



Planning Committee Map

Site address: Car Park next to 34, Rokesby Place, Wembley

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This map is indicative only.

Houses û Social rented										
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Proposed

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
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Houses û Social rented			2							2
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PROPOSAL

The application seeks planning permission for the erection of two, two storey semi-detached houses and associated hard and soft landscaping including the provision of parking spaces, bins and bike stores, and alterations to existing parking and landscaped areas.

HISTORY

No relevant planning history

POLICY CONSIDERATIONS

National Planning Policy Framework (NPPF)

The NPPF was published on 27 March 2012 and replaced Planning Policy Guidance and Planning Policy Statements with immediate effect. It seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. It includes a presumption in favour of sustainable development in both plan making and decision making. The NPPF is intended to provide a framework within which local people and Councils can produce their own distinctive Local and Neighbourhood Plans. It aims to strengthen local decision making and reinforce the importance of keeping plans up to date.

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. The Core Strategy will also need to be in conformity with both the London Plan and the NPPF. In doing so it has significant weight attached to it.

The development plan for the purpose of S38 (6) The Planning & Compulsory Purchase Act 2004 is the Brent Unitary Development Plan 2004, Core Strategy 2010 and the London Plan 2011. Within those documents the following list of policies are considered to be the most pertinent to the application:

London Plan 2011

Policy 3.5 Quality and Design of Housing Developments

Brent Core Strategy 2010

- CP 2 Population and housing growth
Sets out the appropriate level of growth across the borough, including the number of new homes and proportion of affordable housing sought
- CP 17 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.
- CP 21 A balanced housing stock
Seeks to maintain and provide a balanced dwelling stock to accommodate the wide range of Brent households by: ensuring appropriate range of dwellings and mix; defining family accommodation as units capable of providing three or more bedrooms; requiring new dwellings be 100% Lifetime Homes and 10% wheelchair accessible; contributes to non-self contained accommodation and care & support housing where needed.

Brent UDP 2004

- BE2 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.

- BE3 Proposal should the regard for the existing urban grain, development pattern and density in the layout of development site.
- BE4 Access for disabled people
- BE6 A high standard of landscape design is required as an integral element of development schemes.
- BE7 A high quality of design and materials will be required for the street environment.
- BE9 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.
- H11 Housing will be promoted on previously developed urban land which the plan does not protect for other uses.
- H12 Residential site layout to reinforce/create an attractive/distinctive identity appropriate to its locality, housing facing streets, appropriate level of parking, avoids excessive ground coverage and private and public landscaped areas appropriate to the character of area and needs of prospective residents.
- H13 The appropriate density should be determined by achieving an appropriate urban design, make efficient use of land and meet the amenity needs of potential residential, with regards to context and nature of the proposal, constraints and opportunities of the site and type of housing proposed.
- TRN23 Parking standards for residential developments. The level of residential parking permitted will be restricted to no greater than the standards in PS14.
- PS14 Parking standards for residential uses

Brent Supplementary Planning Guidance

SPG17 Design Guide for New Developments

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. This policy guidance document addresses residential densities, minimum sizes for residential dwellings, external finishing materials, amenity spaces and parking related issues.

CONSULTATION

A site notice was displayed 05/11/2014. The owner/occupiers of Nos. 10, 12, 14, 24 Copland Avenue, No. 24 Crawford Avenue, South Meadow 628 Harrow Road, Nos. 19-34 (inclusive) Rokesby Place were originally notified by letter 24 October 2014.

12 representations were received, objecting to the proposal on the following grounds:

Objection	Officer Comment
Poor consultation process	This relates to the applicants consultation rather than that carried out by the Council as part of this application.
Loss of privacy	The impact on neighbouring properties privacy is discussed in the <i>Remarks</i> Section (para. 27-33)
Detrimental impact on residential amenities	As above
Unacceptable loss of parking and parking layout	Transportation have been consulted on the application to assess the impact on parking and parking layout. This is discussed further in the <i>Remarks</i> Section (para. 44-50)
Adverse impact on biodiversity	One tree would be lost as a result of the proposal, however, a Bird Cherry and Lime which provide a valuable food source and attract various wildlife would remain on site. The proposal increase the amount of soft landscaping on the application site.

