

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

24 September, 2015
07
15/2551

SITE INFORMATION

RECEIVED: 15 June, 2015

WARD: Kilburn

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: William Dromey Court, Dyne Road, London, NW6 7XD

PROPOSAL: Erection of two-storey detached residential unit (3 x 4bed), with associated hard and soft landscaping, provision for 12 car and cycle parking spaces including the provision of 2 disabled car-parking spaces

APPLICANT: Brent Housing Partnership

CONTACT: Hunters Architects

PLAN NO'S: See condition 2

SITE MAP



Planning Committee Map

Site address: William Dromey Court, Dyne Road, London, NW6 7XD

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This map is indicative only.

SELECTED SITE PLANS

SELECTED SITE PLANS

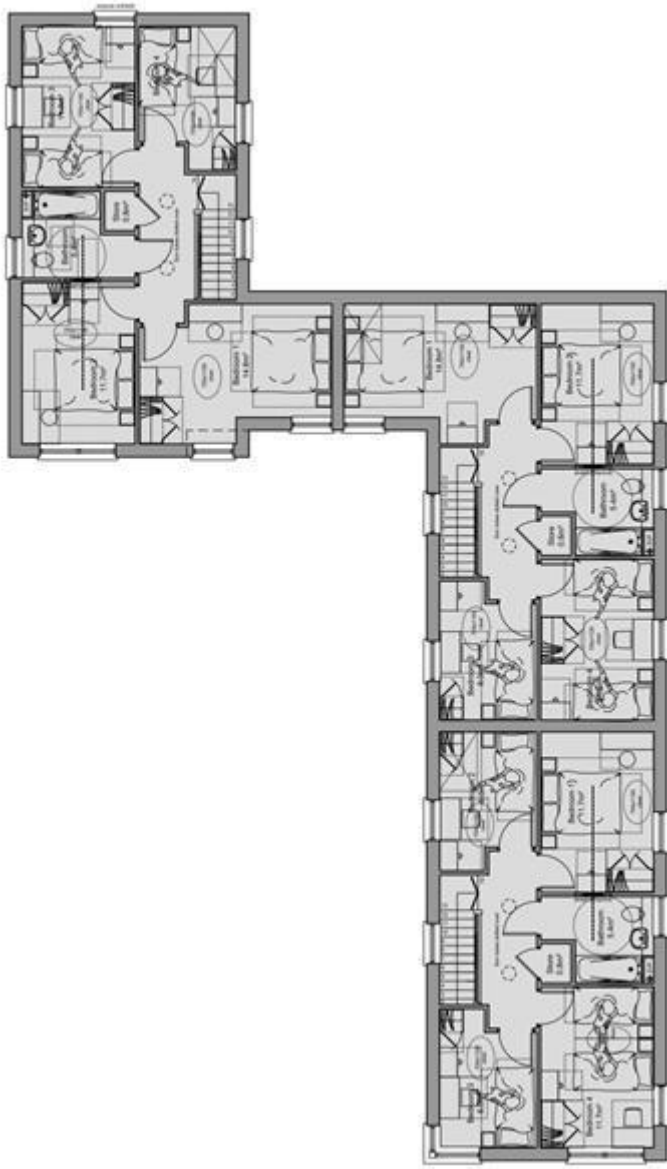
Site Location Plan



Proposed Site Plan



Proposed First Floor



Proposed Perspectives



RECOMMENDATIONS

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

A) PROPOSAL

See description above.

B) EXISTING

The subject site consists of the car park for flats 1-51 William Dromey Court on the northern side of Dyne Road, NW6.

The car park is situated behind The Kingdom Hall to the rear of 1a Dyne Road and to the rear of the car park behind 1b Dyne Road. Both 1a and 1b Dyne Road are office buildings occupied by the Institute of Contemporary Music.

To the east of the site are commercial properties with flats above on Kilburn High Road and to the north is the overground railway line.

The site is not within a conservation area, though the boundary of the North Kilburn Conservation Area is on the western side of William Dromey Court.

