



Planning Committee

Wednesday 19 October 2016 at 7.00 pm

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

Membership:

Members

Councillors:

Marquis (Chair)
Agha (Vice-Chair)
Hylton
Long
Maurice
Moher
J Mitchell Murray
Pitruzzella

Substitute Members

Councillors:

A Choudry, Colacicco, Daly, Ezeajughi, Hoda-Benn, Kabir, Khan and Naheerathan

Councillors

Colwill

For further information contact: Joe Kwateng, Governance Officer
020 8937 1354; joe.kwateng@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 Boardrooms 7 and 8

Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

| ITEM | WARD | PAGE |
|--|-----------------|----------|
| 1. Declarations of personal and prejudicial interests Members are invited to declare at this stage of the meeting, any relevant personal and prejudicial interests and discloseable pecuniary interests in any matter to be considered at this meeting. | | |
| 2. Minutes of the previous meeting - 14 September 2016 | | 1 - 4 |
| PART 1 - DEVELOPMENT PRESENTATIONS | | |
| 3. Green Car Park, First Way, Wembley (Ref. 16/0489PRE) | Tokington | 7 - 14 |
| PART 2 - APPLICATIONS FOR DECISION | | |
| 4. Land rear of 274-280 Kingsbury Road, London NW9 (Ref. 15/2313) | Fryent | 19 - 40 |
| 5. 16 Princes Court, Wembley, HA9 7JJ (Ref. 16/2399) | Wembley Central | 41 - 60 |
| 6. 183 Abbotts Drive, Wembley, HA0 3SH (Ref. 16/3412) | Northwick Park | 61 - 72 |
| 7. Studio & First Floor Flats, 81 Cricklewood Broadway & Rooms 1-7 Inc, 81A Cricklewood Broadway, London, NW2 (Ref. 14/3476) | Mapesbury | 73 - 96 |
| 8. 23 Plympton Road, London, NW6 7EH (Ref. 16/2722) | | 97 - 134 |
| 9. Any Other Urgent Business Notice of items to be raised under this heading must be given in writing to the Head of Executive and Member Services or his representative before the meeting in accordance with Standing Order 64. | | |

Date of the next meeting: Wednesday 16 November 2016



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

- The Conference Hall is accessible by lift and seats will be provided for members of the public on a first come first served principle.



LONDON BOROUGH OF BRENT

MINUTES OF THE PLANNING COMMITTEE Wednesday 14 September 2016 at 7.00 pm

PRESENT: Councillors Marquis (Chair), Agha (Vice-Chair), Kabir (alternate for Councillor Moher), Long, J Mitchell Murray and Pitruzzella

ALSO PRESENT: Councillors Colwill, Kansagra and Perrin

Apologies for absence were received from Councillors Hylton, Moher and Maurice.

1. **Declarations of personal and prejudicial interests**

None.

2. **Minutes of the previous meeting**

RESOLVED:-

that the minutes of the previous meeting held on 10 August 2016 be approved as an accurate record of the meeting.

3. **Ref. 16/1560 Maple Walk School, Crownhill Road, London, NW10 4EB**

PROPOSAL: Construction of additional floor to existing detached single storey classroom building (south block), and first floor extension to single storey section of main school building (north block), to provide additional accommodation for education use.

RECOMMENDATION: That the Committee resolve to GRANT planning permission and that the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the matters set out in the report.

Angus Saunders (Area Planning Manager) introduced the report and answered members' questions.

Joanna Aitken spoke in objection to the application and answered members' questions.

Chris Wickham (applicant's agent) spoke in support of the application and answered members questions.

Members discussed the application and in endorsing the officers' recommendation as set out in the report, added an informative as set out below.

DECISION:

Granted planning permission as recommended, subject to an additional condition for a two form entry primary school and an informative requesting the applicant to inform the Council's Highways Authority prior to commencement of the work to ensure that any damage to the public realm can be restored.

4. Ref. 16/2171 Press House, Press Road, London, NW10 0DW

PROPOSAL: Demolition of Press House building and erection of part 3, 6 and 9 storey building providing 74 residential units (33 x 1bed, 28 x 2bed and 13 x 3bed) with associated car and cycle parking spaces, bin stores, amenity space and landscaping

RECOMMENDATION: That the Committee resolve to GRANT planning permission subject to: (a) Any direction by the London Mayor pursuant to the Mayor of London Order; (b) Any direction by the Secretary of State pursuant to the Consultation Direction; (c) The prior completion of a legal agreement to secure the planning obligations set out in the report.

David Glover (Area Planning Manager) introduced the application and referenced the supplementary report.

Alan Evans (applicant's agent) spoke in support of the application and answered members questions.

Members discussed the application and in endorsing the officers' recommendation as set out in the report, added an informative as set out below.

DECISION: Granted planning permission as recommended subject to an informative requesting the applicant to inform the Council's Highways Authority prior to commencement of the work to ensure that any damage to the public realm can be restored.

5. Ref. 16/1809 967 Harrow Road, Wembley, HA0 2SF

PROPOSAL: Partly retrospective application for the erection of a three storey side extension and the conversion of the premises into 6 self-contained flats (3 x 1bed, 3 x 2bed) with proposed alterations to the internal layouts of the flats, demolition of rear store and creation of a vehicular crossover accessed off The Boltons, with associated additional car and cycle parking, relocation of bin stores and landscaping to the front.

RECOMMENDATION: That the Committee resolve to GRANT planning permission and grant delegated authority to the Head of Planning to issue the planning permission and impose conditions and informatives to secure the matters set out in the report.

David Glover (Area Planning Manager) introduced the application.

Councillor Perrin (ward member) addressed the Committee.

Members considered the application and endorsed the officers' recommendation.

DECISION: Granted planning permission as recommended.

6. Ref. 16/0730 1 Draycott Avenue, Harrow, HA3 0BW

PROPOSAL: Demolition of existing detached dwellinghouse and erection of a part four storey, part three storey part 2-storey apartment block providing 1 x 3 bed; 5 x 2 bed and 3 x 1 bed self-contained flats with associated basement level car and cycle parking, refuse storage, amenity space and landscaping.

RECOMMENDATION: That the Committee resolve to GRANT planning permission subject to the removal of condition 10, amended condition 2 and grant to the Head of Planning, delegated authority to issue the planning permission and impose conditions and informatives to secure the matters set out in the report.

David Glover (Area Planning Manager) introduced the application and referenced the supplementary report.

Finlay Fraser spoke in objection to the application.

Councillor Kansagra (ward member) also spoke in objection to the application.

Vas Manga (applicant's agent) spoke in support the application and answered members' questions.

Members discussed the application and in endorsing the officers' recommendation as set out in the report, added an informative as set out below.

DECISION: Granted planning permission as recommended and an additional informative requesting the applicant to inform the Council's Highways Authority prior to commencement of the work to ensure that any damage to the public realm can be restored.

7. Any Other Urgent Business

None.

The meeting closed at 9.00 pm

S MARQUIS
Chair

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PART 1 DEVELOPMENT PRESENTATIONS

Introduction

1. This part of the agenda is for the committee to receive presentations on proposed developments, particularly when they are at the pre-application stage.
2. Although the reports are set out in a particular order on the agenda, the Chair may reorder the agenda on the night. Therefore, if you wish to be present for a particular application, you need to be at the meeting from the beginning.
3. The following information and advice only applies to reports in this part of the agenda.

Advice to Members

4. These proposed developments are being reported to committee to enable Members of the committee to view them at an early stage and to comment upon them. They do not constitute applications for planning permission at this stage (unless otherwise stated in the individual report) and any comments made are provisional and subject to full consideration of any subsequent application and the comments received as a result of consultation, publicity and notification.
5. Members of the committee will need to pay careful attention to the probity rules around predisposition, predetermination and bias (set out in the Council's Constitution). Failure to do so may mean that the Councillor will not be able to participate in the meeting when any subsequent application is considered.

Further information

6. Members are informed that any relevant material received since the publication of this part of the agenda, concerning items on it, will be reported to the Committee in the Supplementary Report.

Public speaking

7. The Council's Constitution only provides for public speaking rights for those applications being reported to Committee in the "Applications for Decision" part of the agenda. Therefore reports on this part of the agenda do not attract public speaking rights.

Recommendation

8. The Committee is not required to make any decisions with respect to the reports on this part of the agenda. The reports are presented as background information.

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PRE-APPLICATION REPORT TO COMMITTEE

Planning Committee on 19 October 2016
Item No
Case Number 16/0489/PRE

SITE INFORMATION

RECEIVED: 2016

WARD: Tokyngton

LOCATION: Green Car Park, First Way, Wembley

SCHEME: The Reserved Matters for the development of Plot E03 pursuant to outline planning application reference 15/5550 (the Quintain Masterplan). Proposed construction of 1- to 26-storey building to provide 743 flats (397 private rent and 346 discount market rent), 490 square metres of communitiy or employment floorspace Use Class D1 / B1), 91 coach parking spaces for Wembley Stadium events, energy centre for outline consent area and associated external amenity space, cycle storage, hard and soft landscaping and accesses to the highway

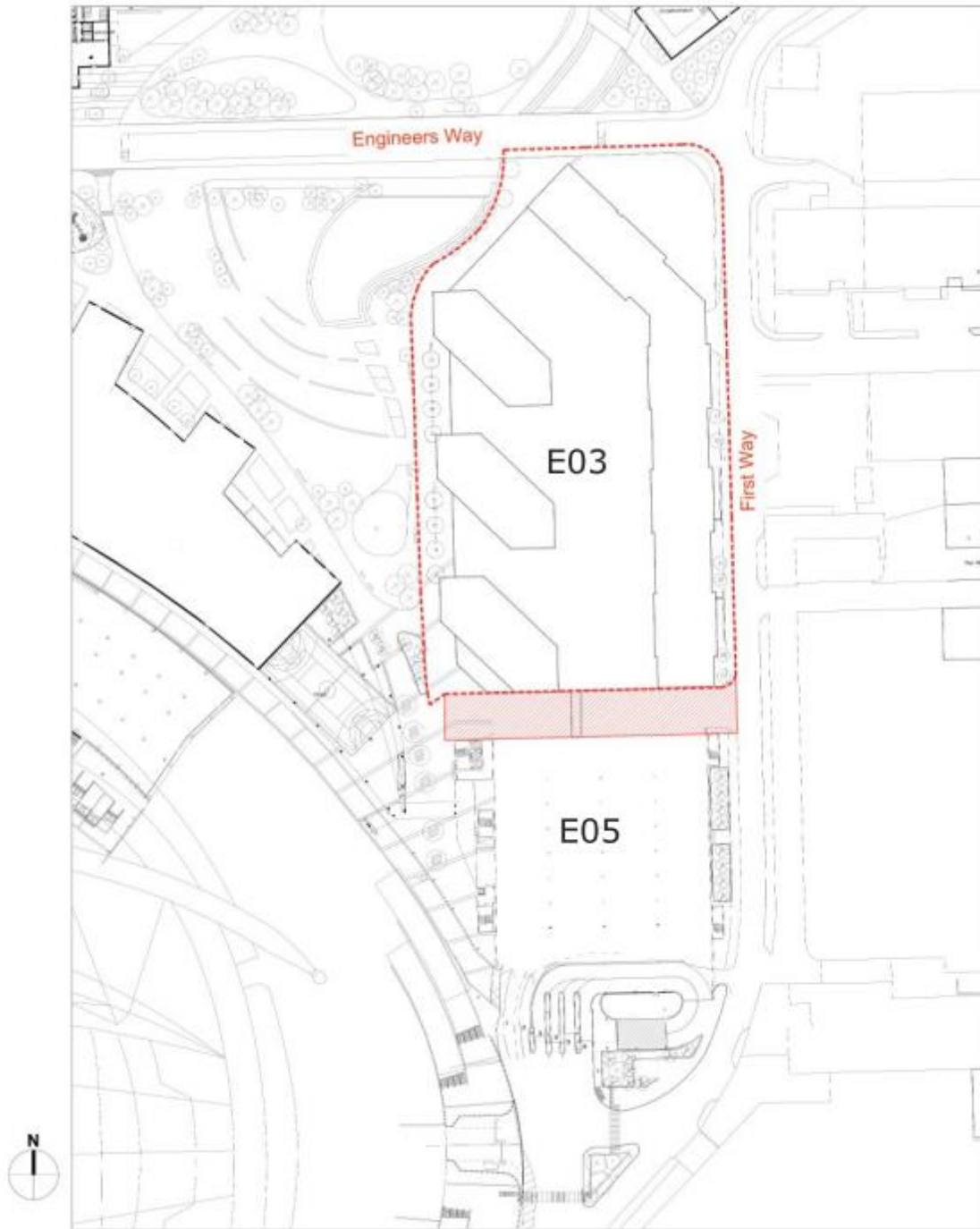
APPLICANT: Quintain

CONTACT: WYG

PLAN NOS: n/a

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

SITE MAP
This map is indicative only



DEVELOPMENT DETAILS

Ref: **16/0489/PRE**

Location: Green Car Park, First Way, Wembley

Ward: Kilburn

Description: The Reserved Matters for the development of Plot E03 pursuant to outline planning application reference 15/5550 (the Quintain Masterplan).

Proposed construction of 1- to 26-storey building to provide 743 flats (397 private rent and 346 discount market rent), 490 square metres of community or employment floorspace Use Class D1 / B1), 91 coach parking spaces for Wembley Stadium events, energy centre for outline consent area and associated external amenity space, cycle storage, hard and soft landscaping and accesses to the highway.

Applicant: Quintain

Agent: WYG

Case Officer: Andrew Neidhardt (North Area Team)

BACKGROUND

This Reserved Matters submission is being presented to enable Members of the committee to view it before a subsequent application is submitted and to comment upon it. The development does not constitute an application for planning permission and any comments made upon it are provisional and subject to full consideration of any subsequent revised application and the comments received as a result of consultation, publicity and notification.

This is the first time the detailed design shown within this submission has been presented to Members. However, this site forms a part of the Quintain Masterplan planning application (reference 15/5550) for which the Planning Committee resolved to grant planning consent on 11 May 2016. The Mayor of London subsequently confirmed that he is content for the Council to determine the application itself (the stage 2 referral). The consent will be issued once the Section 106 legal agreement has been concluded, which is due to occur imminently. The applicant has indicated that they wish to submit the Reserved Matters application shortly after the grant of outline planning consent and accordingly entered into pre-application advice with Council officers.

Planning application reference 15/5550 is for:

Hybrid planning application, accompanied by an Environmental Impact Assessment, for the redevelopment of the site including:-

Full planning permission for erection of a 10-storey car park to the east of the Stadium comprising 1,816 car parking spaces of which 1,642 are for non-residential purposes, up to 82 coach parking spaces and associated infrastructure, landscaping and vehicular access.

And

Outline application for the demolition of existing buildings on site and the provision of up to 420,000 sqm (gross external area) of new floorspace within a series of buildings comprising:

- Retail/financial and professional services/food and drink (Use Class A1 to A4) up to 21,000 sqm;*
- Commercial (Use Class B1) up to 82,000 sqm;*
- Hotel (Use Class C1): up to 25,000 sqm;*
- Residential (Use Class C3): up to 350,000 sqm (up to 4,000 homes) plus up to 20,000 sqm of floorspace for internal plant, refuse, cycle stores, residential lobbies, circulation and other residential ancillary space;*
- Education, healthcare and community facilities (Use Class D1): up to 15,000 sqm;*
- Assembly and leisure (Use Class D2): 23,000 sqm;*
- Student accommodation (Sui Generis): Up to 90,000 sqm.*

And associated open space (including a new public park) and landscaping; car and coach parking (including up to 55,000 sqm of residential parking and 80,000 sqm non-residential parking) and cycle storage; pedestrian, cycle and vehicular accesses; associated highway works; and associated infrastructure including water attenuation tanks, an energy centre and the diversion of any utilities and services to accommodate the development.

PROPOSAL and LOCATION

Proposal

The application will seek approval of all of the Reserved Matters in relation to plot E03 (also known as Canada Court), namely: Layout, Scale, Appearance, Access and Landscaping.

The Outline consent secured a number of parameters for each of the plots, including the extent of the plot (i.e. the location of the plot itself), the heights of the building within the plot and the suite of uses within the plot.

Proposed uses

This pre-application submission proposes the provision of 743 flats situated within the upper floors of the building, and 490 square metres of community or employment space at ground level.

Proposed residential mix

A total of 743 residential units are proposed within this plot, comprising 397 private rented flats and 346 discount market rented flats, let at up to 80 % of market value for a period of at least 7 years.

The mix of units is as follows:

| | Number | Percentage |
|---------------|---------------|-------------------|
| Studio | 113 | 15.2 |
| 1-bed | 332 | 44.7 |
| 2-bed | 227 | 30.5 |
| 3-bed | 71 | 9.6 |
| Total | 743 | |

Community or Employment units

490 square metres of community or employment floorspace is proposed within 6 units fronting First Way (to the east) or the new park (to the west)

Coach parking

Coach parking for Stadium events is proposed under the building, situated primarily under to podium level external amenity space. The coach parking area has a capacity of 91 coaches, and links to the area under the plot directly to the south of this plot (Plot E05).

Energy Centre

The energy centre which is proposed to serve all of the masterplan plots is situated at ground level, at the northern end of this plot. It is contained within the building and adjoins the coach parking area.

Site and Surroundings

The site is located to the east of Wembley Stadium, at the junction of Engineers Way and First Way. It is situated within the Wembley Grown Area as designated within the Core Strategy and the Wembley Opportunity Area identified within the London Plan.

At present the site is used for parking and is entirely covered in asphalt. Ground level varies within the site, with the northern end of the site lower than the southern end of the site.

Planning History

The relevant planning application, reference 15/5550, is discussed above.

CONSULTATION RESPONSE

As this proposal will seek approval of the Reserved Matters, pre-application consultation has not been undertaken as yet. The Outline planning application was subject to significant internal and external consultation.

COMMUNITY ENGAGEMENT

As this proposal will seek approval of the Reserved Matters, community engagement has not been undertaken. The Outline planning application was subject to significant community engagement.

MATERIAL PLANNING CONSIDERATIONS

As discussed above, this proposal will seek the approval of the Reserved Matters for plot E03. As such, many of the considerations have already been considered and approved through the outline planning consent.

The main issues raised by the proposed development that the Committee should be aware of at this stage are:

Issue 1

Siting, layout and height

The siting, layout and height of the proposed building is in accordance with the parameters set within the outline planning application.

Issue 2

Mix of uses

The proposed mix of uses and location of those uses is in accordance with the outline planning application.

Issue 3

Residential mix

The outline planning application proposed 471 units which were to be delivered as time-limited affordable housing, with rents set at 80 % of market value for a minimum period of 7 years. Plot E03 (Canada Court) was identified as the likely location for those units. This equates to 46.6 % of the units within the plot being provided as time limited Affordable Housing.

The applicant proposes that 346 of those units will be provided within Canada Court, with the remainder of the units provided within subsequent plots.

The mix of units by size is in accordance with the mix* specified within the outline planning consent for private rented and time limited discount rented homes:

| | Proposed No. | Proposed % | Outline consent % |
|---------------|---------------------|-------------------|--------------------------|
| Studio | 113 | 15.2 | 20 |
| 1-bed | 332 | 44.7 | 43.8 |
| 2-bed | 227 | 30.5 | 29.3 |
| 3-bed | 71 | 9.6 | 6.9 |
| Total | 743 | | |

*note: the mix specified within this report relates to the private rented and time limited discount rented homes only. The mixes for the other tenures (private for sale, affordable rent, discount market sale and discount market rent at 65 % market value) are not specified within the report as those tenures are not proposed within this plot.

The proposed mix of residential units is in accordance with the outline planning application.

Issue 4

Community uses

The proposal includes up to 490 square metres of floorspace that could be used as community facilities, which is in accordance with the outline planning application. The outline consent will require the approval of a community facilities strategy prior to the approval of each Reserved Matters application which shall identify any community facilities proposed within the plot and the likely requirement for community facilities within the remainder of the scheme and the potential location of that infrastructure. The committee report specifies that this may include a 1,500 square metres healthcare facility, nurseries (one within the proposed school on the York House site and one in another location) and a community hall.

This strategy has not been submitted yet, but will need to accompany the Reserved Matters application.

Issue 5

Design and Layout

At ground level, the majority of the floorplate is occupied by the 91 space Stadium coach parking area. Despite including this together with the main energy centre for the masterplan, the proposal includes active frontage within the North, West and East facades. Three residential cores are situated within each of the eastern and western facades, and the “super lobby” which also provides access to the podium amenity deck is situated within the northern façade. The non-residential (community/employment) units also activate the eastern and western facades.

Residential units are situated on the upper floors, providing separation between the windows of those units and the surrounding spaces. Three blocks project above podium level within the western façade, with the spaces between these blocks allowing views and light through to the park. A continuous block is proposed within the first way façade. Whilst this results in a long block, significant articulation is provided through the use of steps in the façade variations in height, the use of different materials and the layout of windows and balconies. An east-west route through the site has been incorporated along the southern extent of the plot in accordance with the outline application. Natural surveillance of this route has been provided through the use of projecting balconies and oriel windows which face along this route.

The primary facing material is brick, with the use of dark and light bricks differentiating elements of the building. Light banding is proposed to create a horizontal emphasis at podium level and at set intervals within the upper floors. The use of inset balconies and framing elements for upper floors creates further visual interest.

Officers consider the proposed building to be well designed, contributing positively to the streetscene.

Issue 6

Quality of accommodation

The majority of the proposed units meet or exceed London Plan floorspace standards. Some 1-bedroom units fall marginally (0.5 square metres) below London Plan standards. However, this level of deficit does not result in a material difference in unit quality. All units have good levels of outlook.

All units are to be built to meet the Lifetime Homes standards, whilst 75 units (10 %) will be wheelchair accessible or easily adaptable. A total of 10,430 square metres of external amenity space is proposed which equates to 14 square metres per unit. Whilst this is below the SPG17 standard of 20 square metres, this plot is adjacent to the new park which is to be delivered pursuant to the outline planning consent. Half of the southern element of the park is to be delivered with the first plot adjacent to it and would therefore be delivered with this plot. Units would be designed to meet the noise criteria set out within the outline consent and thus will be designed to mitigate against stadium and road noise.

The proposal will deliver a good standard of residential accommodation in accordance with London Plan and Council policy and guidance.

Issue 7

Highways

A total of 91 coach parking spaces and 811 bicycle spaces are to be delivered in accordance with the outline planning application. The outline planning application proposed the delivery of 174 car parking spaces for plot E03 within the multi-storey car park within the adjoining plot, E05. However, Highways raised concerns regarding the potential impact of residential parking on the egress times for cars parked in the multi-storey car park for stadium events, and a condition was recommended which restricted the ability to provide those residential parking spaces unless otherwise agreed. As such, plot E03 must be car free unless otherwise agreed by the Council.

The coach parking arrangements are in accordance with the details submitted within the Outline Planning Consent.

PLANNING OBLIGATIONS

This development will be bound by the obligations set out in the Section 106 legal agreement for the outline planning consent.

Community Infrastructure Levy (CIL)

This would be development that is liable for Mayoral and Brent CIL. The level of liability that this would attract will be confirmed at a later stage when the precise quantum and form of proposed development is known.

CONCLUSIONS

Members should note the above development is still in the pre-application stage and that additional work remains to be carried out prior to the submission of any subsequent planning application.

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PART 2 APPLICATIONS FOR DECISION

Introduction

1. In this part of the agenda are reports on planning applications for determination by the committee.
2. Although the reports are set out in a particular order on the agenda, the Chair may reorder the agenda on the night. Therefore, if you wish to be present for a particular application, you need to be at the meeting from the beginning.
3. The following information and advice only applies to reports in this part of the agenda.

Material planning considerations

4. The Committee is required to consider planning applications against the development plan and other material planning considerations.
5. The development plan for Brent comprises the following documents:
 - London Plan March 2016
 - Brent Core Strategy 2010
 - Brent Site Specific Allocations 2011
 - West London Waste Plan 2015
 - Wembley Action Area Plan 2015
 - Sudbury Town Neighbourhood Plan 2015
 - Saved 2004 Unitary Development Plan Policies 2014
6. Decisions must be taken in accordance with section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004. Section 70(2) of the Town and Country Planning Act 1990 requires the Committee to have regard to the provisions of the Development Plan, so far as material to the application; any local finance considerations, so far as material to the application; and any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Committee to make its determination in accordance with the Development Plan unless material planning considerations support a different decision being taken.
7. Under Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects listed buildings or their settings, the local planning authority must have special regard to the desirability of preserving the building or its setting or any features of architectural or historic interest it possesses.
8. Under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects a conservation area, the local planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area.
9. Under Section 197 of the Town and Country Planning Act 1990, in considering whether to grant planning permission for any development, the local planning authority must ensure, whenever it is appropriate, that adequate provision is made, by the imposition of conditions, for the preservation or planting of trees.

10. In accordance with Article 35 of the Development Management Procedure Order 2015, Members are invited to agree the recommendations set out in the reports, which have been made on the basis of the analysis of the scheme set out in each report. This analysis has been undertaken on the balance of the policies and any other material considerations set out in the individual reports.
11. Members are reminded that other areas of legislation cover many aspects of the development process and therefore do not need to be considered as part of determining a planning application. The most common examples are:
 - **Building Regulations** deal with structural integrity of buildings, the physical performance of buildings in terms of their consumption of energy, means of escape in case of fire, access to buildings by the Fire Brigade to fight fires etc.
 - Works within the highway are controlled by **Highways Legislation**.
 - **Environmental Health** covers a range of issues including public nuisance, food safety, licensing, pollution control etc.
 - Works on or close to the boundary are covered by the **Party Wall Act**.
 - **Covenants and private rights** over land are enforced separately from planning and should not be taken into account.

Provision of infrastructure

12. In accordance with Policy 6.5 of the London Plan (2015) the Mayor of London has introduced a London wide Community Infrastructure Levy (CIL) to fund CrossRail. Similarly, Brent Council's CIL is also payable. These would be paid on the commencement of the development.
13. Brent Council's CIL provides an income stream to the Council to fund (either in whole or in part) the provision, improvement, replacement, operation or maintenance of the following types of new and existing infrastructure:
 - public realm infrastructure, including town centre improvement projects and street trees;
 - roads and other transport facilities;
 - schools and other educational facilities;
 - parks, open space, and sporting and recreational facilities;
 - community & cultural infrastructure;
 - medical facilities;
 - renewable energy and sustainability infrastructure; and
 - flood defences,
14. except unless the need for specific infrastructure contributions is identified in the Section 106 Planning Obligations Supplementary Planning Document or where section 106 arrangements will continue to apply if the infrastructure is required to make the development acceptable in planning terms.
15. Full details are in the Regulation 123 List is available from the Council's website: www.brent.gov.uk.
16. Other forms of necessary infrastructure (as defined in the CIL Regulations) and any mitigation of the development that is necessary will be secured through a

section106 agreement. Where these are necessary, it will be explained and specified in the agenda reports.

Further information

17. Members are informed that any relevant material received since the publication of this part of the agenda, concerning items on it, will be reported to the Committee in the Supplementary Report.

Public speaking

18. The Council's Constitution allows for public speaking on these items in accordance with the Constitution and the Chair's discretion.