Harmful impact on trees	The Tree Officer has been consulted on the application to assess the impact on trees. This is included in the <i>Remarks</i> Section (para. 36-39)
Unclear plans and lack of sufficient information	A full set of plans have been available to view on the Council's website. Residents were notified of the amended plans.
Inaccurate information included in submission	Metrically scaled plans and all statutory information has been submitted by the applicant for assessment as part of this application.
Car park is regularly used	Historical aerial photographs have been looked at in order to assess the car parks use. This is included in the <i>Remarks</i> Section (para. 6)
There is no proposed provision for disabled parking spaces	The proposal does not result in the loss of disabled parking and the proposed parking provision for the properties is assessed below. The Council's transportation department have been consulted which is included in the <i>Remarks</i> Section.(para. 44-50)
Loss of communal amenity area	The scheme has been amended so as not to affect any other part of the site other than the car park area.
Relocation of refuse area is unacceptable	The bins have been relocated in the amended scheme and no longer cause any highway issues. They are sited in close proximity to the proposed dwellings off of the highway. The Council's transportation department have assessed this in the <i>Remarks</i> Section.(para. 44-50)
No turning circle	The existing turning head has been retained within the site and an additional area for turning has been included to the north of No. 34 Rokesby Place to assist vehicle manoeuvring and movement throughout Rokesby Place. Again, the Transportation department have assessed this and it is included in the <i>Remarks</i> Section (para. 44-50)
There would be restricted access for emergency vehicles	The Transportation department have been consulted on the scheme and have assessed the accessibility of the site. This is included in the <i>Remarks</i> Section.(para. 44-50)
Safety issues would arise	The Transportation department have been consulted on the application to assess the impact on parking and vehicular movements in the site. This is discussed further in the <i>Remarks</i> Section.(para. 44-50)

The owner/occupiers of the same properties were notified of the amended plans 23 December 2014.

1 representation has been received objecting to the proposal on the following grounds:

- Concern over the change to parking arrangements;
- Proposal would not guarantee spaces in accordance with the lease.

Response to objector's comments:

- The Transportation department have been consulted on the application to assess the impact on parking and vehicular movements in the site. This is discussed further in the *Remarks* Section
- The details of the terms of lease are not a material planning consideration.

An additional consultation notifying the owner/occupier of Nos. 2, 4, 6, 8 Copland Avenue and Nos. 1-18 (inclusive) Rokesby Place of the application took place 14 January 2015.

- No further comments received. Any additional representations will be reported in a Supplementary Report.

Sudbury Town Residents Association commented on the originally submitted scheme and made the following observations:

Objection	Officer Comment
Consultation letters have not been delivered to all residents in the surrounding streets, nor all properties in Rokesby Place	Further consultation has taken place since the initial letters were sent out and all residents of Rokesby Place have been notified of the application.
The development results in the removal of amenities used by all residents on the flats	The scheme has been amended so as not to affect any other part of the site other than the car park.
The proposal will result in the removal of trees on the site	The Tree Officer has been consulted on the application to assess the impact on trees. This is included in the <i>Remarks</i> Section.(para. 36-39)
The proposal will reduce the green space in the estate	The impact on hard and soft landscape is assessed in the <i>Remarks</i> Section
Concern over potential safety issues as a result of the proximity of amenity area to car parking area	The impact on hard and soft landscape is assessed in the <i>Remarks</i> Section.(para. 44-50)
The proposed location of the bins would create a blind spot for drivers and would impact on pedestrian safety	The bins have been relocated in the amended scheme and no longer cause any highway issues. They are sited in close proximity to the proposed dwellings off of the highway
There is no turn around provision within the site, residents and emergency vehicles will have to reverse out of the site	The existing turning head has been retained within the site and an additional area for turning has been included to the north of No. 34 Rokesby Place to assist vehicle manoeuvring and movement throughout Rokesby Place. Again, the Council's transportation department have assessed this and it is included in the <i>Remarks</i> Section.(para. 44-50)
There will be a loss of privacy of adjoining neighbour's bedroom window	The impact on neighbouring properties privacy will be discussed in the <i>Remarks</i> Section.
Is it worth building two homes that will destroy and disrupt the life of so many?	The planning authority has to assess the acceptability of the application before them. Consideration is given to the amenity of existing and future residents.
The driveways of properties in Rokesby Place are not fit for purpose and should not be included in calculations	The Council's transportation department have been consulted on the application to assess the levels and impact on parking. This is included in the <i>Remarks</i> Section.(para. 44-50)