C) AMENDMENTS SINCE SUBMISSION

Only minor amendments have been sought to the proposal since its submission, these include:

- Trellis and planting alongside the railway embankment
- Grey paving

Introduction of an additional parking space

D) SUMMARY OF KEY ISSUES

- Design & Layout & Relationship with Neighbouring Buildings

The location of the site means that it has no impact on the streetview but it is nevertheless essential that an acceptable residential environment is designed. Simple but good quality architecture and materials and a layout prioritising pedestrian movement achieve this. The buildings relate acceptably to surrounding buildings in terms of the amenity of neighbouring residential occupiers and the quality of accommodation provided.

- Car Parking

Of the 51 properties in William Dromey court 4 objections have been received from 3 properties in relation to the loss of parking provision. The key issue is that parking spaces for all residents with a current resident permit will be reprovided. Visitor parking will be available in a more controlled way ensuring that it is utilised only by visitors to the site.

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	0	0	0	363	363

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Houses û Social rented)										
PROPOSED (Houses û Social rented)				3						3

RELEVANT SITE HISTORY

No relevant planning history

CONSULTATIONS

External

Letters were sent to 220 neighbouring properties including the occupiers of James Stewart House. In total 5 objections have been received. The issues raised include:

- Due to my disability I need visitors to help for example with bringing shopping, I therefore need to be able to use the visitors car park, please ensure there are visitors spaces allocated.
- Object to the withdrawal of parking facilities for the current car park users.
- Residents who have paid for existing permits should be allocated a bay as to make this a 'free for all' will cause huge problems.
- The removal of the barrier will affect insurance and will encourage shop owners to use the bays.
- Would welcome clearer information about how the car park will be used in the future as tenants are confused about the arrangement.
- What was to be the community centre has at some point been sold/leased as a place of worship.
- It is disappointing that this site has been identified.
- Existing high levels of anti-social behaviour from the existing social housing will be worsened.
- The construction of family homes will cause more noise and traffic.
- The higher density of social housing will negatively impact on property values.
- Concern about the removal of visitor passes which allow for cars not registered at the address to use the car park - currently used to park a car provided by an employer as the car is registered elsewhere a permanent pass cannot be approved.
- Those that don't have an existing permit will lose out in the new arrangement.

- Objection based on the transparency of this proposal where the council is applying to itself for this permission to build.
- A window is proposed directly overlooking 1a Dyne Road
- The outline proposal for the rear extension to 1a Dyne Road needs to be evaluated in conjunction with the development

Internal

Ward Cllrs and internal consultation emails were sent on 6th August.
The application has been discussed with relevant officers and conditions recommended.

Statutory

London Underground - No comments

Network Rail - a number of comments in relation to the proximity of the development to the site and the need to ensure the Party Wall Act is followed etc. The comments will be shared with the applicants for their information.

BHP consultation

As part of the development process, Hunters and Brent Housing Partnership have undertaken public consultation in order to gauge local opinion of the proposals for both William Dromey and James Stewart Sites. BHP undertook a car park usage survey of all units receiving responses from 17.

BHP carried out a door knocking and letter drop exercise to all residents on 5 January 2015 to seek views on the draft proposals, residents were advised that the proposal makes provision for those residents who are currently in possession of a resident parking permit plus a number of controlled visitor spaces.

BHP advise that they have received very few comments from residents and have met with specific residents and Cllrs as requested.

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.

DETAILED CONSIDERATIONS

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 some of which have come before Members at previous planning committees. The subject site is a car park located on the northern side of Dyne Road and the proposal seeks permission for the erection of 3x4-bed social rented houses without parking and the reprovision of 13 car parking spaces.

Key considerations

3 The key considerations of this proposal are as follows:

- (1) Principle of development
- (2) Design & Layout & Relationship with Neighbouring Buildings
- (3) Standard of Accommodation
- (4) Impact on neighbouring amenity
- (5) Landscaping
- (6) Parking

Principle

4 Dyne Road is adjacent to Kilburn Town Centre but other than the 3 buildings in front of the subject site its surrounding area is residential and as such the introduction of the proposed residential units is appropriate in terms of the character and use.

5 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 car park associated with William Dromey Court and managed with the use of a parking permit scheme through BHP.

