

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

22 July, 2020
05
20/0568

SITE INFORMATION

RECEIVED	19 February, 2020
WARD	Dollis Hill
PLANNING AREA	
LOCATION	Aneurin Bevan Court Garages, Coles Green Road, London
PROPOSAL	Demolition of garages and erection of a three storey building comprising 9 self-contained flats; provision of waste storage, car and cycle parking with amenity space and associated landscaping
PLAN NO'S	See condition 2
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>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_149004</p> <p><u>When viewing this as an Hard Copy _</u></p> <p>Please use the following steps</p> <ol style="list-style-type: none">1. Please go to pa.brent.gov.uk2. Select Planning and conduct a search tying "20/0568" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab

RECOMMENDATIONS

Resolve to **grant** planning permission subject to conditions.

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
2. Approved Plan
3. Samples of materials
4. Implementation of bin and cycle storage
5. Landscaping scheme
6. Construction management statement
7. Tree method statement
8. Non road mobile machinery
9. Demolition management statement
10. Soil investigation
11. Remediation
12. Obscure glazed side facing windows
13. Privacy screen to balconies
14. Surface water upgrades
15. Waste Water upgrades

Informatives

1. CIL Liable
2. Party Wall
3. Building Near Boundary
4. London Living Wage
5. Fire Safety
6. Mains water use
7. Water pressure
8. British standard code of Practice

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

SITE MAP



Planning Committee Map

Site address: Aneurin Bevan Court Garages, Coles Green Road, London

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This map is indicative only.



1:1250

0 0.02 0.04 kilometres



PROPOSAL IN DETAIL

Demolition of garages and erection of a three storey building comprising 9 self contained flats; provision of waste storage, car and cycle parking with amenity space and associated landscaping

EXISTING

The subject site comprises Aneurin Bevan Court which currently comprises 30 flats within 3 separate buildings. The site is bounded by existing housing to the north, south and west. The area to the east of the site is dominated by industrial and office buildings and is designated as Strategic Industrial Land (SIL).

The site does not contain any listed buildings and does not fall within a conservation area.

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application:

1. **Representations received:** Objections and a petition have been received and considered. It is considered that the proposal accords with planning policy, having regard to material considerations, and it is recommended that planning permission is granted.
2. **Provision of new homes:** Great weight is given to the delivery of 9 residential units, all of which would be affordable, which would make a contribution towards the borough increasingly challenging housing targets and would help to meet the specific needs of the borough
3. **Design, layout and height:** The proposal makes effective use of the existing brownfield site. The building is of a simple design and is of a scale that respects the surrounding context.
4. **Quality of the resulting residential accommodation:** The residential accommodation proposed is of a good quality. The residential units would have good outlook and light. The amount of external private/communal space is acceptable.
5. **Neighbouring amenity:** The development would have an acceptable impact on neighbouring properties and would comply with the guidance in SPD 1. A daylight/sunlight report has been submitted to demonstrate that the development would not have an adverse impact in terms of the receipt of daylight/sunlight.
6. **Highways and transportation:** The development provides adequate on site car parking. The scheme is also to provide suitable provision for cycle parking and will encourage sustainable travel.
7. **Trees, landscaping and public realm:** Nine trees are proposed to be removed to facilitate the development. However the loss of the trees would be mitigated through the proposed landscaping scheme which includes improvements to the size, species and locations of those trees proposed.

RELEVANT SITE HISTORY

No relevant planning history

CONSULTATIONS

70 neighbouring properties were notified of the application. At the time of writing the report 6 comments were received from the occupants of nearby residential properties and a petition signed by 56 residents. The reasons for objecting are summarised below