It should be noted that Sudbury Town Residents Association were notified of the amended scheme 14th January 2015. At the time this report was written no further comments have been received.

Internal

Highways:

No objections. There is considered to be sufficient on- and off-street parking available within Rokesby Place and along Copland Avenue to cater for parking for existing and proposed residents. A condition requiring the submission and approval of further details of the resurfacing of the private access road to the front of the development in block paving and further details of lighting levels is requested.

Tree officer:

No objections. Conditions recommended regarding tree protection and planting.

Regulatory Services: _

Regulatory Services have no objections to the proposals.

Councillors

Councillor Abdi Aden – No comments received

Councillor Aisha Hoda-Benn – No comments received

Councillor Mary Daly – Comments were received prior to the amended scheme being submitted that raised concern with the following issues: - amended parking arrangements would impact negatively on residents, concern at the relocation of existing residents bins and the loss of the area for drying clothes, concern over potential safety issues as a result of the proximity of amenity area to car parking area.

REMARKS

Background

1. Brent Housing Partnership (BHP) has been looking at ways in which it can increase its stock of affordable family housing, which is housing with 3 or more bedrooms, across the Borough. This reflects the significant existing shortage and the demand arising from Brent's larger than average family sizes.
2. A survey of BHP properties and estates has led to the identification of a number of infill opportunities to contribute to increasing the BHP housing stock. The subject site is a small car park located at the northern end of Rokesby Place and the proposal seeks permission for the erection of 2x3-bed social rented houses and 3 parking spaces.
3. Revised plans have been submitted during the course of the application altering the layout of the application site. The proposal has removed elements of the scheme that involved the re-arrangement of existing parking and layout of the cul-de-sac. The proposal is now concentrated at the northern end of the site only.

Key considerations

4. The key considerations of this proposal are as follows:

- (1) Principle of development
- (2) Design, Layout & Impact on Street Scene
- (3) Standard of accommodation
- (4) Impact on neighbouring amenity
- (5) Landscaping
- (6) Parking

Principle

5. Rokesby Place and its surrounding area is residential and as such the introduction of the proposed residential units is appropriate in terms of the character and use.
6. Parking is the other significant issue which needs to be acceptable for the principle to be supportable. The existing site as set out above, is a small car park presumably originally intended for surrounding residents, however aerial photos dating back to 1995 demonstrate extremely limited use with no more than four vehicles in situ which is demonstrated below. The limited use has been supported by recent survey information provided by BHP comprising photos taken on the nights of 21, 22, 23, 24, and 25 January 2015 along with a couple taken in the daytime on 19 January 2015; this shows a maximum of 3 vehicles utilising the parking area.

1995 – 0 cars

1998 – 2 cars

2003 – 2 cars

2005/6 – 0 cars

2007 – 0 cars

2008 – 0 cars

2010 – 4 cars
 2012 – 1 car
 2013 (April) – 0 cars
 2013 (July) – 0 cars

7. Highways officers have reviewed the revised proposal and have no objections; this is discussed in more detail below, but in summary the principle of the development is considered to be acceptable.