Recommendation

19. The Committee to take any decisions recommended in the attached report(s).

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COMMITTEE REPORT

Planning Committee on
Item No
Case Number

19 October, 2016

15/2313

SITE INFORMATION

RECEIVED: 29 May, 2015

WARD: Fryent

PLANNING AREA: Brent Connects Kingsbury & Kenton

LOCATION: Land rear of 274-280, Kingsbury Road, London

PROPOSAL: Erection of two-storey building comprising 4 no. self contained flats with provision of 6 no. car parking spaces, secure cycle storage, bin store area, associated landscaping and new Vehicular access to Uphill Drive

APPLICANT: C/O VICTORIA SQUARE PROPERTY CO LIMITED AND AREA ESTATES LIMITED

CONTACT: Liam Russell Architects Ltd

PLAN NO'S: Refer to Condition 2

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

[When viewing this on an Electronic Device](#)

Please click on the link below to view **ALL** document associated to case
https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_122292

[When viewing this as an Hard Copy .](#)

Please use the following steps

1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "15/2313" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

SITE MAP



Planning Committee Map

Site address: Land rear of 274-280, Kingsbury Road, London

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This map is indicative only.

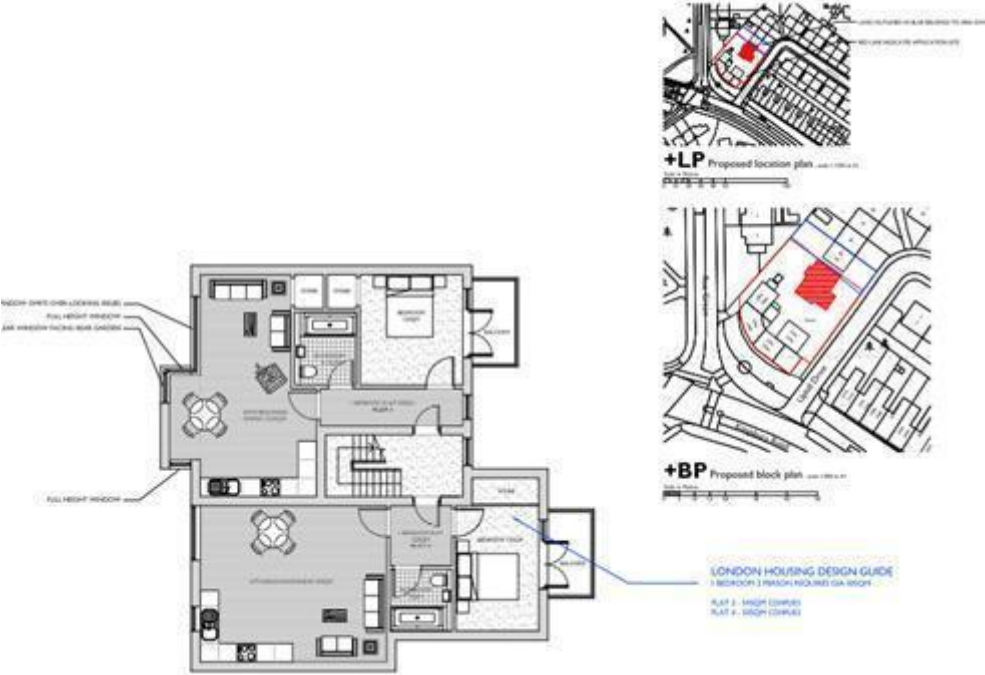
SELECTED SITE PLANS

SELECTED SITE PLANS

Proposed Site Layout Plan



Proposed First Floor Plan and application site plan



Proposed East and West Elevations



+EL Proposed east elevation 1:100 (A1)



+EL Proposed west elevation 1:100 (A1)

Proposed Artist Impressions of the proposal



RECOMMENDATIONS

1. That the Committee resolve to GRANT planning permission.
2. That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Time Limit (3 Years)
2. Approved drawings / documents
3. Highway works along public highway
4. Construction Method Statement
5. External materials - supply details
6. Forecourt hard and soft landscaping - supply details
7. Rear garden hard and soft landscaping - supply details
8. Bicycle storage for existing and proposed residential units - supply details
9. Refuse facilities for existing and proposed residential units and commercial units - supply details
10. Sound insulation – levels
11. Provision of parking, cycle parking, refuse storage and access

Informatives

1. Paty Wall
 2. Notification to Council's Highway Service prior to commencement of works.
3. That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that

any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.

That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

A) PROPOSAL

Erection of two-storey building comprising 4 no. self contained flats with provision of 6 no. car parking spaces, secure cycle storage, bin store area, associated landscaping and new vehicular access to Uphill Drive, together with widening of the highway into the site to provide 4 partial footway parking bays and plus footway along Uphill Drive

B) EXISTING

The application site is located to the rear of Nos. 274 to 280 Kingsbury Road. It is accessed from a vehicular access to the side of Nos. 280 Kingsbury Road and contains hardstanding and garages. It is at a higher level to the pavement level on Kingsbury Road. To the north of the application site are two storey residential properties on Uphill Drive.

The site is not located within a conservation area nor does it contain any listed building.

C) AMENDMENTS SINCE SUBMISSION

The following amendments were sought since the submission of the application:

- Widening of the highway into the site to provide 4 partial footway parking bays and plus footway along Uphill Drive
- Relocated service and parking bays within the site
- Relocation of the building 1m away from the boundary with No. 83 and 84 Uphill Drive
- Clear glazing provided in rear windows
- Alterations to landscaping within front forecourt

D) SUMMARY OF KEY ISSUES

Design & Layout & Relationship with Neighbouring Buildings: The scheme is considered to have an appropriate relationship with the street frontage on Uphill Drive.. The building relate acceptably to surrounding buildings in terms of the amenity of neighbouring residential occupiers and the quality of accommodation provided.

Car Parking: Each flat will have the benefit of one off street parking space and two service bays will be provided for the existing commercial units. In addition, part of the site frontage will be dedicated as public highway to accommodate four partial footway parking bays plus a 2m wide footway. The level of car parking is acceptable for this scheme.

Quality of accommodation: The proposal meets the standards for internal and external space set out within the London Plan and Mayor's Housing SPG. Whilst the amount of external amenity space for the two upper floor flats meets the Mayor's guidance levels, it falls below SPG17 levels. However, this is considered to be acceptable given the size of the units (1-bedroom) and the proximity to Roe Green park.

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 | | | | 204 | 204 |

Monitoring Residential Breakdown

Document Imaged

*DocRepF
Ref: 15/2313 Page 3 of 22*

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

RELEVANT SITE HISTORY

14/3144: Full Planning Permission sought for erection of detached 3-storey building comprising 6 self-contained flats (6 x 1 bed), with provision of x7 car-parking spaces, x6 bicycle racks, bin store, associated landscaping and creation of new vehicle access onto Uphill Drive, NW9 - Refused, 10/10/2014.

08/0103: Full Planning Permission sought for erection of detached 2-storey building comprising 4 self-contained flats, with provision of 7 car-parking spaces, bicycle racks, associated landscaping and creation of new vehicle access onto Uphill Drive, NW9 - Refused, 23/04/2008.

CONSULTATIONS

Initial Consultation Period: 25/06/2015 - 16/07/2015

Consultation on revised plans: 29/09/2015 - 20/10/2015

26 neighbours consulted - one letter of objection received and two petitions received. The first was in response to the initial consultation and contains 5 signatures. The second was in response to the consultation on the revised plans and also contains 5 signatures. The objections relate to the following:

- Uphill Drive is a narrow road with limited access which can only accommodate footway parking to allow larger vehicles such as refuse lorries to access the properties on Uphill Drive.
- There is no room within the site to accommodate construction lorries which will result in Uphill Drive being blocked.
- Increased demand for parking which can not be accommodated on Uphill Drive, especially if new flats have more than one car.
- Access road will attract fly tipping
- If the new flats are sold at market price they will not address the housing crisis.
- New access from Uphill Drive will result in loss of on street parking, making congestion even worse
- Residents in the existing flats on Kingsbury Road will not have access to the external amenity space proposed for the new flats. The existing residents will have no external amenity space.
- New flats are too close to fire escape to flats in Kingsbury Road

Fryent Ward Councillors - no comments received.

Internal Consultation

Transportation - No objections subject to highway works being secured to provide; (i) widening of the adopted highway into the site to provide 4 partial footway parking bays and retention of a 2m wide footway along Uphill Drive; (ii) a proposed 3.1m wide crossover onto Uphill Drive (iii) all associated changes to line marking and associated TRO costs including any double yellow lines at the junction with Kingsbury Road (iv) street lamp column to be relocated at developers expense; (v) together with the costs of any changes to statutory undertakers' equipment; and for a Construction Method Statement to be submitted for LPA approval including any required temporary traffic management or temporary highway closures required for loading/unloading of materials/equipment.

Environmental Health - No objections subject to conditions being imposed relating to measures to minimise construction impact on air quality and internal noise levels of the flats.

Landscape - Scheme to provide an appropriate amount of soft landscaping including provision of new trees to replace the trees lost along the frontage.

POLICY CONSIDERATIONS

National Level

National Planning Policy Framework

The National Planning Policy Framework (NPPF) was adopted in March 2012. The NPPF sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

It establishes a presumption in favour of sustainable development: local planning authorities should plan positively for new development, and approve all individual proposals wherever possible. Saved policies from the adopted UDP will have increasingly less weight unless they are in conformity with the NPPF and can be demonstrated to be still relevant. Core Strategy policies will also need to be in conformity with both the London Plan and the NPPF and have considerable weight.

Section 7 (design) is of particular relevance to this application. The Government recognises that good design is a key aspect of sustainable development. It states that permission should be refused for development of poor design, that fails to take the opportunities available for improving the character and quality of an area and the way that it functions.

Technical Housing Standards - nationally described space standards

Regional Level

The London Plan consolidated with alterations since 2011

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. The following policy is relevant:

3.5 Quality and design of housing developments

The Mayor's Housing Supplementary Planning Guidance (adopted March 2016)

This guidance relates to the housing policies within the London Plan and covers policies on housing provision and policies on affordable housing. It gives detailed guidance for boroughs on how to develop sites for housing and how to determine housing mix and density for any individual site.

Local Level

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 now hold considerable weight. The relevant policies for this application include:

CP17: Protecting and enhancing the suburban character of Brent - Balances the regeneration and growth agenda promoted in the Core Strategy, to ensure existing assets (e.g. heritage buildings and conservation areas) are protected and enhanced. Protects the character of suburban housing and garden spaces from out-of-scale buildings.

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). The UDP was 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:

BE2: Townscape - Local Context & Character

Proposals should be designed with regard to local context, making a positive contribution to the character of the area, taking account of existing landforms and natural features. Proposals should improve the quality of the existing urban spaces, materials and townscape features that contribute favourably to the area's character and not cause harm to the character and/or appearance of an area or have an unacceptable visual impact on Conservation Areas.

BE7: Public Realm - Streetscape

A high quality of design and materials will be required for the street environment. The following will be resisted (both for existing and new developments) where they would detract from the character of the area :-

- (a) The excessive infilling of space between buildings and between buildings and the road;
- (b) hard surfacing occupying more than half of a front garden area;
- (c) forecourt parking where such parking would detract from the streetscape or setting of the property, or create a road/pedestrian safety problem.

BE9: Architectural Quality

Creative and high-quality design solutions specific to site's shape, size, location and development opportunities. Scale/massing and height should be appropriate to their setting and/or townscape location, respect, whilst not necessarily replicating, the positive local design characteristics of adjoining development and satisfactorily relate to them, exhibit a consistent and well considered application of principles of a chosen style, have attractive front elevations which address the street at ground level with well proportioned windows and habitable rooms and entrances on the frontage, wherever possible, be laid out to ensure the buildings and spaces are of a scale, design and relationship to promote the amenity of users providing satisfactory sunlight, daylight, privacy and outlook for existing and proposed residents and use high quality and durable materials of compatible or complementary colour/texture to the surrounding area.

H12: Residential Quality - Layout Considerations

Seeks to ensure that all residential development has a high quality layout, has an appropriate level of car parking and features housing facing onto streets. It states that proposals should avoid having an excessive coverage of hardstanding and have an amount and quality of landscaped areas appropriate to the character of the area.

TRN3: Environmental Impact of Traffic

Applications that cause or worsen an unacceptable environmental impact from traffic generated should be refused including proposal that will cause or worsen road safety problems and or result in on street parking with traffic management problems

TRN10: Walkable Environments

The 'walkability' of the public environment should be maintained and enhanced.

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.

TRN15: Forming an access onto a road

The creation of an access from a dwelling to a highway will be acceptable where:-

- (a) the location of the access would be at a safe point with adequate visibility;
- (b) the access and amount of off street parking proposed would be visually acceptable

TRN23: Parking Standards - Residential Developments

Parking standards for residential developments. The level of residential parking permitted will be restricted to no greater than the standards in PS14.

TRN24: On-Street Parking

Proposals for on street parking should not generate traffic management problems

TRN34: Servicing in new developments

Loss of servicing facilities will be resisted.

Supplementary Planning Guidance

SPG5 "Altering and Extending Your Home"

Supplementary Planning Guidance No. 5 "Altering and Extending Your Home" was adopted by the Council in 2002. It sets out the design principles and guidance for alterations and extensions to residential properties, and considerations of extensions upon the amenities of neighbouring residential occupiers.

SPG17 "Design Guide for New Development"

Supplementary Planning Guidance No. 17 "Design Guide for New Development" (SPG17), adopted by the Council in October 2001, sets out the general design standards for development and has regard to the character, design and appearance of developments, the design layout with respect to the preservation of existing building lines, size and scale of buildings and structures, and privacy and light of adjoining occupants.

DETAILED CONSIDERATIONS

Site and Surroundings

1. The application site is located to the rear of No. 274 to 280 Kingsbury Road. It is currently accessed via a service road next to No. 280 Kingsbury Road. It contains hardstanding and garage. Nos. 274 to 280 Kingsbury Road contains three storey parade with commercial units on the ground floor and residential flat above. To the north of the application site are two storey terraced properties on Uphill Drive they contain maisonettes. The ground levels rise on Uphill Drive.

Relevant planning history

2. As set out above a recent planning application from 2014 was refused at the site for . The reasons for refusal as are follows:

1. The proposed development, by virtue of its height, relationship with the street and adjoining buildings, and excessive amount of hardstanding fronting Uphill Drive, constitutes an unacceptable development that will appear unduly prominent and detracts from the character of the streetscene. As such, the proposal is considered contrary to policies BE2, BE7, BE9 and H12 of the adopted Brent Unitary Development Plan 2004 and Supplementary Planning Guidance No. 17 "Design Guide for New Development".

2. This proposal will result in the loss of the service yard for existing retail units and residents of 274-280 Kingsbury Road without sufficient off street parking and servicing facilities provided elsewhere in the site. This will result in additional demand for on-street parking on Kingsbury Road (London Distributor Road) and Uphill Drive (heavily parked street), adding to instances of dangerous and obstructive parking on footways and along the street, to the detriment of the free and safe flow of traffic and pedestrians. The proposal would be contrary to policies TRN3 and TRN34 of the Brent's adopted Unitary Development Plan 2004.

3. The proposed development, by virtue of its excessive depth in relation to the rear habitable room window in No. 83 and 84 Uphill Drive, would have an overbearing impact on No.83 and 84 Uphill Drive, to the detriment of the amenity of the occupants of those maisonettes by loss of outlook from these windows and garden. Furthermore, the proposal fails to provide sufficient information on access arrangements to No. 83 Uphill Drive, to ensure that safe and appropriate access can still be provided to this maisonette. As such, the proposal is contrary to saved policy BE9 of the adopted Brent Unitary Development Plan 2004 and the objectives of Supplementary Planning Guidance No. 17 "Design Guide for New Development"

Proposal

3. This application seeks to address the previous reasons for refusal. The application now proposes a two-storey building to accommodate 4 x one bedroom flats. The considerations of the application are discussed below:

Siting, Scale and Design

4. The new block will front Uphill Drive with the main part of the building being in line with the building line of the neighbouring terraced properties on Uphill Drive. There is a front extension that projects forward of this building line by 2.47m. The stepped front building line is considered acceptable as it provides a transition between the properties on Uphill Drive and the parade on Kingsbury Road. The building is set in 2.2m from the flank wall of No. 83 and 84 Uphill Drive.

5. The building is designed at two storeys high with part gable part hipped roof. The character of the area includes two storey properties with pitched roof on Uphill Drive and three storey parade with a pitched roof on Kingsbury Road. Given that the building will front Uphill Drive it is considered that the scale of the building should reflect the existing scale of development on Uphill Drive which includes two storey rather than three storey buildings. It should also take into account the level changes within Uphill Drive. The building at two storeys high is considered to reflect the scale of buildings on Uphill Drive.

6. The building is proposed to be in brick with a slate roof. Whilst slate is not typically found in this part of the Borough, given that the proposed building is not located within a conservation area and is a stand alone building, there are no objections to the use of slate. There are front balconies at first floor level. The detailing of the fenestration is considered acceptable. At the rear there is projecting timber box element at first floor level.

7. The proposal is considered to accord with policy 3.5 of the London Plan 2015 and policy BE9 of Brent's UDP 2004.

Quality of proposed accommodation

8. This application proposes four one-bedroom flats. As the scheme involves less than 10 units and does not result in a loss of a family sized unit (three bedrooms or more), there is no policy requirement to provide a family sized unit within the scheme. As such the mix is considered acceptable, and is in accordance with policy CP21 of Brent's Core Strategy 2010.

8. All units meet the minimum internal unit sizes as set out in the London Plan of 50sqm for a one bedroom two person flat. Both ground floor units will have access to private external amenity space which exceed 20sqm each. The upper floor flats all have access to a balcony of 5sqm. Whilst these balconies meet London Plan requirements, they do fall short of Brent external amenity space standards of 20sqm per unit. However, it is considered in this instance, given the size of the units (1-bedroom only) and close proximity of the site to Roe Green Park, that the shortfall in external amenity space does not justify a reason for refusal. As such it is considered that the proposal complies with the objectives of the guidance set out on SPG17 "Design Guide for New Development".

9. All units have dual aspect to provide sufficient levels of outlook. A landscape buffer with a minimum depth of 1.5m is proposed in front of ground floor bedroom windows. This provides sufficient space between these windows and the car parking spaces/pathways within the site. The

Impact on adjoining neighbours

10. The site is located next to No. 83 and 84 Uphill Drive. This property contains two maisonettes with access to No. 84 from the front and access to No. 83 via the side elevation that faces the application site. The existing access to No. 83 Uphill Drive has been retained, and a new pathway will be provided between the new building and site boundary. This gap is sufficient to not create a sense of enclosure for the occupiers of No. 83 Uphill Drive and will allow visibility to be retained from Uphill Drive to this side entrance.

11. There are windows on the flank elevation of No. 83 and 84 Uphill Drive but it would appear from officer site visit that they either serve non habitable rooms or are secondary windows to habitable rooms. There are however habitable room windows on the rear elevation. This includes a door and window to No. 83 Uphill Drive which appears to serve the kitchen. This middle of this window is around 3.75m from the flank wall of the new block. Based on 2:1 guidance set out in SPG5 this would permit a depth of around 1.875m from this window. The proposed depth from this window is 1.325m, which meets the requirements of the 2:1 guidance. As such it is not considered that the proposal will be overbearing when viewed from the kitchen window of No. 83 Uphill Drive.

12. There are residential flats in No. 274 to 280 Kingsbury Road at upper floor levels. A distance of 6.87m to

8.27m is maintained to the flank wall of the new block from these windows. No windows are proposed on the flank wall to result in overlooking to the flats within No. 274 to 280 Kingsbury Road. The new block sits within 30 degree line from the rear habitable room windows in No. 274 to 280 Kingsbury Road as set out in SPG17, and as such the new building is not considered to adversely impact on outlook or appearing overbearing from the flats within No. 274 to 280 Kingsbury Road.

13. A distance of over 10m is maintained to the boundary with the side garden of No. 2 Roe Green, thus complying with the guidance set out in SPG17. It is therefore considered that No. 2 Roe Green will not result in an undue loss of privacy as a result of this proposal.

14. It is considered that the proposal complies with policy BE9 of Brent's UDP 2004.

Transportation considerations

15. Kingsbury Road is a London distributor road and Roe Green is a local distributor road/bus route. Uphill Drive is too narrow to safely accommodate parking along both sides whilst still allowing service vehicles to pass and it is therefore defined as a heavily parked street, with recent surveys from 2013 confirming that this is still the case. The land at the rear of No. 274 to 280 Kingsbury Road is used as a rear service yard for the commercial units. There is restrictive parking along on Kingsbury Road, fronting 274-280 due to the signal controlled junction and pedestrian crossing. The shops front a large footway, over 10m wide. However, no off street parking can occur within the frontage due to the signal controlled junction and the barriers/ bollards preventing parking.

16. The existing development at the site (including the commercial units and flats on the upper floors) requires a combined maximum car parking standard of 12 car spaces and requires at least two transit sized servicing bays shared between the retail units. The proposed new two storey building, in the rear service yard, will result in 4 x 1 bedroom flats. Under PS14, 1-bed flats can be permitted up to 1 car spaces each, thus giving a combined maximum total of 4 parking spaces for the four flats.

17. Officers in Transportation have advised that there is a need to provide servicing facilities for the retained commercial use and off street parking due to the unavailability of on-street parking options. The site fronts a signalised junction and therefore double yellow line restrictions are applied as well as Kingsbury Road being a London Distributor road. On-street parking on Uphill Drive cannot be safely accommodated, as it is a heavily parked street and does not have capacity for on street parking. In addition to this the road is narrow, with majority of vehicles parking on the public footway.

18. In response to requirements of Transportation, the current scheme proposes 4 off-street parking spaces for the proposed new flats plus two transit sized loading bays for the retail shops. One parking space and one service bay will be accessed from the existing crossover on Roe Green and a new vehicular crossover (3.1m wide) is proposed onto Uphill Drive which will provide 3 parking spaces and one servicing bay.

19. Consideration also needs to be given to overspill parking onto Uphill Drive from the existing flats at 274 to 280 Kingsbury Road. Officers in Transportation have advised that the overspill of parking from this site onto Uphill Drive is not acceptable with the street in its current width being heavily parked and vehicles currently parking in an obstructive or dangerous manner. Overspill of parking onto Kingsbury Road and Roe Green is also not acceptable, as these are both London and local distributor roads with parking restrictions in place at the junction.

20. To address the concerns with overspill parking from the existing flats onto Uphill Drive, amendments were sought. These include dedicating land along the eastern boundary of the site as public highway in order to provide a wider footway and thus allow sufficient width for partial footway parking to be formalised with adequate space retained for pedestrian access along Uphill Drive and to the new development. A total of four formalised partial footway parking is proposed. Officers in Transportation have advised that the parking provision within the application site combined with the new on street spaces is sufficient to mitigate concerns regarding overspill parking.

21. It is therefore considered that the proposal complies with policies TRN4, TRN15, TRN23 and TRN34 of Brent's UDP 2004.

Construction Management Plan

20. Whilst this application is for a small scale development, given that Uphill Drive is a heavily parked street and that no parking can take place on Roe Green or Kingsbury Road, it is recommended that a condition is

secured for a construction method statement. Officers in Transportation have advised that this should include any temporary traffic management/temporary road or footway closures required for unloading/loading of materials and equipment and access must be retained for residents and emergency vehicles at all times.

Cycle Parking

22. The scheme proposes one cycle space for each of the new residential units and one cycle space for each of the existing residential units at 274-280 Kingsbury Road. There is a total of 12 cycle spaces. This meets the requirements of PS16 in Brent's UDP 2004. Further details on how the cycle spaces will be secured and covered are recommended to be conditioned to any forthcoming consent.

Refuse facilities

22. Refuse requirements for 4 x one bedroom flats are 480l for residual waste, 480l for dry recycling and 92l for organic waste. This will involve the need to have a total of 5 x 240l bins. An area is proposed at the front of the site to accommodate the bins, which is within easy collection distance for the refuse collection vehicle. The plans show provision for 8 bins which exceed requirements, and a condition is recommended to reduce this to the amount that is required within a covered bin store. This will allow the opportunity for enhanced landscaping within this area.

23. No information has been provided on refuse collection for the existing shops and residential units on Kingsbury Road. Commercial waste is collected by a private contractor. The existing flats require the provision of 960l for residual waste, 960l for dry recycling and 184l for organic waste. This can be accommodated in the form of 2 x 1100l euro bins and 1 x 240l bin. It is recommended that a condition is secured to set out details of where bin storage facilities can be provided for the commercial and residential units, together with a management plan for the collection of the bins on collection days.

Front forecourt landscaping

25. The proposal will result in the loss of the landscaped area that fronts Uphill Drive. This area includes a conifer tree and budlia. To compensate for the loss of this landscaping, it is proposed for a new hedge to be planted behind the front boundary wall and areas of soft landscaping to be provided within the front forecourt when viewed from Uphill Drive. This accounts for around 32% of the front forecourt being soft landscaped, and therefore meets the objectives of policy BE7 within Brent's UDP 2004. It is recommended that full details of the soft landscaping are conditioned together with use of permeable paving for the new hardstanding.

Response to objections raised

| Point of objection | Response |
|--|--|
| There is no room within the site to accommodate construction lorries which will result in Uphill Drive being blocked. | Construction traffic could be required in the event that any property on Uphill Drive carried out any renovation/extension works, and from a planning perspective there would be limited controls. In the event that this application was supported a construction management plan could be conditioned so minimise disruption from construction traffic. |
| Increased demand for parking which can not be accommodated on Uphill Drive, especially if new flats have more than one car. | The site has provision for off street parking for the new flats together with two service bays for the existing commercial uses on Kingsbury Road to minimise overspill parking onto Uphill Drive. In addition, four new partial footway parking bays will be provided together with a 2m wide pavement outside the frontage of the site on Uphill Drive. |
| Uphill Drive is a narrow road with limited access which can only accommodate footway parking to allow larger vehicles such as refuse lorries to access the properties on Uphill Drive. | See comments above. |

| | |
|---|---|
| Access road will attract fly tipping | The scheme will provide sufficient refuse facilities of the new flats. Any fly tipping will need to be reported to the Council's Environmental Health department. |
| If the new flats are sold at market price they will not address the housing crisis. | As these scheme proposes four residential units, there is no requirement to provide affordable housing. The threshold is 10 units or more. |
| New access from Uphill Drive will result in l | The flood risk considerations of the site are discussed in paragraph 37 above. |
| Residents in the existing flats on Kingsbury Road will not have access to the external amenity space proposed for the new flats. Children currently play in service yard. | The residents in the existing flats on Kingsbury Road due not currently have any communal or private external amenity space. Roe Green Park is only a short distance away from the flats. |
| New flats are too close to fire escape to flats in Kingsbury Road | The existing external stair case access will be retained for the flats on Kingsbury Road. The new building is set in away from the external stair cases. |

Conclusions

26. In conclusion, the new building to accommodate four new flats is considered to be of an acceptable design, scale and relationship to the streetscape. The new flats are not considered to adversely impact on the amenities of neighbouring occupiers.

27. The scheme provide sufficient off street parking for the new flats and servicing bays for the existing shops. In addition, highway improvement works are proposed along the front of the site on Uphill Drive to create four new partial footway parking bays and a 2m wide pavement. Opportunities for improved landscaping within the site will be sought to enhance its appearance within the streetscape.

28. The new flats provide an acceptable mix and standard of accommodation.

29. The proposal accords with the policies set out in the London Plan, Brent's Core Strategy, Brent's UDP and the guidance set out in SPG17 "Design Guide for New Development" and SPG5 "Altering and Extending Your Home" for the reasons as set out above. Approval is accordingly recommended subject to the conditions set out below.