6 BHP have undertaken an in depth review of their allocation of resident and visitor permits. The proposal is based on the principle that all residents with an existing residents permit will be eligible under the new arrangement for a permit, the allocation of any additional permits will be managed with an understanding of the remaining capacity. The car park at William Dromey House and James Stewart Court are proposed to be managed under the same system. This is discussed in more detail below.

Design & Layout

7 The proposal is for 3x2-storey terrace houses forming an "L"-shape along the south and east edges of the site. The dwellings face into and look over the car park and pedestrian access route and also into their private gardens. Due to their location set back by 50m behind the Dyne Road frontage buildings the buildings have no impact on the street scene but it is important that a residential character is created within the development to provide an attractive and safe development.

8 The car park has an uneven boundary line particularly where it abuts Kilburn High Road and the rear building line varies greatly but it is 25m deep at its central point and an average of about 40m wide. As the character of development around the site is inconsistent (Kilburn High Road terrace buildings, Dyne Road offices and William Dromey Court 3-story blocks) the proposal has sought to establish its own character.

9 The houses will be accessed from the same pedestrian route which leads from Dyne Road to the rear block of William Dromey Court and is alongside the existing vehicular route to the car park. Residents will cross the vehicular route which leads into the centre of William Dromey Court however as there are only 2 marked parking spaces within that area the number of vehicular movements will be extremely low. At the entrance to the car park the pedestrian route is demarcated with a different surfacing which runs along the southern side of the car park to each front door and each unit has a private front garden with a boundary wall to create defensible space. The communal refuse storage is at the entrance to the car park.

10 The elevational design is simple but is considered to be successful. The houses are proposed to be brick built with simple but generously sized windows. The houses are 2-storeys with mono-pitched roofs with a flat roofed section at the far end of the site connecting to 2 elements.

11 The existing William Dromey Court buildings have a similar arrangement of mono-pitched roofs and while referencing the architecture of this building, it is not considered essential to replicate that due to the separation although it does help to connect the 2 sites.

12 Fenestration is proposed in all elevations at ground floor and first floor providing a sense of surveillance over the car park spaces improving the safety of an area which is currently poorly overlooked.

Standard of Accommodation

13 The units have a clearly identifiable entrances through their front boundaries, and the front doors are legible.

14 The units have a limited though defined set back from the car park curtilage, windows looking onto this space include hallways, a living room, a kitchen/dining room and a study. As this is not a public route there is less concern than there may otherwise be regarding privacy of these windows but a physical separation is provided and the arrangement will provide a suitable division between 'public' and private space. It should be noted that the front outlook is to the car park in which future occupiers will not be able to park, all ground floor rooms however also have windows onto the private amenity spaces proposed for the use of each unit and this is considered on balance to be acceptable. First floor windows also have outlook to the front and rear.

15 House E which is a 4 bed 6 person is 113sqm against the London Plan requirements of 107sqm. Houses F and G are both 4 bed 7 person units and each have a floor space of 128sqm, the London Plan does not provide a standard for 7 person units however the houses provide 21sqm above the 6 person standard for an additional 1 person which is considered to be sufficient.

16 Each unit has a private garden. Unit E has approximately 50sqm over 2 space (to the rear and side) while F and G both have gardens which wrap around the houses and are over 100sqm. Officers raised some concern about the relationship with the Kingdom Hall in terms of the impact this would have on light and outlook as it is 6m from the rear elevation of units E and F, however a section drawing shows that the single storey building has an eaves height of just 3m and as such its impact would be acceptable.

17 An outline application has been submitted for an extension to the rear of 1b Dyne Road over the existing car park for the Institute of Contemporary Music (ICM). Officers have noted that proposed unit E has a secondary window to a bedroom at the point where the building would overlap with the ICM application site (and proposed extension). It is agreed that it is not appropriate to rely on land outside of the applicant's control for outlook and it is, therefore, recommended that this window be omitted. Members will be updated on this issue in a supplementary report.

18 Further consideration has been given to the quality of environment provided by this site which is adjacent to a train line. The overground line to the north is raised with an embankment leading up from the ground level of the application site. To provide screening officers require the introduction of a boundary treatment consisting of a trellis to run along the rear of car parking spaces 1-11. Space for planting will be required between the ends of the parking spaces enabling creepers to grown on the trellis.

