promote sustainable transport measures and in the interest of the free and safe flow of traffic on the local road network.

INFORMATIVES

- 1 The applicant is advised that any proposal to replace or upgrade the existing flood lighting will require planning permission. Further advice can be obtained from the North Area Planning Team on 020 8937 5220.

Any person wishing to inspect the above papers should contact Andrew Neidhardt, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1902

COMMITTEE REPORT

Planning Committee on 2 July, 2015
Item No 06
Case Number 15/1295

SITE INFORMATION

RECEIVED: 7 April, 2015

WARD: Brondesbury Park

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: 385 Kilburn High Road, London, NW6 7QE

PROPOSAL: Proposed erection of single storey rear extension and 1 rooflight to existing roof

APPLICANT: Mr Goury

CONTACT: Bancil Partnership Ltd

PLAN NO'S: See condition 3

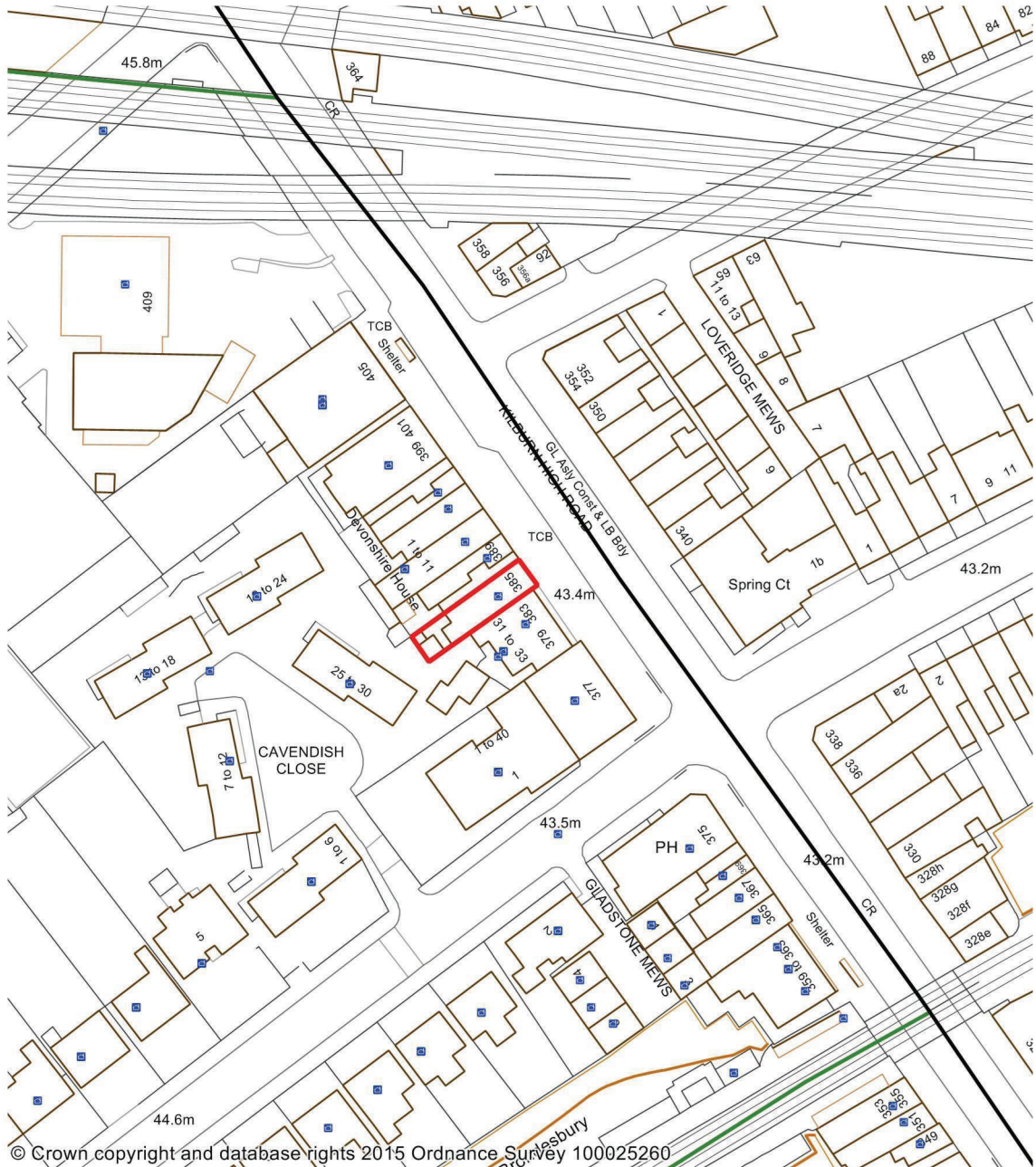
SITE MAP



Planning Committee Map

Site address: 385 Kilburn High Road, London, NW6 7QE

© Crown copyright and database rights 2011 Ordnance Survey 100025260



© Crown copyright and database rights 2015 Ordnance Survey 100025260

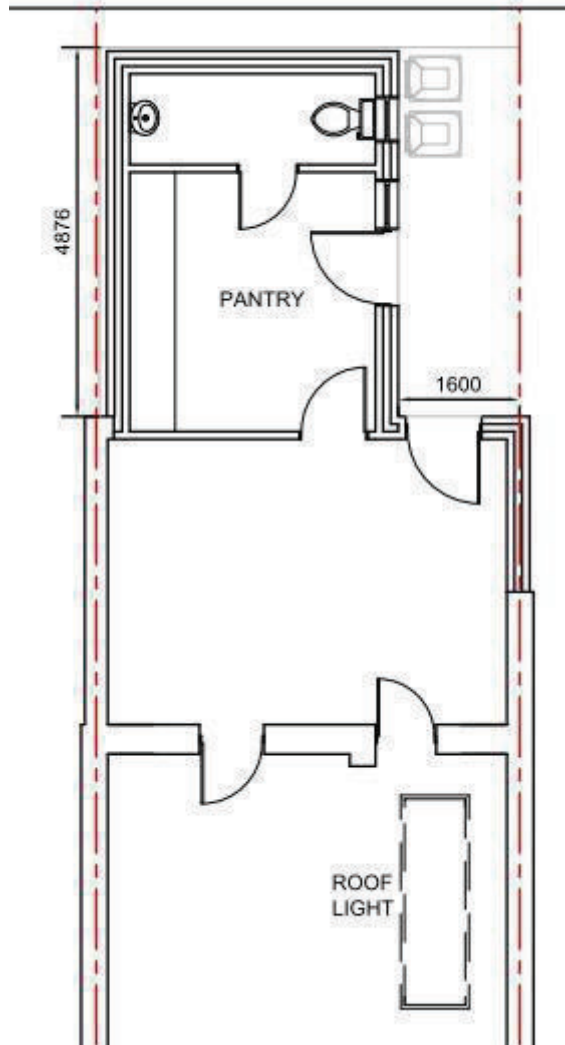
This map is indicative only.

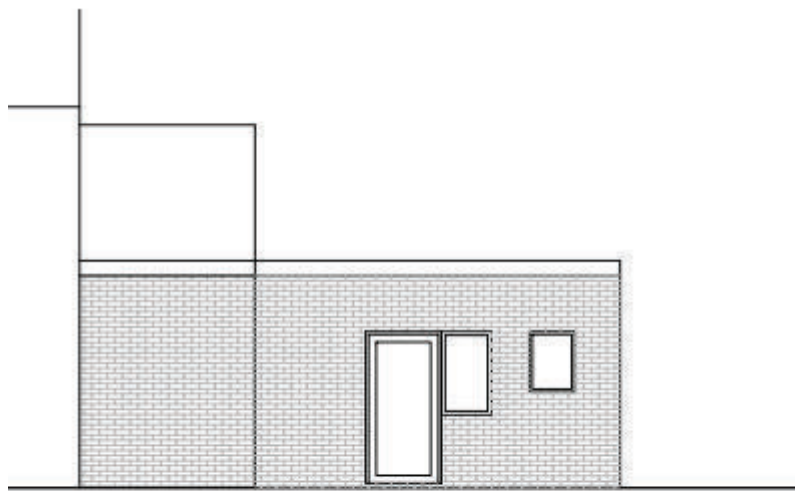
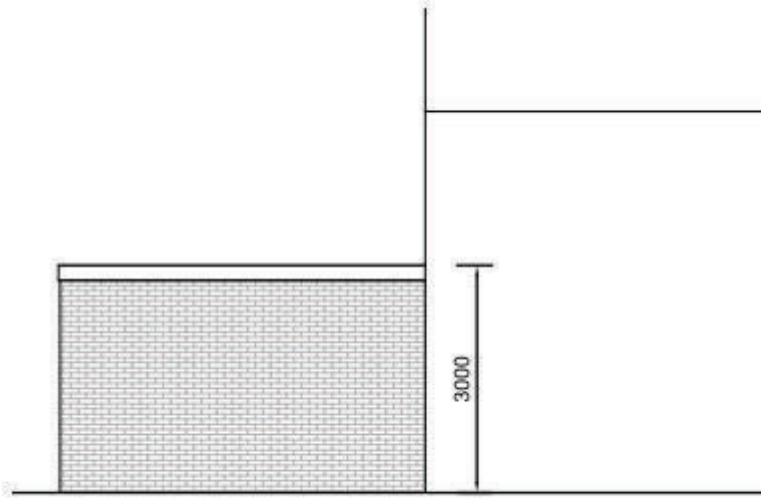
SELECTED SITE PLANS

SELECTED SITE PLANS

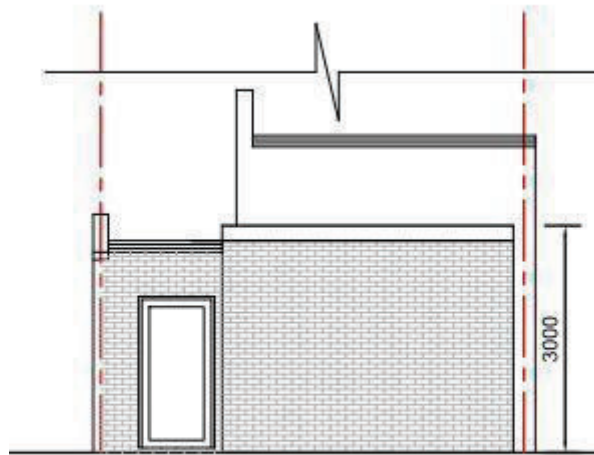
Approval subject to conditions

Proposed Elevations and Floor Plans



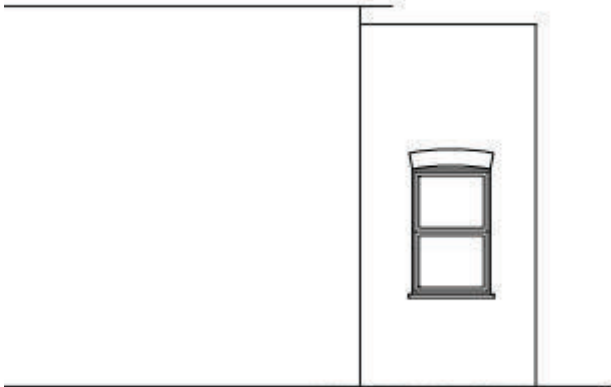
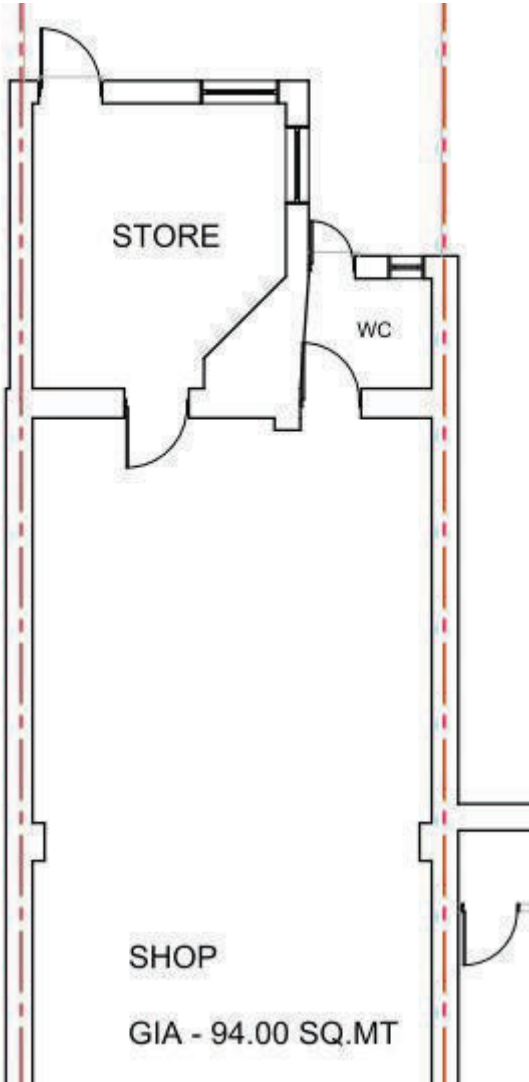


PROPOSED SIDE
ELEVATION

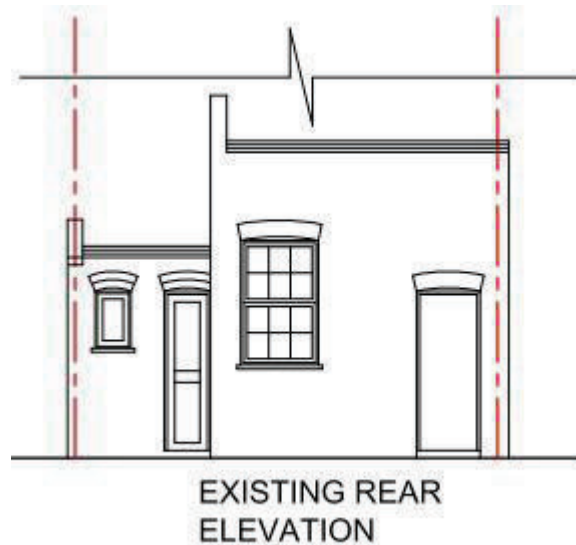


PROPOSED REAR
ELEVATION

Existing Elevations and Floor Plans



EXISTING SIDE ELEVATION



RECOMMENDATIONS

Approval subject to conditions, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

The proposal is for a single storey extension to the existing premises. The height of this is 3m, the depth is 4.876 and the width is party 3.8m and part the full width of the property (5.6m). The proposed floor plans illustrates this. The existing rear boundary wall will be removed and the applicant is doing this because there are parts of the wall which are in a poor state or repair. The height of the new boundary will be 3m high, slightly higher than the rear boundary wall at 389 Kilburn High Road. The extension is proposed to have similar materials to the existing.

B) EXISTING

The existing property is a ground floor commercial unit facing onto Kilburn High Road. To the rear of the property is Cavendish Close. There is no access to the rear of 385 Kilburn High Road from Cavendish Close. The rear of the property is enclosed by a wall which is approximately 2m high. The rear yard extends 4.8 m back from the existing outrigger extension.

C) AMENDMENTS SINCE SUBMISSION

None

D) SUMMARY OF KEY ISSUES

The key planning considerations when assessing the application are the following:

- Whether the proposed development would have a detrimental impact on the vitality and viability of the town centre.

Whether the proposed extension would have an acceptable impact on residential amenity and the character and appearance of the property.

RELEVANT SITE HISTORY

14/3816 – CLR

Certificate of lawfulness for erection of single storey extension to rear of shop

This application was deemed to be unlawful in that it fails to comply with the requirements for permitted development under Schedule 2, Part 42, Class A of the Town and Country Planning (General Permitted Development) Order as amended, specifically the application fails to demonstrate that development does not fall within 2m of a boundary that adjoins with buildings that are under Use Class C3 (residential).

14/1552 – REF

Single storey rear extension and conversion of the rear part of the commercial unit into a 1 bedroom self-contained flat

This application was refused for the following reasons:

The proposed development by reason of the lack of daylight, sunlight and outlook from the main living room would provide a substandard form of accommodation detrimental to the amenity of prospective residents contrary to planning policies BE9 and SH9 of Brent's UDP 2004 and the guidance set out in the London Plan Housing SPG 2013

In the absence of a legal agreement to control the matter the proposed development will generate a demand for on-street parking that cannot be accommodated within the surrounding area, which has been identified as being heavily parked, and as such the development would give rise to highway conditions that would be prejudicial to highway and pedestrian safety contrary to saved policies TRN3, TRN24 and H19 of the London Borough of Brent Unitary Development Plan 2004

CONSULTATIONS

The application has received 5 objections including one from Councillor Shaw. Neighbour Consultee letters were sent out on 07/05/2015.

The objections are below;

Objection	Response
Increase in the amount of rats	The EHO has confirmed that there is no evidence to suggest that any extension will cause an increase in vermin.
Overflowing bins and general waste in the vicinity	This is elaborated on in Paragraph 4.4
Blocking out of light from the neighbouring properties	This is elaborated on in Paragraph 4.2.*
Objection to a block of flats being built	The Chairperson of the Cavendish Close Residents Association has been reminded of the description of the application
Environmental Health concerns due to the development	Environmental Health Officers have confirmed that there was one noise complaint from 1995 arising from this property. There have been no complaints or investigations registered recently with regards to hygiene, noise or rubbish.

Councillor Shaw has also objected; stating that the proposal would block the light of residents in Cavendish Close leaving them sandwiched between the proposed development. Also, the objection is on the grounds of rats, noise and rubbish. The points are addressed above and paragraph 4.2 and 4.4 of the 'remarks' section.

POLICY CONSIDERATIONS

National Planning Policy Framework 2012

The National Planning Policy Framework (NPPF) was published on 27 March 2012 and replaces Planning

Policy Guidance and Planning Policy Statements with immediate effect. It includes a presumption in favour of sustainable development in both plan making and decision making. It is considered that the saved policies referred to in the adopted UDP and Core Strategy are in conformity with the NPPF and are still relevant. The NPPF states that good quality design and a good standard of amenity for existing and future occupants of land and buildings are required.

Accordingly, the policies contained within the adopted SPG's, London Borough of Brent Unitary Development Plan 2004 and Core Strategy 2010 carry considerable weight in the determination of planning applications and appeals.

National Planning Policy Framework (2012):

- Section 7 – Requiring Good Design

Core Strategy (2010):

- CP17 – Protecting and Enhancing the Suburban Character of Brent
- CP16 - Town Centres and the Sequential Approach to Development

Brent's UDP (2004):

- BE2 – Townscape: Local Context and Character
- BE9 – Architectural Quality

DETAILED CONSIDERATIONS

1) Site and surroundings

The application site, currently occupied by a vacant shop unit at ground floor level, is located on Kilburn High Road. The character of the area is predominantly commercial premises at ground floor level with residential accommodation located on the upper floors. There are also a large number of residential units located beyond the rear site boundary wall. The rear of the application site and neighbouring units contain small yards which are not defined due to the lack of boundary walls. Access to the application site is currently via the front door of what would have been the street level. Access to the residential units on the upper floors is via an entrance in the neighbouring property No. 387 Kilburn High Road.

2) Key issues

The main considerations when assessing the application are the following:

- Whether the proposed development would have a detrimental impact on the vitality and viability of the town centre.
- Whether the proposed extension would have an acceptable impact on residential amenity and the character and appearance of the property.

3) Vitality and viability of Town Centre

The proposed development includes the increase in floor space of the existing vacant commercial unit on the ground floor of 385 Kilburn High Road. This would result in the net gain of approximately 19.5sqm of floorspace associated with the commercial unit. It is considered that this will have no detrimental impact on the vitality and viability of the town centre. The applicant has indicated that this area will be used for storage in connection with the commercial use to the front.

4) Impact on neighbouring residential amenity and character and appearance of the property

4.1) The proposal seeks to erect a single storey rear extension to the existing building that will extend to a depth of 4.876 metres from the existing building and have a flat roof with a height of 3 metres. The proposed extension will be built up to the shared boundary to the rear of No 31-33 Cavendish Close, but will be set in from the other shared neighbouring boundary at No. 389 Kilburn High Road by 1.6 metres giving a total width

of 3.84 metres.

4.2) There are no ground floor residential properties on either side of the proposed development site. The nearest residential properties are those within Cavendish Close to the rear of the site. The rear elevation of this is 5.5m from the rear boundary of the site at its closest point. The proposed extension with a width of 3.84 metres will not have a significant impact on the amenity of neighbouring residents at Nos. 25-33. Its situation north east of this block means there will be no loss of sunlight and because of its size and scale there would be a very limited impact on daylight and outlook. There are no windows in the boundary walls so there will be no impact on privacy.

4.3) The rooflight proposed will be glazed and non opening and will not face onto any habitable rooms and therefore is considered acceptable.