CIL DETAILS

This application is liable to pay **£58,678.32*** 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): 204 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 | 204 | | 204 | £200.00 | £35.15 | £49,907.14 | £8,771.18 |

| | | |
|--|-------------------|------------------|
| 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) | 274 | |
| Total chargeable amount | £49,907.14 | £8,771.18 |

*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

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 15/2313

To: Mr Ben Harvey
Liam Russell Architects Ltd
3 Broad Reach Mews
Ropetackle
Shoreham-by-sea
West Sussex
BN43 5EY

I refer to your application dated 29/05/2015 proposing the following:
Erection of two-storey building comprising 4 no. self contained flats with provision of 6 no. car parking spaces, secure cycle storage, bin store area, associated landscaping and new Vehicular access to Uphill Drive
and accompanied by plans or documents listed here:
Refer to Condition 2
at Land rear of 274-280, Kingsbury Road, London

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:

A handwritten signature in black ink, appearing to read 'Aktar Choudhury'.

Mr Aktar Choudhury
Operational Director, 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 the:-
National Planning Policy Framework
London Plan consolidated with alterations since 2011
Brent LDF Core Strategy 2010
Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance 17 - Design Guide for New Development
Mayor's Housing SPG

- 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):

1066-PA-001 Rev A - Existing Location & Block Plan & Topographical Survey
1066-PA-002 - Existing Elevations (Excluding reference to Location and Block Plan)
1066-PA-010 Rev F - Proposed Ground Floor Plan
1066-PA-011 Rev B - Proposed First Floor Plan, Location and Block Plan
1066-PA-013 Rev A - Proposed East and West Elevations
1066-PA-014 - Proposed North and South Elevations
1066-PA-015 - Proposed Artist's Impression

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

- 3 Prior to commencement of any works on site, the applicant shall make appropriate arrangements in writing to enter into an agreement with the Local Highway Authority to provide the following highway works, as indicatively shown on drawing 1066-PA-010F at their own expense:
 - (i) widening of the adopted highway into the site to provide 4 partial footway parking bays and retention of a 2m wide footway along Uphill Drive,
 - (ii) formation of a 3.1m wide crossover onto Uphill Drive
 - (iii) all associated changes to waiting restrictions and associated TRO costs, including double yellow lines at the junction with Kingsbury Road
 - (iv) relocation of a street lighting column;
 - (v) any resultant changes to statutory undertakers' equipment or other accommodation or ancillary works as may be reasonably required by the Local Highway Authority.
The development shall not be occupied until all associated highway works have been completed to the satisfaction of the Local Highway Authority.

Reason: In the interests of highway and pedestrian safety and to provide sufficient parking provision for the site.

- 4 Prior to commencement of any works on site, a Construction Method Statement 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:
 - (i) The best practical means available in accordance with British Standard Code of Practice BS5228-1:2009 shall be employed at all times to minimise the emission of noise from the site;
 - (ii) The operation of the 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 08:00 – 18:00 Mondays-Fridays, 08:00 -13:00 Saturdays and at no time on Sundays or Bank Holidays unless otherwise agreed in writing by the Local Planning Authority;

- (iii) the parking of vehicles of site operatives and visitors;
- (iv) loading and unloading of plant and materials including any required temporary traffic management or temporary highway closures;
- (v) storage of plant and materials used in constructing the development;
- (vi) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- (vii) wheel washing facilities and schedule of highway cleaning;
- (viii) measures to control the emission of dust and dirt during construction;
- (ix) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- (x) Membership of Considerate Contractors Scheme

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

- 5 Details of materials for all external works (including samples to be prearranged to be viewed on site) shall be submitted to and approved in writing by the Local Planning Authority before the materials are installed. The work shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.
Such details shall include:

- (i) sample board of facing bricks and sample of roof tiles and timber cladding
- (ii) details of materials for all doors and windows
- (iii) details of materials for the canopy

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

- 6 Further details of the front forecourt area to the new dwellings together with the car parking area at the rear shall be submitted to and approved in writing by the Local Planning Authority within four months of commencement of the development. The hard and soft landscape works shall be completed in full accordance with the approved details prior to first occupation of the dwellings hereby approved.

Such details shall include:-

- (i) Details of materials for areas of hardstanding including marking out of the car parking/servicing spaces and pedestrian pathways (including details of materials and finishes which shall be of a permeable construction).
- (ii) Details of the soft landscaped in the front forecourt area (including location, species, size, density and number) including the provision of a hornbeam hedge along the frontage and at least three replacement ornamental trees.
- (iii) Details of bin storage to comply with Brent's Household Waste Collection Strategy 2010-2014 (including floor plans and elevations)
- (iv) Low boundary wall across the frontage of the site at no more than 0.6m high (elevation plans to be provided)
- (v) Details of any level changes across the site

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 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.

- 7 Further details of the rear garden layout for the new dwellings shall be submitted to and approved in writing by the Local Planning Authority within four months of commencement of the development. The hard and soft landscape works shall be completed in full accordance with the approved details prior to first occupation of the proposed dwellings hereby approved. Such details shall include:-
- (i) Patios and pathways (including details of materials, finishes and height of patio)
 - (ii) Details of existing and proposed boundary treatments (including materials and height).
 - (iii) Proposed planting (including location, species, size, density and number). The proposed planting shall include at least two ornamental tree (minimum girth of 16-18cm) in the rear gardens of the new dwellings .
 - (iv) Details of any external lighting within the rear gardens or attached to the dwellinghouses
 - (v) Details of any level changes within the site

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 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.

- 8 Prior to first occupation of the new dwellings, further details of a sheltered and secure bicycle storage for the new dwellings and existing flats which shall be secure and weatherproof shall be submitted to and approved in writing by the Local Planning Authority, and thereafter implemented in accordance with the approved details. The bike shelter shall be retained throughout the lifetime of the development.

Reason: In the interest of providing adequate cycle parking facilities.

- 9 Prior to first occupation of the new dwellings, further details of the bin store facilities for both the new dwellings and existing flats and commercial units shall be submitted to and approved in writing by the Local Planning Authority, and thereafter implemented in accordance with the approved details. Such details shall include:

- (i) provision of 5 x 240l bins for the new dwellings (to be provided in a covered bin store including details of the design and appearance of the bin store)
- (ii) provision of 2 x 1110l Euro Bins and 1 x 240l bin for the existing flats
- (iii) provision of suitable commercial bin facilities for the existing retail/commercial units
- (iv) a management plan on collection day for the existing commercial and residential units

The bin store facilities shall be retained throughout the lifetime of the development.

Reason: In the interest of providing adequate refuse facilities within the site.

- 10 All residential properties 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 | Max levels |
|----------------------------|---------------------|-----------------------------------|
| Day time (7:00-23:00) | Living and bedrooms | 35 dB LAeq (16hrs) |
| Night time (23:00-7:00) | Bedrooms | 30 dB LAeq (8 hrs) 45 dB LAmax |

Prior to the commencement of construction (excluding any demolition and the laying of foundations), details demonstrating how these noise levels will be met shall be submitted to and approved in writing by the Local Planning Authority and the development shall be completed in accordance with the approved details.

Reason: To obtain required sound insulation and prevent noise nuisance.

- 11 The new dwellings 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.

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 to notify the Council's Highways Service of the intention to commence works prior to commencement. They shall contact Mark O'Brien (Public Realm Monitoring Manager) at Mark.O'Brien@brent.gov.uk, and include photographs showing the condition of highway along the site boundaries.

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
Item No
Case Number

19 October, 2016

16/2399

SITE INFORMATION

RECEIVED: 19 June, 2016

WARD: Wembley Central

PLANNING AREA: Brent Connects Wembley

LOCATION: 16 Princes Court, Wembley, HA9 7JJ

PROPOSAL: Conversion of existing dwellinghouse into 2 self-contained flats (1 x 2bed and 1 x 3bed) to include the demolition of side garage, single storey side extension and rear conservatory, erection of single storey rear extension, single storey side extension and rear dormer window, subdivision of rear garden, car parking and cycle storage

APPLICANT: Ms Remi-Judah

CONTACT: RaT

PLAN NO'S: See condition 2.

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

When viewing this on an Electronic Device

Please click on the link below to view **ALL** document associated to case

https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_128450

When viewing this as an Hard Copy .

Please use the following steps

1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "16/2399" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

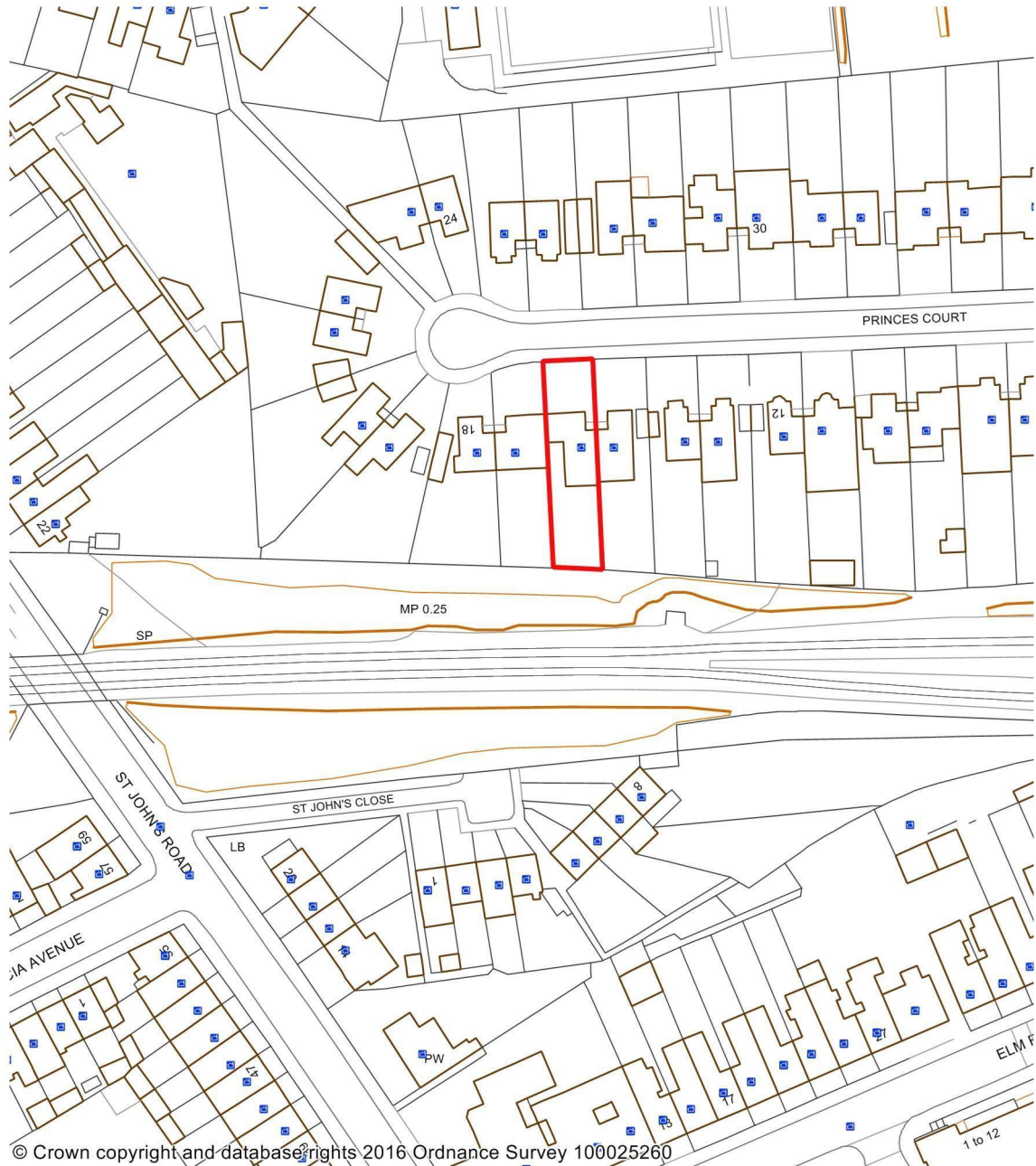
SITE MAP



Planning Committee Map

Site address: 16 Princes Court, Wembley, HA9 7JJ

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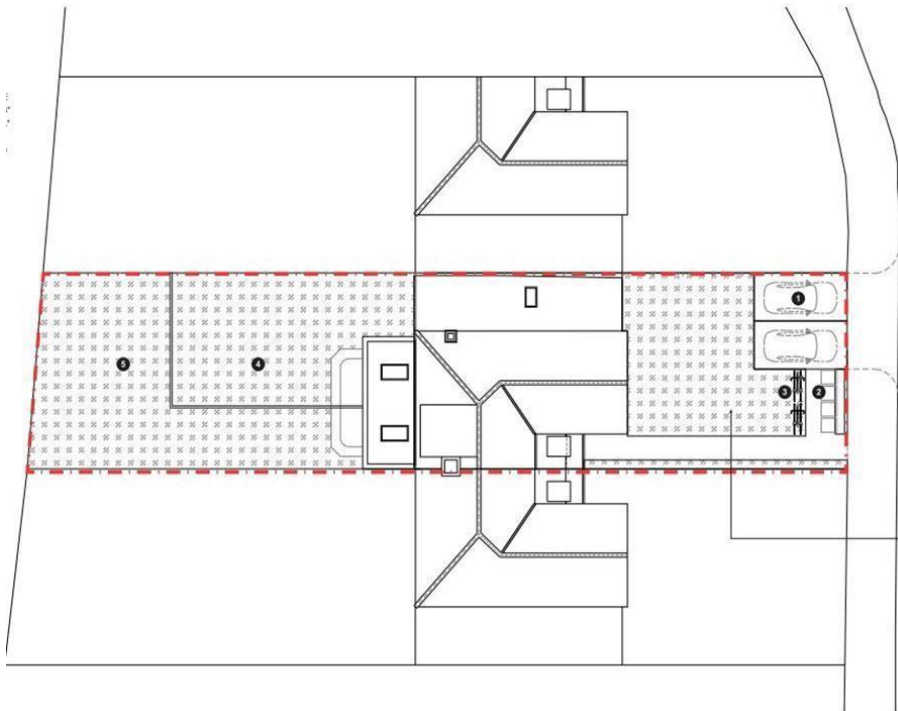
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This map is indicative only.

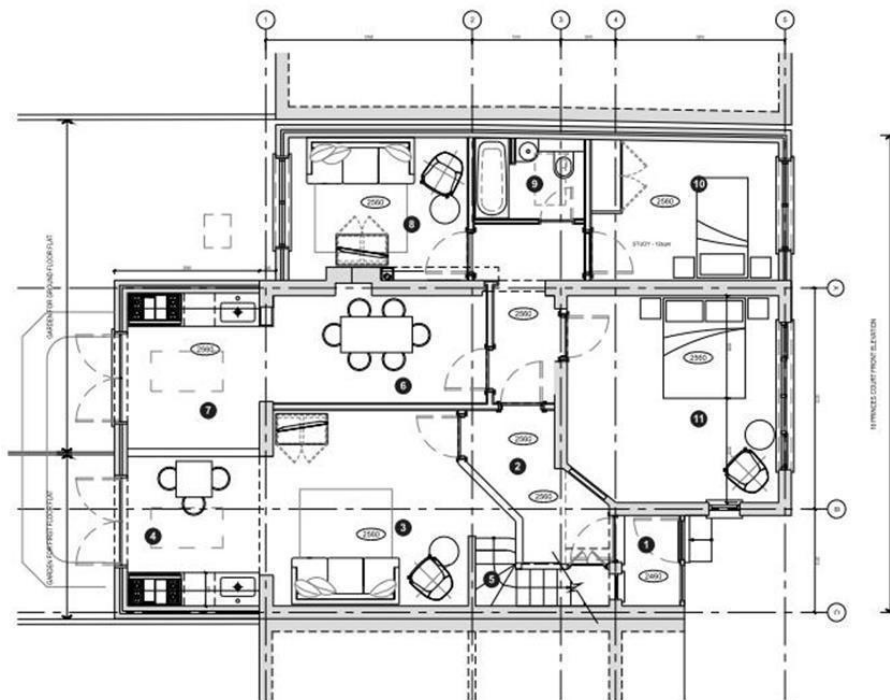
SELECTED SITE PLANS

SELECTED SITE PLANS

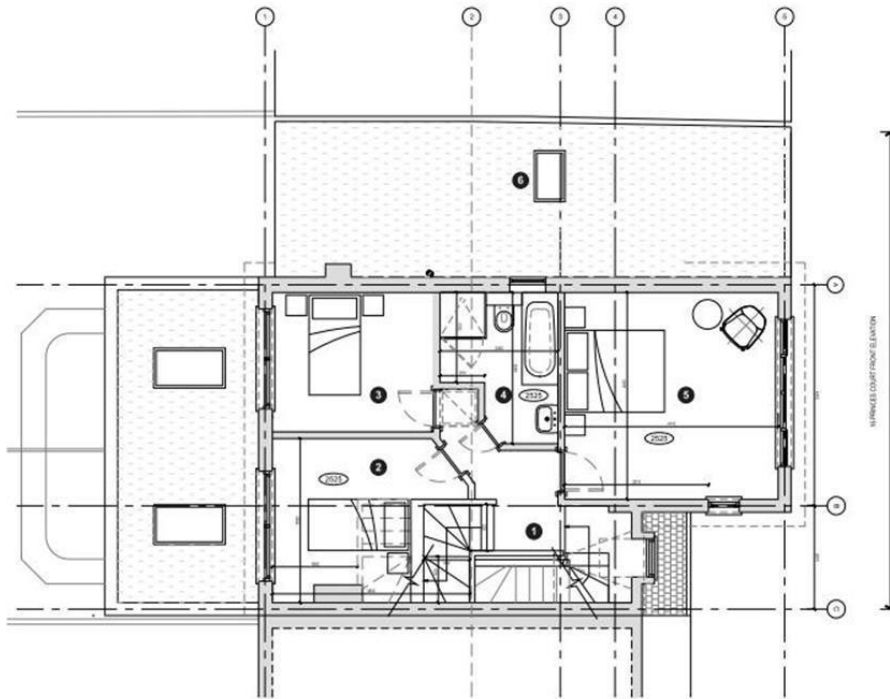
Site plan



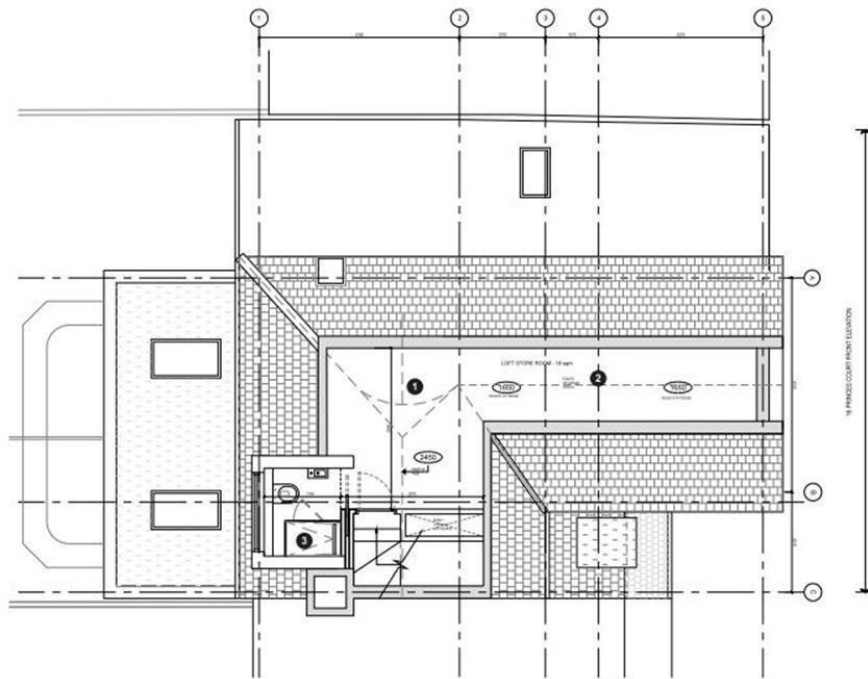
Proposed ground floor plan



Proposed first floor plan



Proposed loft plan



Proposed front elevation



Proposed rear elevation



RECOMMENDATIONS

1. That the Committee resolve to GRANT planning permission.
2. That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Time Limit (3 Years)
2. Approved drawings / documents
3. External materials to match existing
4. Implementation of proposed frontage landscaping
5. Provision of parking spaces and access to the highway

6. Approval and implementation of details of rear garden landscaping
7. Details of secure, weatherproof cycle storage
8. Measure to limit internal noise
9. Construction method statement

Informatives

1. Party Wall
 2. Building within site boundary
 3. Development is CIL Liable
 4. Asbestos may be present
3. That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.

That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

A) PROPOSAL

Conversion of existing dwellinghouse into 2 self-contained flats (1 x 2bed and 1 x 3bed) to include the demolition of side garage, single storey side extension and rear conservatory, erection of single storey rear extension, single storey side extension and rear dormer window, subdivision of rear garden, car parking and cycle storage.

B) EXISTING

The subject property is a semi-detached property situated on the south side of Princes Court. The property is situated in a residential area. The property is not situated within a conservation area as designated in Brent's Unitary Development Plan, nor is it a listed building. The property is located within an area of distinctive residential character, as defined within Brent's UDP 2004.

D) SUMMARY OF KEY ISSUES

Key considerations

- Principle;
- Quality of accommodation;
- Impact of extensions on the character of the house and street;
- Impact on neighbouring amenity;
- Parking & servicing;

1. Principle

Princes Court and its surrounding area are residential in nature and as such the continuation of the residential use within a converted dwelling is acceptable in terms of the character and use. The addition of extensions to the house would not be deemed to be unduly detrimental to the area's character if the design respects the features and proportions of the parent dwelling. The flat conversion is acceptable in the context of policies H17 and CP21 as the original house is of a significant size and the conversion would result in the retention of a family unit.

2. Quality of accommodation

Overall, the proposed indoor and outdoor spaces are considered to provide a good standard of amenity and general environment for future occupants of the site and are considered acceptable. This is when tested against the relevant standards within SPG17 and the London Plan. There is only one instance of a substandard condition which relates to a poor stacking relationship between the smallest bedroom in the three bedroom flat and the communal living/kitchen space in the two bedroom flat. However, details of sound proofing between floors have been provided to alleviate concern.

3 Impact of extension on the character of the house and street

The design of the extensions is considered to be complementary and subservient to the existing dwelling. All extensions proposed (single storey rear, single storey side and rear dormer window) comply with relevant SPG5 requirements.

4 Impact on neighbouring amenity

When tested against all immediately adjoining properties, the dwellinghouse is not deemed to give rise to unduly detrimental amenity impacts on nearby residents, in accordance with the relevant SPG5 design parameters.

5 Parking & transport considerations

Princes Court is no longer defined as a heavily parked street. However it is too narrow to safely accommodate parking along both sides whilst still allowing service vehicles to pass and the bays are marked out along the property frontage. As the property is within a Controlled Parking Zone and has very good access to public transport services, reduced parking allowances are applicable. To comply with the Crossover Policy, the crossover should be no wider than 4.2m. This application proposes a reduced number of bedrooms in the flats compared to the previous planning application 16/0755 and so the parking allowance is also reduced below two spaces, but the retention of an off-street space for each flat is acceptable. The drawing proposes 50% soft landscaping, which is welcomed. Refuse storage has been provided within the front garden which allows for straightforward collection. This proposal can be supported on transportation grounds, subject to a condition requiring the provision of the two cycle spaces within secure stores.

RELEVANT SITE HISTORY

16/0755. Full Planning. Refused. 22/06/2016.

Removal of existing garage, erection of a two storey side extension, single storey rear extension, rear dormer window extension, insertion of one side facing rooflight, one rear facing rooflight and conversion of the dwellinghouse into two self contained flats (2x 3 bedroom flats).

CONSULTATIONS

Neighbour Consultations

5 nearby properties along Princes Court were given prior notification of this proposal for a minimum of 21 days on 20/06/2016.

4 objections were received in total from residents along Princes Court. Objections were received from the occupiers at no's 13, 14, 26 and 28.

The objections received expressed the following concerns:

| Objection | Discussion |
|-----------|------------|
|-----------|------------|

| | |
|---|--|
| Princes Court consists of largely matching semi-detached houses with striking and notable architecture. | These matters are discussed in paragraphs 2, 3, 4 and 8. The Council's assessment of the proposal's compliance with SPG5 policy will consider whether the property acceptably alters the character of the property and the wider street. |
| The proposal goes against the restrictive covenant on these properties, which states that the houses cannot be used as more than one dwelling. | See above. |
| The conversion would severely impact the look and character of the property and the overall cul-de-sac. | See above. |
| The area is recognised by Brent as an area of distinctive residential character, affording the property additional protection in terms of planning considerations. | See above. |
| The 2 flats would incur further traffic along the narrow and congested cul-de-sac. | Matters relating to transportation and highways have been discussed in paragraph 7. |
| There is limited off street parking and the proposal will exacerbate the problem. | Matters relating to transportation and highways have been discussed in paragraph 7. |
| To the best of our knowledge, there are no other houses along the street that are converted into flats and the conversion would set a bad and irreversible precedent that would ruin the character of the road. | The Council's planning policies and guidance do not prevent conversions of houses to flats in specific streets. The range of policies and guidance that are applied when considering such proposals is set out within this report. Each proposal must be considered on its merit and if a proposal accords with adopted policy and guidance, whether or not it may set a precedent cannot be considered. |
| The proposals would intensify the use of the property and set an unacceptable precedent, spoiling the character of the Princes Court. | See above. |
| Why do restrictive covenants exist if planning policies do not consider them? | Restrictive covenants cannot be considered within a planning application. The grant of planning consent does not remove the legal requirement to comply with a covenant relating to a property. |
| With the Chesterfield House redevelopment nearby, there is no perceived need for additional housing in the vicinity. | The need for additional housing, as set out in the London Plan and the Council's policies, is greater than the level of housing to be provided within Chesterfield House. This application must also be considered on its merits, and is considered acceptable for the reasons set out in this report. |

Internal Consultations

The Council's Transportation unit, Environmental Health unit and Landscape and Design Team were consulted regarding this application on 21/06/2016

Transportation – No objections, subject to a condition requiring amended cycle storage

Environmental Health – Advised to impose conditions and informatives relating to Noise from the nearby railway, Construction Management and Asbestos.

Landscaping – Raised concerns regarding the scale of the property's forecourt as drawn on the plans.

POLICY CONSIDERATIONS

National

National Planning Policy Framework
Technical Housing Standards - nationally described space standards

Mayor of London
London Plan, Consolidated with alterations since 2011
Mayor's Housing SPG

Core Strategy

CP17: Protecting and Enhancing the Suburban Character of Brent
CP21: A Balanced Housing Stock

Unitary Development Plan

BE2: Townscape – Local Context and Character
BE6: Public Realm – Landscape Design
BE7: Public Realm – Streetscape
BE9: Architectural Quality
H17: Flat Conversions
H18: The quality of flat conversions
H19: Flat Conversions – Access and Parking
PS14: Residential Parking Standards
TRN3: Environmental Impact of Traffic
TRN15: Forming an access to a road
TRN23: Parking Standards – Residential Developments
TRN24: On-street Parking

Emerging Brent Development Management Policies

DMP1 Development Management General Policy
DMP11 Forming an access to a road
DMP12 Parking
DMP16 Resisting loss of family sized dwellings
DMP18 Dwelling size and residential outbuildings
DMP19 Residential amenity space

Supplementary Planning Guide

SPG5 “Altering and Extending Your Home”
SPG17 “Design Guide for New Dwellings”

Brent Domestic Vehicle Footway Crossover Policy

DETAILED CONSIDERATIONS

1.0 Overview

1.1 The existing property has been extended by means of single storey side garage extension and a single storey rear conservatory extension. The existing front garden is mostly hard-surfaced and a cross over is present.

1.2 The proposal seeks conversion of the house into a three bedroom flat and a two bedroom flat, the three bed occupying part of the ground and all of the first and loft floors and the two bed occupying most of the ground floor. The proposal also seeks some external alteration and extension including: Removal of existing garage, side extension and rear conservatory and the erection of a single storey side extension, single storey rear extension and rear dormer window. The submitted plans indicate the provision of two off-street parking space and a proportion of soft landscaping within the front garden.