Impact on neighbouring amenity

19 The closest neighbouring residential properties are on Kilburn High Road above shops. Unit F backs onto 343 Kilburn High Road with a separation of at least 10m. The Kilburn High Road property has a window at first floor appropriately 4m from its rear boundary which may be habitable however the application does not propose any first floor windows on this elevation preventing any conflicts of privacy from arising. A section drawing through this part of the site allow a further assessment and it is apparent that when set at first floor where there is a residential use the proposed houses fall well below a 30 degree angle maintaining a good quality of light and outlook for residential neighbours.

Landscaping

20 The rear gardens of the proposed units will be suitably landscaped with an arrangement of hardstanding, grass, shrubs and small trees, further details will be require by condition.

21 The proposal does necessitate the removal of a linear group of 5 Horse Chestnut trees on the site. The trees are between 12m and 15m in height so result in a large amount of shading of the site. However they have been identified as Category C trees as they are only in a fair condition in particular suffering from old pruning wounds and disease. The loss of trees is always something that needs to be carefully considered, however in this case those beign removed are estimated to have a remaining contribution of only 10+ years and given their quality it would not be appropriate to require the protection of these trees resulting in the prevention of the development. The council's tree officer has reviewed the proposal and agreed with the conclusions.

22 There is limited space within the site to provide replacement trees but the applicants have been advised that this will be essential. 4 trees are proposed along the edge of the pedestrian access route. Further detail of species and size are required by condition. Trees will be expected to make the maximum contribution possible within the available space, therefore where close to the building species with a small crown spread will be most appropriate.

23 Other trees around the edges of the William Dromey site and on Network Rail land have been identified as category B trees, being of a better quality in general and having a longer life expectancy. It is necessary that all retained trees are protected during construction.

Car Parking

25 The site has a PTAL of 5 meaning that it is very accessible by public transport with both the overground and jubilee lines within easy walking distances along with numerous bus routes. The proposal seeks to restrict parking for future occupiers of the new houses which given the PTAL would be entirely acceptable. Officers are however giving further consideration to the siting of the development within a small car park and have asked the applicant to explore whether an additional capacity can be found to provide parking for any of the new units.

26 Dyne Road is heavily parked as identified in the UDP and reconfirmed by Brent's more recent parking survey, on this basis additional overspill parking from the new development onto the street won't be supported. A permit free agreement will be applied to the new units. It will be reported in a supplementary whether any additional parking capacity for the future residents has been created.

27 The submission states that there are 28 existing parking spaces (not including the 2 disabled bays situated in the centre of William Dromey Court) which operate on a first come first served basis within the site serving 51 residential units. To park on site currently residents have to obtain a residents permit, different to the on-street parking permits issued by the council, and this is managed by BHP. Visitor parking permits have also been issued and are similar to residents permits in that they are not restricted to a certain date so can continually be used, BHP are of the opinion that this system has been open to abuse and passes are being used for parking by numerous non-residents. The new management scheme which BHP intend to roll out along side this development would have visitor permits managed in a way similar to on-street visitor permits, i.e. scratch card style limited to a particular day/time.

28 Even though there are 28 parking spaces available at William Dromey Court the applicants state that there are only 11 residents parking permits. The proposal reprovides 2 disabled parking bays which can be viewed separately, and within the car park area provides 12 spaces, sufficiently re-accommodating all existing residents with permits. The submitted Design & Access Statement (D&A) makes clear that the intention is to enable residents who currently have a residents permit to be able to obtain a permit under the future scheme meaning they are in no way harmed by the proposal.

29 BHP are very clear that this proposal should be viewed alongside the proposal at James Stewart House where there will be a little more parking capacity (reference: 15/3014 on this agenda). Both car parks, opposite one another across Dyne Road will be managed by the same system with permits valid in both. It may be the case that visitors to William Dromey will be more able to park on the James Stewart site and given the distance of about 50m between the sites, not dissimilar to the distance from the existing William Dromey car park, officers find this arrangement acceptable.