4.4) The proposals include details of bin storage to the rear. Waste is collected from Kilburn High Road and this storage area will ensure that rubbish is kept in a secure area until it is walked to the front of the building via the existing passage to be collected.

4.5) Given the site history, the applicant has been asked what the intended use will be for. It is confirmed that the extension will be used for a small WC and storage area for a future re-occupation and use of the premises.

5) Conclusion

The proposed single storey rear extension is of a size, scale and design which is in keeping with the character and appearance of the property and will not have a detrimental impact on the amenity of neighbouring residents nor the character of the surrounding area. A condition will be put on any approval restricting the conversion of the extension to a habitable room. It is considered that this is important given the background to the site set out in the planning history section above. A condition will also be attached ensuring a Method Statement is submitted prior to the commencement of the development with details of how the extension will be built in order to allay any fears from residents of Cavendish Close. Part of this should consider how the applicant intends to protect the soft landscaping on the adjacent boundary within the curtilage of Cavendish Close and is, therefore, outside the site.

The proposed single storey rear extension is of a size, scale and design which is in keeping with the character and appearance of the property and will not have a detrimental impact on the amenity of neighbouring residents nor the character of the surrounding area. This is consistent with policies BE2, BE7 and BE9 of the saved Brent's UDP (2004)

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 15/1295

To: Mr Bancel
Bancel Partnership Ltd
27-29
2nd Floor
The Broadway
Southall, Middlesex
UB1 1JY

I refer to your application dated 27/03/2015 proposing the following:
Proposed erection of single storey rear extension and 1 rooflight to existing roof
and accompanied by plans or documents listed here:
See condition 3
at 385 Kilburn High Road, London, NW6 7QE

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

1 The proposed single storey rear extension is of a size, scale and design which is in keeping with the character and appearance of the property and will not have a detrimental impact on the amenity of neighbouring residents nor the character of the surrounding area. This is consistent with policies BE2, BE7 and BE9 of the saved Brent's UDP (2004)

1 All new external work shall be carried out in materials that match, in colour, texture and design detail those of the existing building.

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

2 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.

3 The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

PA2/PP/2523-03
PA2/PP/2523-01

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

4 The extension shall not be used for any type of residential accommodation or habitable space without the formal consent of the London Borough of Brent Council.

Reason: This is in the interests of proper planning as the accommodation may not be capable of providing residential accommodation that provides an acceptable quality of environment.

5 Prior to the commencement of demolition and construction works on the site, a Method Statement detailing how the extension will be constructed on site, including the protection of soft landscaping within the neighbouring site. The Statement must be submitted to, and approved in writing by the Local Planning Authority prior to any work commencing on the site. Once approved the details must be fully implemented.

Reason: To protect the environment of neighbouring residents.

6 Prior to the commencement of construction of the proposal, details of the height, materials and appearance of the replacement wall adjacent to the extension must be submitted to the Local Authority and approved in writing.

Reason: To ensure that the residential amenity of the neighbouring properties is protected and in order to allow the Council to exercise proper control over the development.

INFORMATIVES

1 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk

- 2 The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented as this may involve the use of adjoining land and should also ensure that all development, including foundations and roof/guttering treatment is carried out entirely within the application property.

Any person wishing to inspect the above papers should contact Robert Reeds, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 6726

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

2 July, 2015
07
15/0687

SITE INFORMATION

RECEIVED: 9 March, 2015

WARD: Mapesbury

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: 141 Walm Lane, London, NW2 3AU

PROPOSAL: Change of use of existing nursing home (Use class C2) to residential (C3) with conversion of the building into six self contained flats (1x 1bed, 3x 2 bed, 1x 3bed and 1x studio flat). To include:

- demolition of existing rear conservatory and rear storage structures and erection of new single storey side/rear extension adjacent to no. 143 Walm Lane;
- removal of existing 1st floor rear fire door and window and replacement with aluminium bifold doors with Juliet balcony
- removal of rear fire escape stairs
- replacement of existing rear dormers and lift shaft with 2 new rear dormers containing timber sash windows and insertion of 1 rear rooflight
- replacement of existing roof tiles with natural slates tiles;
- removal of white paint from frontage
- restoration of original porch front
- replacement of all existing uPVC windows and widows to existing front dormers with double glazed timber sash windows
- setting-back of existing single storey side extension and insertion of non-opening side-hung timber garage doors to frontage and insertion of 1 rooflight
- associated forecourt landscaping and 2 parking spaces
- Car-free

APPLICANT: Mr N Naumann

CONTACT: ADL Planning Ltd

PLAN NO'S: See Condition 2

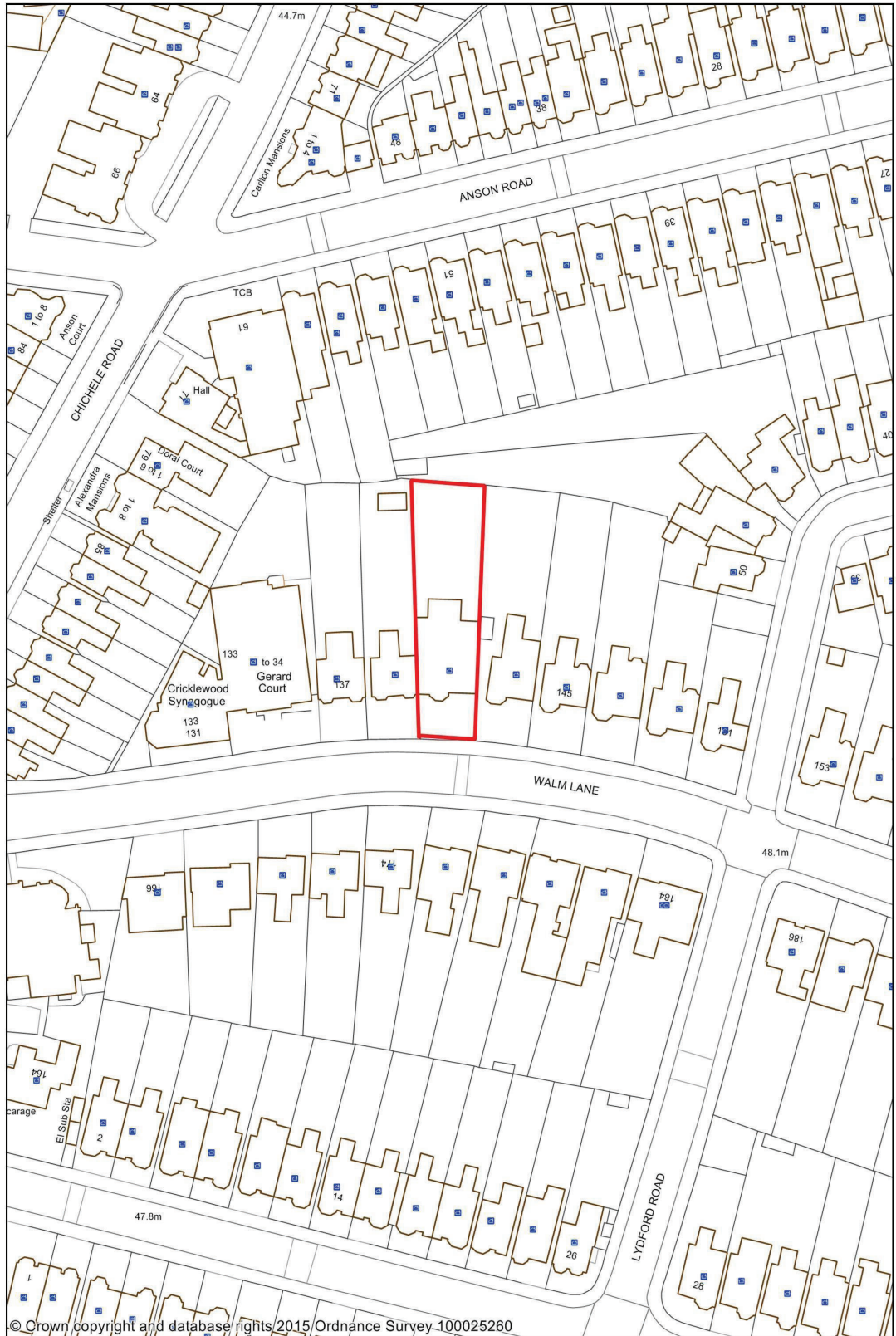
SITE MAP



Planning Committee Map

Site address: 141 Walm Lane, London, NW2 3AU

© Crown copyright and database rights 2011 Ordnance Survey 100025260



1:1250

0 0.02 0.04 kilometres



This map is indicative only.

SELECTED SITE PLANS
SELECTED SITE PLANS
Existing ground floor plan



Existing rear elevation



RECOMMENDATIONS

Approval, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

Change of use of existing nursing home (Use class C2) to residential (C3) with conversion of the building into six self contained flats (1x 1bed, 3x 2 bed, 1x 3bed and 1x studio flat). To include:

- demolition of existing rear conservatory and rear storage structures and erection of new single storey side/rear extension adjacent to no. 143 Walm Lane;
- removal of existing 1st floor rear fire door and window and replacement with aluminium bifold doors with Juliet balcony
- removal of rear fire escape stairs
- replacement of existing rear dormers and lift shaft with 2 new rear dormers containing timber sash windows and insertion of 1 rear rooflight
- replacement of existing roof tiles with natural slates tiles;
- removal of white paint from frontage
- restoration of original porch front
- replacement of all existing uPVC windows and widows to existing front dormers with double glazed timber sash windows
- setting-back of existing single storey side extension and insertion of non-opening side-hung timber garage doors to frontage and insertion of 1 rooflight
- associated forecourt landscaping and 2 parking spaces

B) EXISTING

A two storey detached property used as a care home for elderly residents. The property was originally built as a large single family dwellinghouse and is located within the Mapesbury Conservation Area, which is predominantly residential in character. The site is not listed.

Planning history: The application site comprises a C2 residential care home which accommodated 19 bed spaces for elderly people. The care home was given planning permission for change of use from a C3 house to C2 in 1973 with the benefit of planning permission C9800 4447, with subsequent permissions allowing capacity for 22 patients (1976) and 18 patients at appeal that same year (LPA ref: H3158 2202). Planning permission was also granted for various extensions to the property.

Present situation: Alterations and extensions to the building during the course of its use as a care home encompass features which are generally not supported within the Mapesbury conservation area. These include roof extensions in the form of front dormers and front rooflights, a rear lift shaft projection; a fire escape to the back of the property; a front canopy structure; a flat roof side extension; the painting of brickwork; removal of finials and decorative ridge tiles. The forecourt of the property has planted borders but it is well below the 50% planting normally required in the conservation area. To the rear of the property is an atypical 2 storey extension which provides a fire escape platform at 1st floor level and is built around the original pitched roof outrigger of the property. The remaining rear garden has an approximate size of 84sqm. It is acknowledged that these extensions were supported due to the use of the building as a residential care home.

Neighbouring properties:

- *143 Walm Lane:* is to the east of the application site. This property is sub-divided into 4 flats with the benefit of planning permission 94/0609; which included a 2 storey and single storey rear extension.
- *139 Walm Lane:* is to the west of the application site. This property is sub-divided into 4 flats with the benefit of planning permission 92/0936 which included the erection of 3 rear dormer windows.

C) AMENDMENTS SINCE SUBMISSION

During the course of the application process, amendments were requested for:

- Changes to the rear dormers to be in line with the Mapesbury design guide
- Removal of the fire escape
- Removal of 1st floor rear tarrace/balcony
- Planting to the forecourt with 2 off-street parking spaces
- Make good the frontage of the property by removal of white paint; porch canopy; insertion of false timber garage doors to side extension
- Disperse rear cycle parking
- Better route for rear garden access for upper floor flats

D) SUMMARY OF KEY ISSUES

Loss of C2 Use: This application seeks approval for change of use of the existing building from a residential care home for 19 elderly patients; to C3 residential as 6 flats, together with various alterations to the property in line with the Mapesbury Design Guide; forecourt landscaping, cycle parking and to be car-free .

Conversion to 6 units: Sub-division of the property to 6 flats is possible because of existing extensions to the property, in particular a single storey side and 2 storey rear extension. All proposed units will have internal space standards that are above the London Plan requirements and will have access to outdoor amenity space.

Rear 1st floor terrace: This element of the proposal has been removed

E) 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	0		0	0	
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	0	
Non-residential institutions	0		0	0	
Residential institutions	530		530	-530	
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
EXISTING (Flats û Market)										
EXISTING (Bedsits/Studios & Market)										
PROPOSED (Flats û Market)	0	4	1							5
PROPOSED (Bedsits/Studios & Market)	1									1

RELEVANT SITE HISTORY

History relates to C2 nursing home

09/2195 - Granted, 04/11/2009

Erection of first-floor extension including extension of existing extract duct and insertion of window to first floor adjacent to 139 Walm Lane

03/0975 - *Granted*, 13/05/2003
Erection of ground-floor side extension

01/1234 - *Granted*, 18/01/2002
Erection of a single-storey rear conservatory

H4476 3140 - *Granted*, 21/01/1977
Erection of 2 front dormers & retention of 2 rear dormers

H3158 2202M - *Granted*, 24/11/1976
CoU to nursing home for 18 patients

H1823 1239M - *Appeal allowed*, 24/11/1976
Retention of front and rear extensions, external staircase, rear dormer, front porch & parking spaces, alterations to front dormer & formation of rear dormers & continued use of property as nursing home

Further permissions for extensions relating to the nursing home

CONSULTATIONS

Dated: 10 Mar 2015

Site notice: 09 April 2015 & 19 April (14 days)

Press Notice: 16 April 2015

Neighbours/Representees:

Forty-seven (47) neighbouring properties were consulted, as well as the Mapesbury Residents' Association.

- Eleven (11) objections were received:

Objection	Officers response
<p><i>Consultation process:</i> A consultation letter was not received by any of the householders within no. 143 Walm Lane nor was it received by any surrounding neighbours; additionally, the site notice was removed after it was displayed.</p>	<ul style="list-style-type: none"> • Consultation letters were sent out on 10 March to all 4 flats within no. 143 and to other neighbouring sites. • In response to neighbouring concerns about the consultation process on 19 May 2015 a further site notice was displayed and consultation letters hand delivered to all consultees to allow for a further 14 days of consultation.
<p><i>Number of flats:</i></p> <ul style="list-style-type: none"> • Six flats is too many for the property. It is an overdevelopment of the site; • Will have increased noise generation 	<ul style="list-style-type: none"> • Due to existing extensions to the nursing home, six flats can be adequately accommodated and will be of an internal floor area more generous than the essential floorspace parameters set out in the London Plan(2011). As such, the existing capacity of the site, without further extensions is not considered to be an overdevelopment of the site. • The existing site contains 19 bed spaces and would have had further accommodation for 1 or 2 on-site staff. The proposed flats would accommodate a minimum of 21 people. However, the amount of noise that would be generated from the proposal is not considered to be excessive and unlikely to have a significant impact to neighbouring amenity.
<p><i>First floor terrace:</i></p> <ul style="list-style-type: none"> • Unacceptable as it will overlook 	<ul style="list-style-type: none"> • This feature of the proposal has been removed. A Juliet balcony is proposed.

<p>neighbouring gardens and the partial screen will not address this</p> <ul style="list-style-type: none"> • This will set a precedent for rear terraces; • This feature does not accord with existing architecture and give impression of dominating the wall aspect and overwhelming this aspect of the building and will overbear the adjacent properties; • The opaque glass will result in a feature that will give the appearance of an additional extension thus increasing the height of the rear of the property; • An over head awning could be erected creating an infill addition; • Increased noise generation 	<ul style="list-style-type: none"> • Issues of overlooking and formation of an over dominant impression to the rear wall are removed. • A Juliet balcony is considered to have an impact that is no different to a window. Access to the flat roof will be prevented by the balustrade fitted across the bifold doors
<p><i>Parking:</i></p> <ul style="list-style-type: none"> • Six flats would generate further parking demand; • Create overspill parking and will be chaotic • The planning statement indicates 4 off-street spaces will be provided, but only 2 are shown on plan 	<ul style="list-style-type: none"> • The applicant has been made aware that only two off-street parking spaces will be possible because of the requirement for 50% forecourt planting. • A car-free condition will be attached to the property to ensure that occupiers can not apply for car parking permits. As such, the proposal is considered unlikely to generate an overspill of parking • a car-free condition prevents occupiers from obtaining on-street parking permits
<p><i>Bins:</i></p> <ul style="list-style-type: none"> • Communal bins should be provided for practicality and lined up just inside the front gate 	<ul style="list-style-type: none"> • The applicant is aware of the new 'green' bin policy and so revised plans for a less cluttered arrangement will be provided; including shared bins • Compost bins to the rear garden will be included
<p><i>Features the proposal does not taken account of:</i></p> <ul style="list-style-type: none"> • Chimney stacks have not been accounted for and will be removed. These are a feature of the property. • The 2 front rooflights should be removed in line with the design guide; • The electric metre boxes have not been shown on plan and should not be placed on the front elevation; • a tradition footpath to the front door should be reinstated. 	<ul style="list-style-type: none"> • The applicant will be made aware of the absence of chimney detail. However, in the absence of working chimneys, it is not considered a key feature to re-instate • It is not considered fair to request the removal of the existing 2 front rooflights. however, it will be requested that the replacement rooflights be conservation style. • Details about placement of gas/electric metre boxes will be requested by condition to ensure they are not obvious from the frontage • Reinstatement of a traditional footpath to this design of property is not considered appropriate as it is likely to have had an in-out driveway. Nonetheless, if the latter is to be re-instated it would decrease the amount of landscaping that would otherwise be possible and would require the insertion of a new vehicular crossover which may cause the loss of an on-street parking space. As such, the current arrange is considered acceptable.
<p><i>Rear garden:</i></p> <ul style="list-style-type: none"> • This should not be sub-divided as it is not in the character of the CA. • There should be planting in the rear garden including trees 	<ul style="list-style-type: none"> • Because of the family sized unit, it is preferable that 50sqm of private amenity space be required. Further sub-division of the rear garden is proposed because of the siting of the family amenity provision.

- Tree planting to the rear garden can be requested by condition

POLICY CONSIDERATIONS

National policy guidance

National Planning Policy Framework 2012 : This sets out 12 core planning principles, of which the following are relevant. Planning should:

- be genuinely plan-led, empowering local people to shape their surroundings;
- proactively drive and support sustainable economic development to deliver the homes, infrastructure and thriving local places.
- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);
- contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;
- conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life for this and future generations;
- encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);
- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

Regional policy guidance

The Further Alterations to the London Plan 2015

The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London. London boroughs' local plans need to be in general conformity with the London Plan, and its policies guide decisions on planning applications.

Chapter 3 - London's People

- Policy 3.2: Improving Health and addressing Health Inequalities
- Policy 3.3: Increasing Housing Supply
- Policy 3.5: Quality and Design of Housing Development
- Policy 3.9: Mixed and Balanced Communities
- Policy 3.17: Health and Social Care Facilities

Chapter 4 - London's Economy

Chapter 6 - London's Transport

- Policy 6.3: Assessing Effects of Development on Transport Capacity
- Policy 6.5: Funding Crossrail and other strategically important transport infrastructure
- Policy 6.9: Cycling
- Policy 6.13: Parking

Chapter 7 - London's Living Places and Spaces

- Policy 7.2: An Inclusive Environment
- Policy 7.4: Local Character
- Policy 7.5: Public Realm
- Policy 7.6: Architecture
- Policy 7.15: Reducing Noise and Enhancing Soundscapes
- Policy 7.19: Biodiversity and Access to Nature

Chapter 8 - Implementation, Monitoring and Review

- Policy 8.3: Community Infrastructure Levy

Local policy guidance

Brent's Core Strategy 2010

The Council's Core Strategy was adopted by the Council on 12th July 2010. As such the policies within the Core Strategy hold considerable weight. The relevant policies for this application include:

CP1: Spatial Development Strategy
 CP2: Population and Housing Growth
 CP21: A Balanced Housing Stock

Brent's Unitary Development Plan 2004

In addition to the Core Strategy, there are a number of policies which have been saved within the Unitary Development Plan (UDP), which was formally adopted on 15 January 2004. The saved policies will continue to be relevant until new policy in the Local Development Framework is adopted and, therefore, supersedes it. The relevant policies for this application include:

Built Environment

BE2: Townscape - Local Context & Character
 BE3: Urban Structure - Space & Movement
 BE5: Urban Clarity & Safety
 BE6: Public Realm - Landscape Design
 BE7: Public Realm - Streetscape
 BE9: Architectural Quality
 BE11: Intensive and Mixed Use Developments
 BE12: Sustainable Design Principles
 BE25 - Development in Conservation Areas
 BE26 - Alterations and Extensions to Buildings in Conservation Areas

Housing

H17: Flat conversions
 H18: quality of flat conversions
 H12: Residential Quality - Layout Considerations
 H13: Residential Density

Transport

TRN3: Environmental Impact of Traffic
 TRN4: Measures to make Transport Impact Acceptable
 TRN10: Walkable Environments
 TRN11: The London Cycle Network
 TRN23: Parking Standards - Residential Developments

Conservation Area Design Guides

Mapesbury Design Guide

DETAILED CONSIDERATIONS

C2 use of building

1. *Loss of Use:* The care home closed down in October 2014. The loss of this care home with 19 bed spaces is not considered to negatively affect the capacity of the borough to provide accommodation for elderly users because there is currently a 15% vacancy rate in the borough for such spaces as identified by the Council's adult social care department. The existing site is known as a 'traditional care home' because of its lack of en suite rooms and absence of other modern facilities which enable people to have relatively independent lives but to live within a community. The Council's Market Development Strategy and Engagement Plan for Adult Social Care titled '*Empowering people to be independent*' states that "Brent's overall use of traditional Care home provision is declining in line with meeting peoples needs better at home and using new models of care and support". It is also noted that since the new accommodation model came into place, the take up of traditional care home places has declined. There are a number of purpose built sites under construction or planned which better meet the identified care needs for Brent's elderly population.
2. *Other care homes:* In order to support the loss of the property as a care home, the applicant has

presented data showing 8 care homes providing 394 bed spaces within 1 to 1.5 miles of the application site; and the existence of larger scale care homes within 3 to 4 miles of the application site. In total, 459 en suite bed spaces are present. See printed maps.