Design, Layout & Impact on Street Scene

- 8. The dwellings are different in design to the nearby terraced properties and blocks of flats, but are generally reflective of the size and scale of the surrounding houses. Whilst the dwellings would be slightly higher overall than the terraced properties in Rokesby Place, the impact of this is not considered significant. The locality consists of a mixture of building types, styles and sizes which will be beneficial in mitigating the impact of the development on the character and appearance of the surrounding area. Furthermore, the proposal would relate acceptably to the domestic scale, character and appearance of the street scene, in view of its height and size.
- 9. The dwellings are of a simple, pitched roof, gable end design and would be separated from the common boundary with the properties in Copland Avenue by 1.25m which results in a gap of over 40m between the proposed properties and those in Copland Avenue. The separation between the proposed dwellings and the side boundary to the east is 5.8m with the distance to the dwelling at No. 628 Harrow Road being 13m. These distances are considered to provide in a sufficient degree of separation to respect the character and appearance of the locality and for the dwellings to not appear cramped in the street scene or the application site.
- 10. The window and door openings in the proposed properties are considered acceptable and help break up the visual bulk of the building. There is a sufficient degree of variety and relief in the elevations of the proposed dwellings and take reference from the proportions and style of the neighbouring buildings but with a more contemporary design.
- 11. The proposed houses have a 2.75m wide set back from the highway which will be planted with shrubs to provide a green setting and to protect amenity for future occupiers. Given the depth provided here and taking into account the character of the estate, the relationship between the street and the proposed houses is considered to be acceptable.
- 12. To ensure the dwellings have an acceptable finished appearance, a condition will be imposed on any planning permission granted requiring samples of materials to be provided.
- 13. Further details of the bike and bin stores will be secured via condition in the event that planning permission is granted. This will ensure that they are of an appropriate design and constructed of suitable materials for this location.
- 14. Overall, the design, footprint, size, width and height of the proposed dwellings would be compatible with the scale, character and appearance of other properties and the wider locality. It is recommended that a condition is secured to remove permitted development rights for extensions and alterations. This is to prevent unsympathetic alterations being carried out that would be detrimental to the character and appearance of the proposed dwellings and wider locality.

Standard of Accommodation

15. The application proposes two dwellinghouses each over two floors. The proposed internal floor spaces are set out in the following table, which includes the private amenity space allocated for each dwelling:

16. All internal floor spaces is the Gross Internal Area (GIA) in m² and useable private amenity space in m².

	17. Unit 1 (3-bed)	18. Unit 2 (3-bed)
Total GIA	19. 96	20. 96

Private Amenity Space	21. 66	22. 150
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23. The proposed Gross Internal Area (GIA) for the units meets the London Plan floor space standards as stipulated within table 3.3 of Policy 5.3 (96sqm for 3b5p).
24. Brent's Supplementary Planning Guidance 17 on New Development (SPG17), stipulates that family housing should have a minimum of 50sqm of private amenity space and the proposed units are well above this level. A good quality and quantity of amenity space is provided.
25. Both units are laid out in a similar way with an entrance hall, w.c. and kitchen/diner and living room at ground floor level, two double bedrooms, one single bedroom and bathroom at first floor level. Each habitable room has a good outlook at the front or rear of the property.
26. The units have a clearly identifiable entrance which is recessed in the front elevation. There is sufficient defensible space to the front of the properties with some soft landscaping. This will help provide some privacy to the properties from the street scene without removing natural surveillance. The living area is to the rear of the ground floor and as such looks on to the rear garden which is a private area to each unit.