30 Four residents from 3 properties within William Dromey Court (of 51 units) have expressed concern about this arrangement:

- 1 resident has a current resident parking permit and will be entitled to one under the new scheme, this objection lies in a lack of certainty about the new arrangement and the possibility of losing out under the new scheme and officers feel that this is sufficiently addressed above.
- Another objection is from a disabled resident who is concerned about losing visitor parking. Also as set out above the new arrangement will enable residents to obtain visitor permits but in a more restricted way than at present to create a more manageable system and to balance the borough's priorities.
- The final 2 objections are from the same household where the residents have been using a visitor pass as they do not have a permanent vehicle and do not have a residents permit so may not be able to obtain one under the new scheme. This is a unique situation and one which officers suggest needs to be worked out with BHP and their management arrangements but should not affect the principle of the acceptability of the application. Should we need to consider that at some point all residents of the site want to own cars all spaces would need to be retained, however the site is exceptionally accessible and this would be a poor long term use of a site which has been identified as able to provide housing.

31 While officers understand the concern raised by these residents it is, in general, considered that the issues are satisfactorily resolved within the proposed arrangement. Officers suggest that the value of the provision of 3 large family houses to meet a priority borough need is significant and in principle find that this outweighs the retention of parking spaces which residents to date have not opted to obtain permits to use.

Other Highways Issues

28 In terms of bicycle storage Council standards require 1 space per unit and as the proposal shows a shed in the he back garden of each unit this is satisfactory.

29 The location of the refuse store is acceptable for both residents and collectors though a condition is recommended to seek to improve its appearance given its situation on the corner of the entrance.

30 Officers have enquired regarding the needs to fire engines to access the site and the agent has confirmed that the layout is appropriate for the relevant building regulations Part B1. In the event of fire within the proposed development, trucks would reverse no more than 20m from the road junction and all points within the development would be well within the 45m maximum distance from the fire truck with mobile pump appliance.

31 The management of parking within the site has been queried so as to understand how parking on the access road would be prevented as this could interfere with emergency access. The applicant has advised that this will be managed through signage identifying the prospect of fines and yellow lines (if necessary).

Conclusions

30 Overall the proposal is considered to result in a good quality of accommodation which will have an attractive appearance in the street and will not be detrimental to neighbouring amenity. Importantly, the development provides family accommodation in two storey houses, with outside space, that is recognised as being in short supply in the Borough.

Neighbour objections

These have been discussed above but are considered here again for completeness.

Neighbour comment	Response
Due to my disability I need visitors to help for example with bringing shopping, I therefore need to be able to use the visitors car park, please ensure there are visitors spaces allocated.	Para's 27-30
Object to the withdrawal of parking facilities for the current car park users.	Para 28 - residents with current residents permits will be able to obtain permits under the new management arrangement
Residents who have paid for existing permits should be allocated a bay as to make this a 'free for all' will cause huge problems. The removal of the barrier will affect insurance and will encourage shop owners to use the bays.	Para 28 - residents with current residents permit swill be able to obtain a permit however BHP are not looking to allocate specific spaces. The permits will be renewable on an annual basis.
Would welcome clearer information about how the car park will be used in the future as tenants are confused about the arrangement.	Officers understand that the proposal may have been confusing particularly as the proposed future management arrangements are a work in progress however they have been clear at all times that residents with current residents permits will be able to obtain permits under the new management arrangement.
What was to be the community centre has at some point been sold/leased as a place of worship.	This may be a reference to the Kingdom Hall. This isn't part of the application site.
It is disappointing that this site has been identified.	Para's 1-2
Existing high levels of anti-social behaviour from the existing social housing will be worsened.	The layout of the proposal seeks to good levels of surveillance and a good residential environment, these are the appropriate planning measures to design out anti-social behaviour however if it were to occur it should be reported to BHP or to the Police.
The construction of family homes will cause more noise and traffic.	The proposal will reduce the amount of on-site parking and therefore cannot increase the amount of traffic. 3 family homes would not be anticipated to cause high levels of noise noticeable on a site where there are

	currently 51 flats.
The higher density of social housing will negatively impact on property values.	This is not a material planning consideration
Concern about the removal of visitor passes which allow for cars not registered at the address to use the car park - currently used to park a car provided by an employer as the car is registered elsewhere a permanent pass cannot be approved.	Para's 27-28 & 30
Those that don't have an existing permit will lose out in the new arrangement.	Para 30
Objection based on the transparency of this proposal where the council is applying to itself for this permission to build.	The applicant is Brent Housing Partnership which is an Arms Length Management Organisation. The proposal have been development independently of Brent's Planning Service and are assessing the application in accordance with local, regional and national policy.
A window is proposed directly overlooking 1a Dyne Road	Para 17
The outline proposal for the rear extension to 1a Dyne Road needs to be evaluated in conjunction with the development	Officers are aware of both applications and how they affect one another. A very large scale of extension is proposed in outline form and its merits in terms of scale/massing will be considered alongside how it would relate to the residential development.