1.3 The bedroom sizes for the three bedroom flat: 17.3sqm, 9.9sqm and 8.5sqm, as a result the flat is of a 4 person size (1 double bedroom and 2 single bedrooms).
The bedroom sizes for the two bedroom flat: 16.6sqm and 10sqm, as a result the flat is of a 3 person size (1 double bedroom and 1 single bedroom).

1.4 The internal floor area for 3 bedroom (4 person) ground floor flat measures 104sqm, which is in excess of the 90sqm minimum London Plan requirement.

The internal floor area for 2 bedroom (3 person) first floor flat measures 67sqm, which is in excess of the 61sqm minimum London Plan requirement.

2.0 Removal of garage and erection of a single storey side extension

2.1 The ground floor side extension is acceptable under its current design as the existing garage extension is also flush with the front wall of the projecting bay feature of the house.

2.2 The width of the side extension is appropriate, extending to a width that is narrower than the internal width of the house's front room.

2.3 The height of the side extension's flat roof is 2.6m, with a 0.9m high parapet at the front and back elevation. The parapet is approx. 0.3m higher than the existing garage extension. Given that the extension will not incur any additional amenity impact, this height of extension is deemed acceptable and will provide a similar situation to the existing.

2.4 The extension includes 1 upward facing rooflight and one front facing window, which matches closes within the house's existing windows.

3.0 Single storey rear extension

3.1 The single storey rear extension is proposed to a depth of 2.83m. This depth is acceptable under SPG5 guidance. The height of the extension is 2.6m with a flat roof.

3.2 Two patio doors will be inserted into the rear elevation and two rooflights will be inserted into the roof of the rear extension.

3.3 The single storey rear extension is a modest addition and complies with SPG5 requirements.

4.0 Rear dormer window

4.1 The rear dormer window will be 2.34m, which is narrower than half the average width of the house's original roof plane. As such, its width is acceptable. The dormer is to be located directly above a window below. The dormer is set down from the ridge by 0.35m and up from the eaves by 0.5m. The face of the dormer is predominantly glazed with a window that appears similar in design to the one below.

4.2 The dormer window is a subordinate addition that meets SPG5 requirements.

5.0 Principle of Flat Conversion Development

5.1 Princes Court is not defined as a heavily parked street within Brent's Unitary Development Plan (2004). Policy H17 requires a minimum original floor area of 110 square metres for properties which are not situated within heavily parked streets (as defined within Brent's UDP) in order for the principle of a conversion to flats to be supported.

5.2 The floor areas of any extensions to the original property cannot be counted when considering Policy H17. As part of this, policy H17 specifically states that the original house floor space "should be calculated so as to exclude any extensions, garages (including converted garages) or loft conversions to the original (i.e. pre-1948 un-extended) property."

5.3 The original un-extended floor area is 108sqm on the existing plans provided. The floor area of the original property falls slightly short of the 110sqm requirement, but not to the extent that could warrant refusal of the application. It is noted that Brent's emerging policy DMP17 is proposing an alteration to policy H17 that will see the minimum floor area requirement of 130sqm including any extensions to the property rather than 110sqm (excluding extensions). The area of the existing property is approximately 132 square metres (excluding the garage) so marginally exceeds this minimum level.

5.4 Policy CP21 of the Council's Core Strategy sets out the housing priority for the Borough and places particular emphasis on the meeting the identified demand for family sized (capable of accommodating 3 or more bedrooms) accommodation through both major developments and subdivision/conversion schemes.

5.5 At present the property has more than 3 bedrooms and is therefore deemed to be a family sized dwelling. Under policy CP21 adequate compensation for this loss is required. As at least one 3 bedroom property (with access to at least 50sqm of amenity space) is proposed to replace the existing situation, the proposal meets Policy CP21.

6.0 Standard of accommodation

6.1 Brent's Supplementary Planning Guidance 17 on Design Guide for New Development (SPG17) is relevant when appraising this development. LDF Core Strategy Policy CP17 is also relevant. The current application is for the creation of 1x 3 bedroom and 1x 2 bedroom self contained flats for 4 and 3 residents respectively; the former flat having a gross internal area of 104sqm and the latter having a gross internal area of 67sqm.

6.2 The bedrooms proposed on the ground and first floors all have front or rear facing outlook which is considered to offer a good standard of accommodation.

6.3 In terms of the layout of the proposed flats, the stacking of bedrooms is considered acceptable. There are no instances where a bedroom is located below a communal living/kitchen/bathroom space; however the smallest bedroom within the three bedroom flat will be located directly above the dining room of the two bedroom flat, which on balance is considered acceptable as a lower level of noise transfer is experienced when the noisier room is located below rather than above the quieter room. Furthermore, drawing D-200 indicates an insulated floor cross-section to indicate that the conversion will be carried out with noise reduction measures, which is welcomed.

6.4 The proposal retains the existing garden for use by the three and two bed flats. The three bed flat's garden space will measure more than 50sqm and the two bed flat's garden space will measure more than 20sqm and the proposal accords with SPG17. The shape of the garden space as defined by the proposed separating fence is very useable in both instances. As such, the amenity space offered is acceptable.

6.5 The loft space is comprised of a bathroom (within the dormer window) and storage space. As no habitable rooms are proposed within the loft, it is considered that because 75% of floor space within the whole flat is at least 2.5m in terms of ceiling height, the implementation of the loft space into the three bedroom flat meets the relevant London Plan requirement.

7.0 Transport Considerations, Landscaping and Parking in the Front Garden

7.1 Princes Court is no longer defined as a heavily parked street. However it is too narrow to safely accommodate parking along both sides whilst still allowing service vehicles to pass and the bays are marked out along the property frontage.

7.2 The street is within a Controlled Parking Zone (C) operational Mon – Sat 8am – 6.30pm. The site has very good access to public transport services (PTAL 5), with close access to Wembley Central (Bakerloo, London Overground and Southern lines) and Wembley Stadium (Chiltern line) stations, plus nine bus routes.

7.3 Car parking allowances for dwelling houses are given in standard PS14 of the UDP. As the property is within a Controlled Parking Zone and has very good access to public transport services, reduced parking allowances are applicable. As such, the parking allowance for the existing 3-bed house is up to a maximum of 1.2 spaces and the existing provision of a garage and driveway exceeds this standard. The parking allowance for the proposed 3 bedroom flat is 1.2 spaces and the 2 bedroom flat will have an allowance of 0.7 spaces, which will give a total of 1.9 for the proposed site.

7.4 Drawing number GA-020 proposes to widen the existing crossover to 4.6m to access two independently accessible off-street parking spaces (one per flat). This will result in the loss of one on-street parking space. To comply with the Crossover Policy, the crossover should be no wider than 4.2m.

7.5 This application proposes a reduced number of bedrooms in the flats compared to the previous planning application 16/0755 and so the parking allowance is also reduced below two spaces, but the retention of an off-street space for each flat is acceptable. The drawing proposes 50% soft landscaping, which is welcomed. Refuse storage has been provided within the front garden which allows for straightforward collection.

7.6 The applicant does propose 2 cycle parking spaces in the front garden and these should be within a covered and secured shed to prevent against weather and theft. This proposal can be supported on transportation grounds, subject to a condition requiring the provision of the two cycle spaces within secure stores.

8.0 Landscaping Considerations

8.1 The landscaping consultee raised concerns about the accuracy of the site plan, with the illustrative cars being shown as comparatively small in the context of the garden.

8.2 However, following additional cross-comparisons made by the officer, the actual car parking spaces (as in 2.4mx4.8m boxes) are confirmed to be of a proportionate size. The overall proportions of the frontage are also confirmed to be broadly accurate when measured on the Council's mapping software.

9.0 Environmental Health Considerations

9.1 The proposed site is close to a railway line (to the rear of the property). Therefore in order that the proposed dwelling has appropriate noise mitigation designed into the construction of the house, to ensure that noise disturbance to prospective occupiers is prevented, Environmental Health have recommended that a condition is attached requiring details demonstrating that the noise levels will be in accordance with BS8233:2014

9.2 The proposed construction works will be carried out within close proximity to existing residential premises. Therefore without appropriate controls noise and dust emissions could cause disturbance to local residents and also dust emissions may adversely impact on local air quality. The development is also within an Air Quality Management Area and located very close to other residential properties. Construction therefore has the potential to contribute to background air pollution levels and cause nuisance to neighbours. A condition is therefore recommended to minimise the impact on local air quality and protect the amenity of neighbours during demolition.

9.3 Due to the proposal including the demolition of a building built before 1985, Environmental Health recommend that an informative is attached to any approval granted regarding the potential for asbestos to be present within the building.

10.0 Conclusion

10.1 The proposal to convert the house into two flats will provide a suitable standard of residential amenity for future occupants. The proposed alterations and additions to the building will respect the house's original character and will not detract from the current streetscene or architectural integrity of the area. Furthermore, the proposed parking arrangement should not worsen the existing parking capacity of Princes Court.

10.2 Approval is accordingly recommended.

CIL DETAILS

The proposal is liable to pay CIL as set out below despite providing less than 100sqm of new floorspace because the proposal comprises at least one new residential unit, in accordance with Reg 42(2) of the CIL Regulations 2010 (as amended), the provisions of which supersede the provisions of Reg 42(1) 'exemption for minor development'.

This application is liable to pay **£9,388.15*** 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): 178 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 | 178 | 145 | 33 | £200.00 | £35.15 | £7,984.82 | £1,403.33 |
|-----------------|-----|-----|----|---------|--------|-----------|-----------|

| | | |
|--|-----------|-----------|
| 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) | 271 | |
| Total chargeable amount | £7,984.82 | £1,403.33 |

*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

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 16/2399

To: Mr Rugg
RaT
5 Mervan Road
Brixton
London
SW2 1DP

I refer to your application dated 04/06/2016 proposing the following:
Conversion of existing dwellinghouse into 2 self-contained flats (1 x 2bed and 1 x 3bed) to include the demolition of side garage, single storey side extension and rear conservatory, erection of single storey rear extension, single storey side extension and rear dormer window, subdivision of rear garden, car parking and cycle storage

and accompanied by plans or documents listed here:
See condition 2.
at 16 Princes Court, Wembley, HA9 7JJ

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:

A handwritten signature in black ink, appearing to read 'Aktar Choudhury'.

Mr Aktar Choudhury
Operational Director, 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:-

National Planning Policy Framework
London Plan Consolidated with alterations since 2011
Mayor's Housing SPG
Brent LDF Core Strategy 2010
Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance 17 - Design Guide for New Development
Council's Supplementary Planning Guidance 5 - Altering and Extending your Home

- 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):

GA-001 P01
GA-010 P01
GA-100 P01
GA-101 P01
GA-102 P01
GA-103 P01
EL-100 P01
EL-101 P01
EL-102 P01
GA-020 P02
GA-200 P02
GA-201 P02
GA-202 P02
GA-203 P02
EL-200 P02
EL-201 P02
EL-202 P02
D-200 P01

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.

- 4 The hard and soft landscape works and planting to the front garden shown on the approved plans shall be completed in full prior to the occupation of any part of the development and retained thereafter.

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 The flats hereby approved shall not be occupied unless the parking spaces and access to the highway (which shall be completed by the Local Highway Authority at the applicant's expense) in material accordance with drawing GA-020 hereby approved have been completed in full unless otherwise agreed by the Local Planning Authority. The parking spaces shall thereafter be retained, shall not be used other than for purposes solely for the parking ancillary to the flats hereby approved, and one parking space shall be allocated to each flat.

Reason: In the interest of highway flow and safety.

- 6 Prior to occupation of the flats hereby approved, further details of the rear gardens for the two residential units shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include:

- (a) details of soft landscaping (including species, densities and numbers)
- (b) details of hardstanding materials for patios, pathways and driveways
- (c) details of the boundary fences/walls including materials and height
- (d) details of any external lighting within the gardens or attached to the building

The approved landscaping plan shall be implemented in full prior to first occupation of the development, or other timescales to be agreed in writing by the Local Planning Authority.

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 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.

- 7 Prior to first occupation of the development, further details indicating the design and layout of a secure and weatherproof cycle storage unit for two bicycles shall be submitted to and approved in writing by the local planning authority.

The approved cycle storage unit shall be implemented prior to first occupation of the development hereby approved retained as such for the lifetime of the development.

Reason: To ensure a suitable level of transport amenity is offered to residents in the interest of sustainable transport and highway flow and safety.

- 8 Details shall be submitted to and approved in writing prior to the commencement of works (excluding any demolition, the laying of foundations and associated works) demonstrating that the units hereby approved will meet the noise standards set out in BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' and will attain the following noise levels (unless otherwise agreed in writing by the Local Planning Authority):

| Time | Area | Max level |
|-------------------------------|----------------|--|
| Daytime noise (7:00-23:00) | Living/bedroom | 35 dB LAeq(16hr) |
| Night time (23:00-7:00) | Bedrooms | 30dB LAeq(8hr) 45dB L _{Amax} |

The development shall be completed in accordance with the approved details.

Reason: In the interest of the amenities of the future occupiers.

- 9 Prior to the commencement of the development a Construction Method Statement shall be

submitted to and approved in writing by the Local Planning Authority detailing measures that will be taken to control dust, noise and other environmental impacts associated with the construction of the development and any approved measures shall be implemented throughout the construction of the development.

Reason: To safeguard the amenity of the neighbours by minimising impacts of the development that would otherwise give rise to nuisance.

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.
- 3 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.
- 4 Given the age of the building to be demolished it is possible that asbestos may be present. The applicant should be reminded of their duties under the Control of Asbestos Regulations and must ensure that a qualified asbestos contractor is employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials.

Any person wishing to inspect the above papers should contact Toby Huntingford, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1903

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COMMITTEE REPORT

Planning Committee on
Item No
Case Number

19 October, 2016

16/3412

SITE INFORMATION

RECEIVED: 2 August, 2016

WARD: Northwick Park

PLANNING AREA: Brent Connects Wembley

LOCATION: 183 Abbots Drive, Wembley, HA0 3SH

PROPOSAL: Improvement to front garden to remove existing part hard standing and add hedges, plant shrubs and replace crazy paving with permeable bio diverse paving system.

APPLICANT: Mr Crane

CONTACT:

PLAN NO'S: See condition 2.

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

[When viewing this on an Electronic Device](#)

Please click on the link below to view **ALL** document associated to case

https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_129550

[When viewing this as an Hard Copy](#)

Please use the following steps

1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "16/3412" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

SITE MAP



Planning Committee Map

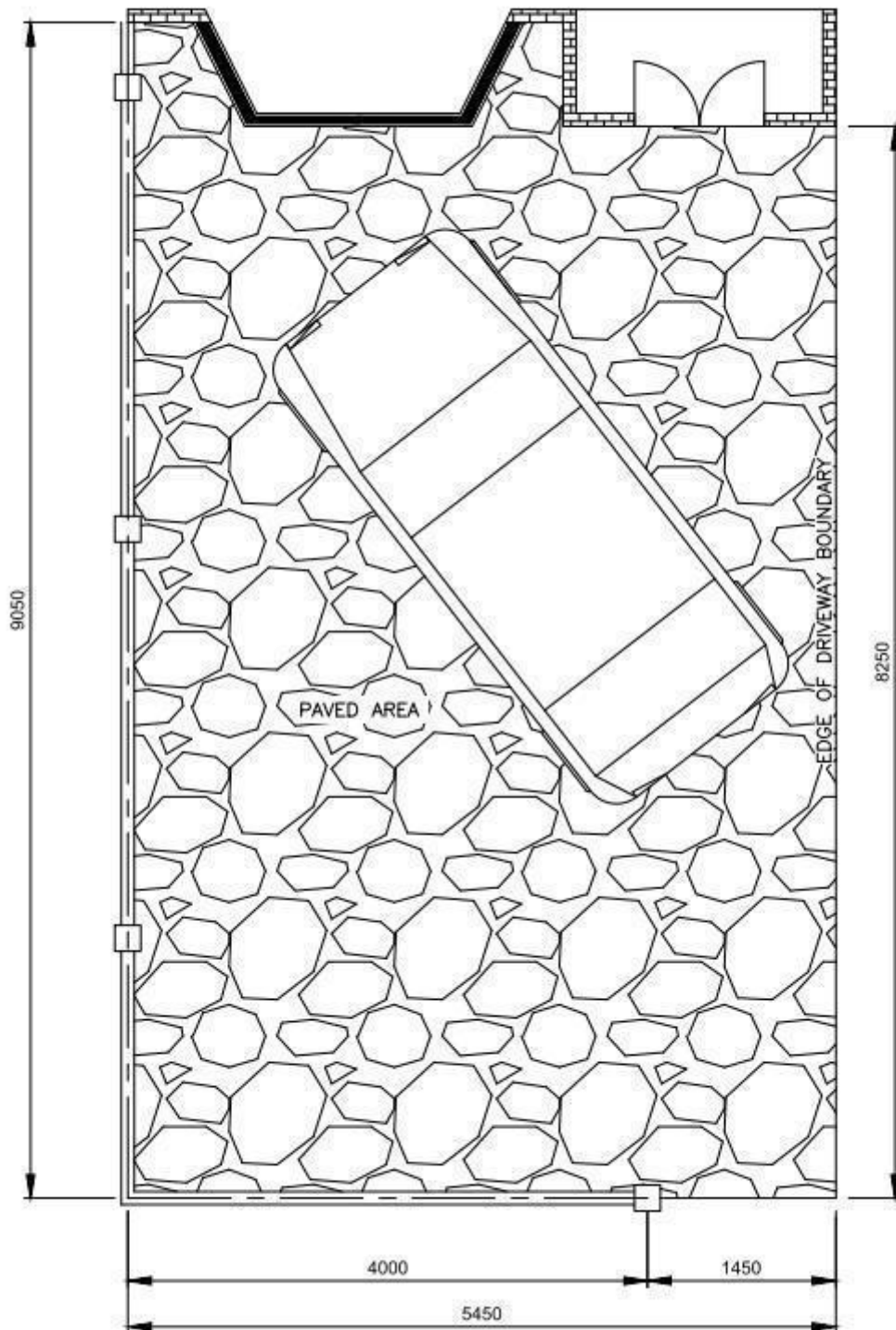
Site address: 183 Abbotts Drive, Wembley, HA0 3SH

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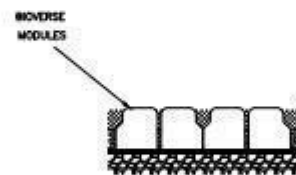
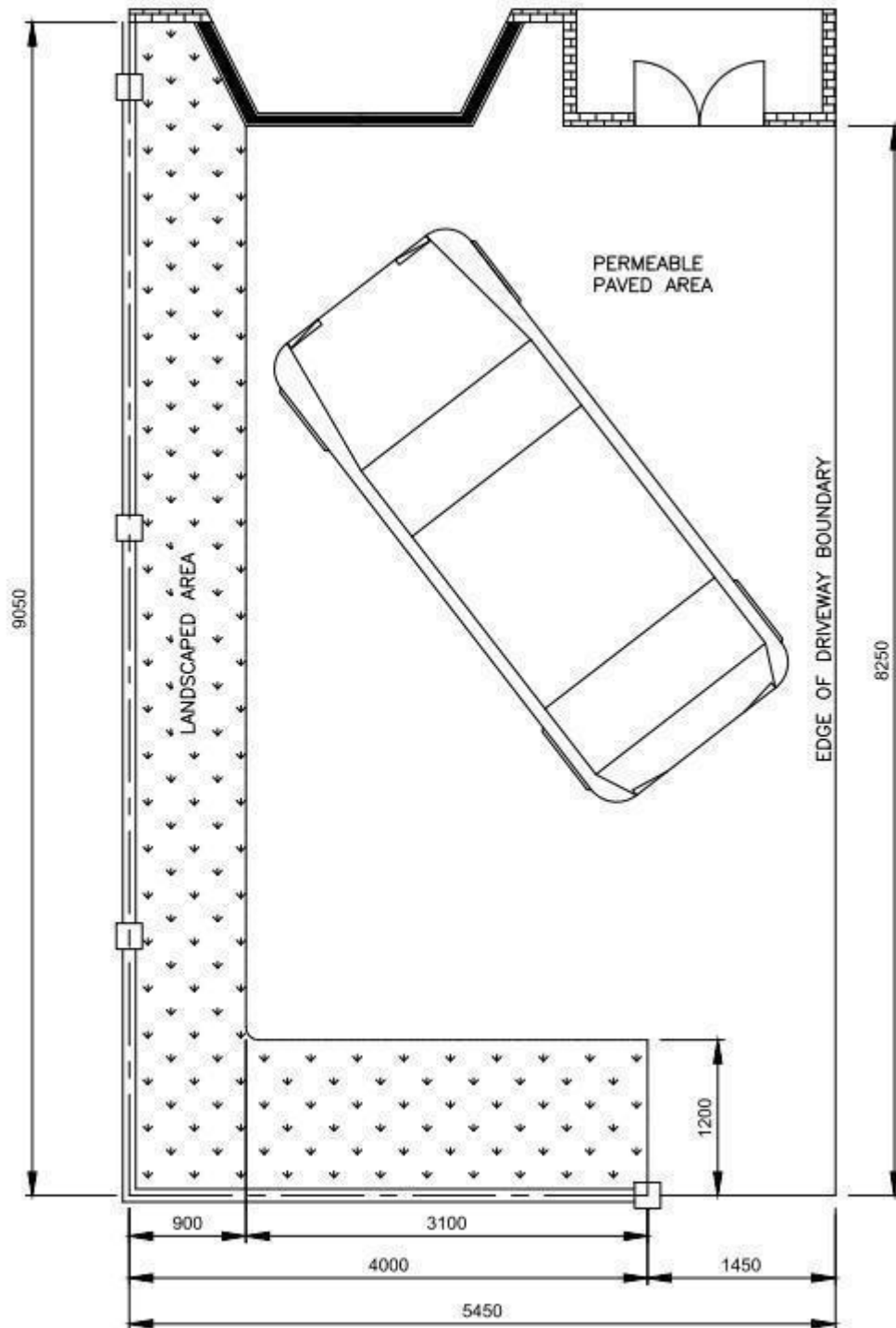


This map is indicative only.

SELECTED SITE PLANS
SELECTED SITE PLANS
Existing Site Plan



Proposed Site Plan



TYPICAL SECTION THROUGH PERMEABLE PAVING

RECOMMENDATIONS

1. That the Committee resolve to GRANT planning permission.
2. That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Time Limit (3 Years)
2. Approved drawings / documents

3. Approval of details of hard surfacing material and a planting plan

Informatives

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

That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

A) PROPOSAL

Improvement to front garden to remove existing part hard standing and add hedges, plant shrubs and replace crazy paving with permeable "bio diverse paving system"

B) EXISTING

The subject property is a two-storey semi-detached dwellinghouse situated on the south side of Abbots Drive. The property is situated in a residential area.

The site is located within the Sudbury Court Conservation Area where an Article 4 direction applies. The site does not contain a Listed Building.

D) SUMMARY OF KEY ISSUES

The key planning considerations in this case are as follows:

- Impact on Character – The proposal is considered to result in a visually acceptable development which has an acceptable impact on the character of the area and enhance the special Character of the Conservation Area
- Impact on Neighbouring Amenity – The proposal is not considered to have an unacceptable effect on neighbouring amenity
- Highway flow and safety – The proposal does not affect the parking capacity of the site or accesses to the highway.

Drainage and flooding – The proposal looks to introduce permeable paving which reduces the amount of surface water run off from the property.

RELEVANT SITE HISTORY

11/0047. Householder planning. Granted. 07/03/2011

Replacement of all existing front timber windows and front porch with UPVC windows and door (Article 4 Application)

90/1284. Full planning. Granted. 03/10/1990

EREC OF S.S. REAR EXTN.

CONSULTATIONS

Neighbour Consultations

7 nearby properties along Abbots Drive and Carlton Avenue were given prior notification of this proposal for a minimum of 21 days on 30/08/2016.

Sudbury Court Residents' Association was consulted on 30/08/2016.

No representations were received.

Internal Consultations

The Council's Heritage Conservation Officer and Transportation unit were consulted regarding this application on 30/08/2016. Consultation was carried out because the site is located within Sudbury Court Conservation Area

A response was received from Heritage Conservation Officer on 07/09/2016:

- Acceptable with minor revisions.

A response was received from Transportation Officer on 15/09/2016. The Transportation Officer has objected this application:

- This proposal should be resisted in its current form on the grounds that the arrangement of the proposed parking space in relation to the existing crossover does not facilitate safe access into and out of the site and reduces the amount of space that can be provided for soft landscaping.
- It is suggested that the crossover be widened to facilitate access to a space perpendicular to the highway, with the soft landscaping provision increased accordingly.

These comments are discussed in the detailed considerations part of this report.

Site Notice

A notice advertising the proposal was displayed on a lamppost outside the property from 02/09/2016. This provided a minimum of three weeks visibility to local residents prior to determination.

No representations were received.

Press Notice

A notice advertising the proposal was placed in the local press on 08/09/2016. This provided a minimum of three weeks public visibility prior to determination.

POLICY CONSIDERATIONS

National Planning Policy Framework 2012

Core Strategy 2010

CP17 – Protecting and Enhancing the Suburban Character of Brent

Brent UDP 2004

BE2: 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

TRN23: Parking standards - residential developments

PS14: Parking Standards and Allowance

Emerging Brent Development Management Policies

DMP1: Development Management General Policy

Conservation Area Design Guide

The Sudbury Court Conservation Area Design Guide

DETAILED CONSIDERATIONS

Site Context

This is a modest semi-detached house dating from the inter-war period which is situated within the Sudbury

Court Conservation Area - a heritage asset. The Character Appraisal points out that what sets Sudbury Court apart and makes it special is the 'distinctive and singular character of inter-relationship of buildings and open space.' No 183 is one of the examples which is part brick, part render. It provides a positive contribution to the Conservation Area as well as the streetscene. The proposals relate to the front garden area which is all visible from the street.

Abbotts Drive does not have restrictive parking however, it is a narrow road. As such, on-street parking cannot be safely accommodated along both sides of the road whilst still retaining sufficient carriageway width for service vehicles to pass.

Recent parking surveys (2013) confirm that Abbotts Drive is heavily parked with 94% spaces occupied overnight.

The site has low access to public transport services with PTAL 1.

Planning permission is required as the property is within Sudbury Court Conservation Area and is therefore subject to an Article 4 direction. The Article 4 direction controls alterations to the front curtilage of properties in the Conservation Area. Planning permission would not be required for the proposed works if the site was not subject to the Article 4 direction.

The proposal seeks to improve the front garden by replacing the crazy paving with permeable paving system, one off street parking space in the front garden and 24% soft landscaping. No changes are proposed to the existing crossover.

This is the original proposal and no amendments were received.

Key Consideration

The main planning considerations when assessing this application are:

- Whether the proposed development preserves or enhances the character of the property and the Conservation Area.

1. Impact to Character and Appearance

1.1 The original front gardens are a distinctive feature of Sudbury Court Conservation Area and any new hard surfaces should be formed using traditional materials.

1.2 The proposed development would involve replacing the existing crazy paving with permeable paving system and soft landscaping.

1.3 The existing front garden has an area of 46sqm and is 100% covered by hardstand. The proposal would create 11.5sqm of soft landscape which would cover 25% of the front garden. The amount of soft landscaping provided is lower than the 50% recommended in the Sudbury Court Design Guide and SPG 5 'Altering and extending your home'. However, it represents a significant improvement in the visual appearance of the frontage through the introduction of soft landscaping. The proposed development only includes the change in the hard surfacing material and as such, the proposed introduction of soft landscaping is welcomed given that the frontage presently has no soft landscaping at all. The amount provided is significantly more than what exists at present and the proposal therefore enhances the character of the Sudbury Court Conservation Area.