3. *Viability:* A further issue which adds weight for the loss of this care home is its physical state and investment required to bring the property in line with modern standards set out by the Care Quality Commission (CQC) e.g. to have en suite facilities, wider doorway widths and circulation space to enable easy manoeuvrability for wheelchair users. It is the layout constraints of the building, which was originally built as a large family dwellinghouse, that also restrict the modernisation of the building in line with CQC standards. According to the applicant, prior to closure of the home a number of residents at Walm Lane chose to move to more modern facilities.

Conversion to flats

4. *Principle:* The original gross internal area (GIA) of the house would comply with conversion standards set out in the UDP(2004) and as such conversion to flats is supported. A further requirement for conversion is the re-provision of a family sized unit which should contain at least 3 bedrooms with direct access to a minimum of 50sqm of outdoor private amenity space. This requirement has been fulfilled and as such the principle for conversion is acceptable.
5. *Scale of proposal:* The applicant explains that the existing footprint of the property resulting from various extensions of the care home would make the site too large to provide a single dwellinghouse. Given the proposed sizes of each unit, which are above the essential London Plan space standards with access to outdoor amenity space, the proposal to provide 6 units without further extension is considered acceptable because of the existing situation. Table 1 provides a summary of the units

Table 1: Size & mix of units

Flat no.	Capacity	Location & Outlook	Proposed GIA	Outdoor amenity
1	2b 4p	Ground floor, west side. Front & rear aspect	89.9sqm (LP.70sqm)	Yes
2	1b studio	Ground floor, east side. Front & rear aspect	44.6sqm (LP.37sqm)	Yes, private & communal
3	3b 6p	Ground floor, centre & rear. Side & rear aspect	107.9sqm (LP.95sqm)	Yes, private
4	2b 4p	1st floor front. Front & rear aspect	92.3sqm (LP.70sqm)	Yes, communal
5	2b 3p	1st floor rear area. Side & rear aspect	64.4sqm (LP.61sqm)	Yes, communal
6	2b 4p	Roof space. Front & rear aspect	71.2sqm (LP.70sqm)	Yes, communal

Standard of accommodation:

6. *Space standards & mix:* As set out in Table 1, all units as proposed will exceed the essential space standards set out in the London Plan (2011). The inclusion of a 3 bedroom family size unit with access to the rear garden is a welcome addition given policy CP21 only requires a family sized unit where 10 or more units are proposed. As such, the other four 2 bed flats and 1 studio are considered an acceptable mix of units to the proposal with the 2 ground floor units having direct access to the rear garden and the remainder having communal access to a rear garden space. In terms of quality of outdoor amenity space, a condition will be attached requiring the planting of some trees and shrubs to the rear gardens spaces. Overall, the layout of the 6 flats sits comfortably within the existing building without having to extend substantially. Having assessed whether alternative layouts would be possible, it was concluded that the submitted plan was the most facile with the building already extended in the manner it has been.

7. *Living conditions:* All units will be stacked in compliance with standards set out in SPG17, with living rooms and kitchens above similar rooms and bedrooms above bedrooms. This will ensure noise transference is minimised. A condition will be added to the proposal for post-construction sound test insulation. In relation to outlook, flats 1,2,4 and 6 have dual aspect to front and rear. Flats 3 has good outlook to the rear and 2 of its bedroom will have outlook to a small private space considered acceptable. Flat 5 on the 1st floor has good outlook to the front and outlook to the side, with its western outlook to the flank wall of no. 139 Walm Lane; but on balance this unit is considered to have good outlook.
8. *Outdoor amenity space:* The council's built environment policy for flat conversions does not support the sub-division of rear gardens because it is considered to erode part of the character of a locality. In this case, because of the need to provide private amenity space for the family sized unit, sub-division is considered appropriate. A further private garden is to be provided for flat 2 due to the central division of the garden for the 3-bed unit. The remainder of the garden space will be communal. Revised Plans showing sub-division and rearranged access route to the communal garden will be submitted before the Committee meeting and updated in the supplementary report.

Impact to Neighbouring Amenity

9. *Juliet balcony:* This will be inserted at the back as an alternative to the previously proposed 1st floor balcony. The roof terrace was removed from the proposal given its unacceptability in relation to overlooking and visual amenity. A Juliet balcony is considered to have a similar impact as a window in that outlook is limited from within the room the person is standing in i.e. there is no outside platform on which a person can step onto because of the balustrade placed across the doors. The Juliet balcony will be set away from the shared boundary with no. 143 Walm Lane by 3m and from 139 Walm Lane by 2m. As such, impacts from overlooking to neighbouring privacy are considered to not to be significantly affected.
10. *Rear dormers:* The existing rear dormers and lift shaft are to be removed. Two new rear dormers are to be installed inline with design principles set out in the Mapesbury Design Guide. As such, the cumulative width of the dormers will be half the width of the original rear roof plane and will contain timber sash windows on their front faces. The side cheeks will be covered with natural slate to match the roof. As such, this development is acceptable and will provide an improvement to the existing situation.
11. *Rear fire escape:* This existing feature is to be removed from the proposal because of its presence to create overlooking via its use as access to the rear garden and potential for noise generation.

Visual Impact:

12. *Forecourt – bins & parking:* Revised plans have been requested for a less cluttered arrangement of bins on the forecourt, primarily by having shared bins. Two parking spaces will be provided to show a safe turning of the cars within the forecourt to allow a safe forward exit of cars from the forecourt. The new forecourt layout is to provide 50% soft landscaping in line with the Mapesbury Design Guide.
13. *Windows & front porch:* Existing windows that are uPVC are to be replaced with new timber sash windows in order to restore the property with original features, particularly on the front elevation. Plans indicate timber sash with a sliding sash which is acceptable. The required horn detail of the top sash is not indicated, but this will be set as a condition. The existing front porch canopy will be removed and the open porch restored to its original character. These elements of the proposal are considered to beneficial to the conservation area and property.
14. *Rear 1st floor bi-fold doors (Juliet balcony):* These will be of aluminium construction which is acceptable in relation to the conservation area. A condition will be set to ensure it is dark grey in colour which is considered to provide a better appearance.
15. *Side extension :* The existing flat roofed single storey side extension which is flush with the main front wall of the property is to be set-back 1m from the front of the building to provide subservience. Side extensions are not common to properties of this design in Mapesbury and as such it was requested that

the existing secondary front door be replaced with a timber side-hung false garage door and a pitched roof replace the flat roof. The set-back, change in roof and garage door are considered to provide a better appearance to the property that is more in line with the conservation area.

Transportation

16. *Car parking:* The application site has a good public transport accessibility with a PTAL rating of level 4 and sits within the controlled parking zone (CPZ) "MW" operating from 08.00-18.30 Monday to Saturday. Transportation have requested that 3 off-street parking spaces be provided because of the number and size of units proposed. However, given the site is within the Mapesbury Conservation area the requirement to provide/reinstate 50% soft landscaping must be balanced with this parking requirement; with other occupiers of the property being required to park on the street within the CPZ. This would have the potential to lead to an overspill of parking in the CPZ and surrounding streets. However, UDP(2004) policy TRN23, allows residential sites with a good PTAL rating to be conditioned as a car-free development in that occupants will not be permitted on-street parking permits, thereby preventing parking overspill. As such, 2 off-street parking spaces can be provided alongside the 50% soft landscaping requirement as shown on the revised plan. N.B: a newer forecourt layout is to be included with the supplementary report.
17. *Cycle parking:* Six secure cycle parking spaces are proposed. New plans have been requested to show a distribution of cycle spaces rather than concentrating them in one location which takes up space within the communal garden space. The new plan will be present within the supplementary report.

Conclusion

18. The restoration of the property to a C3 residential premises with re-instatement of forecourt landscaping and a number of alterations to the buildings external appearance; that are all in line with the Mapesbury Conservation Area is considered a welcome proposal. The sub-division into 6 flats with provision of a family sized unit is considered a reasonable and balanced proposal given the existing footprint of the building and ability to provide units that are greater in floor area than the London Plan essential standards.. As such, approval with conditions is recommended.

CIL DETAILS

This application is liable to pay **£0.00*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): 93.51 sq. m.

Total amount of floorspace on completion (G): 433.5 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
Dwelling houses	433.5	527.01	-187.02	£200.00	£35.15	-£43,081.39	-£7,571.55

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)	258	
Total chargeable amount	-£43,081.39	-£7,571.55

*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.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 15/0687

To: Anna Thomson
ADL Planning Ltd
29 Highmarsh Crescent
Newton-le-Willows
Merseyside
WA12 9WE

I refer to your application dated 17/02/2015 proposing the following:
Change of use of existing nursing home (Use class C2) to residential (C3) with conversion of the building into six self contained flats (1x 1bed, 3x 2 bed, 1x 3bed and 1x studio flat). To include:

- demolition of existing rear conservatory and rear storage structures and erection of new single storey side/rear extension adjacent to no. 143 Walm Lane;
- removal of existing 1st floor rear fire door and window and replacement with aluminium bifold doors with Juliet balcony
- removal of rear fire escape stairs
- replacement of existing rear dormers and lift shaft with 2 new rear dormers containing timber sash windows and insertion of 1 rear rooflight
- replacement of existing roof tiles with natural slates tiles;
- removal of white paint from frontage
- restoration of original porch front
- replacement of all existing uPVC windows and widows to existing front dormers with double glazed timber sash windows
- setting-back of existing single storey side extension and insertion of non-opening side-hung timber garage doors to frontage and insertion of 1 rooflight
- associated forecourt landscaping and 2 parking spaces
- Car-free

and accompanied by plans or documents listed here:
See Condition 2
at 141 Walm Lane, London, NW2 3AU

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are

aggrieved by the decisions of the Local Planning Authority.

2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

Brent Unitary Development Plan 2004
Mapesbury Conservation Area Design Guide

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
Housing: in terms of protecting residential amenities and guiding new development

- 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):

FP01; FP02;FP03; EL01;EL02;EL03; EL04.
EL05; EL06; EL07; EL08.
P01; P02; FP03.
D01; D02; D03.

Associated documents:
Planning Statement

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

- 3 All new external work shall be carried out in materials that match, in colour, texture and design detail to those of the existing building. These are:

- Side-hung timber garage doors to the front elevation
- Natural slate roof tiles
- Timber framed sliding sash windows with horn detailing to top casement to rear dormer windows
- Double glazed aluminium rear door frames to 1st floor rear
- Opaque glass balustrade to 1st floor balcony at a maximum height of 1.9m from terrace level

Reason: In the interests of ensuring a high quality of design that preserves or enhances the character and appearance of the Mapesbury Conservation Area.

- 4 The forecourt landscape works and planting shown on the approved plans shall be carried out in accordance with the approved details prior to occupation of the extension hereby approved.

Any planting that is part of the approved scheme that within a period of five years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced with others of a similar size and species and in the same position, unless the Local Planning Authority first gives written consent to any variation.

Reason: To ensure a satisfactory appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the area.

- 5 Occupiers of flats within the flats in the converted 141 Walm Lane hereby approved, shall not be entitled to a Residents Parking Permit or Visitors Parking Permit to allow the parking of a motor car within the Controlled Parking Zone (CPZ) operating in the locality within which the development is situated unless the occupier is entitled; to be a holder of a Disabled Persons Badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970. For the lifetime of the development written notification of this restriction shall be included in any licence transfer lease or tenancy agreement in respect of the residential development.

On, or after, practical completion but prior to any occupation of the residential development, hereby approved, written notification shall be submitted to the Local Highways Authority confirming the completion of the development and that the above restriction will be imposed on all future occupiers of the residential development.

The owner is required to inform any future occupant that they won't be entitled to a Residents Parking Permit or Visitors Parking Permit.

Any Parking Permit issued in error by the Council shall be surrendered should the Council request it.

Reason: In order to ensure that the development does not result in an increased demand for parking that cannot be safely met within the locality of the site.

- 6 No development shall be carried out until the person carrying out the works is a member of the Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details are clearly displayed on the site so that they can be easily read by members of the public.

Reason: To limit the impact of construction upon the levels of amenity that neighbouring occupiers should reasonably expect to enjoy.

- 7 The following features shall be reinstated to match the original detailing of the original building:-

- Original exposed brick finish: by removal of white paint to the front and flank elevations of the building;
- Front porch detailing: by removal of existing porch addition

Reason: In the interests of visual amenity in a locality of particular architectural/historical significance.

- 8 The proposed rear roof light and replacement front rooflights shall be of the non-projecting Conservation Area type and shall be installed flush with the plane of the roof. All works shall be carried out in accordance with the approved plans.

Reason: In the interests of ensuring a high quality of design that preserves or enhances the character and appearance of the Mapesbury Conservation Area.

- 9 Windows to the front elevation of the property shall comprise timber sliding sash with horn detailing on the upper casement.

Reason: In the interests of ensuring a high quality of design that preserves or enhances the character and appearance of the Mapesbury Conservation Area.

- 10 All residential premises shall be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' to attain the following internal noise levels:

Time	Area	Maximum noise level
Daytime Noise 07.00 - 23.00	Living rooms and bedrooms	35 dB LAeq (16hr)
Night time noise 23.00-0700	Bedrooms	30 dB LAeq (8hr) 45 dB LAmax

A test shall be carried out prior to the discharge of this condition to show that the required

internal noise levels have been met and the results submitted to the Local Planning Authority for approval.

Reason: To obtain required sound insulation and prevent noise nuisance

- 11 Details of the provision of a minimum of 6 secure cycle parking spaces 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.

- 12 The existing rear stairs for fire escape shall be removed from the building prior to occupation of the development hereby approved.

Reason: To ensure a satisfactory standard of appearance and to avoid interference with the privacy and outlook of adjoining occupiers and in the interests of good neighbourliness.

- 13 Further details of the proposed development shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced and the development shall be carried out and completed in all respects in accordance with the details so approved before the building(s) are occupied. Samples shall be kept on site for inspection. Such details shall include:-

- (i) Bricks for side extensions and balustrade
- (ii) Side-hung timber garage door (including colour);

Reason: These details are required to ensure that a satisfactory development is achieved that will enhance and preserve the character of the Mapesbury Conservation Area.

- 14 Notwithstanding the plans hereby approved, further details of the 6 electric/gas metre boxes for each unit shall be submitted to and approved in writing by the Local Planning Authority before any works commence on site.

Reason: To ensure that the proposed development does not prejudice the design and architectural importance of the existing building and to ensure it is in keeping with and enhances the character of properties in the Conservation Area.

- 15 Details of planting to the garden layout shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. All detailed works shall be carried out as approved prior to the occupation of the premises. Such details shall include:

- (i) planting of the rear garden area with shrubs and/or trees;

Any planting that is part of the approved scheme that within a period of five years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced with others of a similar size and species and in the same position, unless the Local Planning Authority first gives written consent to any variation.

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the conservation area, in the interests of the amenities of the occupants of the development and to provide tree planting in pursuance of section 197 of the Town and Country Planning Act 1990.

INFORMATIVES

- 1 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk

2 The applicant is advised that during demolition and construction on site:

- The best practical means available in accordance with British Standard Code of Practice B.S.5228: 1984 shall be employed at all times to minimise the emission of noise from the site
- The operation of site equipment generating noise and other nuisance-causing activities, audible at the site boundaries or in nearby residential properties, shall only be carried out between the hours of 0800 - 1700 Mondays - Fridays, 0800 - 1300 Saturdays and at no time on Sundays or Bank Holidays
- Vehicular access to adjoining premises shall not be impeded
- All vehicles, plant and machinery associated with such works shall at all times be stood and operated within the curtilage of the site only
- No waste or other material shall be burnt on the application site
- A barrier shall be constructed around the site, to be erected prior to work commencing
- A suitable and sufficient means of suppressing dust must be provided and maintained

Any person wishing to inspect the above papers should contact Harini Boteju, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5015

This page is intentionally left blank

COMMITTEE REPORT

Planning Committee on 2 July, 2015
Item No 08
Case Number 15/1704

SITE INFORMATION

RECEIVED: 24 April, 2015

WARD: Queen's Park

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: 19 Carlisle Road, Kilburn, London, NW6 6TL

PROPOSAL: Erection of rear dormer window, replacement of rear rooflight and installation of a conservation type rooflight to the front roof slope.

APPLICANT: Mr Mire

CONTACT: MoreSpace

PLAN NO'S: See Condition 2.