Objection	Response
The removal of trees T1, T2 and T4 (silver maple and cherry trees)	The applicant has submitted a comprehensive tree report, which identifies the removed trees to be category B and C. The applicant proposes the replanting of a number of trees within the site grounds to counteract this loss.
Increasing parking pressure due to lack of on site car parking spaces	Addressed in transport section of report.
Noise and disturbance during construction	This is dealt with under Environmental Health legislation.
Potential impacts on access to Diesel House	Rights of way do not fall under the planning remit and these are civil matters The proposal would provide appropriate access for the new development and there is no reason for this to significantly harm the existing arrangement.
Transport statement uses out of date information	The transport report has been assessed by transport officers who also hold their own information on the surrounding area. The quality of information available is considered sufficient to properly consider the proposal.
Disabled parking has not been allocated	As the development is not a major development and as it's essentially a reconfiguration of an existing car park, there is no requirement to provide further disabled parking or allocate it for the existing properties.
No EV charging points	There is no uplift in car parking spaces and the development essentially involves a reconfiguration of the existing car parking area.
Reducing the green area by the development	The majority of the area to be developed forms garages and car parking spaces and therefore there would be a very limited loss of green space.
Leaving cars and motorcycles outside lessens security and will be an invitation to criminals	A motorcycle store has been provided and uncovered/on street car parking is already common in this area There is no evidence that this arrangement would have any significant impact on security.
Noise dust and noxious gases produced by surrounding uses which would cause noise and disturbance to residents	Environmental Health officers have been consulted on the application and raise no objection to the proposal subject to conditions to control noise and dust.
Proposed flats have no storage space built into the development	The units all meet technical space standards which includes storage space in the minimum internal areas.
No crime report has been given on Aneurin Bevan Court to assess impact on existing policing	This is not a planning requirement and there is no evidence to indicate that the proposal would have an impact on crime within the locality
Extra pressure on local services	The development is not a large scale development, providing housing for an estimated 30 people. Whilst the development would unlikely pay CIL given that it is entirely affordable, other developments in the vicinity

	would be CIL liable with the money collected going towards local infrastructure development.
Building design out of keeping with neighbouring properties	Discussed in character and appearance section.
No renewable energy sources are being used	As the development is not a major development limited details are required in relation to the actual construction. However, the building would need to be built to current Building Regulations which would ensure its energy efficiency.
Poorly maintained roads and creating cracks to walls and are resulting in local properties having to underpin their homes	It is not considered that the development would worsen what is an existing situation on Coles Green Road.
Poor water and sewer flooding which will be worsened by the development	Issues with local sewers are a matter for Thames Water who have been consulted. The LLFA have been notified of on the application and raise no objection on flood risk grounds. Thames water requested two conditions in relation to waste water and surface water.
Unreasonable service charges while service is not provided	This is not a material planning consideration
A complete survey should be produced to show that Brent Council have no other suitable locations in the borough.	The site is a brownfield site within an existing residential area and its suitability for development has been assessed against relevant policies. Whilst other land in the borough is suitable for housing development, the Local Authority are facing increasing challenging targets for housing and therefore the redevelopment of land for residential purposes where appropriate needs to be maximised.
Reconfiguration of footpath means longer route for residents of flats 19-30 Humber Road	The path has been reconfigured but two pedestrian footpaths accessed from Humber Road have been retained to allow for convenient access to flats 19-30.
What is the purpose of the drying areas, it is likely this is a redundant features	As existing the site benefits from drying areas which will be lost with the re-development of the site. The drying areas have therefore been re-provided.
There should be an effort to improve and use rundown properties in Brent to solve the housing problem i.e. Oxgate Farm	Whilst this point is noted, it is not relevant to the application being considered.

It should be noted that the petition requested answers in full to the issues raised in the petition and a further 14 days to respond. However, this is not the process for consultation on planning applications and the issues raised have been addressed in full, in this report, where they relate to material planning considerations.

A number of additional documents were also requested by the petition, however none of these are required for the purpose of the planning assessment and it would be unreasonable to request the applicant to produce such documents.

A number of the issues raised are also independent of the development being considered and are wider issues within the surrounding area and therefore would need to be discussed with other council departments/infrastructure providers.