1.4 Whilst the areas of hard and soft landscaping are shown on the plans, the full details of the soft landscaping are not specified. It is therefore recommended that a condition is attached requiring planting details to ensure satisfactory landscape treatment of the site in the interests of visual amenity.

1.5 The submission specifies the type of hard surface material as "bio diverse permeable paving". However, full details of the material have not been provided. Such details and the construction methods of the pavement also can be secured by condition. This will ensure that the finished appearance of the development is satisfactory and has an appropriate relationship to the surrounding conservation area.

1.6 Overall the scale of the development is subservient to the host dwelling and enhances the character of the Sudbury Court Conservation area.

2. Highway and Transportation Consideration

2.1 The proposal does not look to alter the access to the highway, which is via a crossover that is shared with

the neighbouring property and provides access of the rear garage which can accommodate one off-street parking space. The proposed provision of soft landscaping does not affect the number of cars that can be parked on the frontage. As such, the proposal development does not have any direct highways implications in itself.

2.2 Comments have been received from the Council's Highways officer, highlighting that the parking allowance for residential units is given in standard PS14 of the UDP. The subject house is assumed to be a 3 bedroom dwelling and therefore the maximum parking standard is up to 1.6 spaces.

2.3 The Highways officer has commented that proposals have been made to widen the crossover and therefore the proposed parking space may result in illegal crossing of the footway, with the car also not parked at a 90 degree angle to the highway as required under Brent's Crossover Policy. The existing crossover is a shared crossover, providing access to the garages at the rear of these two adjoining houses. The highway team consider that if the applicant seeks to retain parking within the front garden then the crossover must also be widened to facilitate safe access in compliance with Brent's Crossover Policy.

2.4 However, consideration must be given to the nature and extent of the development that is actually proposed. Parking in the frontage can and does take place at present, with vehicles parking at an angle to the highway. The proposed change in hard surfacing material does not affect the ability to do this. As there is no pier or post between the pedestrian entrance and the vehicular entrance at present, vehicles could potentially already drive across the footway outside of the authorised crossover. Again, the scale and nature of the proposed development is such the the introduction of a post or pier could not be secured within this planning application. If this does occur, there are sufficient powers under the Highways Act to address this. As such, whilst the concerns raised by the Highways officer are noted, it would not be reasonable to address these within a planning application that only looks to change the hard surfacing material and introduce soft landscaping and that does not affect the parking capacity of the site.

2.5 The proposal would replace the existing concrete hardstanding with bio diverse paving system to the front garden. The material is considered an improvement to the existing as it would be permeable therefore improve drainage of the plot. The proposed permeable hardstand would comply with the requirements that are set out in The Sudbury Court Design Guide.

3. Impact on Neighbouring Amenity

3.1 The proposal replaces existing features and is therefore not considered to adversely affect the amenity currently enjoyed by the occupants of neighbouring properties and is therefore considered acceptable in these terms.

4. Conclusion

4.1 For the reasons discussed above in the report, the proposal would provide an attractive and coordinated frontage for the property. The re-paving and new soft landscape would enhance the character and appearance of the Sudbury Court Conservation Area.

4.2 Therefore the proposal is recommended to be granted approval subject to conditions.



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 16/3412

To: Mr Crane
183 Abbotts Drive
Wembley
HA0 3SH

I refer to your application dated 02/08/2016 proposing the following:
Improvement to front garden to remove existing part hard standing and add hedges, plant shrubs and replace crazy paving with permeable bio diverse paving system.
and accompanied by plans or documents listed here:
See condition 2.
at 183 Abbotts Drive, Wembley, HA0 3SH

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:

A handwritten signature in black ink, appearing to read 'Aktar Choudhury'.

Mr Aktar Choudhury
Operational Director, 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:-
National Planning Policy Framework 2012
Brent LDF Core Strategy 2010
Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance 5 - Altering and Extending Your Home
Sudbury Court Conservation Area Design Guide
Emerging Brent Development Management Policies

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

Site location plan (Land Registry Map), 183 Abbots Drive proposed plan of driveway, 183 Abbots Drive current plan of driveway

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

- 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 Details of frontage hard and soft landscaping, including details of the hard surfacing material and a planting plan detailing plant species, size and density/number shall be submitted to and approved in writing by the local planning authority prior to the laying/planting of the materials/plants and the development shall be completed in accordance with the approved details.

Any trees or shrubs that are 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 in the interest of the character and appearance of the Conservation Area.

INFORMATIVES

- 1 The applicant is advised that vehicles can only lawfully cross over the footway across the authorised footway crossover.

Any person wishing to inspect the above papers should contact Xanna Tan, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5004

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COMMITTEE REPORT

Planning Committee on
Item No
Case Number

19 October, 2016

14/3476

SITE INFORMATION

RECEIVED: 29 September, 2014

WARD: Mapesbury

PLANNING AREA: Brent Connects Kilburn

LOCATION: Studio & First Floor Flats, 81 Cricklewood Broadway & Room's 1-7 Inc, 81A Cricklewood Broadway, London, NW2

PROPOSAL: Conversion of existing rear ground, 1st and 2nd floors of building to 5 self contained flats (1x3bed,3x2bed & 1x1bed); with demolition of existing rear office and erection of a part single and part 2 storey rear extension, a Mansard roof extension with part 2nd floor roof extension, provision of 1 car parking space, cycle parking, a new front boundary wall with railings, bin storage and landscaping fronting Anson Road.

APPLICANT: Mr Steven Goldsmith

CONTACT: The Design Works

PLAN NO'S: See condition 2

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

When viewing this on an Electronic Device

Please click on the link below to view **ALL** document associated to case

https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_118224

When viewing this as an Hard Copy .

Please use the following steps

1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "14/3476" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

SITE MAP



Planning Committee Map

Site address: Studio & First Floor Flats, 81 Cricklewood Broadway & Room's 1-7 Inc,
81A Cricklewood Broadway, London, NW2

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© Crown copyright and database rights 2016 Ordnance Survey 100025260

This map is indicative only.

SELECTED SITE PLANS
SELECTED SITE PLANS

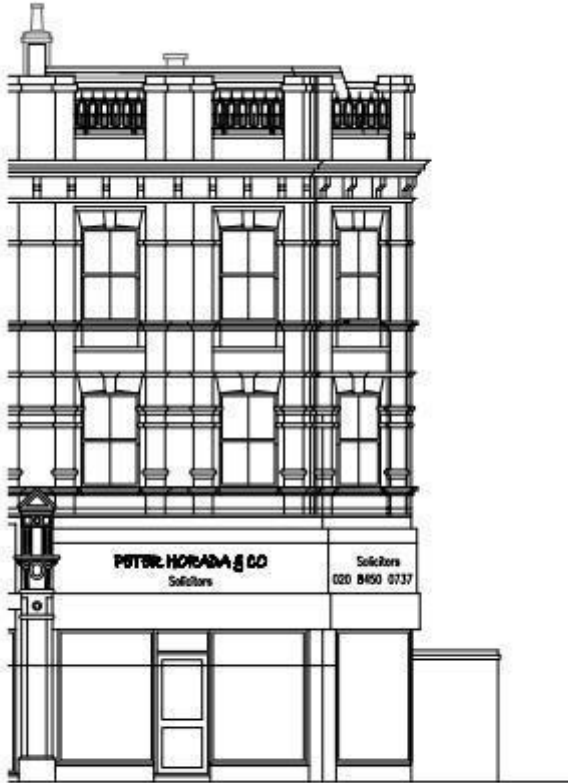
Site Location Plan



The site

LOCATION PLAN ~ 1:1250

Front Elevation



FRONT ELEVATION

Rear Elevation

Slates
need.

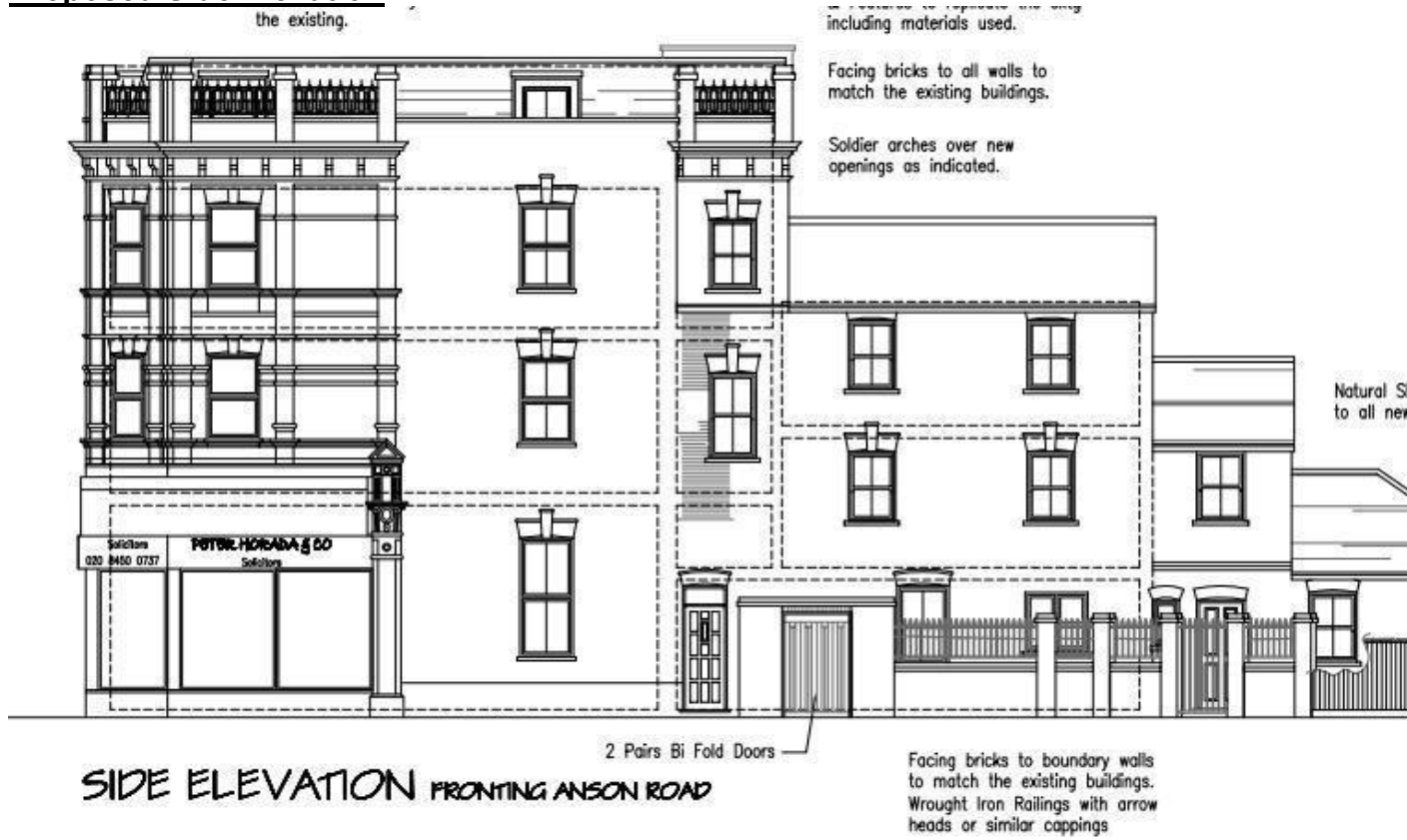
Chimneys and parapet walls to be
raised using materials and design to
match the existing. Reuse where ever
possible.



REAR ELEVATION

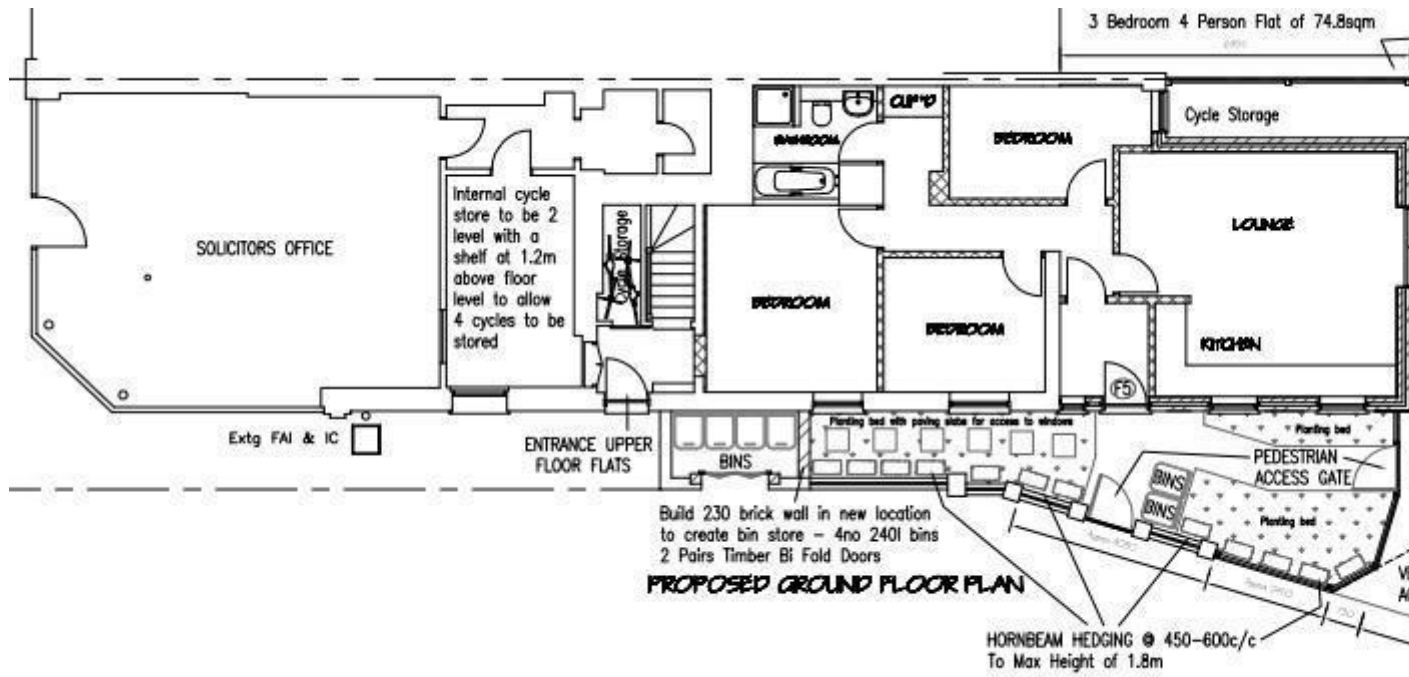
Proposed Side Elevation

the existing.

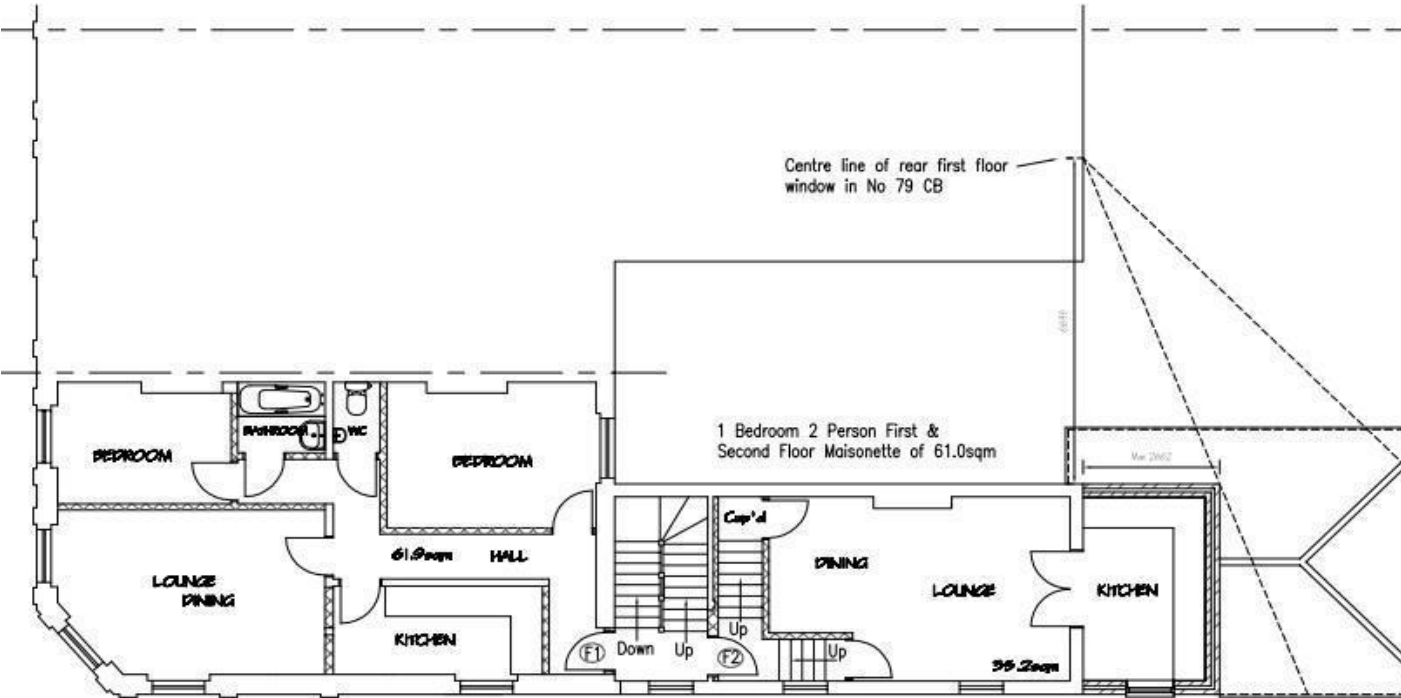


SIDE ELEVATION FRONTING ANSON ROAD

Proposed Ground Floor

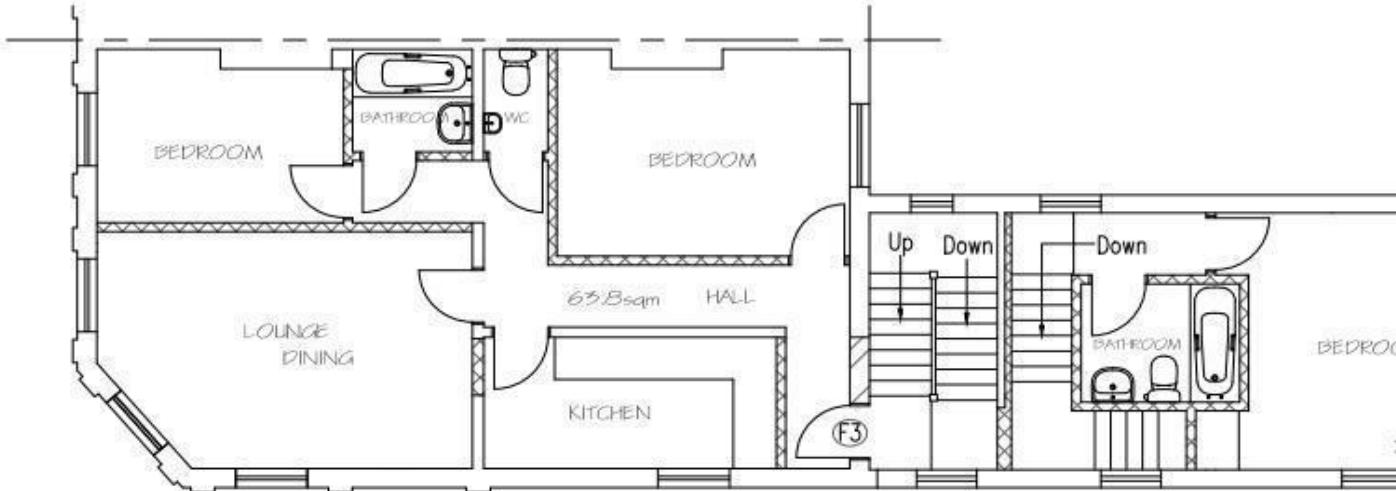


Proposed 1st Floor



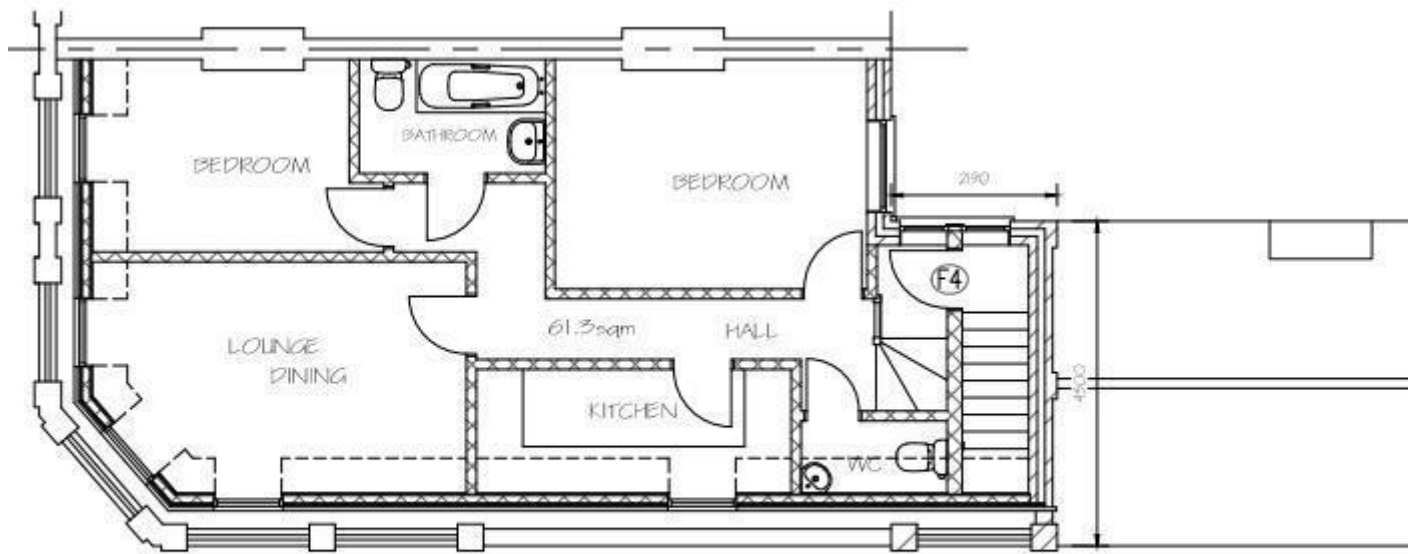
PROPOSED FIRST FLOOR PLAN
 2 Bedroom 3 Person Flat of 61.9sqm

Proposed 2nd Floor



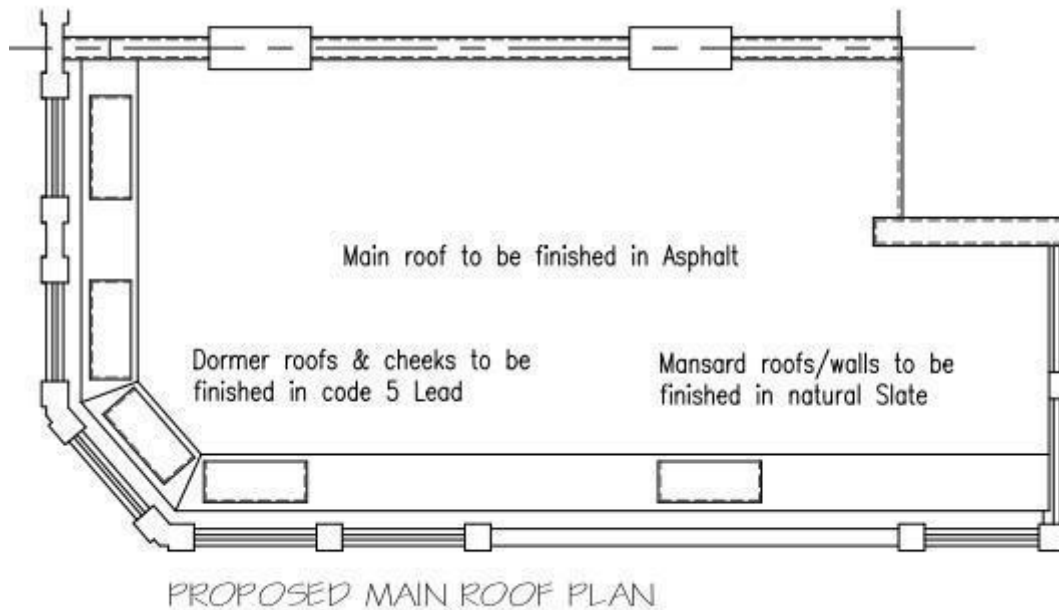
PROPOSED SECOND FLOOR PLAN
2 Bedroom 3 Person Flat of 63.8sqm

Proposed 3rd Floor



PROPOSED THIRD FLOOR PLAN
2 Bedroom 3 Person Flat of 61.3sqm
(53.64sqm with 2.3m Headroom 87.5% of Total)

Proposed Roof Plan



RECOMMENDATIONS

That the Committee resolve to GRANT planning permission and that the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Time limit (3 years)
2. Approved Plans
3. Submission of details of materials for external works
4. Submission of details of cycle storage
5. Submission of details of landscaping plan
6. Restriction of permitted development rights to convert residential units to small scale HMO accommodation
7. Any other planning conditions considered necessary by the Head of Planning

Informatives

1. Party Wall
2. Draw the Applicant's attention to the CIL liability
3. Any other informatives considered necessary by the Head of Planning

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

That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

A) PROPOSAL

The application proposes the conversion of the ground, first and second floors and the extension of the property at ground, first, second and third floor by means of a mansard roof extension to create five self-contained flats to include 1x3bed, 3x2bed and 1x1bed. In addition to this the application proposes the erection of a side boundary wall, the creation of an off street car parking space, amenity area for the ground floor flat and cycle and refuse storage.

B) EXISTING

The application site is occupied by a three storey end of terrace property and is located on the corner of Cricklewood Broadway and Anson Road within Secondary Shopping Frontage as designated by the Unitary Development Plan (2004). The property does not contain any listed buildings but is located not within but adjacent to the boundary of the Mapesbury Conservation Area. The ground floor fronting Cricklewood Broadway is currently occupied by a solicitor's office. A single storey rear extension to the rear of the property is currently vacant but previously contained an estate agents office. The ground, first and second floors also consist of residential accommodation accessed from the side of the property via Anson Road. The ground floor consists of one self-contained flat whilst the first and second floors consist of two flats that are not self-contained as access can be gained to the first and second floors. A private service road is located behind the site.

C) AMENDMENTS SINCE SUBMISSION

Since the original submission of the application the following amendments have been made to the scheme:

The bedrooms in the proposed flats at first, second and third floor have been reconfigured in order to comply with minimum size standards.

The positioning of the windows on the side elevation at first, second and third floor level have been aligned with the existing windows and have been amended to include brick archways to match the existing.

The bi-fold doors of the refuse storage area have been recessed further.

D) SUMMARY OF KEY ISSUES

The key issues for consideration are as follows:

1. Principle

The principle of converting the existing substandard residential accommodation to self-contained residential units is considered to be acceptable.

2. Standard of accommodation

The residential units comply with minimum space standards as per the Technical Housing Standards, London Plan and DMP18.

3. Parking and Access

The proposal will see the creation of one additional off-street parking space which accounts for the additional parking space required thus meeting parking standards.

4. Impact on neighbouring amenity

The proposed extensions would not materially affect the amenity of any neighbouring resident

5. Impact on character and design

The proposed extensions will improve the appearance of the property and this area of Anson side that is

located adjacent to the Mapesbury Conservation Area.