SITE MAP



Planning Committee Map

Site address: 19 Carlisle Road, Kilburn, London, NW6 6TL

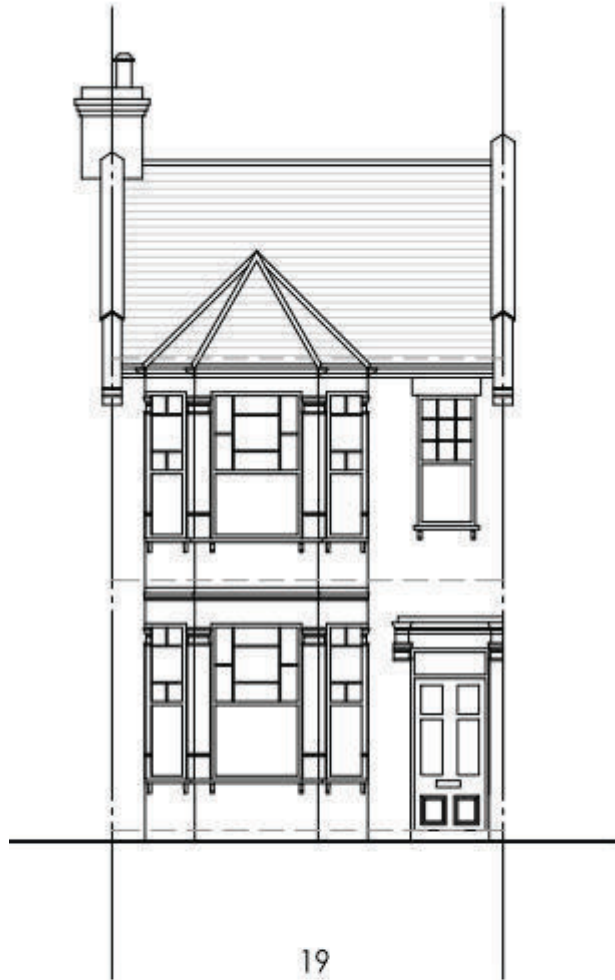
© Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

SELECTED SITE PLANS SELECTED SITE PLANS

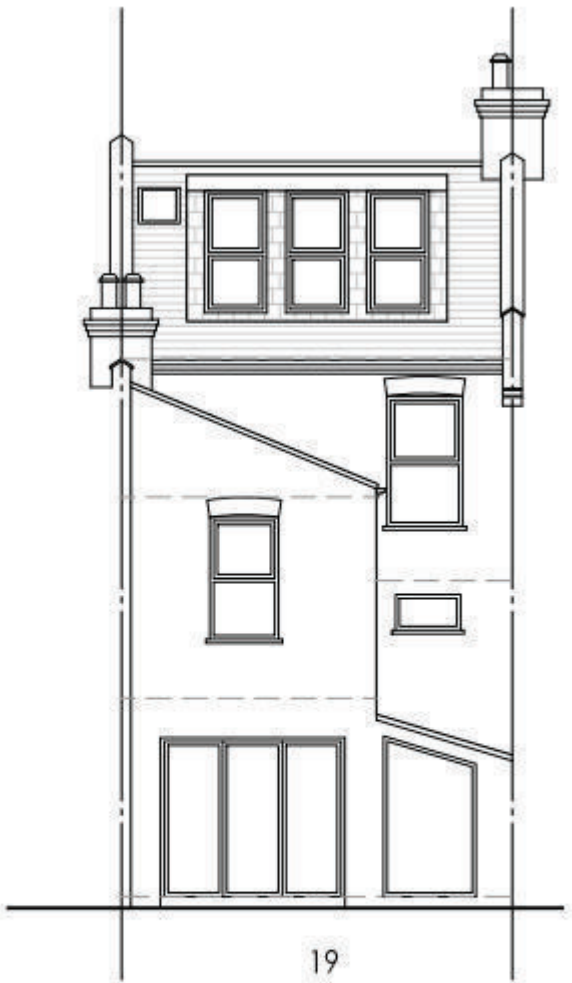
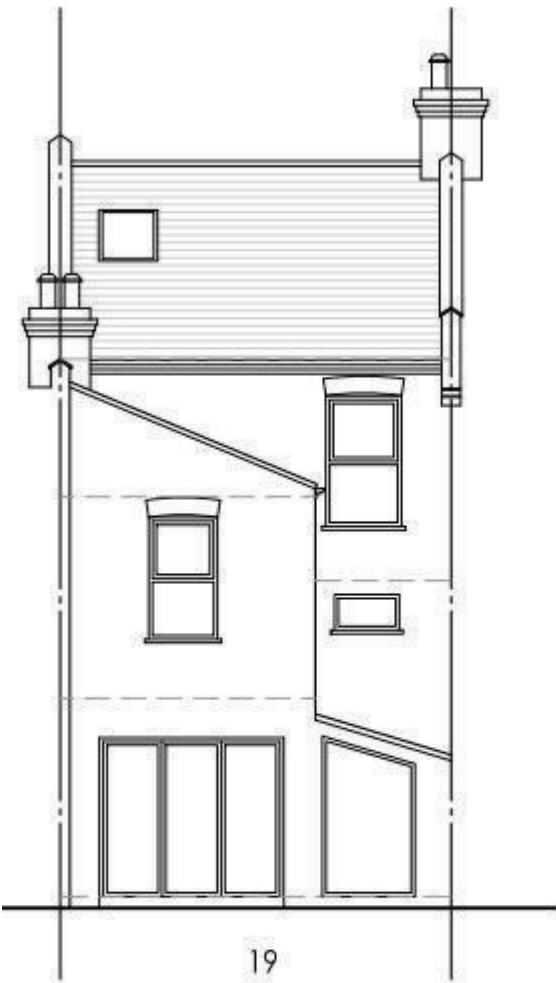
Existing and Proposed Front Elevations



Existing Front Elevation 1:100

Proposed Front Elevation

Existing and Proposed Rear Elevation



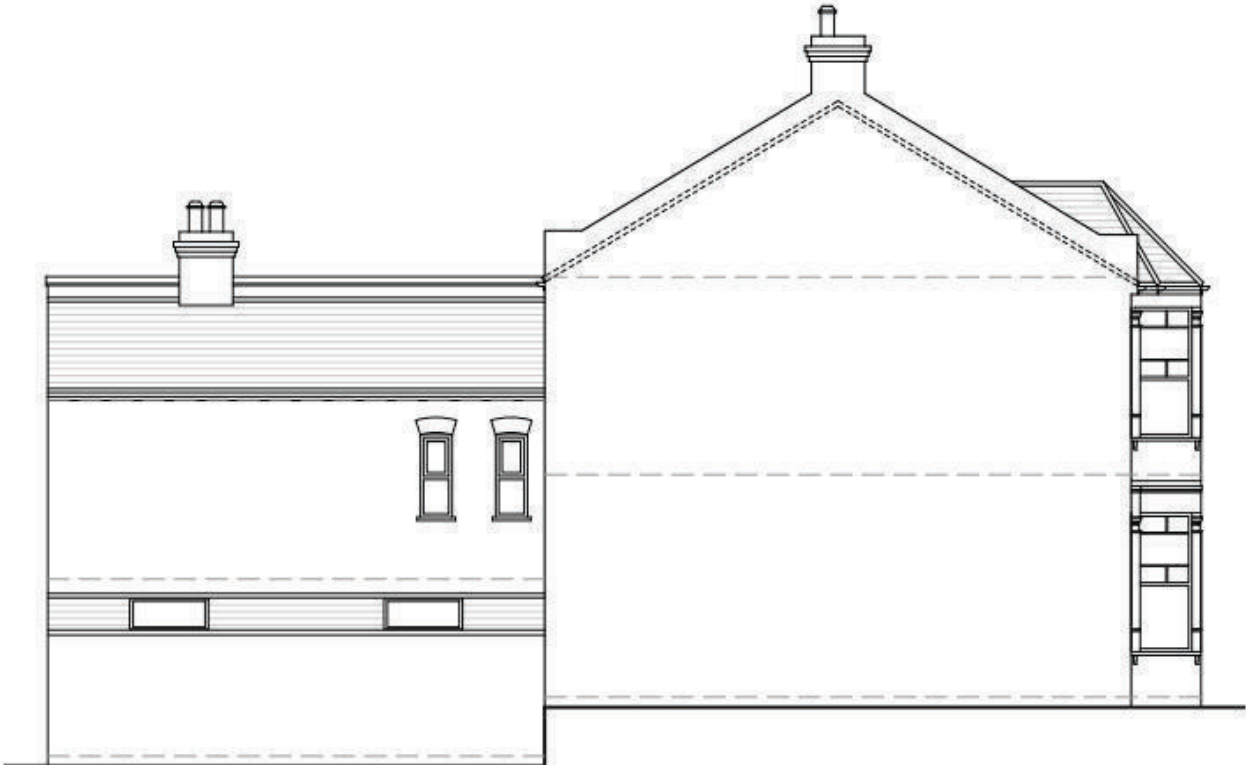
Existing Rear Elevation

1:100



Proposed Rear Elevation

Existing and Proposed Side Elevations



Existing Side Elevation 1:100



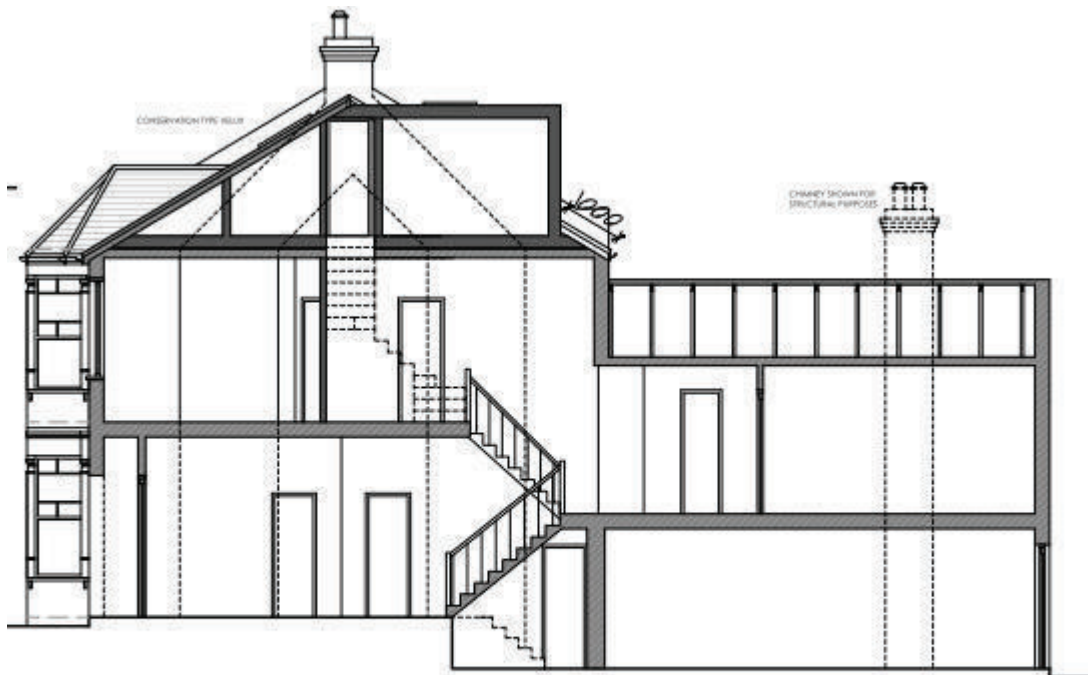
Proposed Side Elevation

1:100

Existing and Proposed Sections



Existing Section A-A
1:100



Proposed Section A-A

RECOMMENDATIONS

GRANT planning permission , subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

The proposal is for the erection of a rear dormer window, front conservation-style rooflight and replacement of rear rooflight to dwellinghouse.

B) EXISTING

The host dwelling is a two storey mid-terrace Victorian/Edwardian dwelling. Carlisle Road is characterised by properties of terraced properties of similar ages and styles and is within the Queens Park Conservation Area.

D) SUMMARY OF KEY ISSUES

The key planning considerations in this case are as follows:

- Impact on Character – The proposal is considered to have an acceptable impact on the character of the host dwelling and would preserve the special character of the Conservation Area
- Impact on Neighbouring Amenity – The proposal is considered to form an acceptable relationship with neighbouring occupiers

RELEVANT SITE HISTORY

- 15/1682 - Erection of rear dormer window, replacement of rear rooflight and installation of a conservation type rooflight to the front roof slope – Permitted (*Officer note: this proposal was identical to the current proposal except for the absence of a front-facing rooflight*)
- 12/2599 - Single storey side infill extension at rear of dwellinghouse – Permitted
- 03/0303 - Erection of rear dormer window and 1 front and rear roof-light to dwelling house – Permitted

- 01/0075 - Replacement of existing UPVC windows with timber sash windows (retrospective) – Permitted

CONSULTATIONS

Statutory neighbour consultation period (21 days) started on 30/04/2015, in total 6 neighbouring properties were consulted. A Site Notice was displayed on 07/05/2015 and the proposal was advertised on 07/05/2015 as the proposal affects a Conservation Area. No neighbour representations have been received.

CONSULTEES:

Queens Park Residents' Association (QPRA) – No objection to single appropriately sized and positioned conservation-style rooflights on front roof slopes

POLICY CONSIDERATIONS

National Planning Policy Framework (2012):

Section 7 – Requiring Good Design

Section 12 – Conserving and Enhancing the Historic Environment

Core Strategy (2010):

CP17 – Protecting and Enhancing the Suburban Character of Brent

Brent's UDP (2004)

BE2 – Townscape: Local Context and Character

BE7 – Public Realm: Streetscape

BE9 – Architectural Quality

BE25 – Development in Conservation Areas

BE26 – Alterations and Extensions to Buildings in Conservation Areas

Supplementary Planning Guidance:

Queens Park Conservation Area Design Guide (2013)

DETAILED CONSIDERATIONS

Impact on Character:

Front rooflight:

1. The recently adopted Queens Park Conservation Area Design Guide (2013) sets out what extensions and alterations to dwellings can normally be considered acceptable in the Conservation Area. Section 3.1 of the guide states that rooflights are not permitted on the front elevation of dwellings. The proposal includes the insertion of a conservation-style rooflight on the front roof slope of the dwelling.
2. Since the adoption of the Design Guide front rooflights have not normally been permitted in the Queens Park Conservation Area. However, representations have been received from the Queens Park Residents' Association during the course of this application that has confirmed that they do not object in principle to the insertion of single conservation-style rooflights on front roof slopes, despite what the Design Guide says. Whilst the current Design Guide does not permit front-facing rooflights, Officers recognise the importance of engaging with the local community in developing and implementing design guidance and in this case it is clear from the representation from the Residents' Association that they are content for a particular decision to be taken here and this has been taken into account.
3. The proposed rooflight would be a conservation-style rooflight and is considered relatively modest in size (1m x 0.6m) and would align with the central window of the bay window feature below. The proposed rooflight is considered to fit comfortably on the front roof slope and is not considered to result in an unduly cluttered appearance.

4. In light of the above, on balance, it is considered appropriate in this instance to make a recommendation for approval to Members for this application for the reason set out above. What this effectively means is that the Planning Committee would be allowing an interim change to the interpretation of the Queens Park Conservation Area Design Guide to allow for single, appropriately sized and positioned conservation-style rooflights on front roof slopes until such time as the Design Guide can be formally amended to reflect the recently confirmed views of QPRA.

Rear dormer window and rooflight:

5. With regards to rear dormer windows, the guide states that:

“Rear dormers should be no wider than two-thirds of the width of the original roof plane...They should be set down at least 0.3metres from the ridge of the house and set up at least 0.5 metres from the eaves lines of the house. The front face should be predominantly glazed. Windows in rear dormers should be of the same proportions and style as the original windows below in the main building.”

6. The proposed rear dormer in this instance would be two thirds the width of the rear roof slope, would be set-down 0.3m from the ridgeline of the dwelling and set-back 1m from the eaves. The dormer would be predominately glazed with sash-style windows and is considered a proportionate addition which sits comfortably on the rear roof slope. The rear dormer is therefore considered to comply with the guidance set out in the Design Guide and is considered visually acceptable. As explained above the dormer window was granted planning permission through application 15/1682 but that application did not include a front rooflight which is the reason for this second submission.
7. The host dwelling benefits from an existing rear rooflight and the proposal would include the replacement of this rooflight which would sit alongside the dormer on the rear roof slope. The rear rooflight is modest in size and is considered an acceptable addition to the rear roof slope of the dwelling.
8. Considering the points discussed above, the proposed extension and alterations are considered visually acceptable and are considered to preserve the special character of the surrounding Conservation Area.

Impact on Neighbours:

9. Given the position of the proposed dormer within the rear roof slope, the proposal is not considered to unduly impact on neighbours in terms of loss of light and overbearing impacts. The proposal includes front and rear-facing window openings however any overlooking arising from these is considered typical of a residential area and is considered acceptable. Considering these points, the proposal is not considered to result in an unacceptable impact on neighbours in terms of loss of light, overbearing and overlooking impacts.

Conclusion:

10. Considering the points discussed above the proposed rear dormer window and rear rooflight are considered to have an acceptable impact on the character of the host dwelling and the amenities of neighbours and would preserve the special character of the surrounding Conservation Area in this instance. The inclusion of a front rooflight, whilst contrary to the provisions of the Design Guide, is also considered to be acceptable given the views expressed by the Residents Association. The proposal therefore accords with saved UDP (2004) policies BE2, BE7, BE9, BE25 and BE26, Core Strategy (2010) policy CP17, SPG5 'Altering and Extending Your Home', the Queens Park Conservation Area Design Guide (2013) and the NPPF (2012) and is recommended for approval.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 15/1704

To: Mr Birdi
MoreSpace
112 Gunnersbury Avenue
Ealing
London
W5 4HB

I refer to your application dated 24/04/2015 proposing the following:
Erection of rear dormer window, replacement of rear rooflight and installation of a conservation type rooflight to the front roof slope.
and accompanied by plans or documents listed here:
See Condition 2.
at 19 Carlisle Road, Kilburn, London, NW6 6TL

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

- 1 On balance, the proposed rear dormer window and front and rear rooflights are considered to have an acceptable impact on the character of the host dwelling and the amenities of neighbours and would preserve the special character of the surrounding Conservation Area in this instance. The proposal therefore accords with saved UDP (2004) policies BE2, BE7, BE9, BE25 and BE26, Core Strategy (2010) policy CP17, SPG5 'Altering and Extending Your Home', the Queens Park Conservation Area Design Guide (2013) and the NPPF (2012).

- 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):

01
02
03
04
05

Unnumbered plan showing a Location Plan

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

- 3 All new external work shall be carried out in materials that match, in colour, texture and design detail those of the existing building.

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

INFORMATIVES

- 1 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk

Any person wishing to inspect the above papers should contact David Raper, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 020 8937 5368

This page is intentionally left blank

COMMITTEE REPORT

Planning Committee on 2 July, 2015
Item No 09
Case Number 15/0064

SITE INFORMATION

RECEIVED: 8 January, 2015

WARD: Mapesbury

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: All Flats at Jubilee Heights, Shoot Up Hill, London, NW2 3UQ

PROPOSAL: Erection of a 6-storey building comprising 5 x 2 bedroom self-contained flats with roof garden attached to the Jubilee Heights building to also include the removal of existing vehicular access and cross over off Shoot Up Hill and installation of new pedestrian gates, railing and brick piers with access from Exeter Road