Impact on neighbouring amenity

27. The proposed development would be acceptable in terms of its impact upon surrounding residents. Whilst it would result in a different situation to the existing, the building would not be disproportionate to the surrounds and would not be so excessive as to result in any objectionable impact on neighbouring occupants.
28. The separation distances from the majority of the surrounding properties would be such that the proposal would not appear overbearing or visually obtrusive and nor would it materially affect the levels of daylight, sunlight and overshadowing experienced by those properties.
29. The minimum distance to the rear boundary of the site from first floor windows would be 10.5m, this distance is slightly greater than the 10m set out in SPG17 and is therefore considered acceptable. Additionally, there is a distance of well over 20m between the habitable rooms on the rear façade of the proposed dwellings and those located to the rear in Crawford Avenue. The proposed development falls under an angle of 45 degrees set at 2m at the garden boundary with No. 24 Crawford Avenue and would therefore have an acceptable relationship in accordance with SPG17.
30. The separation with the boundary of the property to the east (South Meadow 268 Harrow Road) is 5.8m and there will be a distance of 13m between the properties. The proposed building would not therefore result in any significant overshadowing or loss of light to that property. There is a first floor window (with julliette balcony) at No. 268 Harrow Road facing the application site, however, this is sited further north than the proposed dwellings and would not be adjacent to the new properties. Whilst the proposal would protrude marginally in to a 45 degree angle set at 2m at the garden boundary with No. 268 Harrow Road, this would only be the top section of the gable leading to the ridge (the narrowest point of the property). The proposed dwellings would not protrude into a 30 degree angle from the nearest habitable window of No. 268. There is only one side facing window proposed and this could reasonably be conditioned to be obscure glazed and non-opening (as it is for the stairwell of the proposed dwelling) which would ensure that no overlooking could take place to No. 268. The Tree officer has suggested some planting be introduced along this common boundary to help the screen the rear gardens of the subject dwellings.
31. No. 34 Rokesby Place is sited 13m to the south of the proposed dwellings and is sited further east so is set at a slight angle from the pair of semi-detached dwellings. The proposed properties would face the front section of the flank wall of No. 34 Rokesby Place in which there is only a single ground floor window. The relationship between the properties is staggered which means that the building of No. 34 would screen any views from the proposed dwelling to the rear garden of No. 34 which will prevent any overlooking from occurring. Given the orientation, no overshadowing would occur and the separation would be sufficient for the proposal to not be overbearing or visually obtrusive to the occupiers of No. 34.
32. The properties in Copland Avenue are sited over 40m from the proposed dwellings which is considered sufficient for them not to be detrimentally affected by the proposal in terms of a visually obtrusive or overbearing structure being created. As the proposed dwellings are sited to the east of Copland Avenue, a small amount of overshadowing may occur to the rearmost sections of their gardens; however, this

would be restricted to the first part of the day. There is only one side facing window proposed which could reasonably be conditioned to be obscure glazed and non-opening (as it is for the stairwell of the proposed dwelling). The proposed dwelling would protrude into a 45 degree angle set at 2m at the garden boundary with the properties in Copland Avenue. Whilst not in compliance with this criteria of SPG17, it is felt that in this particular instance a departure from guidance can be justified. As mentioned previously, the dwellings in Copland Avenue are set over 40m away from the boundary which is a significant distance. Additionally, there is large group of trees in the rear gardens of the Copland Avenue properties in close proximity to the boundary which provides a natural screen for the proposal. The element of rear garden that could potentially be effected is the rearmost section where the occupants are least likely to spend time sitting out, eating etc which would normally take place at the opposite end of the garden adjacent to the main property some 40m away. Given the circumstances of this particular case it is felt that the proposed relationship between the semi-detached dwellings in Rokesby Place and, in particular No. 12, Copland Avenue would be acceptable.

33. It is considered that, on balance, for the reasons outlined above that the proposed dwellings would have an acceptable relationship with surrounding properties. The orientation of the proposal and separation distances retained would ensure that there would be no significantly detrimental impacts on surrounding occupiers.