RELEVANT SITE HISTORY

03/2015 – REF

Demolition of single-storey rear extension and erection of two-storey rear extension to create two-bedroom maisonette

CONSULTATIONS

Consultation period: 27/10/2014 – 17/11/2014

Thirty-three neighbouring properties were consulted. To date five representations have been received including two comments in support of the proposal and three objecting to the proposal. Details of the comments in support of the application can be found below and details of the objections and officers' response can be found in the table below:

Support

The property has been neglected and poorly maintained

Extensive renovation would be welcomed

If the design and brick matched the existing it would improve the gateway to Anson Road

The section 106 agreement restricting the rights of residents to parking permits should apply to all flats

Objection

| Objection | Response or paragraph in report |
|---|--|
| The number of flats proposed | Paragraph 2.2 |
| The lawful use of the property | An enforcement case in 2013 confirmed that the property was in use as A2 at ground floor level as well as a studio flat and that the upper floors were in use as HMO style accommodation. The current use of the property is the same as that in 2013 and as such your officers consider that this is likely to be the lawful use. |
| The removal of a tree | This appears to be a historical event and does not form a material consideration in the assessment of the current application. |
| The relationship of the property to the rear service yard | The service road is not included in the red line boundary of the site location plan and is therefore not part of the application. |
| Size and number of bins | Paragraph 3.4 |

| | |
|---|---------------|
| Cycle Storage arrangement | Paragraph 3.4 |
| The boundary wall and railings appear incongruous | Paragraph 5.5 |
| The extension to the roof is at odds with the character of the street | Paragraph 5.3 |
| Overlooking | Paragraph 4.4 |
| Problems with parking and overcrowding | Paragraph 3.3 |
| Problems with rubbish overflowing and rats | Paragraph 3.4 |

POLICY CONSIDERATIONS

NPPF 2012

Technical Housing Standards 2015

The London Plan 2016

Policy 3.5 Quality and design of housing developments

Brent Core Strategy – July 2010

CP17 – Protecting & Enhancing the Suburban Character of Brent

CP21 – A Balanced Housing Stock

Brent UDP 2004

BE2 – Townscape: Local Context & Character

BE7 – Public Realm: Street scene

BE9 – Architectural Quality

H17 – Flat Conversions

H18 – Quality of Flat Conversions

H19 – Flat Conversions – Access and Parking

TRN 23 – Parking standard Residential Developments

DMP 2016

DMP1 – Development Management General Policy

DMP12 – Parking

DMP16 – Resisting Housing Loss

DMP17 – Conversion of Family Sized Dwellings

DMP19 - Residential Amenity Space

The Development Management Policies (DMP) have been reported on by the Planning Inspectorate and found to be legally compliant and sound. The DMP will be considered for formal adoption at the Full Council meeting in November of this year. Therefore in accordance with paragraph 216 of the National Planning Policy Framework the Local Planning Authority will take the DMP into account as a material consideration with significant weight in determining planning applications.

Supplementary Planning Guidance

SPG 5 – Altering and Extending Your Home

SPG 17 – Design Guide for New Development

Mayor of London's Housing SPG 2016

DETAILED CONSIDERATIONS

Key considerations

Your officers hold the key considerations in this application to be:

1. Principle of development
2. Standard of accommodation
3. Parking and Access
4. Impact on neighbouring amenity
5. Impact on character and design

1. Principle of development

1.1 Currently the flats located on the first and second floors of the building have quite an awkward layout with access to the second floor via the landing area of the first floor flat meaning residents of the second floor could potentially walk freely throughout both flats. Core Strategy (2010) policy CP21 seeks to maintain and provide a balanced housing stock in Brent in support of Policy CP2 by protecting existing accommodation that meets known needs. The accommodation at first and second floor level does not meet a known need within the borough and is essentially private HMO style accommodation. Although the proposal would see the loss of what is effectively a six bedroomed flat set out over the first and second floors it would replace these units with two self-contained units at first and second floor level that you officers view as a more effective use of the building. Core Strategy (2010) policy CP21 resists the loss of family sized accommodation due to the shortage of and recognised need within the borough. Your officers are of the opinion that the accommodation at first and second floor level in its current state current is not suitable for families as it consists of a series of rooms with shared facilities. DMP16 with regard to resisting housing loss states that the net loss of residential units will be supported where sub-standard units would be brought in line with space standards and an additional family sized unit would be created on the ground floor.

1.2 In this case your officers have given weight to the fact that sub-standard HMO style accommodation would be replaced by self-contained flats and the proposal would see the ground floor extended to create a three bed or family sized unit with access to outdoor space at the side of the building. Further commentary with regard to the quality and quantity of this amenity space will be discussed in section 2 of this report. However with regard to the overall principle of the development your officers consider that the proposal would provide a better use of the building at ground, first and second floor levels and would also introduce another residential unit to the boroughs housing stock including a family sized unit of which there is a shortage of and recognised need. As such your officers consider that there is no in principle objection to the proposal subject to the detailed material planning considerations set out below.

2. Standard of accommodation

2.1 The application proposes the creation of four self-contained units. Details of the location of the units, the proposed size of the units, the minimum size and access to private amenity space required as per the Technical Housing Standards (THS) in accordance with London Plan 2016 policy 3.5 and emerging DMP 18 *Dwelling Size and Residential Outbuildings* and DMP 19 *Residential Amenity Space* are contained in the table below:

| Location | Type | GIA (sqm) | THS (sqm) | Amenity space |
|---------------------------|---------------|-----------|-----------|---------------|
| Ground Floor | 3bed 4person | 74 | 74 | 43 |
| First floor | 2bed 3 person | 61 | 61 | 0 |
| Second floor | 2bed 3 person | 64 | 61 | 0 |
| First/second floor duplex | 1bed 2 person | 61 | 61 | 0 |
| Third floor | 2bed 3 person | 65 | 61 | 0 |

2.2 All of the proposed flats either meet or exceed the minimum space standard as per the THS. An objector has raised concerns about the number of flats proposed however your officers have given consideration to the fact that the units all comply with minimum space standards and that the number of flats proposed will make a more efficient use of space within the building. Your officers also recommend that a condition be attached to any permission removing permitted development rights to convert the property from C3 residential to C4 HMO use. This is due to the fact that one bedroom within the ground floor, first floor and

second floor units are considered to be restricted in terms of access to natural light and outlook. The reason that this is considered to be acceptable in terms of the overall standard of accommodation in this particular case is expanded upon in paragraph 2.4.

2.3 The ground floor flat is the only unit that has access to any outdoor amenity space. SPG17 and DMP19 – Residential Amenity Space require 20 sqm for flats and 50 sqm for family housing. Your officers have acknowledged that none of the units on the upper floors will have the benefit of private amenity space. However in making a recommendation consideration has been given to the existing situation where residents in the upper floors do not have access to any private amenity space. In addition, your officers have given significant weight to the fact that the proposal would result in a better use of the building. A more flexible approach can also be taken with flat conversions in these sorts of town centre locations and specifically to this property as realistically it would not be possible to provide amenity space without creating balconies which would detract from the character and appearance of the building. The ground floor flat falls short of the 50 sqm required and part of the space would also be used as off street car parking. However your officers have given consideration to the size of the site and the difficulty in achieving 50 sqm of private amenity space. Therefore on balance your officers are of the opinion that the amount of amenity space proposed is acceptable.

2.4 With regard to outlook and access to natural light the ground floor flat would be well served by windows with the exception of the bedroom located adjacent to the outrigger. This room would not have particularly good access to natural light due to the presence of the proposed rear extension. However this room is considered to be a tertiary bedroom and will not be the primary living area. As such your officers consider this to be acceptable. The rooms of the first floor flat would be well served by windows with the exception being the bedroom located adjacent to the outrigger. The level of outlook and access to natural light would be slightly restricted to this bedroom but not to the extent that it would materially harm the amenity of prospective residents. Your officers have given weight to the fact that the bedroom will not be the primary residential space and that the living area would be well served by windows. The proposed second floor flat has a similar layout to the first floor flat and again your officers consider that access to light and levels of outlook would be of an acceptable standard with the exception of the bedroom located adjacent to the outrigger. Access to light and outlook would be slightly restricted here due to the presence of the outrigger. However your officers consider that this would not be to the extent that it would materially harm the amenity of prospective residents. Again your officers have given weight to the fact that bedroom will not be the primary living space and the fact that the other rooms are well served by windows. The proposed maisonette set out on the first and second floors would be served by windows in side elevation of the outrigger overlooking Anson Road providing good levels of outlook. Access to light would be slightly restricted due to the orientation of the building in a slight north-westerly direction. However your officers have given consideration to the existing orientation of the building and the difficulty of inserting windows in other locations of the outrigger from a heritage perspective and from the prospect of overlooking to neighbouring residential properties. The proposed unit in the third floor again resembles the layout of the first and second floor units and again your officers consider that access to light and levels of outlook would be of an acceptable standard with the exception of the bedroom located adjacent to the outrigger. Access to light and outlook would be slightly restricted here due to the presence of the outrigger. However your officers consider that this would not be to the extent that it would materially harm the amenity of prospective residents. Again your officers have given weight to the fact that bedroom will not be the primary living space and the fact that the other rooms are well served by windows.

2.5 Your officers have acknowledged that a number of the bedrooms located in individual units adjacent to the outrigger and proposed extensions would be slightly restricted in terms of access to natural light and outlook. This explains the reasoning as to why your officers have recommended that a condition be attached restricting permitted development rights to convert the property from C3 residential to C4 HMO. The bedrooms identified are considered as either secondary or tertiary bedrooms to the individual units. However if they were to be used in isolation by an individual as a room in HMO style accommodation then they would represent a poor standard of accommodation.

2.6 London Plan policy 3.5 and emerging DMP 18 *Dwelling Size and Residential Outbuildings* requires new residential units to achieve a minimum floor to ceiling height of 2.3 metres in 75% of the unit. The proposed

third floor has a floor to ceiling height of 2.3 metres in 87.5% of the unit thus exceeding minimum standards.

3. Parking and access

3.1 The application site is located on the south-western side of Cricklewood Broadway, a London Distributor road and on the southern side of Anson Road, a local access road which is defined as being heavily parked in the UDP (2004). A more recent parking survey carried out in 2013 confirms that this is still the case. The site lies within CPZ "MA2" which operates 10:00 – 21:00 Monday to Saturday, and has excellent accessibility with a PTAL rating of level 6. Willesden Green Station (Jubilee tube) is within walking distance of the site, and Cricklewood Station (First Capital Connect rail) is also located nearby whilst ten bus routes are locally available.

3.2 Car parking allowances for residential units are given in PS14 of the adopted UDP 2004. As the site has good access to public transport services and is located within a CPZ, reduced residential parking allowances apply. The existing two 3-bed flats attract a standard under PS14 of 1.2 car parking spaces each, while the existing 1-bed flat can be permitted up to 0.7 car spaces. These properties can therefore be permitted a combined total of 3.1 spaces. The former A2 use at the rear of the site would have been permitted a maximum of 1 car space per 150sqm under PS6 of the UDP-2004 and would have required at least a "Transit" sized servicing bay under PS19 of the UDP-2004. It is however not entirely clear whether this second business at the rear of the site was ever an authorised use. The other A2 use at the front of the site will be retained as existing.

3.3 The proposed dwellings would give an overall parking standard of 4 spaces. This presents an increase in parking standards, from 3.1 to 4 car spaces. The application proposes one off street parking space which will be retained for the ground floor flat. On-street car parking cannot be counted on Cricklewood Broadway, which is a London Distributor Road and Anson Road is heavily parked. The ground floor flat will however provide one off street parking space and therefore the increase in parking standards would be satisfied.

3.4 Refuse and recycling storage for all units is proposed at the side of the site within storage areas on Anson Road accessed by two hinged doors, which your officers consider to be acceptable. Transport & Highways officers originally had concerns with the doors as they opened out on to the footpath. However following consultation with the applicant the doors have been revised to be recessed further within the wall. An objector has raised concerns about problems with rubbish and rats in the area. Your officers consider that the designated refuse storage area would help to alleviate these concerns and reduce rubbish in the street. Another objector has raised concerns about the quantity of bins and whether they meet the required standard. The flats would require 70 litres of residual waste and 120 litres of dry recycling per household as per the London Borough of Brent Waste and Recycling Storage and Collection Guidance for Residential Properties. The total of five households equates to 350 litres of residual waste and 600 litres of recycling in total. A total of six bins are proposed with a capacity of 240 litres each giving a total of 1440 litres which more than adequately and in fact over provides refuse capacity by 490 litres. Residual waste could be covered by two 240 litre bins with the other four designated to recycling. Cycle storage for four flats in the form of secure cycle lockers and a second cycle shed is located at the northern corner of the site, which should provide a further two spaces although the drawing does not indicate how many spaces. The development should provide one cycle space for each dwelling in order to satisfy PS16. Your officers recommend that a condition requiring the submission of further details of cycle storage is attached to any permission.

4. Impact on neighbouring amenity

4.1 Emerging policy DMP 1 *Development Management General Policy* (a) states that, subject to other policies in the Development Plan, development will be acceptable provided it is of a location, use concentration, siting, layout, scale, type, density, materials, detailing and design that provides high levels of internal and external amenity complements the locality. The nearest residential units are located to the west of the site on Anson Road and in the upper floors of the attached neighbouring property No.79 Cricklewood Broadway which property records show consists of seven self-contained flats. The proposal would see the erection of a number of extensions to the property that include an extension at ground floor level replacing an existing 5 metre deep extension, a rear extension at first floor level and an additional storey at third floor level.

4.2 The proposed extension at ground floor level would extend to a depth of 4.8 metres beyond the original rear elevation of the outrigger which is 0.2 metres shorter than the existing single storey rear extension. The proposed extension would have a pitched roof with a height of 2.8 metres on the boundary and 4.8 metres at its highest point. The proposed extension would be set in from the shared boundary of 79 Cricklewood Broadway by 1.1 metres. The ground floor of 79 Cricklewood Broadway is occupied by commercial premises in the form of a shop/delicatessen. The planning history of No.79 Cricklewood Broadway shows that residential units are not located on the ground floor. The proposed extension at 4.8 metres in depth would not normally be considered acceptable in a more residential setting however your officers have given consideration to the more commercial character of the area, the existing extension and the fact that residential units are not located at ground floor level in the neighbouring property. The proposed ground floor rear extension would be located approximately 14 metres from the side elevation of No.3 Anson Road; however, given the separation distance and presence of the access road between the two properties, your officers consider that it is unlikely that the proposed extension would materially affect the amenity of the residents of this property.

4.3 The application also proposes a first rear extension that will extend from the rear elevation of the existing outrigger to a depth of 2.66 metres. Habitable room windows are located in the rear elevation of the neighbouring property No.79 Cricklewood Broadway at first floor level. The 1:2 guide with regard to first floor rear extensions states that two storey rear extensions should be restricted to half the distance between the side wall and the middle of the nearest neighbouring habitable window. Taking this guidance into account the distance between the proposed side wall and the centre of the nearest habitable window at first floor level is 6.64 metres. The depth of the proposed extension is 2.66 metres which shows that the proposed extension is less than half thus complying with the 1:2 guide. As such your officers consider that the proposed extension would not materially affect the amenity of residents at first floor level. Similarly to the proposed ground floor rear extension the potential impact has been considered with regard to No.3 Anson Road. Again your officers consider that due to the separation distance and also the lack of windows in the proposed rear elevation the proposed extension would not materially affect the amenity of the residents of No.3 Anson Road.

4.4 The application proposes the erection of an additional storey at third floor level. Your officers have given consideration has been given to the neighbouring residential properties located to the north of the site on the opposite side of Anson Road, the residential properties in the upper floors of No.79 Cricklewood Broadway and No.3 Anson Road to the west. A neighbouring resident has outlined their concerns with regard to overlooking to No.83 Cricklewood Broadway. Habitable room windows are located in the side elevation of No.83 Cricklewood Broadway at first floor level. Whilst it is acknowledged that some overlooking may occur there are a large number of existing windows in the side elevation of the application site and due to the separation distance of 18 metres and the presence of the public road your officers consider that the proposed extension would not materially harm the amenity of the residents of this property. Again due to the separation distance of approximately 25 metres between the proposed extension and the side elevation of No.3 Anson Road your officers consider that the proposed extension would not materially harm the amenity of the residents of this property. The proposed additional storey would be confined to the main body of the roof and would not extend outwards past the existing building line. The proposed window in the rear elevation would be located no closer to the shared boundary with No.79 than the existing first and second floor windows. In addition to this the rear ground floor area is occupied by a commercial operation and is not used as amenity space. Therefore your officers consider that the proposed additional storey would not materially harm the amenity of the residents of No.79 Cricklewood Broadway.

5. Impact on character and design

5.1 The proposed external changes to the existing building include an extension to the rear of the outrigger at ground floor level and first floor level, an extension at second floor level and an additional storey at third floor level. In addition to this the application proposes the insertion of windows and doors in the side elevation at ground floor level, a new boundary wall to provide an outdoor amenity area for the ground floor flat and a bin storage area.

5.2 The building itself is a well proportioned and detailed commercial premises that retains a large number of its original features in the upper levels. However currently the side elevation of the property fronting Anson Road is visually unattractive and has had a number of modern additions including the single storey rear extension that does not compliment the original building. The property is also located directly adjacent to the Mapesbury Conservation Area and as such your officers have given consideration to the views into this heritage asset and the enhancement of the area in general.

5.3 An objector has raised concerns about the proposed mansard roof and the impact that it would have on the character of the area. The proposed mansard roof has been carefully designed in a traditional manner in order to complement the style of the building. The mansard will be finished in natural slates and where extended up in brickwork this will also match the existing building. The cast iron railings will be retained acting as a foil which is a traditional method of extending a roof. A number of minor design amendments have been agreed with the application and submitted as revised drawings. These include the dormer windows which now match the corresponding windows below; the raising of the brickwork and parapet rather than the installation of the cornice and the location and design of the windows in the side elevation which now correspond in terms of their positioning and overhead brick arch design.

5.4 The proposed extension to the ground floor although slightly larger than normally permitted will replace and existing unattractive extension. The pitched roof has been designed to complement the outrigger and that of the neighbouring buildings. Similarly at first floor level the pitched roof has also been designed to reflect the existing outrigger and neighbouring properties. Your officers consider that the overall design approach has been well thought out and will complement the existing building, streetscene and adjacent Conservation Area.

5.5 The proposed alterations to include a new boundary wall and fencing will provide a boundary for the proposed outdoor amenity space for the ground floor flat. Currently the boundary is marked by a wooden fence that is not considered to contribute to the character of the street or adjacent conservation area. The proposed fence will consist of a brick wall with pillars that is similar to the design of boundary walls found on Anson Road. An objector has raised concerns about the wall however your officers consider that it would be an improvement on the current situation.

6. Conclusion

The Development Management Policies set out Brent Council's positive attitude towards development and the potential benefits it can provide to residents, business and visitors. Brent also seeks to support the presumption in favour of sustainable development within the NPPF. In this case your officers have given considerable weight to the creation of additional homes in a sustainable urban location and improvements to the visual amenities of the area and therefore recommend approval subject to suitable conditions.

CIL DETAILS

This application is liable to pay **£26,742.01*** 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): 21 sq. m.

Total amount of floorspace on completion (G): 115 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 | 115 | | 94 | £200.00 | £35.15 | £22,744.64 | £3,997.37 |

| | | |
|--|-----|-----|
| 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 (lp) | 271 | |
| Total chargeable amount | £22,744.64 | £3,997.37 |

*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.



DECISION NOTICE – APPROVAL

Application No: 14/3476

To: Mr Covey
The Design Works
32 Grange Road
Plympton
Plymouth
Devon
PL7 2HY

I refer to your application dated 03/09/2014 proposing the following:
Conversion of existing rear ground, 1st and 2nd floors of building to 5 self contained flats (1x3bed,3x2bed & 1x1bed); with demolition of existing rear office and erection of a part single and part 2 storey rear extension, a Mansard roof extension with part 2nd floor roof extension, provision of 1 car parking space, cycle parking, a new front boundary wall with railings, bin storage and landscaping fronting Anson Road.
and accompanied by plans or documents listed here:
See condition 2
at Studio & First Floor Flats, 81 Cricklewood Broadway & Room's 1-7 Inc, 81A Cricklewood Broadway, London, NW2

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:

A handwritten signature in black ink, appearing to read 'Aktar Choudhury'.

Mr Aktar Choudhury
Operational Director, 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 - Design Guide for New Development
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 Landscape proposals for the treatment of the areas so designated within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any works on site. The landscape works shall be completed in accordance with the approved details in accordance with a programme agreed in writing with the Local Planning Authority.

Any planting that is part of the approved scheme that within a period of *five* years after completion 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 written consent to any variation.

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

- 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):

120627/E/01
120627/E/02
120627/E/03
120627/E/04
120627/E/05
120627/E/06
120627/E/07
120627/P/01 E
120627/P/02 B
120627/P/03 B
120627/P/04 A
120627/P/05 B
120627/P/06 E
120627/P/08
120627/P/09
120627/P/10 B

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

- 4 The residential units hereby approved shall at no time be converted from C3 residential to a C4

small HMO, notwithstanding the provisions of Schedule 2 Part 3 Class L of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order) without express planning permission having first been granted by the Local Planning Authority.

Reason: To ensure that an adequate standard of accommodation is maintained in all of the residential units and in view of the restricted levels of outlook and access to natural light of the bedrooms adjacent to the outrigger.

- 5 Details of materials for all external work shall be submitted to and approved in writing by the Local Planning Authority before any above ground work is commenced. The work shall be carried out in accordance with the approved details.

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

- 6 Notwithstanding the plans hereby approved, the development shall not be occupied until further details of cycle storage are submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved plans. Such facilities shall be retained for the lifetime of the development.

Reason;- To ensure an adequate amount of cycle spaces are available for future occupants.

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 this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.

Any person wishing to inspect the above papers should contact Barry Henn, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5232

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

19 October, 2016

16/2722

SITE INFORMATION

RECEIVED: 23 June, 2016

WARD: Kilburn

PLANNING AREA: Brent Connects Kilburn

LOCATION: 23 Plympton Road, London, NW6 7EH

PROPOSAL: Conversion into 3 self-contained flats (1 x 3bed and 2 x 2bed) to include the erection of a rear dormer window, side infill extension, single storey rear extension, alteration to window to first floor rear elevation, insertion of window on flank elevation at ground floor, alteration to side boundary wall and associated cycle store and bin store

APPLICANT: Mr Nolan

CONTACT: Simply Planning Limited

PLAN NO'S: See condition 2

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

[When viewing this on an Electronic Device](#)

Please click on the link below to view **ALL** document associated to case

https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_128804

[When viewing this as an Hard Copy .](#)

Please use the following steps

1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "16/2722" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

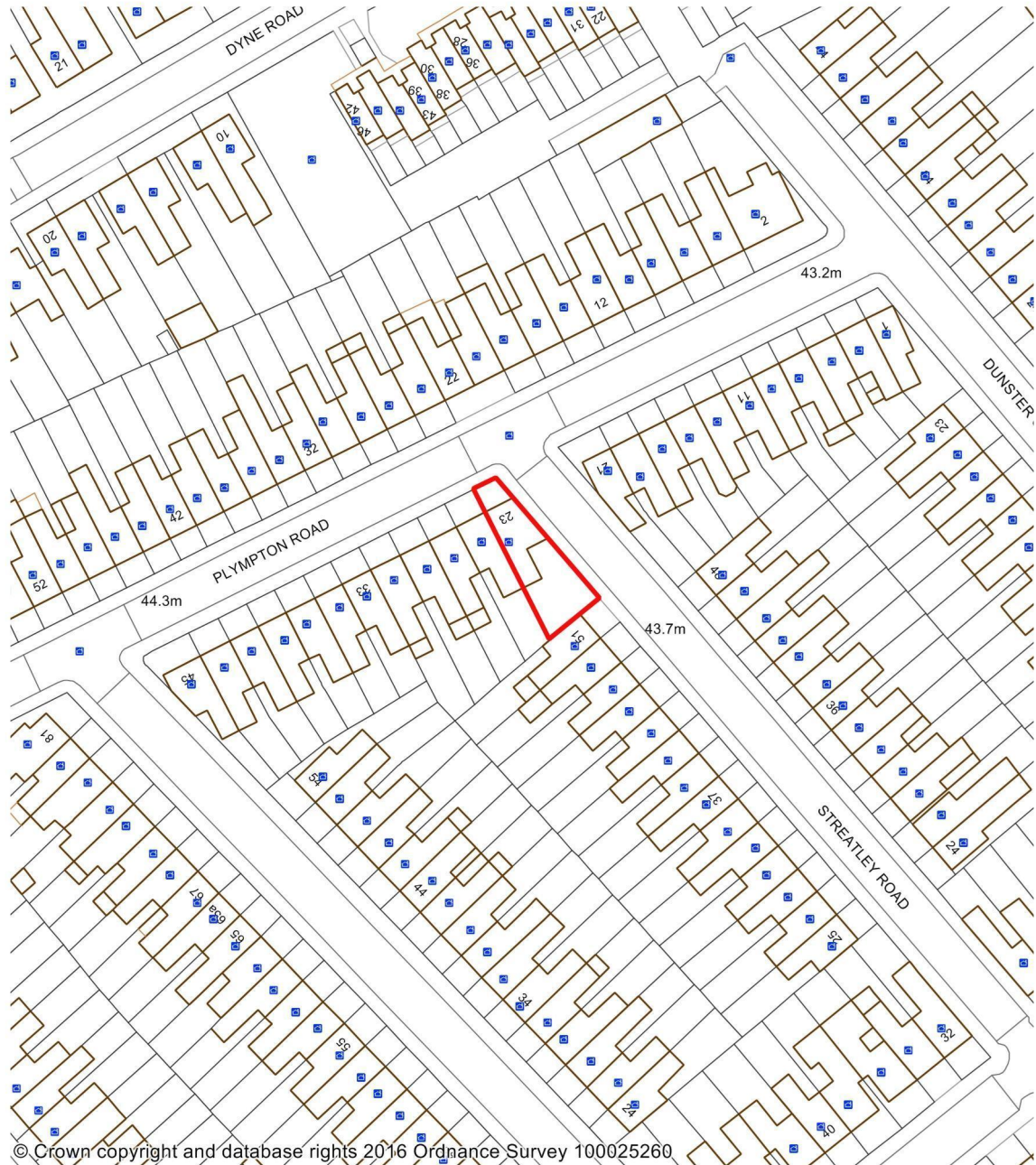
SITE MAP



Planning Committee Map

Site address: 23 Plympton Road, London, NW6 7EH

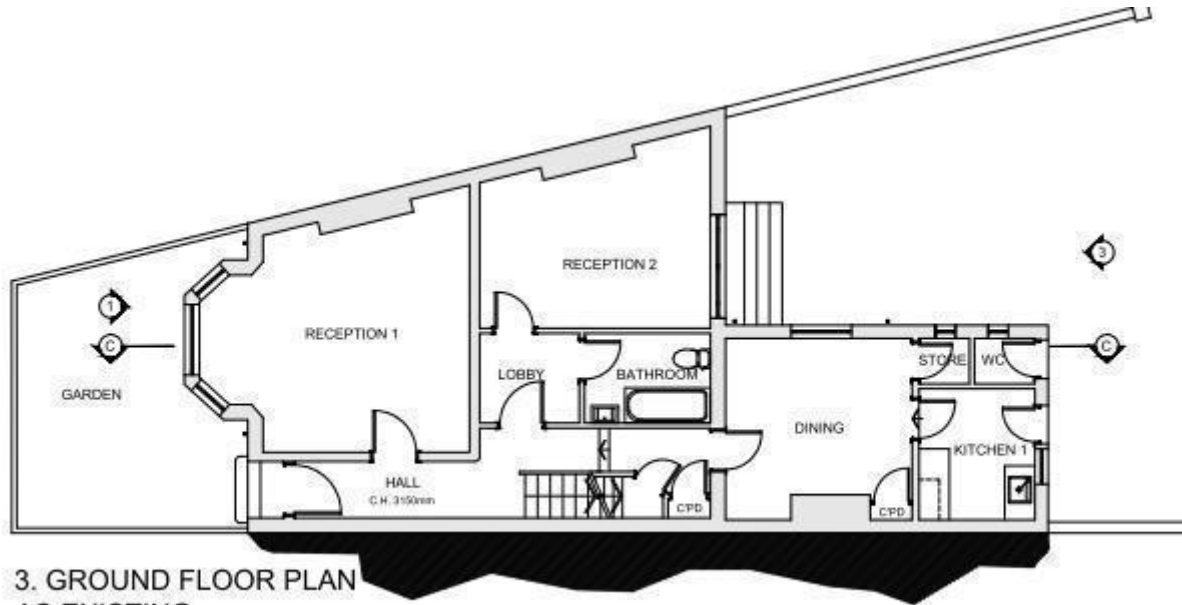
© Crown copyright and database rights 2011 Ordnance Survey 100025260



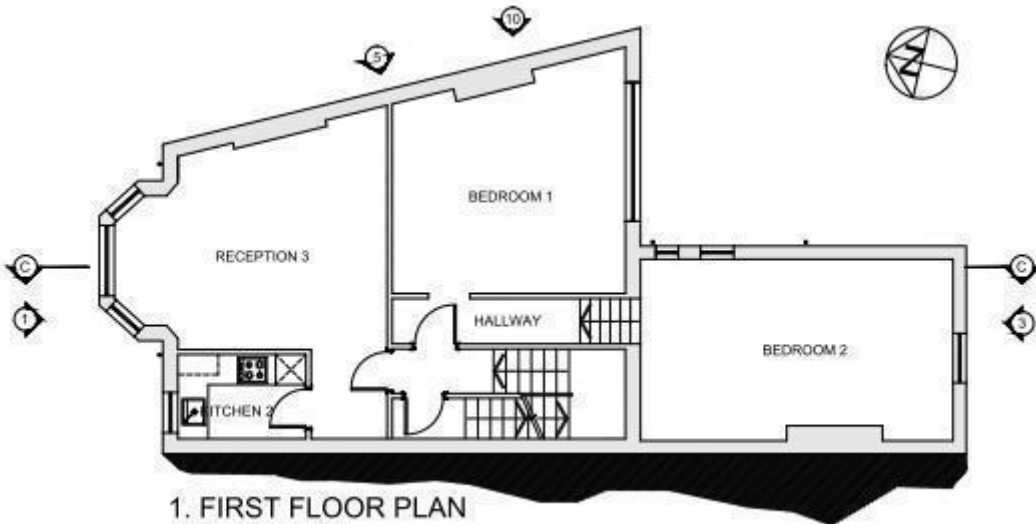
This map is indicative only.