POLICY CONSIDERATIONS

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

Key relevant policies include:

The London Plan consolidated with alterations since 2011 (March 2016)

- 3.1 Life Chances for All
- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.15 Water Use and Supplies
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.6 Architecture
- 7.14 Improving Air
- 7.15 Reducing and Managing Noise
- 7.21 Trees and Woodlands

Brent Core Strategy (2010)

- CP1: Spatial Development Strategy
- CP2: Population and Housing Growth
- CP5: Placemaking
- CP6: Design & Density in Place Shaping
- CP17: Protecting and enhancing the suburban character of Brent
- CP21: A Balanced Housing Stock

Brent Development Management Policies (2016)

- DMP 1: Development Management General Policy
- DMP 9A: Managing Flood Risk

DMP 9B: On Site Water Management and Surface Water Attenuation

DMP 12: Parking

DMP 13: Movement of Goods and Materials

DMP 15: Affordable Housing

DMP 18: Dwelling Size and Residential Outbuildings

DMP 19: Residential Amenity Space

In addition the Examination in Public for the Draft New London Plan has been completed and the Panel Report has been received by the GLA. The GLA have now released an "Intend to publish" version dated December 2019. This carries substantial weight as an emerging document that will supersede the London Plan 2016 once adopted. As such considerable weight should be given to these policies.

Draft London Plan

GG1 Building Strong and inclusive communities

GG2 Making the best use of land

GG3 Creating a healthy city

GG4 Delivering New Homes Londoners need

GG5 Growing a Good Economy

GG6 Increasing Efficiency and Resilience

D1 London's Form and Characteristics

D2 Delivering Good Design

D3 Inclusive Design

D4 Housing Quality and Standards

D5 Accessible Housing

D6 Optimising Housing Density

D11 Fire Safety

D13 Noise

G1 Green Infrastructure

G7 Trees and Woodlands

H1 Increasing Housing Supply

H12 Housing size mix

SI1 Improving Air Quality

SI5 Water Infrastructure

SI7 Reducing Waste and Supporting the Circular Economy

SI12 Flood Risk Management

SI13 Sustainable Drainage

T4 Assessing and Mitigating Transport Impacts

T5 Cycling

T6 Car Parking

T7 Deliveries, servicing and construction

In addition, the council is currently reviewing its Local Plan. Formal consultation on the draft Brent Local Plan was carried out under Regulation 19 of the Town and Country Planning Act (Local Planning) (England) Regulations 2012 between 24 October and 5 December 2019. As its meeting on 19 February 2020 Full Council approved the draft Plan for submission to the Secretary of State for examination. Therefore, having regard to the tests set out in paragraph 48 of the NPPF it is considered by Officers that greater weight can now be applied to some policies contained within the draft Brent Local Plan.

Key draft Local Plan policies include:

Brent Draft Local Plan

BD1: Leading the Way in Good Urban Design

BH1: Increasing Housing Supply in Brent

BH6: Housing Size Mix

BG12: Trees and Woodlands

BSUI2: Air Quality

BSUI4: On Site Water Management and Surface Water Attenuation

BT1: Sustainable Travel Choice

BT2: Parking and Car Free Development

Other material planning considerations include:

Supplementary Planning Documents/Guidance (SPD/SPG)

Brent SPD1: Design Guide for New Development (2018)

Mayor's Housing SPG

Mayor's Sustainable Design and Construction SPG

National Planning Policy Guidance

National Design Guide

Brent Waste Planning Guide

DETAILED CONSIDERATIONS

1. Principal

1.1 Brent's Core Strategy CP 1 seeks to concentrate housing growth in five growth areas, however it does not preclude the development of new housing outside of these designated growth areas where appropriate. The subject site is currently occupied by some underused garages associated with the existing Anuerin Bevan Court development. The development would result in the creation of 9 residential units on a previously developed site. The proposed development would therefore help to meet borough housing targets

which currently stand at 1525 per year, with the draft London Plan proposing a significant increase in this number to 2325 homes per year

1.2 Policy CP 2 states that the council will seek to ensure 50 per cent of new homes are affordable and 25 per cent are family sized. This is re-enforced by DMP 15 which seeks to ensure this provision is secured on all major residential schemes (10+ dwellings). In this case the development would provide 9 units and therefore there is no requirement to provide affordable housing. Nevertheless the scheme would be entirely affordable comprising 6 x 2 bedroom units and 3 x 1 bedroom units and therefore would help towards meeting the specific needs of the borough.