Landscaping

34. There is one tree towards the front of the site which will be required to be removed to enable the construction of the 2 houses. The tree is a Birch (T1) and the Council's tree officer has no objection to its loss subject to suitable replacement within the site. The separation between the dwellings and the road is insufficiently deep to accommodate replacement trees within it and instead it is specifically suggested that new planting must be a minimum of 14-16cm girth but ideally 16-18cm or 18-20cm.
35. The small front curtilages of the site require good quality dense planting to enhance the green value of the site, this could include a privet hedge and further details will be required by condition.
36. The Tree Officer has appraised the two trees to the rear of the site (Bird Cherry T2 and Lime T3) and provided root protection recommendations, which will be conditioned to ensure the work will be carried out to prevent damage to their roots. The retention of trees identified as T2 and T3 is recommended as this will enhance the screening between the new houses and the adjacent gardens.
37. G1 off site trees on the western boundary comprise of young Sycamore, Ash and Oak. Due to their age and size, the group has been rated as category C. There would be no physical impact on any of these trees as a result of the proposed development. Within this group, there is a semi mature Eucalyptus tree that has collapsed in to the car park site. The tree should be cleared regardless of the application status.
38. G2 off site trees on the lower eastern boundary of the site comprise of mature cherries and plums. Root systems of these trees would encroach into the south-east corner of development. An arboricultural method statement and tree protection plan should be provided to ensure minimal damage to the root systems of G2.
39. In terms of general landscape, a buffer of native planting should be provided on the eastern boundary with the intention of providing a screen between the single storey bungalow's julliette balcony and rear gardens of new development. The screen should have an eventual height of approximately 3 metres; again this will be secured via condition.
40. Provision should also be made for small tree and shrub planting on the northern boundary to bolster the screening already provided by T2 and T3, again this can be secured via condition to ensure an appropriate landscape scheme is in place.
41. Further details of the indicative areas of soft landscaping on the site plan will also need to be submitted to and approved in writing by the Local Planning Authority to soften the visual impact of the proposed development.
42. Whilst the proposal would result in the loss of the T1 Birch Tree, overall the scheme results in an improved balance of soft and hard landscape in the application site with the introduction of lawn areas to the rear of the properties as well as the screening and replacement planting secured via conditions. The retention of existing groups of trees will be beneficial in maintaining the character and appearance of the site and locality as well.

Car Parking

43. Car parking allowances are set out in standard PS14 of the adopted UDP 2004. The two proposed houses would therefore be permitted up to 1.6 car parking spaces, so the proposed provision of two spaces within the site accords with standards. These spaces have been set further back into the site to provide additional manoeuvring space, which can also be used to assist cars turning at the very end of the cul-de-sac. This is beneficial to the overall scheme.
44. The existing access road along the site frontage is proposed to be widened to accommodate a third visitors' parking space in front of the proposed dwellings, which accords with standards and will help to ensure that parking generated by the development is able to be accommodated within or in front of the site.
45. The widening has been achieved at the expense of the footway opposite the site, but as the footway does not directly serve any properties, its loss is acceptable. However, the absence of any footways to the site means the carriageway will need to be used as a shared surface between cars and pedestrians and it should therefore be surfaced in coloured block paving to highlight to drivers the likely presence of pedestrians. The amended plans appear to show this, but further details on road surfacing should be submitted for approval as a condition of any planning consent.
46. The previous proposals to extend the parking bay to the front of 19-30 Rokesby Place northwards to provide additional parking have now been omitted from the scheme, allowing the existing turning head to be retained for the use of service and emergency vehicles. A shared bin store has also been introduced in the southwestern corner of the development site, to ensure that refuse carrying distances from the site will be minimised for refuse collection staff. Previous concerns over the stopping-up of the turning head and the implications for the servicing of the site have therefore been addressed.
47. As previously discussed, there is considered to be sufficient on- and off-street parking available within Rokesby Place and along Copland Avenue to cater for parking for existing residents, despite the loss of this parking area for development and despite the removal of the previously proposed parking bay extension from the amended plans. As before, each proposed dwelling is shown with a secure storage locker for two bicycles in line with standard PS16.
48. Two existing lighting columns within the car park will be removed and two illuminated bollards are now proposed in front of the dwellings to illuminate the site frontage. Further details of resultant illuminance levels should be submitted to ensure public safety will not be compromised by inadequate lighting provision.
49. There are no objections to this amended proposal on transportation grounds, subject to a condition requiring the submission and approval of further details of the resurfacing of the access road to the front of the development in block paving and further details of lighting levels.
50. A financial contribution of at least £3,000 will also be sought towards sustainable transport improvements through the CIL.