APPLICANT: Abbeymews Ltd

CONTACT: David Lock Associates

PLAN NO'S: See condition 2

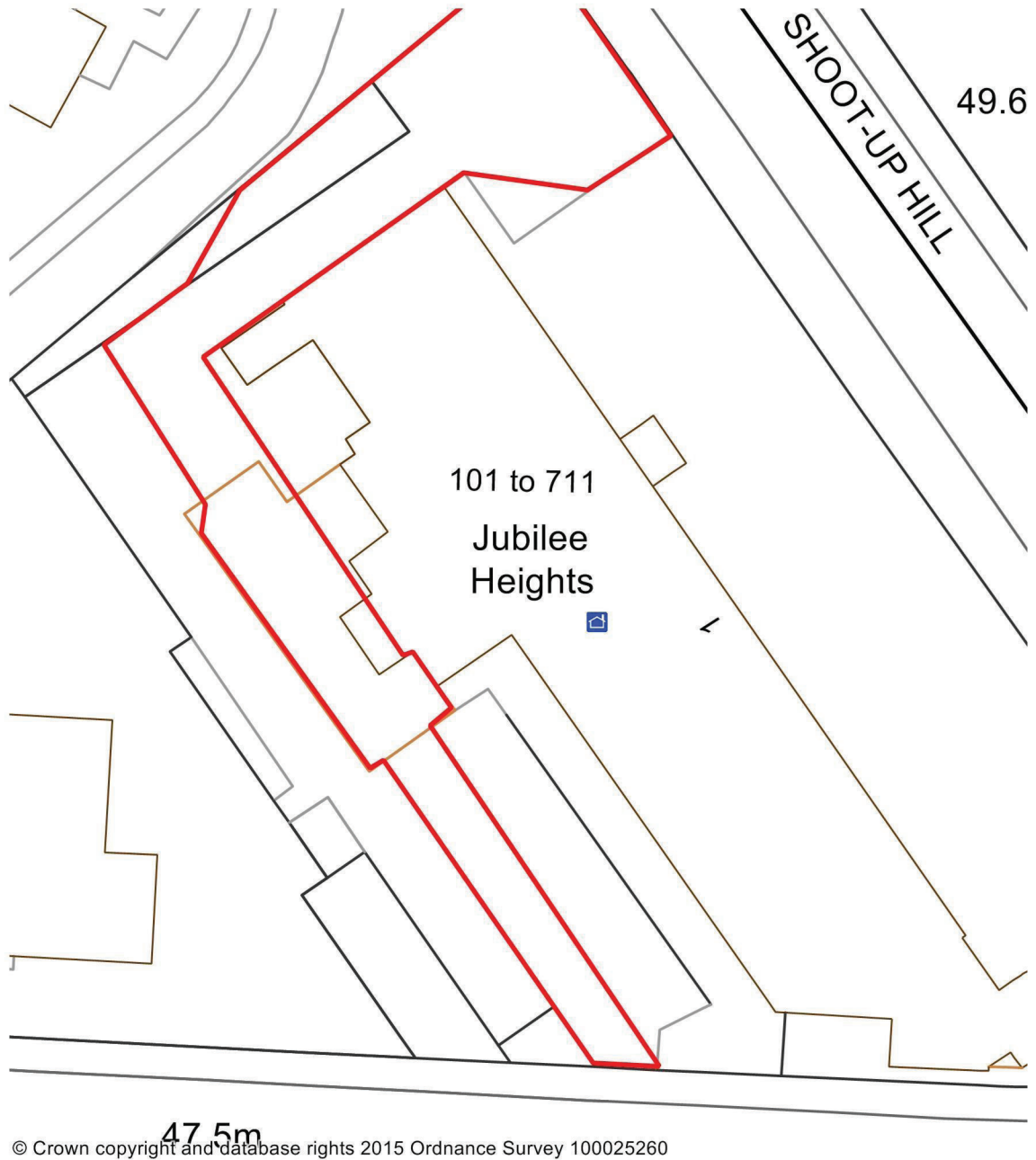
SITE MAP



Planning Committee Map

Site address: All Flats at Jubilee Heights, Shoot Up Hill, London, NW2 3UQ

© Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

SELECTED SITE PLANS SELECTED SITE PLANS

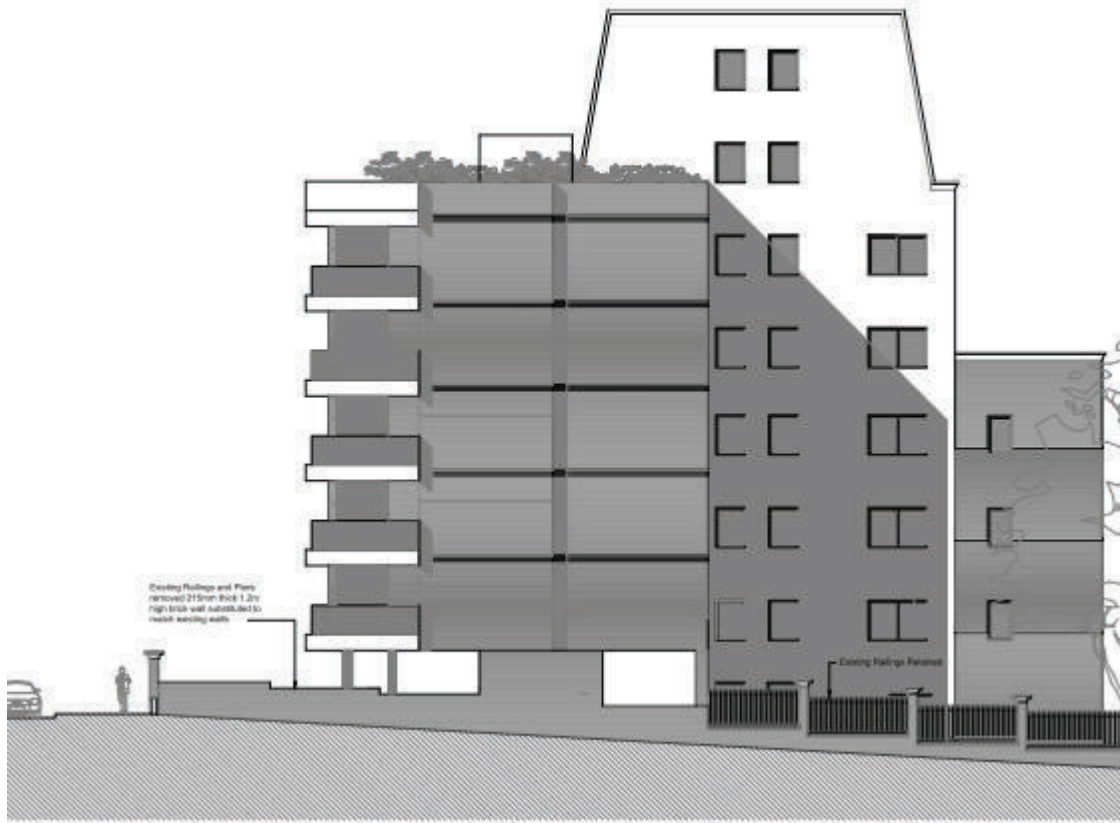
Site plan



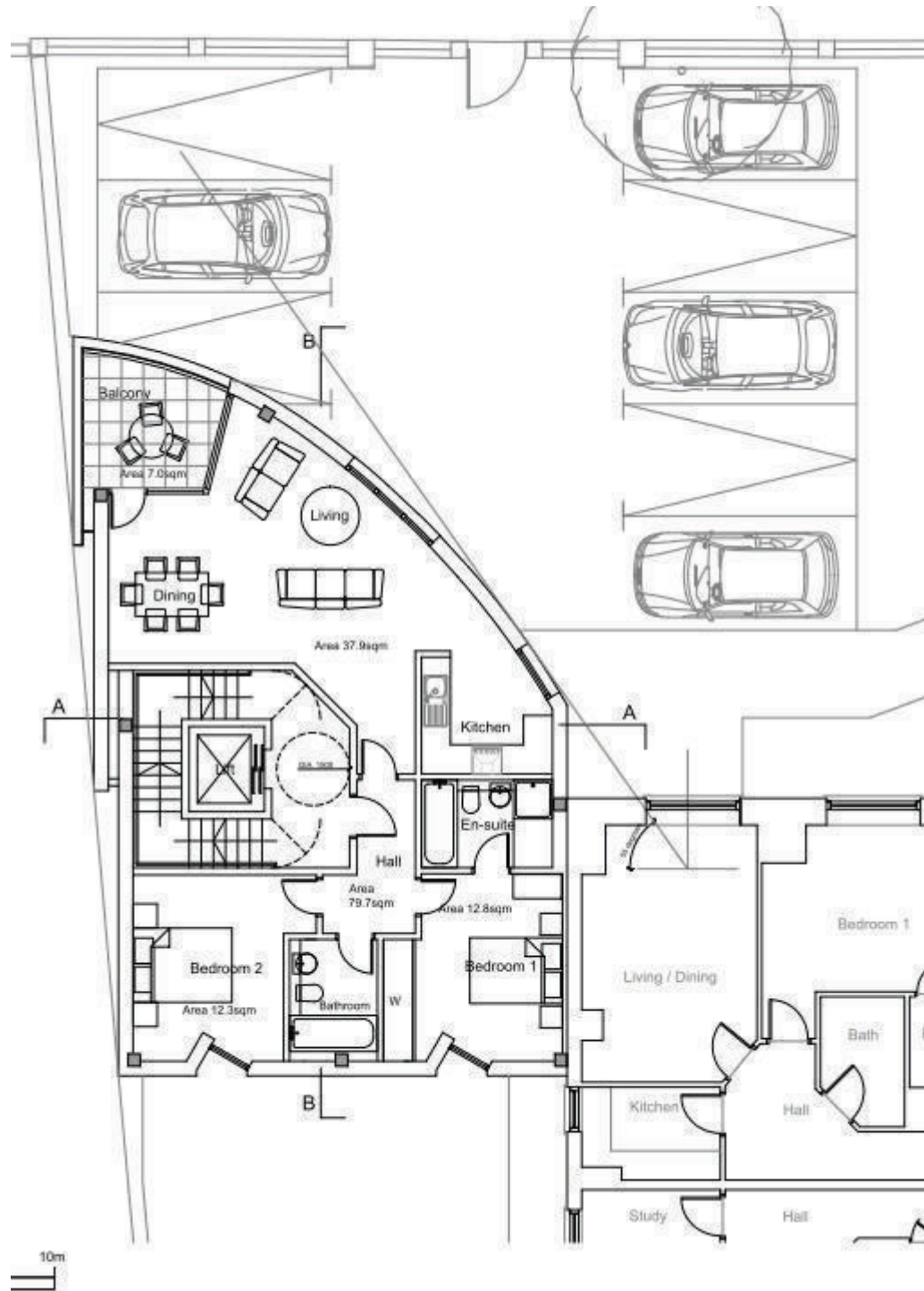
Shoot Up Hill Elevation



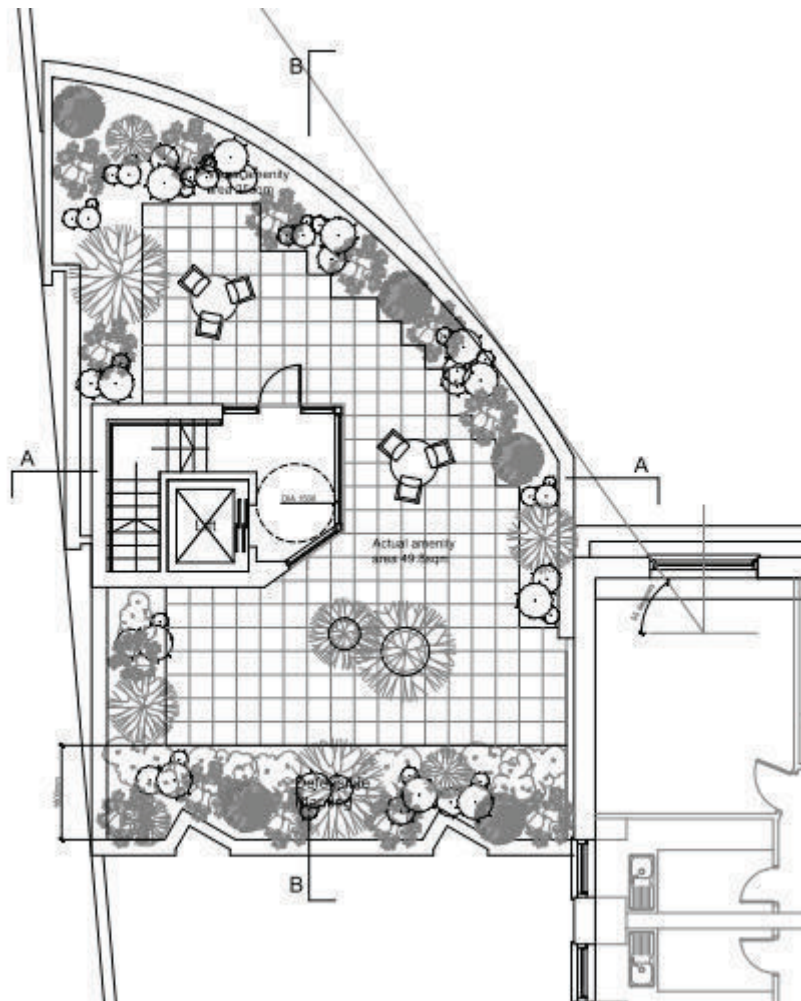
North Elevation



Typical floor plan



Roof terrace plan



RECOMMENDATIONS

Grant planning permission subject to the completion of a satisfactory Section 106 or other legal agreement and delegate authority to the Head of Planning or other duly authorised person to agree the exact terms thereof on advice from the Chief Legal Officer., subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

See description above

B) EXISTING

The subject site is an eight-storey residential block which has been converted and extended over the past 19 years from its original function as offices. It is located on the corner of Shoot Up Hill and Exeter Road adjacent to Kilburn Underground Railway Station. Shoot Up Hill forms the borough boundary with London Borough of Camden to the east.

The building contains 96 residential units (including the recent conversion of the ground floor from offices to residential flats, the erection of a 6 storey extension and a 5 storey extension attached to the south side of the building, divided as follows: 15 x 1-bed, 71 x 2-bed, 10 x 3-bed.

The surrounding uses are predominantly residential although to the south there is a short section of Secondary Shopping Frontage. The property is not a listed building, although its curtilage abuts the Mapesbury Conservation Area.

The application site as defined by the red line is limited to the access route through the site, the area where the extension is proposed and the open car parking area in front. The area where the extension is proposed consists of an access road, car parking and a strip of landscaping. The applicant has until recently been the freeholder of the site however during the timescale of the current application officers are of the understanding that residents have purchased the freehold.

C) AMENDMENTS SINCE SUBMISSION

The proposal has not been amended since its submission however Officers have sought and received further information to better explain and understand the proposal. This specifically includes additional visual information about the form of the proposal and additional detail setting out the parking and access arrangements within the wider site.

D) SUMMARY OF KEY ISSUES

E) 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)
-------------	----------	----------	------	-----	----------------

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Flats ú Market)										
PROPOSED (Flats ú Market)		5								5

RELEVANT SITE HISTORY

08/1728 Granted

Erection of a six-storey rear extension to provide an additional 6 two-bedroom flats to the existing block of flats, and subject to a Deed of Agreement dated 2nd December 2008 under Section 106 of the Town and Country Planning Act 1990, as amended

09/0755 Granted

Erection of a part six- and part seven-storey rear extension to provide an additional 6 two-bedroom flats to the existing block of flats (revised version of scheme previously approved under ref. 08/1728), subject to a Deed of Agreement dated 23/03/2010 under Section 106 of the Town and Country Planning Act 1990 (as amended)

10/1566 Granted

Erection of a 5-storey building, comprising 5 self-contained flats with roof garden, attached to southern elevation of Jubilee Heights, and provision of 20 additional cycle spaces

11/1307 Allowed at appeal

Erection of a 5-storey building, comprising 5 self-contained flats with roof garden, attached to southern elevation of Jubilee Heights

This is located at the opposite end of Jubilee Heights from the application proposal.

Planning Inspector comments: *I consider that the size, design and siting of the proposed development would be acceptable. Bearing in mind the location of the development, which is adjacent to the Jubilee Line station and is well served by bus routes, I do not consider that additional parking facilities are necessary at the site.*

13/0377 Granted

Variation of condition 2 (development to be carried out in accordance with approved plans) to allow minor-material amendment comprising:
- provision of 1 x 2 bedroom and 4 x 3 bedroom flats (instead of 5 x 2 bedroom flats)
of full planning permission 11/1307 approved under appeal dated 27/02/12 for erection of a 5-storey building, comprising 5 self-contained flats with roof garden, attached to southern elevation of Jubilee Heights, subject to a Deed of Variation dated 20th June 2013 under Section 106 of the Town and Country Planning Act 1990, as amended

The following 2 cases relate to the proposal which is the subject of the current application:

13/3351 Refused 4th March 2014

Erection of a 6-storey building comprising 5 x 2 bedroom self-contained flats with roof garden attached to the Jubilee Heights building (revised description)

Reason for refusal: *In the absence of a recognised affordable housing toolkit, the proposed development does not provide sufficient affordable housing on site or make satisfactory provision to compensate off site, contrary to Policies 3A.9, 3A.10, 3A.11 of the London Plan 2008, policies CP2 and CP21 of Brent's adopted Core Strategy 2010*

14/1950 Withdrawn 19th January 2015

Erection of a 6-storey building comprising 5 x 2 bedroom self-contained flats with roof garden attached to the Jubilee Heights building to also include the removal of existing vehicular access and cross over off Shoot Up Hill and installation of new pedestrian gates, railing and brick piers

The application was withdrawn pending a Unilateral Agreement to cover an affordable housing contribution.

CONSULTATIONS

Neighbouring residents were consulted and 33 objections have been received, as well as a petition with 79 signatories.

The reasons for objection are set out below:

- Leaseholders feel so strongly about their estate that they are trying to purchase the freehold. The solicitor acting on their behalf discovered that the land to which the application pertains was transferred to a subsidiary in 2010 and sold to a third party in 2014. The footprint of the building would result in the loss of 11 parking spaces currently designated to specific leaseholders. Leaseholders were not consulted or informed.
- The removal of the emergency access from Shoot Up Hill means no vehicular access will be possible. In addition the current unimpeded access around the jubilee heights building would be compromised as the plan includes the creation of a parking space that juts out. The entrance gate recently couldn't be opened for 30 minutes.
- The design will lead to an unrelenting mass on the streetscene when combined with the existing block. It is incongruous in its architectural approach. The curvature jars with the main building and requires the removal of trees exacerbating the damage to the street scene.
- The proposal will destroy the graceful symmetry of the original building
- The existing character is one of tall buildings set back from the road with appropriate space around the perimeter which would be lost with the proposal.
- The D&A statement suggests there is a problem with the design of the current building that the new building will resolve which is not the case.
- The site is in an area of open space deficiency and the area of amenity space provided is below that required.
- Kitchen opposite will fail BRE guidance, as they are already below guidelines this is dismissed by the applicant but it should be all the more reason to protect the levels.
- The proposal indicates the removal of trees and vegetation which would have adverse implications for air quality.
- Noise generated by the roof terrace may result in noise disturbance for neighbours.
- Refuse storage - where would the bins be placed on 'day of collection'. The end result would be likely to be littering of the area due to inaccessibility of the bins.
- The proposal will remove parking spaces without providing additional parking for the new dwellings. The development will remove 11 spaces from the 128 available for 136 leaseholders, leaving 117 spaces.
- The new residents will not be authorised to use the communal facilities but it will be impossible to prevent

- them accessing communal gardens and they may also gain access to the gym and pool.
- Potential impact on the stability of the existing structure from excavation work
- The proposal will result in overlooking and a loss of privacy.
- The southern extension has failed to sell half of the units over 6 months demonstrating the type of housing is not suitable.
- The estate has been overdeveloped
- The rubbish shoot which served the whole building was removed to enable the freeholder to turn the bin area into an apartment and residents have to enter the bin area used by 100 flats.
- Residents have not been provided with access to the roof terrace on the southern extension as was agreed.
- Impact on the cohesiveness of the community of the estate
- Disturbance and disruption from the development
- Additional vehicles driving through the estate causing more noise, dirt pollution, damage and wear and tear.

Watling Gardens Management Board

- Jubilee Heights is already highly developed
- It will cause a reduction in privacy to Watling residents
- Reduction in vegetation and planted areas
- Increased demand for parking

Internal

Highways - No objection. Recommendation that vehicular access be increased in width and further detail of cycle storage and refuse storage required.

Affordable Housing Officer - A contribution is required because of the incremental nature of the development of the site. Given the scale of the development the provision of a cash in lieu contribution is acceptable, the contribution is also reasonable and greater than secured for the previous extension.

POLICY CONSIDERATIONS

National Planning Policy Framework 2012

The National Planning Policy Framework (NPPF) was published on 27 March 2012 and replaces Planning Policy Guidance and Planning Policy Statements with immediate effect. It includes a presumption in favour of sustainable development in both plan making and decision making. It is considered that the saved policies referred to in the adopted UDP and Core Strategy are in conformity with the NPPF and are still relevant. The NPPF states that good quality design and a good standard of amenity for existing and future occupants of land and buildings are required.

Accordingly, the policies contained within the adopted SPG's, London Borough of Brent Unitary Development Plan 2004 and Core Strategy 2010 carry considerable weight in the determination of planning applications and appeals.

The London Plan

3.12: Negotiation Affordable Housing on Individual Private Residential and Mixed Use Schemes - the maximum reasonable amount of affordable housing should be sought. Negotiations should take into account individual circumstances such as phasing. In exceptional cases it may be provided off site or a cash in lieu contribution provided.

3.13: Affordable Housing Thresholds - on sites with a capacity to provide 10 or more homes.

Core Strategy

The Council's Core Strategy was adopted by the Council on 12th July 2010. As such the policies within the Core Strategy hold considerable weight. The relevant policies for this application include:

CP2: Population and Housing Growth - The borough will aim to achieve the London Plan target that 50% of new homes should be affordable.

CP18: Protection and Enhancement of Open Space, Sports and Biodiversity: Support will be given to

the enhancement and management of open space for recreational, sporting and amenity use and the improvement of both open space and the built environment for biodiversity and nature conservation. New or improved provision (including improved access) will be sought in areas of deficiency and where additional pressure on open space and outdoor play facilities would be created.

CP21: A Balanced Housing Stock - A balanced housing stock should be provided to meet known needs and to ensure that new housing appropriate contributes towards the wide range of borough household needs including an appropriate range and mix of self contained accommodation types and sizes.

Brent's UDP 2004

In addition to the Core Strategy, there are a number of policies which have been saved within the Unitary Development Plan (UDP), which was formally adopted on 15 January 2004. The saved policies will continue to be relevant until new policy in the Local Development Framework is adopted and, therefore, supersedes it. The relevant policies for this application include: The Council's Core Strategy was adopted by the Council on 12th July 2010. As such the policies within the Core Strategy hold considerable weight. The relevant policies for this application include:

BE2: Townscape: Local Context & Character - Proposals shall be designed with regard to their local context, making a positive contribution to the character of the area.

BE3: Urban Structure: Space & Movement - Proposals should have regard to the existing urban grain, development patterns and density in the layout of development sites, and should be designed to ensure that particular emphasis is placed on prominent corner sites, entrance points, and creating vistas and public areas; and respecting the form of the street by responding to established lines of frontage, unless there is a clear urban design or planning justification.

BE6: Public Realm: Landscape Design - A high standard of landscape design is required as an integral element to development schemes including an adequately landscaped frontage and boundary treatments which complement the development and enhance the streetscene.

BE9: Architectural Quality - Extensions and alterations to existing buildings shall be designed to:- (a) be of a scale, massing and height that is appropriate to their setting, civic function and/or townscape location; (b) have attractive front elevations which have a direct relationship with the street at ground level, with well proportioned windows, and habitable rooms and entrances on the frontage, wherever possible; (c) be laid out to ensure that buildings and spaces are of a scale, design and relationship to each other, which promotes the amenity of users, providing a satisfactory level of sunlighting, daylighting, privacy and outlook for existing and proposed residents; and (d) employ materials of high quality and durability, that are compatible or complementary colour and texture, to the surrounding area.

EP2: Noise & Vibration - Noise sensitive development will not be permitted where users would suffer noise levels above acceptable levels, and if this cannot be acceptably attenuated.

H12: Residential Quality - Layout Considerations - Residential developments should have a site layout which reinforces or creates an attractive and distinctive identity, appropriate to its locality creating a clear sense of place, have housing facing on to streets; have an appropriate level of car parking and cycle parking; and avoid an excessive coverage or hard landscaping and have an amount and quality of open landscaped area appropriate to the character of the area, and local availability of open space, and needs of prospective residents.