1.3 The principle of re-developing the site for residential purposes is therefore acceptable, subject to detailed criteria considered below.

2. Quality of accommodation

Internal

2.1 The development would result in the creation of 9 residential dwellings. DMP 18 requires that all new dwellings meet Technical Space Standards. All of the units would meet or exceed the internal space requirements. A comparison table is given below

Unit	Type	Minimum internal floor space	Proposed internal floor space
Flat 1	2b4p	70	73
Flat 2	1b2p	50	51
Flat 3	2b4p	70	73
Flat 4	2b4p	70	51
Flat 5	1b2p	50	51
Flat 6	2b4p	70	73
Flat 7	2b4p	70	73
Flat 8	1b2p	50	51
Flat 9	2b4p	70	73

2.3 However, internal space is not the only determining factor in assessing the quality of accommodation. In this case, all habitable rooms would be served by unobstructed, clear glazed openings, which would allow for good levels of light, outlook and ventilation. Whilst not all of the units would be dual aspect, none of the single aspect units would be north facing and where single aspect units are proposed aspect units are proposed, the shallow nature of the units ensures that good levels of daylight is able to penetrate habitable rooms, thus ensuring a pleasant environment for future occupants. The daylight/sunlight report confirms that all new units would achieve good daylight levels in excess of BRE standards.

2.4 All units would be afforded good levels of privacy due to the separation distances retained between the new building and existing residential blocks. Privacy to the ground floor units has been ensured through the provision of areas of defensible space in compliance with the guidance in SPD 1. There is one shortfall in this requirement with the area provided adjacent bedroom 2 of flat 1 being less than the 1.5m required. Nevertheless, good levels of privacy have been ensured in all other rooms and this transgression is considered acceptable when considering the overall standard of accommodation. This unit also has a side facing window serving the main living area close to the proposed cycle store. However, as this room is also served by front and rear facing windows, it is considered reasonable and necessary to condition this window to be obscure glazed.

External

2.5 DMP 19 requires all new homes to have access to an adequate size and type of private external amenity space to meet its residents needs. It is specified that this is normally expected to be 20sqm per flat and 50sqm for family dwellings (including ground floor flats). In this case, all of the units would have access to private amenity space, however, in all cases this would fall short of the targets specified within DMP 19. The following space comprises the useable private space allocated to each dwelling

Unit	Type	DMP 19 target	Mayors Standards	Proposed private space
Flat 1	2b4p	20	7	8
Flat 2	1b2p	20	5	23.44
Flat 3	2b4p	20	7	27.89
Flat 4	2b4p	20	7	7
Flat 5	1b2p	20	5	5.91
Flat 6	2b4p	20	7	7.47
Flat 7	2b4p	20	5	7
Flat 8	1b2p	20	5	7.47
Flat 9	2b4p	20	7	5.91

2.6 All homes would meet Mayoral standards. However, when considered against DMP 19 targets, the new development would have a cumulative shortfall of approximately 91sqm of private amenity space. However, the SPD 1 supporting text states that where sufficient amenity space can not be provided the rest should be provided in the form of communal space. The existing 30 units within Aneurin Bevan Court benefit from a large courtyard with an area of approximately 2300sqm. The remaining area could therefore comfortably accommodate the shortfall from the new development, without taking into account the targets if they were applied to the existing flats.

2.7 The development would therefore ensure an acceptable standard of external amenity for future residents.

3. Impact on neighbouring properties

3.1 SPD 1 provides guidance on how new development should be designed in order to minimise the impact on neighbouring properties. In order to avoid overlooking, a distance of 18m should be achieved between overlooking windows. It also states that the building envelope should be set below a line of 30 degrees from the nearest rear habitable room window of adjoining existing property, measured from height of 2m above floor level. Where proposed development adjoins private amenity/garden space then the height of new development should normally be set below a line of 45 degrees at garden edge.