Conclusions

51. The proposed pair of semi-detached dwellings will provide increased family sized accommodation within the Borough of an appropriate standard in terms of the quality of the accommodation. The design of the new dwellinghouses is considered acceptable and is not considered to adversely impact on the amenities of adjoining properties. The proposed layout and parking provision for the site is also considered acceptable. Further detail is required by condition in order to ensure the quality of materials, landscaping and tree protection. For the reasons as outlined above, and as set out in the decision notice approval is accordingly recommended.

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

(1)

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

London Plan 2011

Housing SPG

Brent Unitary Development Plan 2004

Council's Supplementary Planning Guidance 17 - Design Guide for New Development

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

CONDITIONS/REASONS:

- (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):

PL001, PL011A, PL100A, PL110A, PL111, PL112, PL200, PL201, PL300, PL301, PL302A, PL303, Design and Access Statement

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

- (3) The windows in the first floor side elevations (both and East and West) shall be glazed in obscure glass to a standard comparable with Level 4 of the Pilkington Glass range and shall be non-opening below a height of 1.7 metres taken from internal finished floor level. The windows shall not thereafter be altered in any way without the prior written approval of the Local Planning Authority. No further windows shall be installed in the side elevations (both and East and West).

Reason: To maintain the privacy of adjoining resident.

- (4) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking or re-enacting that order with or without modification) no development within Classes A, B, C or D of Part 1, Schedule 2 to the said Order shall be carried out to the proposed houses without the prior permission of the local planning authority obtained through the submission of a planning application.

Reason : To enable the local planning authority to maintain strict control over the extension and alteration of any of the dwellinghouses hereby permitted on restricted sites in the interests of maintaining the appearance and integrity of the development and the visual and general amenities of the locality and to safeguard the amenities of the occupiers of neighbouring properties.

- (5) In this condition "retained tree" means an existing tree which is to be retained in accordance with approved plan and particulars (all trees except T1 Birch); and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) no retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. Any topping or lopping approved shall be carried out in accordance with British Standard 3998 (Tree Work);

(b) if any retained tree is removed, uprooted or destroyed or dies, another tree shall be

planted at the same place and the tree shall be of such size and species, and shall be planted at such time as may be specified in writing by the Local Planning Authority;

(c) the erection of fencing for the protection of any retained tree shall be undertaken in accordance with the recommendations set out in BS 5837 (2005) and the approved plans and particulars before demolition or any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason: To ensure satisfactory landscape treatment of the site in accordance with the interests of visual amenity.

- (6) All car parking spaces, footways and turning areas shall be constructed and permanently marked out prior to first occupation of the development, and permanently maintained for such purposes, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to allow the Local Planning Authority to exercise proper control over the development in the interests of amenity and highway safety.

- (7) Details of materials for all external work, including samples, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out in accordance with the approved details.

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

- (8) The area(s) so designated within the site shall be landscaped in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority within 3 months of commencement of development. Such details shall include:

- (a) means of enclosure;
- (b) proposed planting (species, size and density);
- (c) hard surfacing materials;
- (d) retained landscape features/trees;
- (e) replacement planting for T1 Birch which must be a minimum of 14-16cm girth and ideally 16-18cm or 18-20cm;
- (f) buffer of native planting on the eastern boundary with the intention of providing a screen between No. 268 Harrow Road and the new development (the screen should have an eventual height of approximately 3 metres) (species, size and density);
- (g) small tree and shrub planting on the northern boundary to bolster the screening already provided by T2 and T3;
- (h) planting between the front elevation of the dwellings and the highway edge (species, size and density);
- (i) lighting levels of bollards and locations.

The hard landscaping shall be completed prior to occupation and the soft landscape work completed during the first available planting season following completion of the development hereby approved.

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

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.