SUSTAINABILITY ASSESSMENT

The application is a minor development and does not have sustainability requirements other than those set out in Building Regulations.

CIL DETAILS

This application is liable to pay **£97,553.66*** under the Community Infrastructure Levy (CIL). The units are proposed for affordable housing and the applicant therefore intends to claim an exemption.

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): 363 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	363	0	363	£200.00	£35.15	£82,971.43	£14,582.23

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)	256	
Total chargeable amount	£82,971.43	£14,582.23

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

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

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

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 15/2551

To: Mr E Chen
Hunters Architects
Hunters
Space One Beadon Road
London
W6 0EA

I refer to your application dated 14/06/2015 proposing the following:
Erection of two-storey detached residential unit (3 x 4bed), with associated hard and soft landscaping, provision for 12 car and cycle parking spaces including the provision of 2 disabled car-parking spaces

and accompanied by plans or documents listed here:
See condition 2
at William Dromey Court, Dyne Road, London, NW6 7XD

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

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

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

- 1 The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

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

APL001 A Site Location Plan
APL003 C Proposed Site Plan
APL004 B Proposed Landscape Plan
APL005 B Ground Floor Plan
APL006 A First Floor Plan
APL007 A Roof Floor Plan
APL008 A Proposed Elevations 1/2
APL009 A Proposed Elevations
APL010 A Proposed Sections
APL011 B Perspective View
APL012 A Proposed Landscaping Improvements (Site B)
APL014 B Proposed Communal Bin Store Location
Design & Access Statement

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

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

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

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

Reason: In view of the restricted nature and layout of the site for the proposed development, no further enlargement or increase in living accommodation beyond the limits set by this consent should be allowed without the matter being first considered by the Local Planning Authority.

- 5 Details of materials for all external work 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.

- 6 Prior to commencement a full tree protection plan and Arboricultural method statement in accordance with BS 5837:2012 Trees in relation to design, demolition and construction shall be provided. The TPP and AMS should allow for the provision of a watching brief during sensitive operations as well as a pre commencement visit from the Local Authority tree officer in order to sign off tree protection measures. The development shall be implemented in accordance with the approved details.

Reason: To ensure the safe and healthy retention of mature trees both within and in proximity to the scheme.

- 7 All areas shown on the plan and such other areas as may be shown on the approved plan shall be suitably landscaped with trees/shrubs/grass in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority prior to commencement of any demolition/construction work on the site. Such landscaping work shall be completed prior to occupation of the building(s).

Such scheme shall also indicate:-

(i) Walls and fences

Proposed walls and fencing, indicating materials and heights including the trellis.

(ii) Tree species and sizes

Notwithstanding the detail submitted details of tree species and sizes appropriate to the positions within the site.

Tilia Greenspire and Chanticleer Pear should be planted with a minimum stem girth of 16-18cm and Himalayan birch with a minimum girth of 12-14cm. Tree pit details and a full landscape management/establishment plan should be submitted prior to commencement. Two types of eating apple both within the same pollination group shall be considered in place of Malus Tschonoskii

(iii) Hardsurfacing materials

Demonstrating SUDS.

(iv) Maintenance details

Details of the proposed arrangements for maintenance of the landscaping.

(v) Communal Refuse Store

An improvement to the arrangement in the interest of visual amenity including softlandscaping

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 the commencement of building works, a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present. The investigation shall be carried out in accordance with the principles of BS 10175:2011. 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

- 9 Any soil 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

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

The applicant shall pay particular attention to the Network Rail recommendations.

Any person wishing to inspect the above papers should contact Liz Sullivan, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5377