3.2 Aneurin Bevan Court consists of 4 separate residential blocks. The proposed development would be situated opposite 1-6 Aneurin Bevan Court. At its closest point the new residential building would be positioned just 10m from the front elevation of this adjacent building. However, there would be no primary habitable room windows to this elevation. Whilst balconies are proposed, suitable screening has been indicated to the edges of these to ensure no loss of privacy. Whilst there are also some windows to this elevation these all serve bathrooms and are indicated to be obscure glazed in order to avoid any harmful overlooking. The building would be set 15m from the boundary with 57 Coles Green Road and therefore would comply with SPD 1 guidance. This arrangement would ensure that the proposed building is not overbearing and although visible would not have a significant harmful impact on the outlook of the existing properties.

3.3 When considered against the 30 degree rule the development would be fully compliant, when considering its relationship between the existing flats within Aneurin Bevan Court. As the flats of Aneurin Bevan Court do not benefit from any private amenity space, the 45 degree rule is not applicable. The communal gardens space surrounding the flats would retain a good layout with sufficient openness to ensure that it would be useable and remain high quality.

3.4 The nearest private residential garden belongs to 57 Coles Green Road and the development would sit below the 45 degree line when taken from the boundary with this property.

3.5 A daylight/sunlight report has also been submitted to identify the impact on the receipt of daylight/sunlight to neighbouring properties. The nearest habitable room windows are located within 1-6 Aneurin Bevan Court and 57 Coles Green Road. The report identifies that there would be limited impact on the occupants of these residential units in terms of daylight/sunlight losses as BRE targets would be met. The losses identified would therefore likely be unnoticeable to residents.

3.6 Just one habitable room window is identified as being affected at the ground floor of Aneurin Bevan Court. This window would serve a bedroom would have VSC of less than 27% and 0.8 times its former value. However, it would only fall slightly short of the VSC target at 25.38% and the daylight distribution target

for this room would be met. Furthermore, BRE guidance itself states that bedrooms are less important than living areas. When considering the remaining areas of the property the minor loss of light to the bedroom would not have an adverse impact on the overall living conditions of the property as a whole. The impact on this room is therefore considered to be acceptable.

3.7 The development also assessed the impact of the development on the communal amenity space. In accordance with BRE standards the communal courtyard and neighbouring amenity areas would continue to receive at least two hours of sunlight across 50% of the area. This would be the same for the rear garden to 57 Aneurin Bevan Court.

3.8 To the rear of the site, there is an industrial unit. SPD 1 states that new development should be designed to not jeopardise the future redevelopment potential of the neighbouring site. The site to the rear is SIL land and whilst the development is in close proximity to the boundary with this property, there are no overlooking windows and therefore the development would not prejudice the expansion/re-development of this neighbouring site. In addition the proposal would not have any significant impact on the use and operation of the site as it exists.

3.9 The development would have an acceptable impact on the occupants of neighbouring residential properties.

4. Character and appearance

4.1 Aneurin Bevan court, consists of 4, 3 storey flat roof buildings which are predominantly of brick construction. Whilst more contemporary in appearance, the proposed development would respect the existing context in both scale and design, being both three storeys in height with of a flat roof design. The building would have an L shape and the elevations would be wholly brick, with simple fenestration with projecting balconies which again are features of the existing blocks within Aneurin Bevan Court. Whilst there would be no fenestration to animate the rear elevation, this would not be visible and this is necessary in order to not jeopardise the neighbouring SIL.

4.2 The development would be located towards the rear of the site and therefore would not be clearly visible from the Coles Green Road or Humber Road.

4.3 The proposal would largely replace the garage/parking area and therefore would not result in the loss of any significant amount of soft landscaping. Soft landscaping is proposed to the perimeter of the building and the large courtyard area would be retained.