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

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

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

REFERENCE DOCUMENTS:

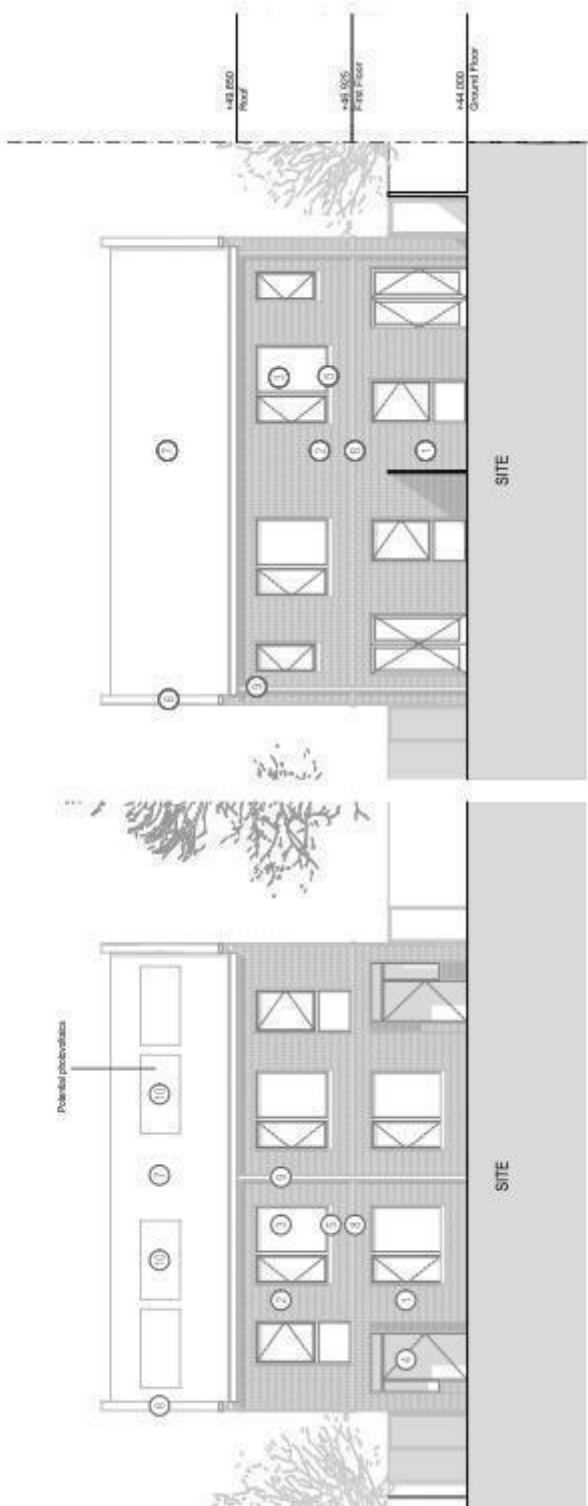
The following are extracts of some of the submitted plans. All submitted details can be viewed on the Council's website www.brent.gov.uk by searching with the application reference.



māe
 200 U.S. Highway
 7, Madison, WI 53706
 1-414-933-7734 (toll free)
 1-414-933-7800 (local)

DATE: 01/15/2010
 PROJECT: [illegible]
 DRAWN BY: [illegible]
 CHECKED BY: [illegible]

1



Project Information	
Project Name	...
Client	...
Architect	...
Date	...

mae
 11111 11th Street
 San Diego, CA 92161
 Phone: (619) 551-1111
 Fax: (619) 551-1112



- NOTES:**
1. See notes on drawings for details.
 2. All work to be done in accordance with the City of San Diego Building Code.
 3. All materials to be approved by the City of San Diego Building Department.
 4. All materials to be installed in accordance with the manufacturer's instructions.
 5. All work to be completed by the date specified on the drawings.
 6. All work to be done in accordance with the City of San Diego Building Code.

MAE ARCHITECTURE
 11111 11th Street
 San Diego, CA 92161
 (619) 551-1111
 www.mae-architect.com



Image 02



Image 01



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