SELECTED SITE PLANS SELECTED SITE PLANS

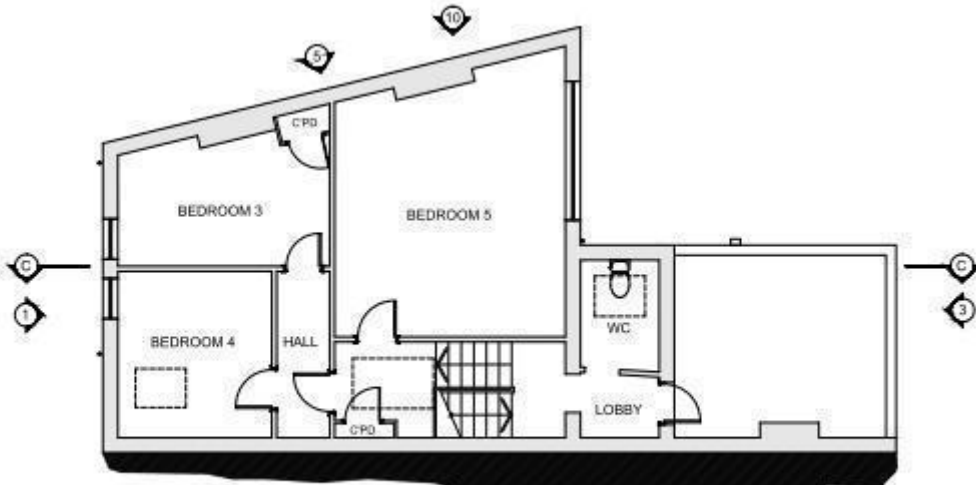
EXISTING GROUND FLOOR PLAN



EXISTING FIRST FLOOR PLAN AND SECOND FLOOR PLAN

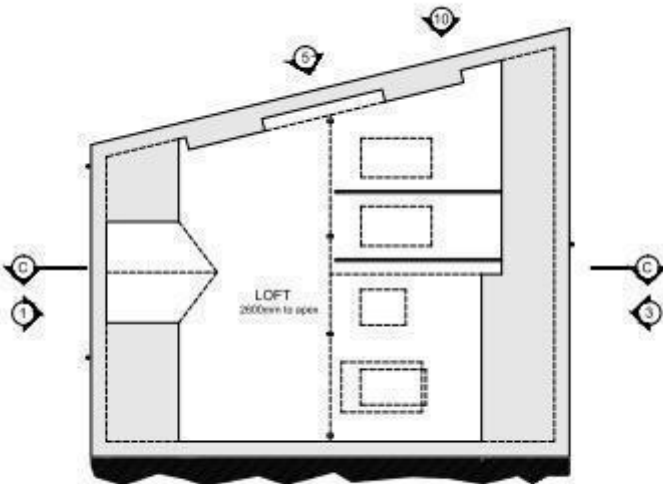


1. FIRST FLOOR PLAN
AS EXISTING



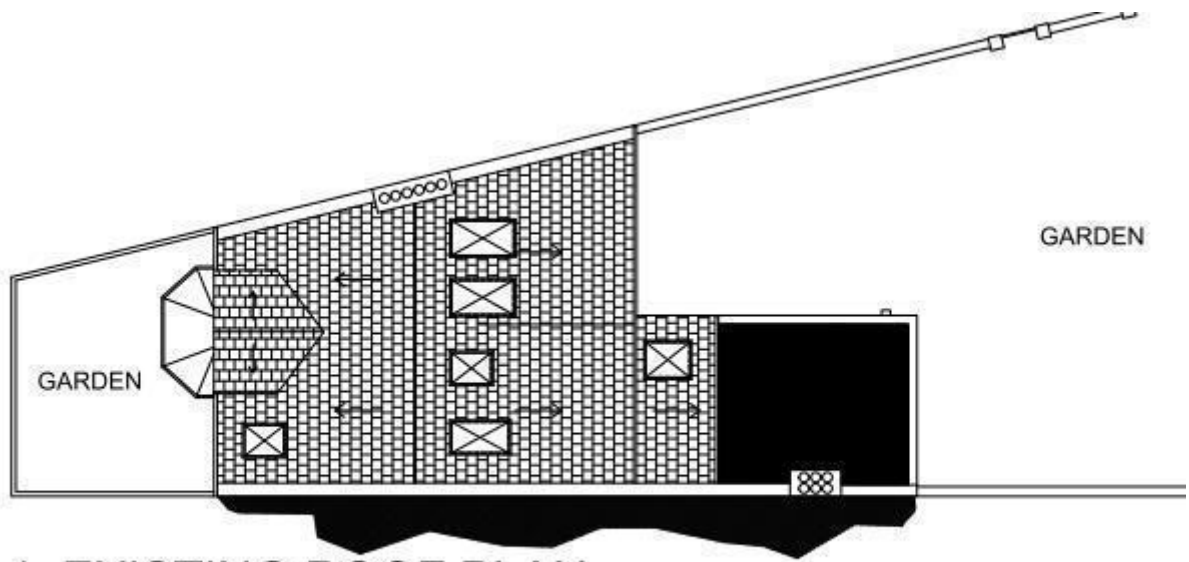
2. SECOND FLOOR PLAN
AS EXISTING

EXISTITNG LOFT PLAN



3. LOFT PLAN
AS EXISTING

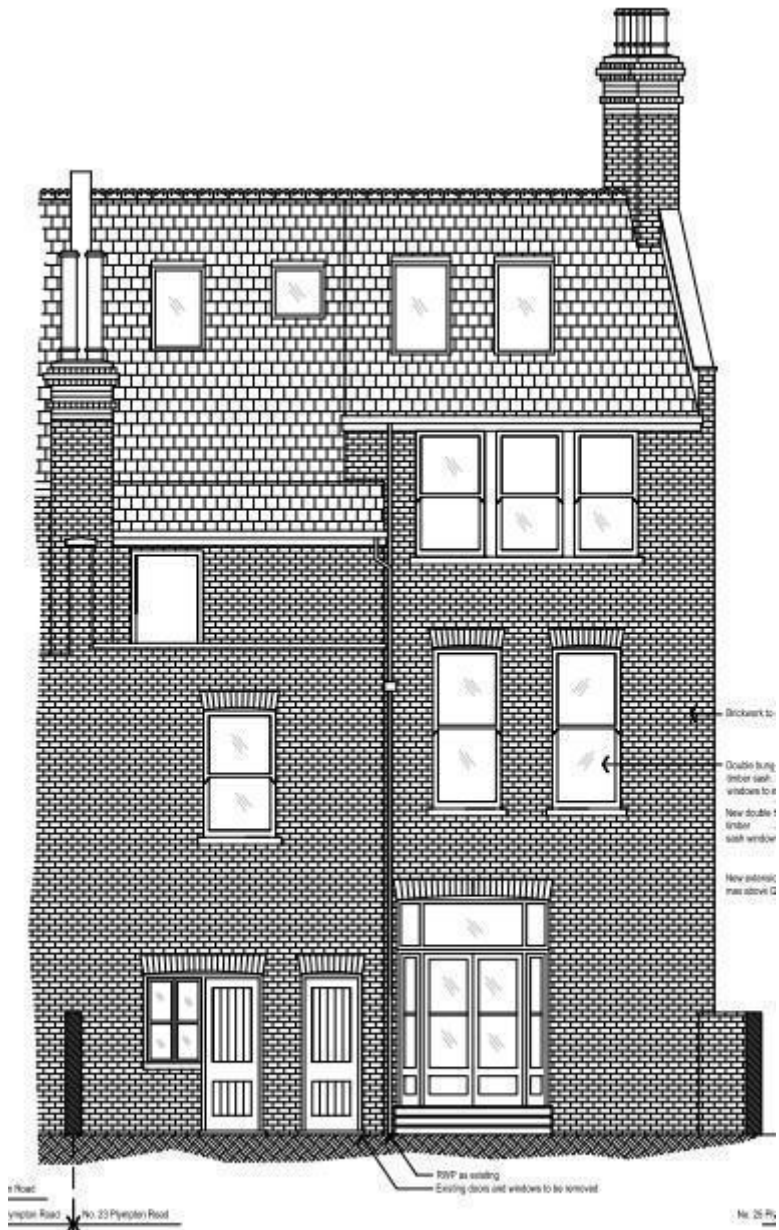
EXISTING ROOF PLAN



1. EXISTING ROOF PLAN

Scale 1:100

EXISTING REAR ELEVATION



3. EXISTING REAR ELEVATION 3

EXISTING FRONT ELEVATION



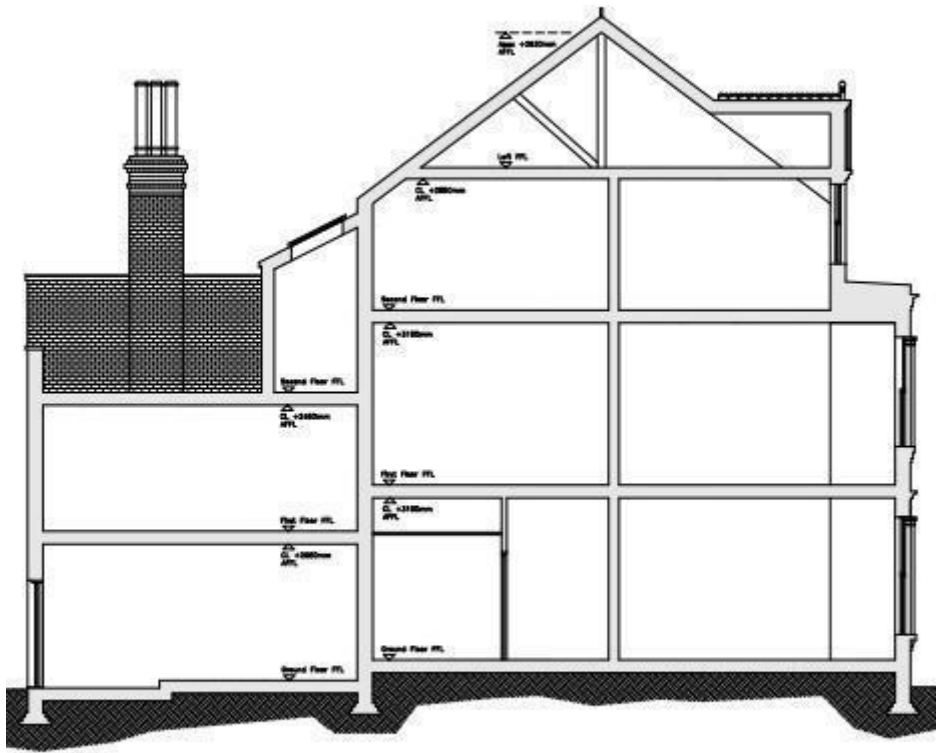
1. EXISTING FRONT ELEVATION 1

EXISTING SIDE ELEVATION



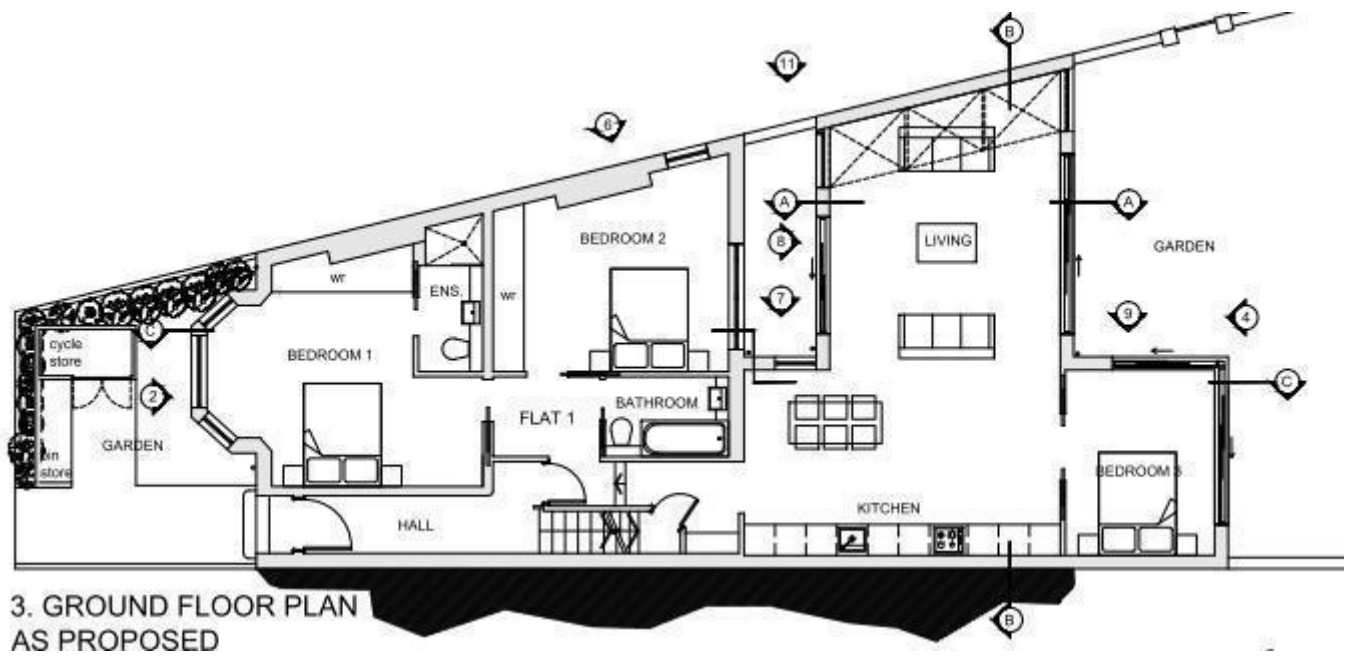
1. EXISTING SIDE ELEVATION 10

EXISTING SIDE SECTION

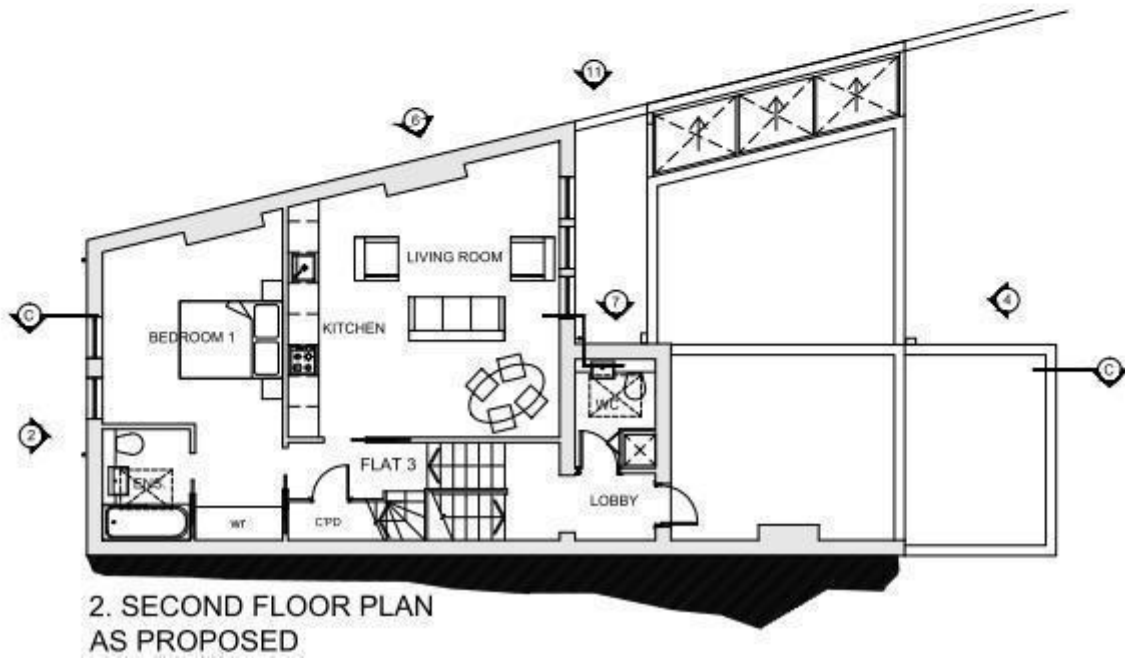
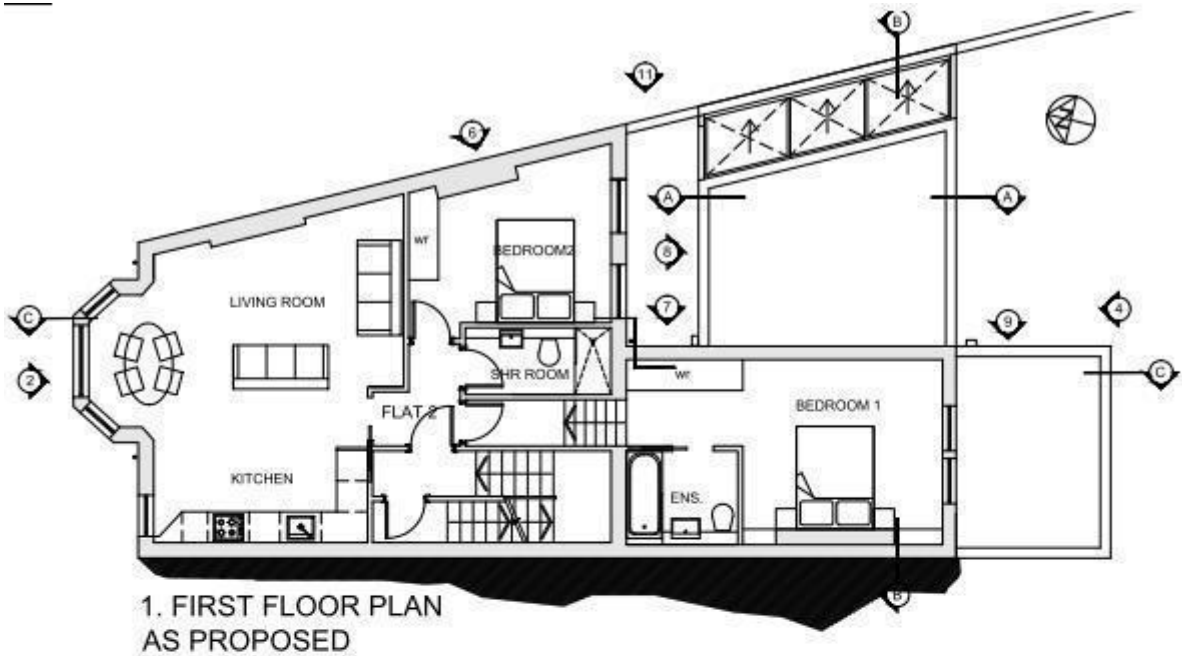


1. SECTION C-C AS EXISTING

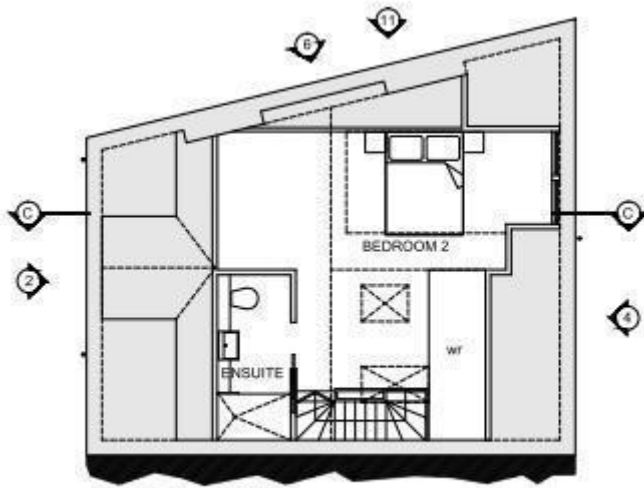
PROPOSED GROUND FLOOR PLAN



PROPOSED FIRST FLOOR AND SECOND FLOOR PLAN

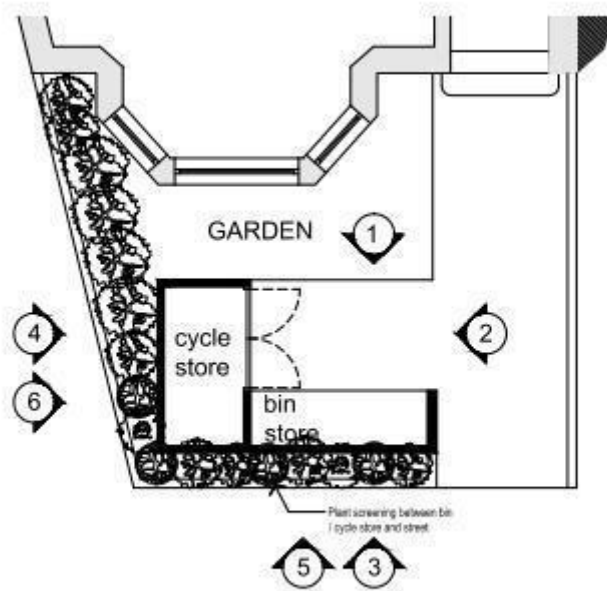


PROPOSED LOFT PLAN

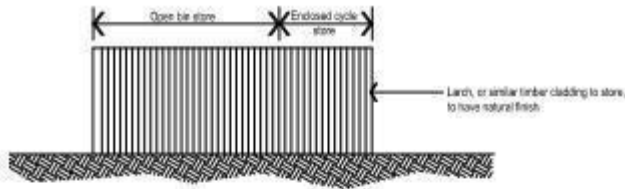


3. LOFT PLAN
AS PROPOSED

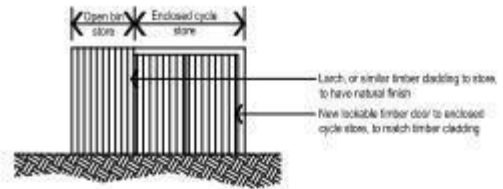
PROPOSED FRONT GARDEN LAYOUT



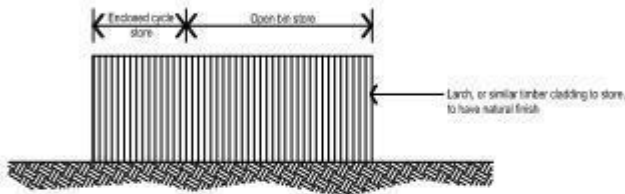
PROPOSED BIN AND CYCLE STORE ELEVATIONS



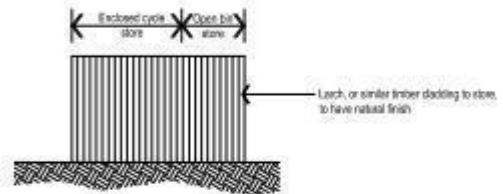
2. BIN / CYCLE STORE ELEVATION 1



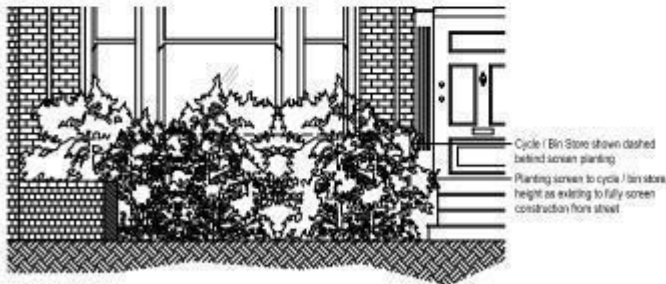
3. BIN / CYCLE STORE ELEVATION 2



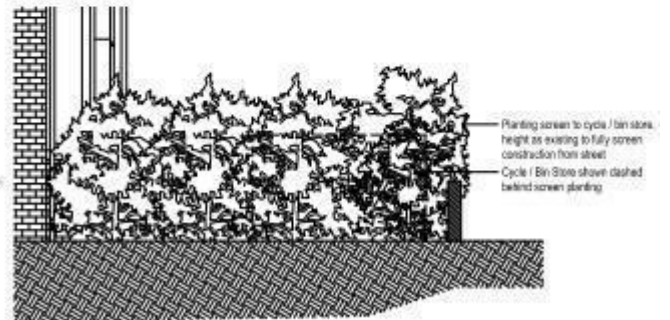
4. BIN / CYCLE STORE ELEVATION 3



5. BIN / CYCLE STORE ELEVATION 4

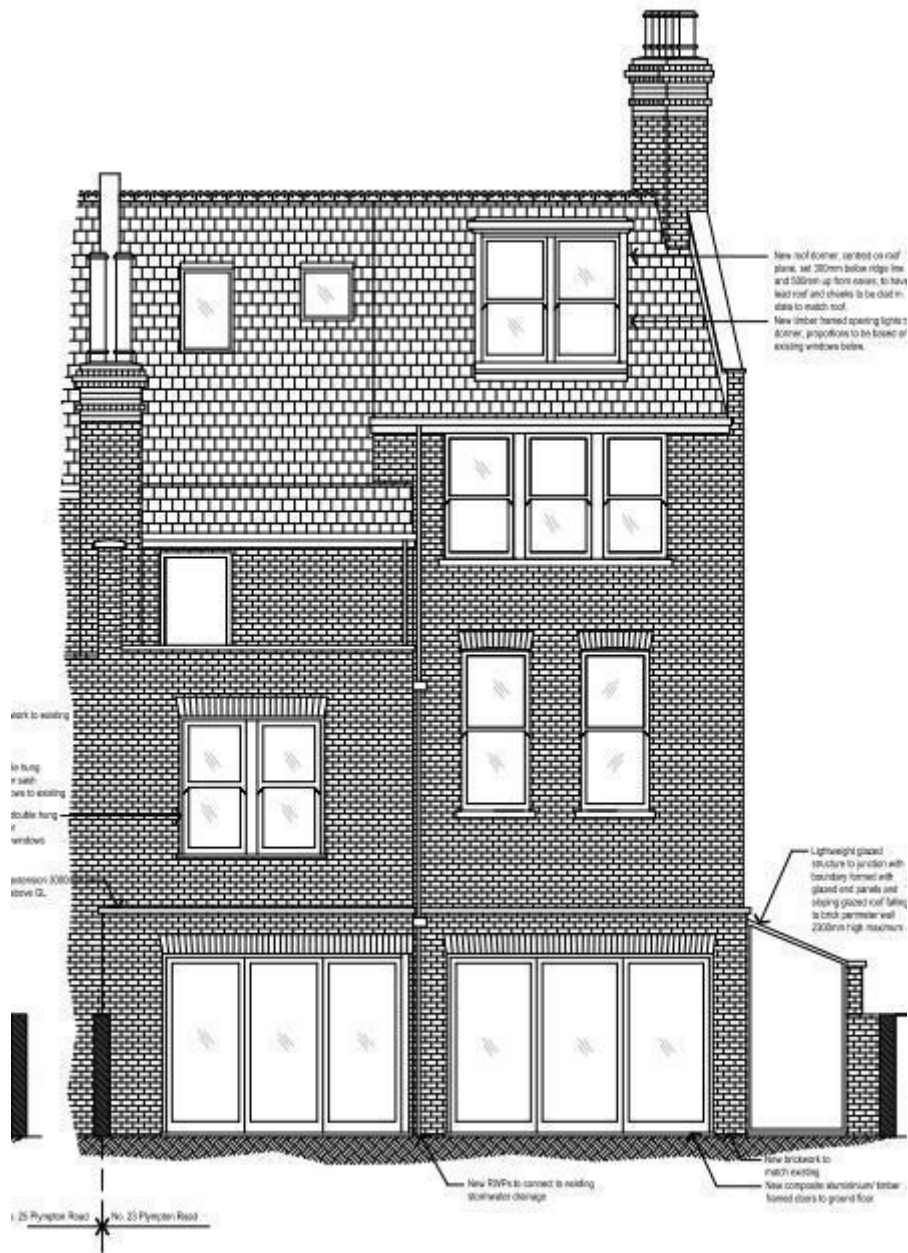


6. BIN / CYCLE STORE ELEVATION 5
- INDICATING SCREEN PLANTING TO STORE
- ELEVATION TAKEN INSIDE BOUNDARY



7. BIN / CYCLE STORE ELEVATION 6
- INDICATING SCREEN PLANTING TO STORE
- ELEVATION TAKEN INSIDE BOUNDARY

PROPOSED REAR ELEVATION



4. PROPOSED REAR ELEVATION 4

PROPOSED FRONT ELEVATION

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2. PROPOSED FRONT ELEVATION 2