4.4 The development would therefore have an acceptable impact on the character and appearance of the locality.

5. Transport

5.1 Parking standards are stipulated in the adopted DMP 2016. As the site does not have good access to public transport, the higher residential standard in Table 6 applies, although as this is Council housing, it is likely that less parking demand will arise in practice. On this point, Census data indicates car parking demand for flats in this area is approximately 0.54 cars/flat, so the occupants of the 30 existing flats would be likely to own 17 cars. The existing site can currently provide approx. 16 parking spaces and 8 garages, which is sufficient off street parking for this site.

5.2 The proposal results in the demolition of the eight existing garages and removal of 9 parking spaces, in order to provide 6 x 2-bed flats and 3 x 1-bed flats. With Census data indicating an ownership of approx. 0.54 per unit, this would suggest an additional 5 parking spaces for the proposed 9 new flats, taking likely parking demand to 21 cars.

5.3 The new site layout will only provide 13 parking spaces, which is not sufficient to satisfy the likely demand. Therefore a transport statement has been submitted to justify the loss of parking.

Transport Statement:

5.4 The Transport consultants undertook overnight car parking surveys in the area over two nights in October 2018 in accordance with the Lambeth Methodology. This indicated that 13-15 cars park off-street within the site, meaning the external off-street parking is more or less at capacity at present. If car ownership does average 0.54 cars/flat, this would suggest that the site is currently able to accommodate all parking

demand within the site.

5.5 The survey also indicated that Coles Green Road is generally a heavily parked street at night, contrary to the Council's 2013 overnight parking surveys. However, the length fronting Aneurin Bevan Court was between 60-80% parked, so fell below the threshold of being considered heavily parked. It is noted that the street is generally more heavily parked during the day than at night, due to the amount of employment floorspace in the wider area.

5.6 The length of Humber Road fronting the site was about 62-66% parked at night, so also offers some spare parking capacity.

5.7 A survey of the garages was carried out over 7 days (28th October – 3rd November). The survey found that no one was using the garages for vehicle parking, although two of the garages were used for motorcycle parking.

5.8 The proposed 13 parking spaces would still be within the maximum parking allowance, but would be likely to result in estimated overspill parking of approx. eight vehicles. The adjoining streets (Coles Green Road and Humber Road) have on-street parking capacity for about 20 cars along the Aneurin Bevan Court frontage.

5.9 The consultant's parking surveys identified spare on-street parking capacity in the area, particularly along Humber Road and it is therefore considered that the additional demand for on-street parking could be absorbed without pushing the adjoining streets above the 80% threshold above which they would be considered heavily parked. Therefore it is estimated that the demand for car parking could be catered for on street, principally along Humber Road.

5.10 In terms of the parking layout, 6 parking spaces adjacent to the access road and a further 7 spaces perpendicular to the access road are proposed. The access road will be 5.5m wide, which is sufficient for vehicles to pass one another and no cause to obstruct the public highway whilst accessing the site. The drawing also provides 2 motorcycle spaces, which would satisfy the existing demand for those spaces.

5.11 Covered and lockable cycle store will be provided for 15 cycle spaces and this satisfies the London Plan for the proposed development. Additional spaces have been provided for the existing flats within Aneurin Bevan Court during the course of the application.

5.12 Safe pedestrian access routes, into the site, from Humber Road and Coles Green Road.

5.13 The widening of the access road and the provision of a turning head is welcomed as it does improve existing access to the site, which is unsuitable for refuse collection. Tracking diagrams have been submitted to show safe refuse collection and turning of the large vehicle.

5.14 In conclusion, the proposal will lead to an increase in parking demand, but this can be safely accommodated within the site and on the public highway and therefore the development is acceptable on transport grounds. .

6. *Trees and landscape*

6.1 There are a number of mature trees within the grounds of Aneurin Bevan Court. In order to facilitate the development, nine trees are scheduled to be removed from the communal courtyard area. However, of these, 7 would be of low value (Category B and C) and two would be of moderate value. Whilst the loss of the trees would be unfortunate, the applicant has proposed a landscaping scheme to mitigate against the loss. This landscaping scheme includes the provision of 28 new trees, both within the courtyard area and along the frontage as well as hedging and shrub planting.