H13: Residential Density - New residential development shall make an efficient use of land and meet the amenity needs of potential residents. Higher densities are supported in areas of good or very good public transport accessibility. The density of a site shall also have regard to the context and nature of the proposal, constraints and opportunities of the site and the type of housing proposed.

CF6: School Places - Contributions to build new school classrooms and associated facilities will be required where new housing development would worsen or create a shortage of school places.

TRN2: Public Transport Integration - Development proposal should benefit and not harm the operation of the public transport network.

TRN3: Environmental Impact of Traffic- Proposals should not cause or worsen an unacceptable

environmental impact from traffic.

TRN11: The London Cycle Network - Developments should comply with the plan's minimum cycle parking standards (PS16), with cycle parking situated in a convenient, secure and, where appropriate, sheltered location.

TRN23: Parking Standards - Residential Developments - "Car free" housing developments may be permitted in areas with good or very good public transport accessibility.

Supplementary Planning Guidance

SPG5 "Altering and Extending Your Home"
SPG17 "Design Guide for New Development"
Mayor's Housing SPG

DETAILED CONSIDERATIONS

Introduction

1. This application seeks planning permission for 6-storey extension to be attached to the north of Jubilee Heights located at the front of the building facing Shoot Up Hill. The extension will accommodate 5 x 2-bedroom flats.

Background

2. A five storey extension of a similar design has been constructed on the southern end of Jubilee Heights on the front corner of Shoot Up Hill and Exeter Road. This extension was allowed on appeal and reference to this will be made later on within this report.

3. In an earlier iteration of the scheme submitted in 2013 originally 5 x three bedroom units were proposed within an extension that overhung the boundary with Watling Gardens. Concerns were raised with the building over sailing the boundary with Watling Gardens. In design terms it was considered to result in a poor and awkward relationship between the two sites with poor detailing to the ground floor and undercroft area. The extension was considered to appear overbearing when viewed from Watling Gardens and would also reduce the sense of openness of the site when viewed from Watling Gardens and Shoot Up Hill.

4. In response to the above concerns, the size of the extension was reduced so that the whole extension sat within the ownership of the application site and did not overhang the boundary. This in turn reduced the mix of units from three bedroom units to two bedroom units. This application was, as indicated above, refused for the sole reason of the insufficient contribution towards affordable housing which is discussed further below. The application as currently proposed is discussed below.

Design, Scale and Massing

5. Council guidance SPG17 and policy BE9 of the UDP 2004 state that proposals should be of a scale, massing and height that are appropriate to its setting.

6. An elevation has been provided by the applicant which shows the full Shoot Up Hill elevation including the southern extension. The northern extension takes on board the horizontal rhythm seen within the existing building, the glazing also takes on board the proportions of the glazing within the main building. A similar approach was taken with the southern extension. It is considered that full details of external materials should be conditioned as part of any forthcoming planning consent however they would be expected to match the materials used in the southern extension.

7. The ground floor will have a central undercroft to allow access to the car parking spaces within the front of the site. Whilst the floor of the first floor is lower to the main building this is considered to assist in allowing the extension to read as a subservient addition. The extension is to be built up to the boundary with Watling Gardens at ground floor level acting as the boundary wall. The extension will be higher than the southern extension however, the additional height is considered appropriate in this location given that it is between Jubilee Heights and Watling Gardens which are both taller buildings and the ground level rises to Watling Gardens. It is also noted that while the proposal is similar to the southern extension it is not identical but as the context is different at this end of the site this is considered to be appropriate. The extension is a

contemporary interpretation of the architectural style of the original building and, particularly having regard to the existing extension, is considered to sit comfortably in the site.

8. The proposal does result in the removal of some softlandscaping and a tree. Objectors are concerned about the projection of the extension up to the boundary and the loss of greenery. It is the case that the tree to be removed and the landscaping are not of significant value as identified in the tree survey and this is considered in more detail below. In principle the area proposed to be developed is currently primarily a vehicular route and parking area rather than a green buffer around the site. The prominent trees are in the site frontage and in the neighbouring site and also in the street.

Landscaping

9. While one tree of minimal value will be removed a category A tree and 3 category B trees in the adjacent site and in the site frontage are to be retained. A replacement within the application site is required by condition for the lost category U tree. In order to protect the trees adjacent to the proposed development a condition requires a *detailed arboricultural method statement and tree protection plan*.

10. The development will require some significant pruning of the category B T2 which is in the adjacent site as well as on going maintenance so that the tree does not result in a nuisance to future occupiers, while officer and the applicants consultant are of the opinion that this can be successfully undertaken a condition is recommended to require a full set of details of the work including the pruning of the tree and work near its roots.

11. There is scope for additional softlandscaping particularly to accommodate a replacement tree within the frontage car park.

Affordable Housing Provision

12. There has been incremental development of the site in the form of conversions and extensions that has seen the development of 19 flats since 2007. Affordable housing planning policy requirements apply to development opportunities which would normally provide capacity for 10 or more homes and this threshold has clearly been breached if the phased development of the site is viewed as a whole. The proposal for the erection of another 5 flats on the Jubilee Heights site is therefore subject to affordable housing planning policy requirements. In line with planning policy, the Council will seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed use schemes, having regard to a number of factors including development viability. The strategic borough target is that 50% of new homes should be affordable.

13. Affordable housing is normally required on-site. Only in exceptional circumstances may off-site affordable housing or a cash in lieu sum ring fenced for the delivery of off-site affordable housing be provided. For a number of practical reasons officers are minded to accept a cash in lieu sum on this site. The development is a small block of 5 flats with a single core, for management practicalities and to maintain low service charges for affordable units, registered providers recommend strongly against sharing cores with private units therefore an RP would be unwilling to manage one or two units within the development. Given the small scale of this development officers are of the opinion that a cash in lieu sum can provide a valuable contribution towards the delivery of affordable housing elsewhere in the borough.

14. Under the 2013 submission an offer of £90,000 was made by the applicant. Officers considered that this was unsatisfactory and instead sought and agreed £250,000 based on consideration of the cost of delivering affordable housing and the borough target that 50% of new homes should be affordable. The current application is recommended for approval alongside the applicant's drafted legal agreement securing the £250,000 affordable housing contribution. It should be noted that a contribution of £100,000 was accepted towards the off-site provision of affordable housing from the development at the south of the site which also proposed 5 units.

15. The contribution of £250,000 towards affordable housing is considered essential by officers and will be ring fenced for the provision of off-site affordable housing. A viability assessment has not been provided however the proposal is in line with the previous recommendations made in earlier applications and based upon practical assessment of the cost of providing affordable housing. The proposal is considered to be in compliance with policies 3.12 and 3.13 of the London Plan 2011, policies CP2 and CP21 of Brent's adopted Core Strategy 2010.

Residential Quality for Future Residents

Mix of Units

16. This application proposes 5 x two-bedroom self contained flats. The mix of units is broadly considered acceptable for the site. Residents have advised that a number of flats in the southern extension have remained vacant for a significant time post completion and suggest this demonstrates that the proposed type of accommodation is unsuitable for the area. Officers do not have any factual information regarding how the properties were advertised or at what price however Brent has a high housing target set by the London Plan and 5 x 2-bed units which meet the Housing SPG requirements are supported in principle.

Unit sizes

17. The London Plan sets out the minimum internal floor space standards for residential units. These standards require two bedroom 4 person flats to have a minimum floor area of 70sqm. The proposed units have a gross internal area of 75sqm which exceeds the minimum requirements set out within the London Plan. In addition the size of the living/dining/kitchen area and bedrooms exceed the minimum requirement as set out in the Housing SPG. These are set out below:

- Living/Kitchen/Dining - 37.9sqm (Housing SPG requires 27sqm)
- Bedroom 1 - 112.8sqm (Housing SPG requires 12sqm)
- Bedroom 2 - 12sqm (Housing SPG requires 12sqm)

Access arrangements

18. The new flats will have their own entrance with no direct access from the main building of Jubilee Heights. The entrance for the new flats is on the ground floor accessed from the communal pathway. This communal pathway already exists and provides access to the car parking spaces to the front of the site.

Outlook and light

19. All of the units have dual aspect. To ensure that the bedrooms have improved levels of light whilst maintaining adequate levels of privacy for existing flats within Jubilee Heights and Watling Gardens it is recommended that the rear elevation includes some obscured glazing. This could be conditioned as part of any forthcoming planning consent.

Privacy

20. The existing flats will not directly overlook the new extension. The nearest habitable room windows within No. 13 to 56 Watling Gardens is over 20m away. Privacy levels of the new extension are considered acceptable.

External amenity space

21. SPG17 requires 20sqm of external amenity space for 2 bedroom units. All five units are provided with a balcony of 7sqm and they also have access to a communal roof garden which is approx. 75sqm (with 25sqm dedicated to softlandscaping and 49.8sqm as usable space). The total provision of approx. 110sqm which exceeds the minimum requirements as outlined in SPG17 for the new flats.

Impact on the existing residents within Jubilee Heights

Impact of the extension upon habitable room windows within the existing building of Jubilee Heights and neighbouring flats within Watling Gardens

22. A daylight, sunlight and overshadowing assessment has been undertaken. It considers the impact of the extension upon existing flats within Jubilee Heights and surrounding developments. In terms of existing flats within Jubilee Heights the nearest windows serve small galley kitchens to existing flats 103 to 703. These flats have dual aspect with the kitchen window facing Watling Gardens and the other windows facing Shoot Up Hill. The report advises that these kitchens already experience Average Daylight Factor (ADF) below the recommended BRE guidelines, and that the reduction in daylight that will occur will not have a material effect on the use of the galley kitchens. The report goes on to say that the removal of trees along the northern boundary will improve outlook from the galley kitchens at lower levels. A sunlight assessment has not been undertaken for the existing flats and amenity space in Jubilee Heights as windows are either within 90 degrees of due north or positioned to the south of the extension. The Daylight, Sunlight and overshadowing

assessment has considered the impact of the extension upon Nos, 1-8 and 13-56 Watling Garden. This advises that two windows will experience reductions in daylight and sunlight beyond the BRE guidelines but these windows are set back from the main elevation under balconies. In accordance with BRE guidelines further tests were carried out discounting the effects of the balconies which concluded that the reduction in daylight and sunlight will be within BRE guidelines. The plans submitted with the application also show the height of the extension sitting within a line drawn at 30 degrees from the nearest habitable room window within 13 to 56 Watling Gardens (located at first floor level), complying with SPG17. The drawing shows the lift shaft in its previously proposed location however this does not raise concerns as the structure is less than 3.5m in width meaning its impact will be minimal. It should be noted that a Daylight, Sunlight and Overshadowing Assessment was considered by the Inspector as part of the appeal for the southern extension, whereby the Inspector took into account this document as a material consideration when assessing the impact of the southern extension upon the amenities of existing flats within Jubilee Heights and the communal external amenity space.

Impact of the extension upon the existing communal amenity space

23. It is recognised within the original planning application from 1994 that the site has a shortfall in external amenity space. It is also apparent through reviewing the planning history of the site that the Council has expressed concern about the intensification of use of the external amenity space as a result of increased population on the site, particularly as the site is within an Area of Open Space Deficiency. This matter was considered as part of the appeal for the southern block which was sited on part of the external amenity space. The Inspector took the view that the southern extension would not significantly affect the quality of the existing amenity space from Shoot Up Hill that would remain and that the extension would provide sufficient amenity space for the occupiers within the southern extension.

24. In this case, the northern extension will be sited over an area of hardstanding that is used as car parking. It will not result in the loss of communal amenity space and would not impact upon the functioning of the communal amenity space as it is located to the north. The new flats will have their own balcony and communal roof garden which meets SPG17 requirements. As such, the proposed northern extension is not considered to adversely impact upon the communal amenity space for Jubilee Heights.

25. The landscaped area to the front of Jubilee Heights (fronting Shoot Up Hill) which was developed as part of the 2007 application is considered to be of high amenity value that makes an important contribution to the overall provision of external amenity space on the site, particularly as it is fairly well screened from the road.

Highway Considerations

26. The subject site is located in an area with good access to public transport and is located within a Controlled Parking Zone. Exeter Road is not defined as being heavily parked. The site has on-site parking at both ground and basement level.

27. The plans proposed show a total of 131 car parking spaces on site including the ground and basement car parks to Jubilee Heights and Cedar Lodge. A significant level of concern has been expressed by existing occupiers regarding the loss of parking and the impact this will have on residents. The agent has provided additional clarification regarding the number of spaces and their allocation. Ground floor flats 3 and 4 in the converted business centre do not qualify for parking, as set out in their leases therefore on a 1:1 unit to parking ratio there is an existing demand for 124 parking spaces. Taking the 5 proposed flats into account there is a need for 129 spaces and as the proposal provides 131 on the wider site the need is met on site.

28. Information has been provided to demonstrate that on site spaces have already been allocated to the 5 flats in the southern extension and the applicant states that they own spaces 45-49 which would be available for the flats proposed here.

29. Given the good access to public transport in this location the parking standard for the flats is less than 1 space per unit. For Jubilee Heights Highways officers states that the parking allowance would become 73.2 spaces while there are 96 available. Also the most up to date and reliable data which is the 2011 Census suggests that average car ownership is 0.62 cars per flat meaning that there is an overprovision of parking on the site.

30. There have been disagreements between the applicant and the existing residents regarding the allocation of spaces and objectors have stated that their allocated parking spaces are lost as part of the development. In planning terms as set out above the exceeds the parking allowance for an area with such good public transport. Nevertheless due to the extent of concern expressed by residents officers have sought to

ascertain that across the site there will be a space available to each flat and are able to confirm that the parking capacity of the site meets a ratio of 1:1 spaces to units.

31. While residents are understandably upset by the lack of communication from the applicant the proposal must be considered on its planning merits and it is apparent that there is sufficient parking capacity.

32. Adjacent to the entrance to the new flats a separate cycle store and bin store are proposed. The cycle store has capacity for 5 bikes, 1 per unit, which achieves the required standard. The bin store has an acceptable capacity but is in an inaccessible location given its distance from the point within the site that refuse vehicles can reach. A waste management plan has been submitted which states that the bins will be placed at the collection point before 6am on the relevant collection days and that this will be the responsibility of the applicant or their agent. The collection point is detailed on the proposed site plan. This arrangement would be acceptable however a condition is recommended to seek additional information regarding the management of this and to ensure that bins are always stored in the designated store apart from on the collection day.

33. The vehicular access from Shoot Up Hill which is located directly in front of the proposed extension is proposed to be removed. Residents have expressed concern about this and are of the opinion that it is essential that there are 2 accesses into the site. When visiting the site officers have noted that this gate is padlocked shut and is therefore not available as an emergency vehicular route. Highways officers are supportive of the removal of the vehicular route as Shoot Up Hill is a major London Distributor Road but require the vehicular access from Exeter Road to be widened to at least 4.8m to provide sufficient width for 2 vehicles to pass one another.

34. The Shoot Up Hill entrance will be replaced with a pedestrian gate which is acceptable.

Noise and Vibration

35. Given the proximity of the proximity to the building to the train line Environment Health officers have suggested noise and vibration testing should be undertaken. However it is noted that this was not sought by the inspector on the southern extension which is much closer to the train line and 2 roads, in this instance for consistency further detail is not sought.

Neighbour comments

Issue	Officers Comments
The removal of the Shoot Up Hill entrance would remove emergency access	Para 33
The design is incongruous in its siting and size, its would be harmful to the existing building.	Para's 5-8
The proposal provides insufficient amenity space	Para 21
The proposal is harmful to existing amenity in terms of light, outlook and privacy	Para's 23-24
Impact on air quality from the removal of trees	Para's 9-11
Noise generated from roof terrace may disturb existing residents	The roof terrace arrangement is very similar to the allowed by the Planning Inspector at the southern end of the site. Softlandscaping is proposed around the periphery setting any activity towards the centre of the terrace and away from neighbouring windows.
Where would bins be stored on the day of collection	Para 32
Loss of parking spaces for existing leaseholders	Para's 26-31
Impact on the structural stability of the existing building	The development would need to comply with building regulations which would ensure it is carried out correctly and safely. An informative is recommended advising that a Party Wall agreement would be required.
The southern extension failed to sell half of its units in 6 months of marketing showing that	Para 16

the type of accommodation is not suitable in the area	
The estate is overdeveloped	The acceptable density of a development should be led by whether an acceptable design is achieved and whether a good level of amenity can be achieved without harming existing residents. The proposal does not result in the loss of existing amenity space.
The development will result in further disruption and disturbance	While it is understood that work can be disruptive for residents this is not a reason upon which planning permission can be withheld. Officers recommend a condition requiring the developer to sign up to the considerate constructors scheme.
The proposal will impact on the community and cohesiveness of the estate as the application site is in separate ownership and residents won't contribute to the upkeep of the site or pay for access to facilities	Officer's understand that issues of service charge and using communal facilities need to be worked out between owners however again it is an issue beyond the remit of the planning system. The proposal provides a good level of amenity for future occupiers.
Additional vehicles driving through the estate causing more noise, dirt pollution, damage and wear and tear.	The proposal won't create additional parking.
Previous applications removed the rubbish shoot to the communal store	It is understood that residents are unhappy with the bin store arrangement which was altered as part of a previous development. However the proposal doesn't affect the communal store. Para 32
Residents have not been provided with access to the roof terrace of the southern extension as was agreed	Again, this does not affect the current application however officers will explore the situation.

Conclusion

36. In conclusion, officers are understanding of residents concerns such as additional building works and activity within the site and impact on parking. It is clearly the case however that in planning terms, and subject to a number of conditions, the proposal is acceptable. The previous application for the same design was refused only for its insufficient affordable housing contribution. The requested contribution has now been agreed to and as such the proposal is recommended for approval.

S106 DETAILS

The application requires a Section 106 Agreement, in order to secure the following benefits:-

1. Payment of the Council's legal and other professional costs on completion of the deed in (i) preparing and completing the agreement and (ii) monitoring its performance;
2. Notification of material start 28 days prior to commencement; and
3. Off-site affordable housing contribution of £250,000 to be paid within 7 days of the commencement of the first beneficial occupation of a unit on the undertaking land.

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 **£126,754.25** of which £107,807.14 is Brent CIL and £18,947.11 is Mayoral CIL.

CIL DETAILS

This application is liable to pay **£126,754.25*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

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

Total amount of floorspace on completion (G): 468 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
Dwelling houses	468	0	468	£200.00	£35.15	£107,807.14	£18,947.11

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)	258	
Total chargeable amount	£107,807.14	£18,947.11

*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



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 15/0064

To: Mr Duncan Chadwick
David Lock Associates
50 North Thirteenth Street
Central Milton Keynes
Milton Keynes
Buckinghamshire
MK9 3BP

I refer to your application dated 08/01/2015 proposing the following:
Erection of a 6-storey building comprising 5 x 2 bedroom self-contained flats with roof garden attached to the Jubilee Heights building to also include the removal of existing vehicular access and cross over off Shoot Up Hill and installation of new pedestrian gates, railing and brick piers with access from Exeter Road and accompanied by plans or documents listed here:
See condition 2
at All Flats at Jubilee Heights, Shoot Up Hill, London, NW2 3UQ

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance 17

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
Housing: in terms of protecting residential amenities and guiding new development
Transport: in terms of sustainability, safety and servicing needs

- 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):

PL/310/100 A
PL/310/101 A
PL/310/102 A
PL/310/110 A
PL/310/111 A
PL/310/112 A
PL/310/113 A
PL/310/114 A
PL/310/115 A
PL/310/116 A
PL/310/133 D
1004/001
1004/002
Daylight, Sunlight and Overshadowing
Waste Management Plan
Arboricultural Report

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

- 3 The area(s) so designated within the site shall be landscaped in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority before any works commence on site, the landscape work to be completed during the first available planting season following completion of the development hereby approved. Any planting that is part of the approved scheme that within a period of *five* years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced in the same positions with others of a similar size and species, unless the Local Planning Authority first gives written consent to any variation.

The scheme shall specifically include a tree at ground level to replace T4 which will be a tree species capable of attaining medium sized tree proportions and should have a minimum stem girth of 12-14cm when planted. Full details of the planting specification shall be provided.

Reason: To ensure a satisfactory standard of appearance and setting for the development and

to ensure that the proposed development enhances the visual amenity of the locality, in the interests of the amenities of the occupants of the development and to provide tree planting in pursuance of section 197 of the Town and Country Planning Act 1990.