PROPOSED SIDE ELEVATION



2. PROPOSED SIDE ELEVATION 11

PROPOSED SECTION

RECOMMENDATIONS

1. That the Committee resolve to GRANT planning permission
2. That the Head of Planning is delegated authority to issue the planning permission and impose conditions [and informatives] to secure the following matters:

Conditions

1. Development to commence no later than 3 years from the date of decision.
2. Development to take place in accordance with approved drawings
3. Details of all external materials to be submitted to the Local Planning Authority and approved in writing before the commencement of above ground works
4. Detailed front garden layout, to include bin and cycle storage, soft and hard landscaping, to be submitted to the Local Planning Authority and approved in writing before the occupation of the flats.
5. Details of guttering to the proposed extensions shall be submitted for approval by the Council prior to commencement of above ground works. Guttering to be wholly within the curtilage of the site and not overhang onto neighbouring property or street. Once approved the details shall be fully implemented and permanently maintained.
6. The flat roof of the two storey projection and flat roofs of the proposed ground floor rear extensions shall not be used as a roof terrace for the lifetime of the development.
7. The proposed new timber windows at ground floor (flank elevation), first floor and to the dormer window shall be timber sash with horn detailing to match existing.
8. Remove permitted development rights to move from residential to small scale HMO
9. Any other planning condition(s) considered necessary by the Head of Planning

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

2. That the Committee confirms that it has paid special attention to the desirability of preserving or enhancing the character and appearance of the North Kilburn Conservation Area as required by Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

A) PROPOSAL

Conversion into 3 self-contained flats (1 x 3bed and 2 x 2bed) to include the erection of a rear dormer window, side infill extension, single storey rear extension, alteration to window to first floor rear elevation, insertion of window on flank elevation at ground floor and associated cycle store and bin store

B) EXISTING

The subject site comprises an end of terrace dwelling situated on a prominent corner with Plympton Road and Streatley Road. The site does not contain any listed buildings but is located within the North Kilburn Conservation Area. The dwelling has been developed with a second floor extension to the rear which was granted planning permission in 1993 (93/1473) with the roof altered to include four rooflights to the rear and one to the front. Aside from these alterations the dwelling remains largely in its original state.

C) AMENDMENTS SINCE SUBMISSION

- The garage and first floor extension have been removed
- The replacement windows now contain horn detailing which is considered to replicate what would have been original
- The design of the dormer window has been improved to include windows which match existing windows and cornice detailing
- A window has been added to the flank elevation at ground floor to provide additional outlook and daylight to bedroom 2

D) SUMMARY OF KEY ISSUES

1. Conversion of dwelling into self contained flats
2. Extensions would feature flat roofs instead of a slate pitched roof
3. Insertion of window to the flank elevation at ground floor

RELEVANT SITE HISTORY

98/0677 – Granted, 01/06/1998

Conversion of loft with existing velux windows in conjunction with second floor to provide 2-bedroom maisonette on 2nd and 3rd floor

97/0252 – Granted, 29/04/1997

Installation of pitched roof with velux window to bathroom extension

93/1473 – Granted, 01/11/1993

Renewal of planning permission reference 88/2461 dated 24/01/89 for conversion into three self contained flats and erection of a third floor rear extension

88/2461 – Granted, 24/01/1989

Erection of third floor extension and conversion to 3 self contained flats.

88/0236 – Refused and decision upheld at appeal, 16/03/1989

Conversion of existing house into 3 flats and construction of a rear extension to provide a 2 storey dwelling

87/0080 – Refused and decision upheld at appeal, 28/07/1987

Erection of single storey, two and three storey rear extension and conversion to 5 self-contained flats

CONSULTATIONS

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Statutory neighbour consultation period (21 days) started on 6th July 2016, in total 15 properties were consulted. A Site Notice was displayed on 11th July 2016 and a press notice published on 14th July 2016 as the site is within a Conservation Area.

Four representations received objecting to the proposal from Ward Councillors Conneely, Duffy and Nerva and Brondesbury Residents and Tenants Association (BRAT).

Summary of concerns raised regarding initial proposal:

| Objection raised | Response |
|---|--|
| The philosophy of the conservation areas is that the existing configuration of properties was preserved. Houses arranged as single family dwellings and houses converted to flats should stay that way. Understand Brent has a policy for seeking greater number of larger family dwellings in Borough. | See paragraphs 2.2 – 2.4 |
| The proposed side extension, rear extension and garage are overdevelopment of the site, reduce the rear garden and result in insufficient amenity space. | See paragraphs 1.4 and 3.3 – 3.7 |
| The proposed side extension robs daylight from the south facing French windows of the existing house. The north side ground floor windows of the proposed side extension face the existing French door with too small a gap | See paragraphs 3.3-3.7 and 3.11 -3.13 |
| The ground floor side extension should not have a height more than 2 metres at the garden boundary wall adjacent to Streatley Road or should be set back from the boundary wall. The gutters and drainage of the roof should be entirely within the site. | See paragraphs |
| The roof of the proposed side extension should not have a flat section or a 100% glazed pitched section but should be completely pitched and covered in slate with possibly sealed veluxes. | See paragraph 3.7 |
| The proposed rear extension should not have a flat roof but a pitched slate roof. | See paragraph 3.7 |
| Objection to new roof terrace because of overlooking | A roof terrace is not proposed as part of this application. A condition will be added to ensure the roof of the two storey projection is not used as a terrace. |
| Both extensions are very wide, 1980s style floor to ceiling glazing, sliding patio doors with large panes of glass which are inappropriate for a Victorian building. Bi-fold or French doors would be better | See paragraphs 3.2 – 3.7 |
| The proposed garage is inappropriate use of amenity space. The removal of the existing double gates and proposed replacement with a relocated short high-walled drive is a breach of Article 4 restrictions on boundary walls. | See paragraph 1.4 |
| The proposed dormer window is much taller than the existing windows and takes up a much high proportion of the wall height in the loft rooms than the proportions of the wall height taken up by the existing windows in the lower floors. | See paragraphs 1.4, 3.9 and 3.10 |
| Bin store too small | The bin/recycle storage to the front garden is for the first and second floor flats only. Bins for the ground floor flat will be located in the rear garden as confirmed by the applicant. |

The proposal was revised in line with Officer advice which removed a garage, first floor extension and improved the design of a rear dormer window. It also added a ground floor window to the flank elevation which was considered to materially change the proposal and as such it was necessary to re-consult Councillors, neighbours and BRAT to inform them of these changes by way of letter sent on the 23rd September 2016.

A further representation was received from Brondesbury Residents and Tenants Association (BRAT) which raised the following concerns regarding the revised proposal:

| Objection raised | Response |
|---|---|
| Creation of flat roofs/embryo roof terraces | See paragraph 3.7. A roof terrace is not proposed as part of this proposal and a condition will added to ensure the flat roof is not used as a terrace |
| Inadequate separation of new side extension from existing house | See paragraph 3.3 – 3.7 |
| Bedroom 3 just off the kitchen | There is no objection to the internal layout of the ground floor flat. The principal concern is whether an acceptable standard of accommodation is achieved. See paragraphs 5.1 – 5.6 |
| New ground floor window opening onto pavement of Streatley Road | See paragraphs 3.12 -3.3 and 5.3 |

POLICY CONSIDERATIONS

Planning (Listed Buildings and Conservation Areas) Act 1990

The site is located in a Conservation Area and the application is therefore subject to s.72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) which gives local planning authorities the duty to pay special attention to the desirability of preserving or enhancing the character or appearance of that area.

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

Brents emerging Development Management Plan:

DMP7 – Brents Heritage Assets

DMP12 - Parking

DMP17 – Conversion of Family Sized Dwellings

DMP18 – Dwelling Size and Residential Outbuildings

DMP19 – Residential Amenity Space

The Development Management Policies will be considered for formal adoption at a Full Council meeting on 21st November 2016. In the meantime, in accordance with paragraph 216 of the National Planning Policy Framework, the Council will take the Development Management Policies, including modifications, into

account as a material consideration with significant weight in determining planning applications

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:

SPG5 – Altering and Extending Your Home

North Kilburn Conservation Area Design Guide (2013)

DETAILED CONSIDERATIONS

1. Introduction

1.1 The site comprises a large five bedroom dwelling. As noted in the Planning History section, the site has historically been granted approval to be converted to three flats. It is not clear if this was ever implemented. The current use of the dwelling is a single family unit.

1.2 The site is end of terrace and occupies a substantially sized plot which widens towards the rear of the site. There does not appear to be a significant change in ground level.

1.3 The proposed development would involve converting the host dwelling into three self contained flats (1 x 3 bed and 2 x 2 bed). It would also include the erection of a rear dormer window, side infill extension, single storey rear extension, alteration to window to first floor rear elevation, insertion of window on flank elevation at ground floor and associated cycle store and bin store

1.4 Since submitting the proposal the following revisions have been made in line with advice from the Case Officer and Heritage Officer.

- The garage and first floor extension have been removed
- The replacement windows now contain horn detailing which is considered to replicate what would have been original
- The design of the dormer window has been improved to include windows which match existing windows and cornice detailing
- A window has been added to the flank elevation at ground floor to provide additional outlook and daylight to bedroom 2

2. Principle

2.1 The main considerations when assessing the impact of extensions and alterations to a dwelling in a Conservation Area are:

- Whether the proposed development preserves or enhances the character of the Conservation Area.
- Whether the proposed development would have an acceptable impact on the amenity of neighbouring residents.

2.2 Brent takes a positive approach to the conversion of houses to flats however whether a conversion is acceptable in principle rests on the need to comply with the relevant Development Plan policies which include UDP policy H17 and emerging DMP17 requirements as follows:

- For the existing dwellinghouse to have an original, unextended floor area of 110sqm under policy H17 and under DMP17 to have a floor area of at least 130sqm and to be suitable for conversion;
- For the conversion to accommodate a family sized (three bedroom) unit with access to a garden; and
- For the increase in parking to not materially harm highway and pedestrian safety or to result in excessive forecourt parking

2.3 The unextended floor area of the property is around 230.3sqm which means it is suitable for conversion. The proposed scheme would provide a three bedroom family sized unit at ground floor with access to a rear garden with a footprint of around 70sqm (excluding area to park a car). The proposal has

also been reviewed by Transport Officers and is not considered to harm pedestrian and highway safety nor would it lead to excessive increase in demand for parking.

2.4. Your officers consider that the principle of the conversion of the single dwelling house to flats is therefore acceptable as it meets the requirements of both the existing and emerging policy on flat conversions and CP21 of the Core Strategy.

3. Impact on Character

3.1 The proposed development would involve extensions and alterations to the dwelling, each element of which will be discussed below. The site is located in a Conservation Area and the application is therefore subject to s.72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) which gives local planning authorities the duty to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Your officers have done so when objectively assessing this proposal.

The proposed development would need to have an acceptable impact on the character of the host dwelling and surrounding area and would need to preserve or enhance the special character of the Conservation Area in order to be considered acceptable.

3.1 Single storey rear extension

3.2 The proposed development would involve the erection of a single storey rear extension spanning the width of an existing two storey projection. It would feature a flat roof and would have a height and depth of no greater than 3 metres which complies with SPG5 guidance. The extension would be finished in brickwork to match existing. It would feature aluminium sliding doors to the rear and side which is considered to strike a modern contrast with the existing traditional fenestration. More modern glazing at ground floor is acceptable particularly given its location to the rear. It is not considered to materially harm the appearance of the host dwelling.

3.3 Side infill extension and alteration to side boundary wall

3.4 The proposal would also involve the erection of a side infill extension and would feature a lightwell of around 1.4m in depth. The extension would occupy the remainder of the side return terminating at the rear elevation of the existing two storey projection. It would extend to the boundary and follow the splay of the site. As noted the site is end of terrace and occupies a substantially sized plot which widens towards the rear of the site. It therefore can accommodate a larger extension without being an overly dominate addition. There is no objection to extending to the boundary as this ensures there is no awkward gap that would be difficult to maintain and unusable for occupiers.

3.5 The height of the side boundary wall would be raised slightly to 2.3m in height in this area only. A mono pitched glazed roof would slope upwards from the boundary to a maximum height of 3m where it would adjoin a flat roof for the remainder of the extension. The glazed section of the roof closest to the boundary is considered to reduce the visual impact of the extension on the street scene.

3.6 The extension would be finished in brickwork to match existing with aluminium sliding doors and windows which as discussed in paragraph 3.3 is considered acceptable.

3.7 As noted, both the single storey rear and side infill extension would feature flat roofs which was raised as a concern by BRAT. Policy does not preclude flat roofed extensions and ground floor extensions within the North Kilburn Conservation Area mostly feature flat roofs. Side infill extensions to the other dwellings in the area are generally to a much narrower side return than that of the application site. A wholly mono pitched roof to the side return of the application site would appear incongruous and not subordinate to the host dwelling due the size, pitch and siting of this kind of roof.

3.8 Rear dormer window

3.9 The proposal would also involve the installation of a rear dormer window. Its scale and massing would conform with the North Kilburn Conservation Design Guide which states 'rear dormers can be acceptable where they occupy no more than two thirds of the width of the roof and be centred within the horizontal and vertical plane of the roof'. While the dormer window would not be centred on the roofplane, there is evidence on Plympton Road of dormers situated to one side of the roof. Furthermore the design of

the building and rear elevation lends itself to a dormer on one side.

3.10 The dormer would be clad in zinc with an eaves cornice and would feature well proportioned timber framed windows with detailing such as horns to match existing.

3.11 Insertion of ground floor window to flank elevation and alteration to first floor window

3.12 The proposal would also involve the insertion of a timber sash window to match existing to the flank elevation at ground floor to serve bedroom 2. The inclusion of a window on the flank elevation is acceptable and a common feature of a number of end of terrace properties in the immediate area. These include, for example, No.21a-c Plympton Road adjacent to the application site, No.81 Calcott Road, No.30a-c Buckley Road and No.32 Buckley Road. The window is considered to preserve the appearance of the host dwelling.

3.13 A single first floor timber sash window to the rear of the existing two storey projection would be altered to install two timber sash windows. The alteration is considered relatively minor and would not materially alter the appearance of the host dwelling.

3.14 Bin and cycle store

3.15 Bin and cycle storage would be installed to the front garden for the new flats. This is a welcome feature particularly as bin storage would ensure the garden is not cluttered. The footprint of the garden is around 21.3 sqm with the area covered by the stores accounting for 16% of this space. To prevent further clutter in this Conservation Area, a condition is recommended to remove permitted development rights to move from C3 (residential) to C4 (small scale HMO) in view of the restricted size of the front garden and the need to preserve or enhance the character of the Conservation Area.

3.16 The stores would be enclosed in timber cladding and would have a minimal impact on the streetscene as they will be screened by an extensive privet hedge. Further details of hard and soft landscaping to the front garden will be sought by condition to ensure compliance with UDP policy BE7 which seeks a minimum of 50% soft landscaping by area to front gardens, which is of particular importance in Conservation Areas.

3.17 Considering the points discussed above, overall the proposed development is considered to have an acceptable impact on the character of the host dwelling and would preserve the special character of the Conservation Area.

4. Impact on Neighbouring Amenity

4.1 Impact to no.25a-c Plympton Road: This dwelling sits to the west of the application site and shares a party wall. The proposed single storey extension would project along the boundary with this dwelling. As noted above, the siting and massing of the extension complies with SPG5 guidance which is considered to preserve the amenity of neighbouring occupiers and there are no site specific reasons to diverge from this. As such, the proposal is not considered to have a harmful impact on occupiers of the ground floor flat by loss of outlook, daylight or privacy. The proposed infill extension would not be visible to occupiers.

4.2 With regards the new dormer window, it is not considered to materially increase overlooking above the existing level and as such considered to have acceptable impact on neighbouring amenity and potential occupiers of the ground and first floor flats of the application site.

5. Quality of accommodation

5.1 The proposal would need to achieve an acceptable standard of accommodation and be of an appropriate size. The Housing Standards (as required by the London Plan 2016 policy 3.5 and DMP18) sets out minimum recommended floor space standards for dwellings. The Gross Internal Area of the three flats are below:

| Flat | Type | GIA (target) |
|----------------------------|-------|------------------|
| Ground floor flat | 3b 4p | 101.7sqm (74sqm) |
| First Floor flat | 2b 4p | 75.4sqm (70sqm) |
| Second floor flat and loft | 2b 4p | 96sqm (70sqm) |

5.2 All flats have internal areas that exceed the Nationally Described Space Standards for flatted properties as detailed above.

5.3 All habitable rooms have acceptable outlooks to the front and rear. Bedroom 2 in the ground floor flat would partly overlook the lightwell of the side infill extension which if this were the only window would be considered harmful to occupier's outlook and daylight. However this has been offset by the inclusion of a window to the flank elevation.

5.4 Your officers acknowledge that the first floor rear facing flat will overlook the ground floor flats garden, however this is a common occurrence in house conversion schemes and not considered to materially harm the living conditions of the occupants of the ground floor flat.

5.6 Your Officers consider that the proposed flats all meet the requirements to ensure a satisfactory standard of accommodation, in accordance with the Development Management Plan.

6. Transportation, cycle and bin storage

6.1 Car parking allowances for residential use are set out in standard PS14 of the adopted UDP 2004. As the site has good access to public transport services and is located within a CPZ, a reduced allowance of 0.7 spaces per 1-1/2-bed flat and 1.2 spaces per 3-bed+ property applies.

6.2 The existing 5-bed house is therefore allowed 1.2 spaces and the existing vehicular access to a parking space in the rear garden of the property accords with standards.

6.3 This proposal would increase the parking allowance to 3.1 spaces. With just one off-street parking space proposed to be retained at the rear of the site, standards would continue to be complied with.

6.4 In the instance full residential parking allowance is not met within any site, Policy TRN23 and DMP12 requires consideration to be given to the impact of additional on-street parking. This does allow on-street parking space to be taken into account, but only along the site frontage on local access roads that are not already heavily parked and have sufficient width to safely accommodate parking along both sides. In this case, both Plympton Road and Streatley Road are already noted as being fully parked at night, so could not readily accommodate the increased parking standard arising from this proposal.

6.5 Where full residential standards for flat conversions cannot be met on-site or along already heavily parked streets such as this, Policy H19 limits the number of flats that can be provided to one per 75sqm of the original floor area the property possesses. With an original floor area of about 245sqm, three flats would be permitted under this policy and the proposed provision of three flats is therefore acceptable.

6.6 Standard PS16 requires a secure bicycle parking space for each flat. A small bicycle store has been shown in the front garden of the site to provide parking for two bikes, satisfying the requirements for the upper floor flats. The ground floor flat has access to private rear garden space where it could store bicycles securely.

6.7 Bin storage is also proposed in the front garden, the location of the store allows easy access from Plympton Road for collection purposes.

7. Conclusion

7.1 Your officers consider that the application, subject to conditions, complies with the Development Plan, which takes a positive approach to flat conversions as it serves to increase the housing stock in the borough. Your officers also believe that the proposal preserves the character and appearance of the conservation area and would have an acceptable impact on the amenity of neighbouring occupiers.

7.2 Considering the points discussed above, the proposed works are considered to have an acceptable impact on the character and appearance of the building and the Conservation Area and as such complies with saved UDP (2004) policies BE25, BE26, emerging policy DMP7, the NPPF (2012) and the statutory tests for development in conservation areas. Approval is accordingly recommended.

CIL DETAILS

This application is liable to pay **£8,477.79*** 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): 297.1 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 | 297.1 | 267.3 | 29.8 | £200.00 | £35.15 | £7,210.54 | £1,267.25 |

| | | |
|--|------------------|------------------|
| 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) | 271 | |
| Total chargeable amount | £7,210.54 | £1,267.25 |

*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: 16/2722

To: Mr Thornton
Simply Planning Limited
25 Manchester Square
London
W1U 3PY

I refer to your application dated 23/06/2016 proposing the following:
Conversion into 3 self-contained flats (1 x 3bed and 2 x 2bed) to include the erection of a rear dormer window, side infill extension, single storey rear extension, alteration to window to first floor rear elevation, insertion of window on flank elevation at ground floor, alteration to side boundary wall and associated cycle store and bin store

and accompanied by plans or documents listed here:
See condition 2
at 23 Plympton Road, London, NW6 7EH

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:

A handwritten signature in black ink, appearing to read 'Aktar Choudhury'.

Mr Aktar Choudhury
Operational Director, 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:-

Planning (Listed Buildings and Conservation Areas) Act 1990

The site is located in a Conservation Area and the application is therefore subject to s.72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) which gives local planning authorities the duty to pay special attention to the desirability of preserving or enhancing the character or appearance of that area.

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

Brents emerging Development Management Plan:

DMP7 – Brents Heritage Assets

DMP12 - Parking

DMP17 – Conversion of Family Sized Dwellings

DMP18 – Dwelling Size and Residential Outbuildings

DMP19 – Residential Amenity Space

The Development Management Policies will be considered for formal adoption at a Full Council meeting on 21st November 2016. In the meantime, in accordance with paragraph 216 of the National Planning Policy Framework, the Council will take the Development Management Policies, including modifications, into account as a material consideration with significant weight in determining planning applications

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:

SPG5 – Altering and Extending Your Home

North Kilburn Conservation Area Design Guide (2013)

- 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):

P03 E Proposed ground floor plan and roof plan

P04 E Proposed upper level floor plans

P05 E Existing and proposed elevations 1,2,3 and 4
P06 F Side elevations 5,6,7,8 and 9
P07 F Proposed sections A-A and B-B
P08 B Existing and proposed section C-C
P09 E Bin and cycle store elevations
P10 Side elevation 10 and 11

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

- 3 The flat roof of the ground floor rear extensions hereby approved and the existing flat roof a two storey projection shall not be used as a roof terrace or amenity space by occupiers of the proposed flats and shall only be accessed for maintenance purposes and be retained as such in perpetuity.

Reason: In the interest of neighbouring amenity and to preserve the special character of the conservation area.

- 4 The proposed ground floor window (flank elevation) first floor windows and dormer windows, hereby approved, shall be timber sliding sash which match in all details including horns the existing and shall be retained as such in perpetuity.

Reason: To preserve the special character of the Conservation Area.

- 5 The residential units hereby approved shall at no time be converted from C3 residential to a C4 small HMO, notwithstanding the provisions of Schedule 2 Part 3 Class L of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order) without express planning permission having first been granted by the Local Planning Authority.

Reason: To ensure that an adequate standard of accommodation is maintained in all of the residential units and in view of the restricted space in the front garden to accommodate additional bin or cycle storage

- 6 Details of materials for all external work shall be submitted to and approved in writing by the Local Planning Authority before any above ground works are commenced. The works shall be carried out in accordance with the approved details.

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

- 7 Details of the front 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:-

(a) occupation of the premises. Such details shall include:

- (i) planting of the front garden area with shrubs and/or trees;
- (ii) the retention of existing hedges and shrubs;
- (iii) provision of front garden wall or walls or other form of boundary treatment;
- (iv) car parking space for one car (to rear garden), the defined points of access and the surfacing materials to be used;
- (v) waste and recycling storage facilities;

Reason: To ensure a satisfactory appearance and in the interests of local amenity.

- 8 Details of guttering to the proposed single storey rear and side infill extension shall be submitted for approval by the Council prior to commencement of above ground works. Once approved the details shall be fully implemented and permanently maintained.

Reason: In the interest of visual amenity.

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 this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.

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

Councillor Conneely

Date and Reason for Request

25th August 2016

Summary of objection:

1. Conversion of dwelling into self contained flats
2. Extensions and garage overdevelopment of site
3. Opposed to flat roof extensions and creation of new roof terraces
4. Modern patio doors not suitable in conservation area
5. Dormer much taller than existing windows
6. Bin storage too small

Details of any representations received

Brondesbury Residents and Tenants Association (BRAT) which outlined the above concerns.

Name of Councillor

Councillor Duffy

Date and Reason for Request

9th August 2016, reasons as above

Details of any representations received

As above

Name of Councillor

Councillor Nerva

Date and Reason for Request

15th August 2016, reasons as above

Details of any representations received

As above

Any person wishing to inspect the above papers should contact Katrina Lamont, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1905

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