6.2 A number of existing mature trees are proposed to be retained and as such an arboricultural method statement and tree protection plan is requested by condition to ensure all trees shown for retention are suitably protected throughout the duration of works.

7. *Flood risk*

7.1 The site is within flood zone 1 for fluvial flooding. The site has no historical data of flooding issues and isn't within the groundwater flooding parameters and as such there is no concern that the site presents any additional flood risk.

8. Equalities

8.1 In line with the Public Sector Equality Duty, the Council must have due regard to the need to eliminate discrimination and advance equality of opportunity, as set out in section 149 of the Equality Act 2010. In making this recommendation, regard has been given to the Public Sector Equality Duty and the relevant protected characteristics (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, and sexual orientation).

9. Conclusion

9.1 The principle of the proposed development is acceptable. Furthermore, the development would provide nine affordable good quality units that would contribute towards borough housing targets and would ensure a good standard of accommodation for future residents. The development would have an acceptable impact on the occupants of neighbouring residential properties and would have an acceptable impact on the character and appearance of the locality. It would also be acceptable in a transport capacity. The application therefore complies with the development plan and the benefits of the scheme would clearly outweigh any harm.

CIL DETAILS

This application is liable to pay **£237,856.61** * 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): 663 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
(Brent) Dwelling houses	663		663	£200.00	£0.00	£197,716.07	£0.00
(Mayoral) Dwelling houses	663		663	£0.00	£60.00	£0.00	£40,140.54

BCIS figure for year in which the charging schedule took effect (Ic)	224	331
BCIS figure for year in which the planning permission was granted (Ip)	334	
TOTAL CHARGEABLE AMOUNT	£197,716.07	£40,140.54

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

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

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

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 20/0568

To: Miss Csuka
JLL
30 Warwick Street
London
W1B 5NH

I refer to your application dated **19/02/2020** proposing the following:

Demolition of garages and erection of a three storey building comprising 9 self-contained flats; provision of waste storage, car and cycle parking with amenity space and associated landscaping

and accompanied by plans or documents listed here:
See condition 2

at **Aneurin Bevan Court Garages, Coles Green 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: 13/07/2020

Signature:

Gerry Ansell
Head of Planning and Development Services

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

National Planning Policy Framework (2019)
London Plan (2016)
Core strategy (2010)
Brent Development Management Policies (2016)
SPD 1 - Brent Design Guide (2018)

- 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 drawings:

1844 P01 Rev B
1844 P02 Rev B
1844 P03 Rev F
1844 P04 Rev G
1844 P05 Rev F
1844 P06 Rev D
1844 P07 Rev A
1844 (P-)08
240825 Rev G

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

- 3 The approved cycle storage facilities and bin storage facilities shall be installed and made available for use prior to first occupation of the development hereby approved and thereafter retained and maintained for the life of the development and not used other than for purposes ancillary to the occupation of the development hereby approved.

Reason: To encourage sustainable forms of transportation in the interest of highway flow and safety.

- 4 The development hereby approved shall not be occupied until confirmation has been provided that either:- 1. All wastewater network upgrades required to accommodate the additional flows from the development have been completed; or - 2. A housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason - Network reinforcement works are likely to be required to accommodate the proposed development.

- 5 The development hereby approved shall not be occupied until confirmation has been provided that either:- all surface water network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has

been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason - Network reinforcement works are likely to be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents.

- 6 The proposed ground floor side facing window serving Flat 1, and side facing bathroom windows serving Flat 2, 5, 8 shall be glazed in obscure glass and shall be permanently maintained in that condition thereafter unless planning consent is obtained from the Local Planning Authority.

Reason: To safeguard the privacy of future occupants.