- 4 The restoration of the redundant vehicular crossover on the site frontage to kerb-and-channel and repainting of appropriate markings along the frontage shall be undertaken at the applicant's expense in accordance with the details hereby approved, prior to occupation of the development.

Reason: In the interests of highway and pedestrian safety.

- 5 Occupiers of the residential development, hereby approved, shall not be entitled to a Residents Parking Permit or Visitors Parking Permit to allow the parking of a motor car within the Controlled Parking Zone (CPZ) operating in the locality within which the development is situated unless the occupier is entitled; to be a holder of a Disabled Persons Badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970. For the lifetime of the development written notification of this restriction shall be included in any licence transfer lease or tenancy agreement in respect of the residential development. For the lifetime of the development a notice, no smaller than 30cm in height and 21cm in width, clearly informing occupants of this restriction shall be displayed within the ground floor communal entrance lobby, in a location and at a height clearly visible to all occupants. On, or after, practical completion but prior to any occupation of the residential development, hereby approved, written notification shall be submitted to the Local Highways Authority confirming the completion of the development and that the above restriction will be imposed on all future occupiers of the residential development.

Reason: In order to ensure that the development does not result in an increased demand for parking that cannot be safely met within the locality of the site.

- 6 No development shall be carried out until the person carrying out the works is a member of the Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details are clearly displayed on the site so that they can be easily read by members of the public.

Reason: To limit the impact of construction upon the levels of amenity that neighbouring occupiers should reasonably expect to enjoy.

- 7 Prior to the commencement of any work on site the following shall be submitted to and approved in writing by the LPA:
a detailed arboricultural method statement and tree protection plan with regards to all nearby trees and specifically
- the hand dig in proximity to T6, cat B Pyrus.
- a method statement and pruning specification with regards to the third party owned T2, cat B Acer. The pruning specification should be in accordance with BS3998:2010 Tree Works-Recommendations.

Reason: In the interest of tree protection.

- 8 Prior to the occupation of the development detail of the management arrangements for the movement of bins to and from the collection point on appropriate days shall be submitted to and approved in writing by the LPA. At all other times the bins shall be kept in their designated store at the ground floor of the hereby approved extension.

Reason: In the interest of the amenity of existing and future residents.

- 9 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 and detailing how construction vehicles will be managed to minimise impact on-site parking.

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

INFORMATIVES

- 1 The applicant is advised to contact the Head of Transportation in order to arrange for the necessary works to remove the vehicular crossover.
- 2 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk
- 3 The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented as this may involve the use of adjoining land and should also ensure that all development, including foundations and roof/guttering treatment is carried out entirely within the application property.
- 4 The applicant is advised that it is their responsibility to ensure that all those parties who have an interest on the land are involved in decisions relating to any construction work that might take place on the site and that they also need to be aware that it is their responsibility to rectify any damage, including wear and tear, caused to the site during those construction works. The granting of planning permission does not override any legal, or ownership rights, that might exist on any piece of land.

Any person wishing to inspect the above papers should contact Liz Sullivan, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5377

This page is intentionally left blank

COMMITTEE REPORT

Planning Committee on 2 July, 2015
Item No 10
Case Number 15/1539

SITE INFORMATION

RECEIVED: 1 May, 2015

WARD: Brondesbury Park

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: 24-51 INC, John Barker Court, 12-14 Brondesbury Park, Kilburn, London, NW6 7BW

PROPOSAL: Change of use of existing flats at 24-51, John Barker Court, into a hostel (Use class Sui Generis) for a temporary period of 1 year

APPLICANT: London Borough of Brent

CONTACT:

PLAN NO'S: See condition 2

SITE MAP



Planning Committee Map

Site address: 24-51 INC, John Barker Court, 12-14 Brondesbury Park, Kilburn, London, NW6 7BW

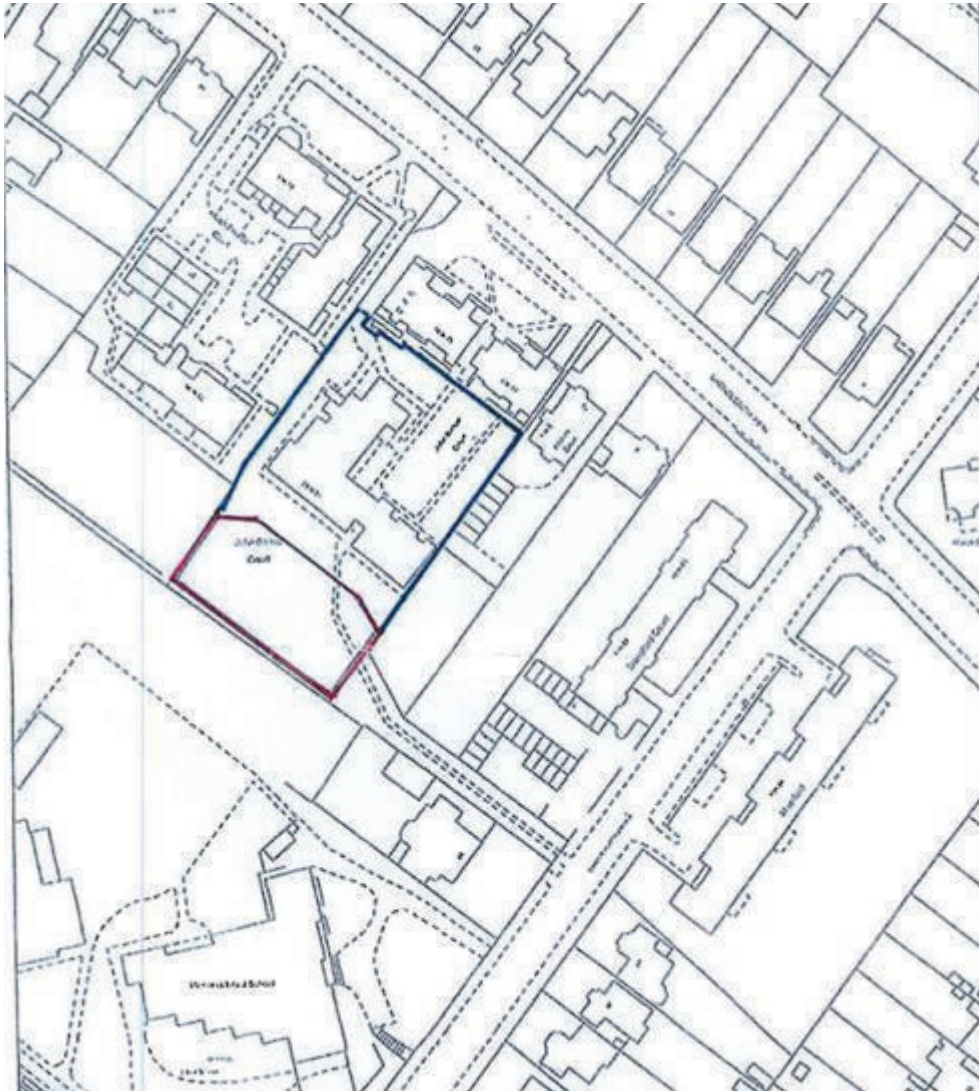
© Crown copyright and database rights 2011 Ordnance Survey 100025260



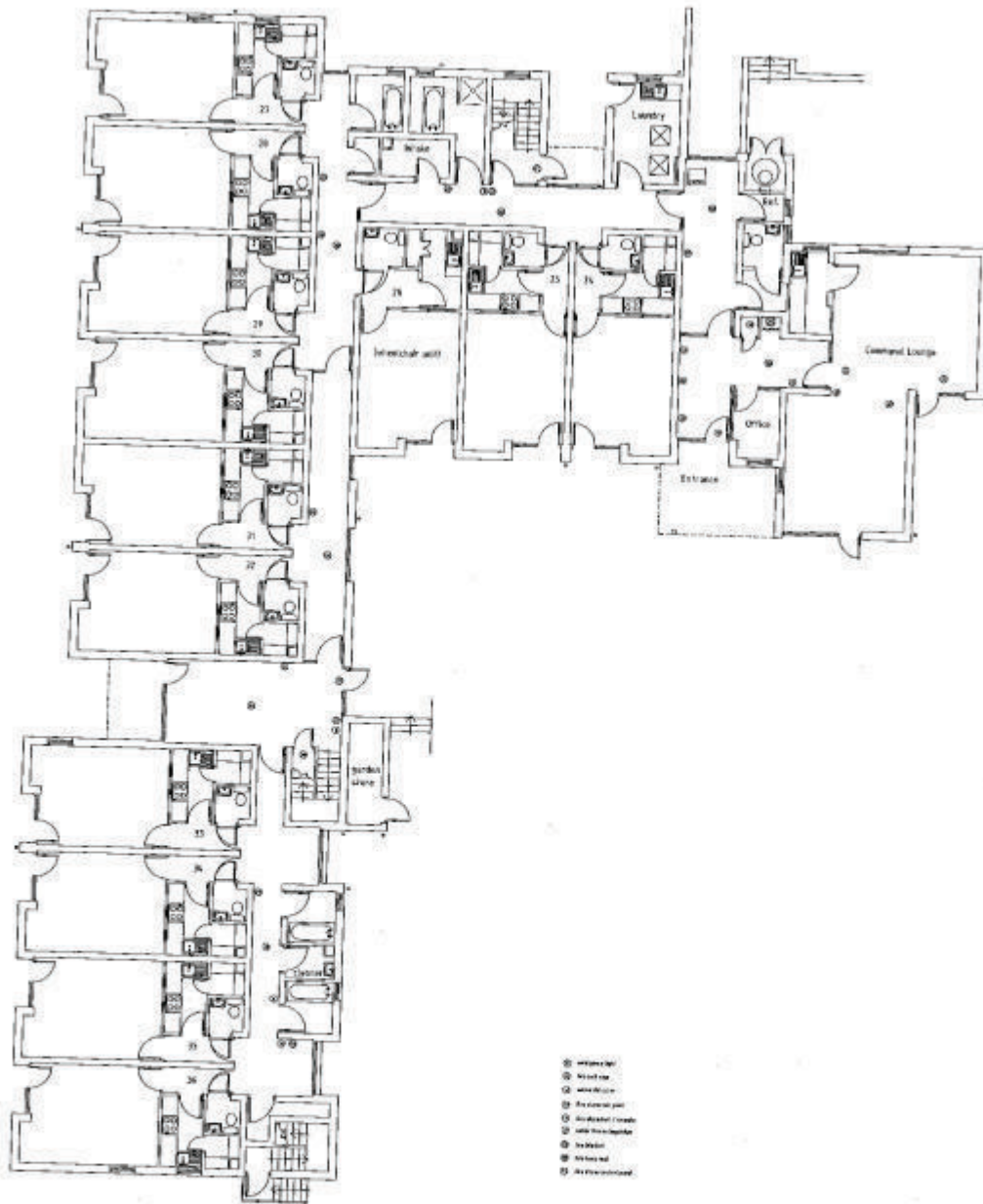
This map is indicative only.

SELECTED SITE PLANS SELECTED SITE PLANS

Site Location Plan



Ground floor plan



GROUND FLOOR PLAN

- ① window
- ② window
- ③ window
- ④ window
- ⑤ window
- ⑥ window
- ⑦ window
- ⑧ window
- ⑨ window
- ⑩ window

PROJECT
BRENT SHELTERED SCHEMES
JOHN BARKER COURT

DATE 1/100

NO. 001, 002

NO. 003

NO. 004

DATE
FLOOR PLANS
AS EXISTING

PROJECT NO.
00147_1_01

NO.

AIP

AIP Group Partnership
Architects & Building Surveyors
Brook House, Coventry Road, Ilford, Essex IG1 4QJ
T 020 8532 4141 F 020 8532 4140 E
atp.ilford@aipgroup.co.uk

First and second floor plan



FIRST FLOOR PLAN

SECOND FLOOR PLAN

RECOMMENDATIONS

Approval, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

See description above

B) EXISTING

The subject site consists of the block accommodating 24-51 John Barker Court. The building which has been vacant since February was used as sheltered accommodation for elderly people.

The site is to the rear of 1-23 John Barker Court on the north western side of Brondesbury Park NW6. The site is not within a conservation area nor is it a listed building.

The surrounding context of the site includes residential blocks and houses as well as 2 schools and a wooded area to the rear who's trees are protected and it is identified as a site of importance for nature conservation.

D) SUMMARY OF KEY ISSUES

E) 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)
Residential institutions					
Sui generis					

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Sheltered Housing û Social Rented)	26									26
EXISTING (Bedsits/Studios û Social Rented)										
EXISTING (Flats û Key Worker)	1									1
PROPOSED (Sheltered Housing û Social Rented)										
PROPOSED (Bedsits/Studios û Social Rented)	27									27
PROPOSED (Flats û Key Worker)										

RELEVANT SITE HISTORY

02/1809 Granted

Installation of replacement UPVC windows, doors and screens

CONSULTATIONS

Consultation letters were sent to neighbours on 5th May 2015, subsequently the consultation area was expanded and additional neighbours were also consulted on 11th May 2015, in total 85 neighbouring properties were consulted by letter. 44 representations have been received including 2 in support and 40 in objection, comments made include the following:

- London has 6500 people sleeping rough on its streets which is a travesty in a developed country
- The provision of a home for vulnerable people is one of the most empowering elements towards self sustainability
- John Barker provides a beautiful quiet retreat to help integrate people back into housing and the community
- Offer to donate time and support to the initiative
- Applaud the Supreme Court's ruling upholding the legal duty of the council to provide accommodation for the homeless but object to this application in this location.
- The location is not suitable, it is enclosed and secluded.
- To access the flats they are expected to walk through the common areas where vulnerable and elderly residents live.
- Noise and disturbance is likely to be much greater than before.
- The hostel will introduce into this established community a transient group of people and with it an increase in crime
- A bail hostel is located nearby on the junction of Brondesbury Park and Christchurch Avenue, this location on a busy junction can be easily monitored by Police and passers by.
- Residents in the hostel may be in extremely difficult life circumstances which is often sadly linked to

- particular social behaviour
- Concern for the safety and security of the schools and a college practically next door and lots of families with young children nearby who will be at risk
- The large nearby elderly community feel very much ill at ease with the likely outcome of challenging social behaviour on their doorstep
- No formalised separation between the front block and the rear block proposed as a hostel.
- Existing residents at ground floor and with windows close to the pedestrian route are concerned for their safety.
- Concern regarding antisocial behaviour including vandalism, drugs and alcohol, break-ins, robbery etc. which it is proven will rise when a hostel is introduced.
- The transient population will have little care or responsibility to the area and it will bring fear and unrest to neighbours
- The original tenants were rehomed against their will using the excuse that the flats did not have adequate bathroom facilities, why should homeless people be expected to use flats that also have inadequate bathroom facilities.
- Previous tenants were told the boiler system was beyond economical repair and would create an increased risk for the control of Legionella; the application effectively moves homeless people out of accommodation where their health and safety is not at risk into accommodation where there is a significant risk.
- Why move tenants out who have been there for over 20 years in order to accommodate the homeless on a temporary basis?
- The proposal is meant to be temporary for one year, what is to say it will not continue for many more years.
- There are 2 hostels in the area (Willesden Lane and Salusbury Road) where apparently there are a great deal of problems
- There is already a concentration of social and affordable housing in proximity to John Barker Court.
- Residents of 1-23 John Barker Court were not consulted prior to the application.
- The submission suggests that LSH are planning to demolish the building and redevelop and want to start the redevelopment in August/September subject to approval, this only allows 2-3 months so a planning application for 1 year does not make sense.
- The application states that John Barker Court is a 26 unit scheme but 28 units will be provided which would increase the concentration.
- BHP has just removed asbestos from 1-23 John Barker Court to take forward the installation of independent heating and hot water per unit quoting £5500 per unit and 3 person days effort, the stated saving of £75000 over 5 months doesn't factor in this cost or work time. Its use will cost more than bed and breakfast.
- There is no more space for car parking and emergency access might get blocked.

Objections have been received from Brondesbury Park Ward Councillors Cllr Shaw, Cllr Davidson and Cllr Warren:

- The change of use will result in more antisocial behaviour
- There will be a significant increase in noise
- The location, especially is closeness to two schools, is in appropriate
- The use is incompatible with the front block where vulnerable residents including elderly and children live
- Risks for environment including rubbish, pollution, noise, parking problems.
- Physical infrastructure - the application only suggests light refurbishment and no independent heating
- Increase strain on parking
- Residents of John Barker Court should have been consulted prior to the application
- There is no evidence of a local link to the ward for the new tenants
- Antisocial behaviour in the enclosed courtyard will distress residents
- The savings should be removed from the application as they are misleading
- The submission states that there will be 28 units while the existing is 26

Internal

Highways Officers - no objection:

- The use as sheltered elderly persons' housing is permitted between 0.1 and 0.5 spaces per flat depending on the level of care provided. In this instance it is assumed the care is reasonably minimal and therefore up to 14 spaces would be permitted.
- The parking standard for hostels allows just one space per 16 rooms and on this basis the standard is 1-2 spaces.

- No changes are proposed to the parking or access.
- Car ownership amongst homeless families is likely to be very low and there is no concern regarding overspill in this lightly parked area.

POLICY CONSIDERATIONS

National Planning Policy Framework 2012

The National Planning Policy Framework (NPPF) was published on 27 March 2012 and replaces Planning Policy Guidance and Planning Policy Statements with immediate effect. It includes a presumption in favour of sustainable development in both plan making and decision making. It is considered that the saved policies referred to in the adopted UDP and Core Strategy are in conformity with the NPPF and are still relevant. The NPPF states that good quality design and a good standard of amenity for existing and future occupants of land and buildings are required.

Accordingly, the policies contained within the adopted SPG's, London Borough of Brent Unitary Development Plan 2004 and Core Strategy 2010 carry considerable weight in the determination of planning applications and appeals.

London Plan 2011 (FALP)

3.8: Housing Need - Borough should identify the range of needs taking account of housing requirements including supported housing needs

3.14: Existing Housing Stock - promote efficient use of the existing stock reducing the number of vacant dwellings

London Borough of Brent LDF Core Strategy 2010

CP21 A Balanced Housing Stock

DETAILED CONSIDERATIONS

Background

1. The existing sheltered housing scheme is owned by London Strategic Housing (LSH). The arrangement and facilities in the existing building are dated and it has been deemed unviable to bring the current building up to modern standards. As such the former residents of the scheme have recently been decanted into other suitable accommodation and LSH intend to redevelop the site with a new scheme of affordable housing for over-50's.

2. The layout of the units shows that they currently have kitchens facilities and a WC while other bathroom facilities are shared. The site also has a dated heating system which LSH have decided is beyond economical repair for continued long term use. The former BHP units at the front of the site, 1-23 John Barker Court, have been or are in the process of being disconnected from the communal supply and replaced with individual heating systems within each flat.

3. While preparation for a planning application is underway the vacant site has been offered free of charge to the Council on a temporary basis to be utilised as accommodation for homeless people. Sheltered accommodation is Use Class C2 while the proposed temporary accommodation is Sui Generis which means that planning permission for a change of use is required.

Proposal

4. The site consists of 26 units with shared facilities plus a former warden's flat resulting in there being 27 potential units if the latter is utilised (rather than 28 as stated in error in the submission). The site is likely to be largely utilised for homeless families and it is anticipated that there would be between 12 and 18 households at any one time depending on the family sizes and the number of rooms they would need.

5. The aim would be for households to not need to remain in the scheme for more than 6 weeks moving on into settled accommodation or '2nd stage temporary accommodation'.

6. LSH have decided that the site cannot be suitably modernised for permanent accommodation for over 50's because of the cost of replacing the heating system and the structural changes that would be required to provide suitably sized self contained accommodation which is now desired. However this does not mean that

it is unfit or unsafe for residential use.

7. The proposal involves the building being lightly refurbished with no external structural changes. Essential work will be undertaken to ensure that the building is safe and fit for purpose as temporary accommodation which will include, for example, the boiler being commissioned by a Gas Safe Qualified Engineer and the site not occupied until a Gas Safety Certificate is issued.

8. The site also benefits from communal amenity space specifically for the rear block which is a significant benefit not available in many other sites for temporary accommodation.

9. Importantly, the proposal also includes a management arrangement with Altwood who currently and successfully manage Knowles House which is another temporary accommodation scheme on Longstone Avenue with 48 rooms. Knowles House has been well refurbished from former C2 accommodation and runs successfully with no detrimental impacts on neighbouring amenity having been reported.

10. The management of the site will include the guarantee that the scheme will have 24 hours a day 7 days a week staffing and CCTV will also be incorporated for additional security. The building would provide a secure residential environment for households who have become homeless and will be managed so as to ensure the use operates without causing disturbance to neighbouring residents.