- 7 Prior to the occupation of the dwellings hereby approved, a privacy screen no less than 1.7m in height shall be installed to the edge of the balconies serving Flats 5 and 8 and shall be retained in perpetuity for the lifetime of the development unless otherwise agreed in writing by the local planning authority.

Reasons: To ensure no loss of privacy to the existing residents of Aneurin Bevan Court.

- 8 Prior to commencement of works above ground level (excluding site clearance, demolition, hoarding and the layout of foundations) details of materials for all external work, including samples, shall be submitted to and approved in writing by the Local Planning Authority.

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

- 9 Details of the landscaping within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development (excluding any demolition, site clearance and the laying of foundations). Such details shall include:

- (i) A planting plan for of the front and rear garden areas;
- (ii) Provision of any walls fences, gates or other form of boundary treatment to be provided or retained;
- (iii) Details of surfacing materials for hard landscaped areas within the site

The hard and soft landscape works and boundary treatments shall be carried out in full accordance with the as approved details prior to the first occupation of the development hereby approved, unless alternative timescales have been submitted to and approved to be agreed in writing by the Local Planning Authority and the works shall thereafter be carried out in accordance with the approved timescales .

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

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.

- 10 Following the demolition of the buildings and prior to the commencement of building works, a site investigation shall be carried out by competent persons. The investigation shall be carried out in accordance with the principles of BS 10175:2011 + A2:2017 and the Environment Agency's current Land Contamination Risk Management Guidance. A report shall be submitted

to the Local Planning Authority, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors. The written report is subject to the approval in writing of the Local Planning Authority.

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

- 11 Any contamination remediation measures required by the Local Planning Authority shall be carried out in full. A verification report shall be provided to the Local Planning Authority, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is suitable for end use (unless the Planning Authority has previously confirmed that no remediation measures are required).

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

- 12 Prior to the commencement of the demolition, a Demolition Method Statement (DMS) shall be submitted to and agreed by the Local Planning Authority outlining measures that will be taken to control dust, noise and other environmental impacts of the development. The DMS shall include details of a dust-monitoring plan, to be implemented during demolition works. All agreed actions shall be carried out in full.

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

- 13 Prior to the commencement of the construction, a Construction Method Statement (CMS) shall be submitted to and agreed by the Local Planning Authority outlining measures that will be taken to control dust, noise, and other environmental impacts of the development. The CMS shall include details of a dust-monitoring plan, to be implemented during construction works. All agreed actions shall be carried out in full.

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

- 14 All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance.

Reason: To ensure that and occupiers of neighbouring premises do not suffer a loss of amenity by reason of nuisance and pollution

- 15 Prior to the commencement of development an arboricultural method statement and tree protection plan shall be submitted to and approved in writing by the local planning authority. The development shall then be carried out in accordance with the approved details.

Reason: To protect all trees shown for retention throughout the duration of works

INFORMATIVES

- 1 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.

- 2 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk
- 3 The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented as this may involve the use of adjoining land and should also ensure that all development, including foundations and roof/guttering treatment is carried out entirely within the application property.
- 4 Brent Council supports the payment of the London Living Wage to all employees within the Borough. The developer, constructor and end occupiers of the building are strongly encouraged to pay the London Living Wage to all employees associated with the construction and end use of development.
- 5 The Council recommends that the maximum standards for fire safety are achieved within the development.
- 6 Thames Water advise the applicant that if they are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.
- 7 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 8 The best practical means available in accordance with British Standard Code of Practice BS 5228-1:2009+A1:2014 shall be employed at all times to minimise the emission of noise from the site;
 - 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;
 - Vehicular access to adjoining and opposite premises shall not be impeded;
 - All vehicles, plant and machinery associated with such works shall be stood and operated within the curtilage of the site only;
 - A barrier shall be constructed around the site, to be erected prior to demolition;
 - A suitable and sufficient means of suppressing dust must be provided and maintained.
 - A wheel washing facility shall be installed and operated to ensure that dust/debris is not carried onto the road by vehicles exiting the site.

Any person wishing to inspect the above papers should contact Paige Ireland, Planning and Regeneration,
Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 3395