Housing Need

11. Brent has experienced a dramatic increase in the number of homeless approaches to the Council since 2010. While Brent is one of the leading authorities in using new powers to discharge its housing duty by making private sector offers to applicants it is still required to accommodate people in emergency accommodation when they first apply as homeless and their case is assessed. A significant gap between the demand for and supply of emergency accommodation has developed in London resulting in increasing costs and reliance on emergency accommodation outside of London in some cases.

12. The site represents a good quality and cost effective option for the Council to use for the accommodation of households while the Council assesses the household's statutory homeless application (1st stage temporary accommodation). The application statement was prepared some time in advance of the application being submitted and the applicant's have been advised that the site could be required to be returned to the site owner at the end of October which will mean it could be available for 3 or so months. While the site is available for a very limited amount of time even if only used for a matter of months the Council's accommodation officers have identified that its use would result in significant savings. The estimate is that the use of the site for 5 months would result in a £75,000 saving so a period of 3 months could save approx. £45,000.

13. The application was submitted for a temporary period of 1 year. If the application process for the redevelopment takes longer than anticipated the site may be available for slightly longer than the 3 months though it is unlikely to increase significantly, however in order to enable the maximum savings officers suggest maintaining the 1 year condition.

14. As the proposal is for a temporary use the loss of accommodation for older people does not require detailed consideration, officers are assured that a planning application for the redevelopment of the site for over-50's accommodation will be forthcoming. The proposal for temporary homeless accommodation is tailored to meet a specific housing need in the borough and as such is in compliance with policy CP21.

Residential Amenity

15. The site is in a residential area and represents an appropriate and compatible use. Access to the site is gained via the route through the opening in the ground floor of the frontage building which clearly defines a residential character and no changes are proposed to this. The site is in an attractive green setting and would provide a good quality environment for occupiers.

16. Neighbouring residents have expressed concern about the impact of the use on their amenity as set out above in the consultation section. Many residents stated that they acknowledged the great need for homeless accommodation and the pressure for housing in the borough but felt the location was inappropriate. The proposed use will result in a very similar number of people occupying the building and no additional flats are proposed to be created.

17. Objectors suggest that a residential area close to schools should not be selected as a site for temporary

accommodation however many of the future occupiers are likely to be young families who have lost their previous accommodation and the residential location would be entirely appropriate. While the concerns of residents are understood the proposed management arrangement will be permanently in place to deter any behaviour which may cause a nuisance to neighbouring residents and in the event that any anti social behaviour were to occur the management arrangement would be available to address it.

Transport

18. The impacts of the development on transport have been considered by the council's Highways officer as set out above. The parking standard associated with a hostel use is very low at only 1 per 16 rooms and therefore no overspill parking or increased demand for parking on site would be anticipated.

Consideration of Representations

19. The following table sets out to address the summarised issues raised in the submitted representations.

Issue	Officers Comments
The secluded location is not suitable and will put neighbouring residents and schools at risk	Para's 9-10 & 14-15
The bail hostel location on busy junction which can be easily viewed is a more appropriate location	The site is proposed for households who have become homeless this will include young families and a residential environment with good management in place is appropriate
The accommodation was vacated as it was said to be inadequate so should not now be used for homeless people	Para's 1-3 & 6-7
The hostel will introduce a transient group of people and with it an increase in crime, anti social behaviour, drugs etc.	The experience of Knowles House is very different to this assumption where no associated problems have been reported. The same tried and tested management operator will be permanently on hand to prevent any issues.
No formalised separation between the front block and the rear block proposed as a hostel.	The frontage block is largely private through right to buy and the rear including the communal area is in separate ownership, it is the case that there is no formal separation.
The work required will take considerable time and cost so the temporary use of the site will not be cost saving	Para's 6-7 & 12 It is not proposed that the heating system be replaced prior to the site's redevelopment, thorough checks and light refurbishment will ensure the building is safe and fit for purpose.
How can it be guaranteed that the use will not continue	The building is owned by another party, LSH, who intend to redevelop it and are only making it available for a short period of time. In addition to this a condition will limit the permission to 1 year, the length of the use is likely to be much less.
Environmental problems - rubbish, pollution, noise and parking	Refuse storage and collection will function as it has done as on site management will be able to move bins as required. There is no increase in the parking standard for the proposed use. The age groups housed in the building may result in more general activity creating general noise however noise disturbance would not be permitted by the management.
The submission states there are 26 existing units and 28 are proposed which would result in an increase in concentration	Para 4.
Value of homes will be affected by the proposal	While this isn't a material planning consideration it should be noted that the use is temporary for only a matter of months.

Conclusion

20. The building will provide a secure residential environment for households who have become homeless and have submitted statutory homeless applications to the council and a management arrangement will be permanently in place to ensure that the use operates without any conflict with existing residents and other surrounding uses. The use will be temporary, for no more than a year, while the owner of the site seeks permission for its redevelopment for permanent over-50's accommodation.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 15/1539

To: Mr Hussein
London Borough of Brent
Civic Centre
Engineers Way
Ha9 0fj

I refer to your application dated 10/04/2015 proposing the following:
Change of use of existing flats at 24-51, John Barker Court, into a hostel (Use class Sui Generis) for a temporary period of 1 year
and accompanied by plans or documents listed here:
See condition 2
at 24-51 INC, John Barker Court, 12-14 Brondesbury Park, Kilburn, London, NW6 7BW

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance 17

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
Housing: in terms of protecting residential amenities and guiding new development
Transport: in terms of sustainability, safety and servicing needs

- 1 This permission shall be for a limited period of 1 year only, expiring on 2nd July 2016 when (unless a further application has been submitted to and approved in writing by the Local Planning Authority) the use hereby approved shall be discontinued..

Reason: The proposed use is considered to be acceptable only on a temporary basis to accommodate an existing and exceptional need for accommodation of this type in accordance with Policy CP21 of the London Borough of Brent LDF Core Strategy 2011.

- 2 The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

OS Map
00147_1_01

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

Any person wishing to inspect the above papers should contact Liz Sullivan, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5377

COMMITTEE REPORT

Planning Committee on 2 July, 2015
Item No 11
Case Number 14/1544

SITE INFORMATION

RECEIVED: 4 June, 2014

WARD: Dudden Hill

PLANNING AREA: Willesden Consultative Forum

LOCATION: 58 Neasden Lane, London, NW10 2UJ

PROPOSAL: 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 taxi bay, 1 servicing bay, 14 cycle parking spaces and associated landscaping, alterations to windows, metal railing and fire escape stairs.

APPLICANT: Skyelady Neasden Limited

CONTACT: AndArchitects

PLAN NO'S: 370(0)001
370(0)002
370(0)003
370(0)004
370(0)005
370(0)006
370(0)010
370(0)011
370(0)012
370(0)101 Rev B
370(0)102
370(0)103
370(0)104 Rev B
370(0)105 Rev A
370(0)106
370(0)110
370(0)111
370(0)112
370(0)120
2014-1287-AT-108 Rev A
2014-1287-AT-109 Rev A
2014-1287-AT-110 Rev A

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.

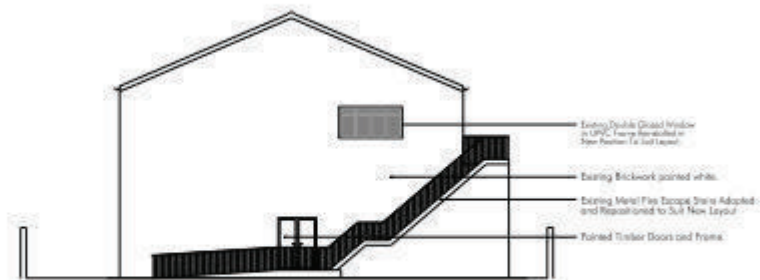
SELECTED SITE PLANS

SELECTED SITE PLANS

Proposed front and rear elevations

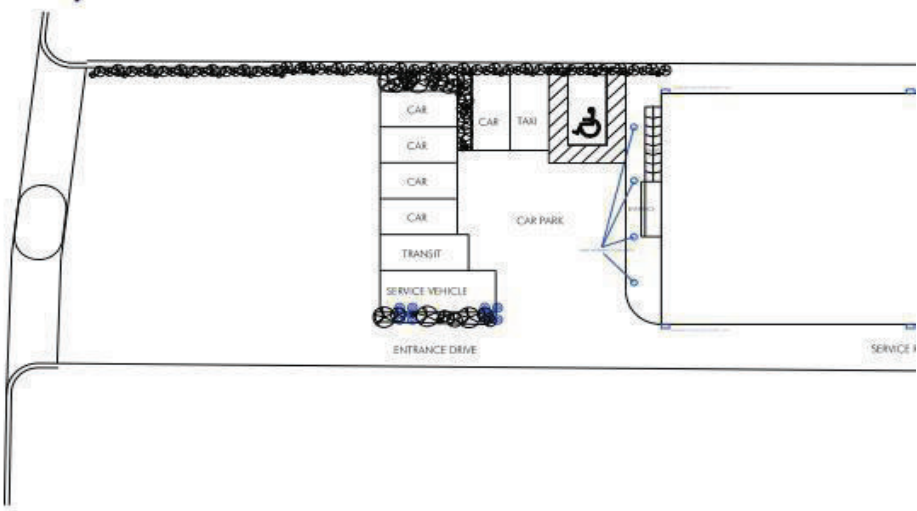


Front Elevation



Rear Elevation

Proposed Forecourt



Floorplans



RECOMMENDATIONS

Refusal, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

As above

B) EXISTING

The subject site, located on the eastern side of Neasden Lane, has an area of 0.2ha and is currently occupied by a 1/2/3-storey light industrial building.

The site is located within a designated Locally Significant Employment Site which also includes the adjacent buildings on either side of the subject site. The site is located approximately 140m from Neasden station.

C) AMENDMENTS SINCE SUBMISSION

Follow submission the proposed forecourt and vehicular access arrangements have been amended to address transport issues relating to the servicing of the site by coaches.

D) SUMMARY OF KEY ISSUES

The proposed development would involve the partial demolition and conversion of the existing industrial building to provide a hotel on the site. The site is designated in the Local Plan as part of a Locally Significant Employment Site and therefore there is a general presumption in favour of retaining industrial employment uses on the site. The key issues are considered to be:-

1) Whether there are any material considerations that would justify the loss of the existing employment use given that the building is within a Locally Significant Industrial Site.

2) Notwithstanding point 1, whether a hotel would be an acceptable alternative use.

E) 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	0	-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	2611	2611
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

Reference No	Proposal	Decision	Reason
05/0008	Demolition of existing commercial building, erection of five-storey building, consisting of B1 and B8 uses, with ancillary coffee bar (A3) and retail unit (A1), provision for 32 standard and 3 disabled parking bays (as accompanied by project report with reference REL/01.DOC and photographs with reference DOCFOT/01.DOC)	Withdrawn	
92/0231	Certificate of Lawful Development for "CHANGE OF USE FROM GENERAL INDUSTRY (B2) TO LIGHT INDUSTRY (B1). (B1)."	Certificate Grant	Planning permission not required for the proposed change of use

CONSULTATIONS

Letters, dated 9th June 2014, were sent to Ward Councillors and 39 neighbouring owner/occupiers. In response 1 letter of support and 1 letter of objection were received. The objector is concerned that the proposals would add to traffic congestion on Neasden Lane. This objection is considered at paragraph 9 within the 'Detailed Considerations' section of the report.

Consultees

Transportation Unit - Following revisions to the proposed access and parking arrangements for the site the Council's Transportation Unit do not object to the current proposal.

Planning Policy - Planning Policy Officers object to the principle of the proposed development as it would result in the loss of a Locally Significant Employment Site and proposes a hotel use in an inappropriate location. These concerns are covered in more detail in the 'Detailed Considerations' section of the report.

Thames Water - No objection to the proposal.

POLICY CONSIDERATIONS

National Planning Policy Framework (NPPF) 2012

National Planning Policy Guidance

London Plan 2013

4.4 Managing Industrial Land and Premises

London Borough of Brent Core Strategy 2010

CP16 Town Centres and the Sequential Approach to Development

CP20 Strategic Industrial Locations and Locally Significant Industrial Sites

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

TEA6 Large Scale Hotel Development

DETAILED CONSIDERATIONS

Land Use Principles

1. 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 site 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
2. Policy CP20 of the Council's Core Strategy, seeks to protect LSIS's 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. The introduction of a hotel use in this location would also threaten the character and function of the wider LSIS.
3. As set out in the National Planning Policy Framework the planning system is to contribute to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places to support economic growth. Paragraph 21 of the NPPF outlines the requirement for local planning authorities in their Local Plan to; *'meet the anticipated needs of businesses over the planning period'*. In order to ensure that the borough is planning properly to meet the anticipated needs of businesses, whilst also ensuring that where appropriate employment land is released for other important uses such as affordable housing, the Council commissioned an Employment Land Demand Study (ELDS) in 2013 to undertake a quantitative and qualitative review of existing employment land within the borough in terms of ensuring an appropriate supply sites to meet the current and future demand of local businesses.
4. The ELDS sought to not only assess the overall supply of land for industrial employment purposes but also to consider the qualities of particular sites in terms of their appropriateness for continued employment use. The ELDS scores the Neasden Lane site highly and recommends it is retained in employment use in order to help meet forecast demand for employment land. This managed approach to retaining employment land to meet business need, whilst releasing those sites which score poorly against criteria in the GLA Transport and Industry SPG, is an approach to industrial land management which is very much in keeping with the NPPF and London Plan policy 4.4 (Managing Industrial Land and Premises).
5. The applicant highlights the poor condition of the existing building and points to the fact that the building has been largely vacant for some time in support of the proposals. A marketing report has been provided which seeks to demonstrate that the building remains vacant despite reasonable marketing efforts to lease the premises. Whilst the content of the marketing report is duly noted, officers would advise that unlike undesignated local employment sites, the planning policy position in respect of LSIS's does not allow for the release of such sites for alternative uses on the basis of such marketing information. The policy designation as a LSIS is concerned with the overall supply of industrial employment land and even if the applicant were able to demonstrate that there is little demand for the existing building on site this does not preclude the possibility of the site being brought forward for redevelopment to provide alternate employment premises for which there may be a greater demand.
6. Similarly, it is acknowledged that a hotel use would provide employment, in terms of the staff required to run and maintain the hotel. However, again, the policy position in respect of the LSIS is intended to protect an appropriate amount of land for industrial uses and employment in order to ensure that the borough provides a balanced and diverse range of job opportunities for local people. Whilst it could be argued that the proposed use might provide a greater number of jobs than would be provided by some forms of industrial use, such as warehousing, the release of the site would reducing opportunities for employment within the industrial sector, whilst providing jobs which could be provided for in more appropriate locations
7. Notwithstanding the position in respect to the loss of the existing employment use, even if the loss were accepted there are concerns regarding the proposed hotel as an alternative use for the site. The NPPF identified hotels as a main town centre use, and therefore a sequential test should be applied to ensure that there are not more appropriate sites available in town centre, or edge of centre, locations that could be utilised to provide hotel accommodation. In the first instance main town centre uses, such as hotels, should be directed to town centres, then in edge of centre locations. Saved UDP policy TEA6 which states large-scale hotel developments should be located within town centre, edge-of-centre of the Wembley Strategic Cultural Area. Furthermore, London Plan policy 4.5 (London's visitor infrastructure) states outside of the Central Activities Zone hotel development should be directed to town centres. The site is located over 300m from Neasden town centre boundary, the closest centre, and would therefore be considered an out-of-centre location. The applicant has failed to demonstrate that sequentially there are no preferable sites available that could accommodate the proposed use and therefore it is not

considered that the provision of a hotel in this out of centre location should be supported. In the absence of evidence to suggest otherwise, allowing a hotel use in this location would undermine efforts to ensure the vitality of town centres.

Transportation

8. The subject site has good access to public transport (PTAL4) being approximately 140m from Neasden station with 6 bus services running locally. The site is located within a controlled parking zone operating on weekdays between 8.30am and 6.30pm.
9. The original submission would have included some 26 parking spaces which would have exceeded the Council's maximum parking standards for the proposed use. The proposals have now been amended to reduce the level of on-site parking to 11 spaces which would comply with the parking standard and would help reduce the impact of the proposal on traffic levels within the locality of the site. Given the reduced levels of parking and access to public transport it is not considered that the proposal would give rise unacceptable traffic problems within the vicinity of the site.
10. The original proposal did not present a feasible solution in terms of allowing coaches to enter and exit the site which is required as it would be unacceptable to service coaches from this busy section of Neasden Lane. In order to address this issue the proposal has been revised, including the proposed relocation of an existing pedestrian crossing, to ensure that coaches can safely service the site. The Council's Transportation Unit have confirmed that they are now happy with the proposed access arrangements, although the relocation of the pedestrian crossing would require the applicant to enter into a s278 agreement with the Council.
11. The proposals would; provide disabled parking, servicing, taxi parking and cycle storage to plan standards.

Design

12. The proposed development would generally involve the partial demolition of the three-storey front section of the existing building, to provide an enlarged forecourt area, and the conversion of the existing building. The conversion works would involve alterations to the existing building, which is of limited architectural merit. These would include changing the facades of the existing building, remodeling the front three-storey section including the provision of a pitched roof and extending the central section upwards to provide two-storeys. The alterations would not significantly change the scale or siting of the building and overall the changes would be appropriate within the context of hotel development.

Impact of Neighbouring Properties

13. The site is adjoined on either side by industrial buildings and therefore there is unlikely to be any significant impact on these sites. To the rear the site adjoins Northview Primary School. The proposed rear elevation, facing the school, would include a single window serving a fire escape corridor and therefore if overlooking were a concern this window could be treated with obscured glazing. Overall, it is not considered that there would be any significant impact on the adjoining school.

Summary

14. Officers have fundamental concerns regarding the principle of the proposed change of use of the site and the impact that this would have on the boroughs ability to ensure an appropriate supply of employment land for businesses. If the proposal were to be allowed this could undermine the policy protection on other employment premises within this Locally Significant Industrial site and may harm the viability and function of this important employment area. As such, refusal is recommended.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – REFUSAL

Application No: 14/1544

To: Mr Manuel Nogueira
AndArchitects
16 Mandeville Courtyard
142 Battersea Park Road
London
SW11 4NB

I refer to your application dated 24/04/2014 proposing the following:
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 taxi bay, 1 servicing bay, 14 cycle parking spaces and associated landscaping, alterations to windows, metal railing and fire escape stairs.

and accompanied by plans or documents listed here:

370(0)001
370(0)002
370(0)003
370(0)004
370(0)005
370(0)006
370(0)010
370(0)011
370(0)012
370(0)101 Rev B
370(0)102
370(0)103
370(0)104 Rev B
370(0)105 Rev A
370(0)106
370(0)110
370(0)111
370(0)112
370(0)120
2014-1287-AT-108 Rev A
2014-1287-AT-109 Rev A
2014-1287-AT-110 Rev A

at 58 Neasden Lane, London, NW10 2UJ

The Council of the London Borough of Brent, the Local Planning Authority, hereby REFUSE permission for the reasons set out on the attached Schedule B.

Date:

Signature:

Note

Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.

DnStdR

PROACTIVE WORKING STATEMENT

REASONS

- 1 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 London Borough of Brent Core Strategy 2010, policy 4.4 of the London Plan 2015 and the objectives of the National Planning Policy Framework 2012.

- 2 In the absence of evidence to demonstrate otherwise, the proposed development would result in the inappropriate siting of a hotel, a main town centre use, in an out-of-centre location to the detriment of the vitality and viability of preferred locations including nearby town centres and the Wembley Strategic Cultural Area contrary to saved policy TEA6 of the London borough of Brent Unitary Development Plan 2004, policy 4.5 of the London Plan 2015 and the objectives of the National Planning Policy Framework 2012.

MEMBERS CALL IN PROCEDURE

In accordance with Part 5 of the Constitution and Section 10 of the Planning Code of Practice, the following information has been disclosed in relation to requests made by Councillors for applications to be considered by the Planning Committee rather than under Delegated Powers

Name of Councillor

Cllr Bhagwanji Chohan

Date and Reason for Request

20/04/2015 - Due to the nature of this application, I believe that this application should be considered by the Planning Committee.

Details of any representations received

Mr. Hamza Ali

Name of Councillor

Cllr Joshua Murray

Date and Reason for Request

28/04/2015 - Due to the nature of this application, I believe that this application should be considered by the Planning Committee.

Details of any representations received

Mr. Hamza Ali

Name of Councillor

Cllr Wilhelmina Mitchell Murray

Date and Reason for Request

28/04/2015 - Due to the nature of this application, I believe that this application should be considered by the Planning Committee.

Details of any representations received

Mr. Hamza Ali

Any person wishing to inspect the above papers should contact Ben Martin, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5231

This page is intentionally left blank