

Supplementary Information

Planning Committee on 24 September, 2015

Agenda Item 07

Case No. 15/2551

Location William Dromey Court, Dyne Road, London, NW6 7XD
 Description 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

Agenda Page Number: 75

Planning committee visited the site on 19th September.
 A number of points were raised which are responded to below.
Pre-application consultation by

BHP state that the consultation undertaken prior to the submission of the application is as follows.

- Car Park Usage Survey sent 10/10/2014 to all residents to identify parking usage, 17 of the 51 properties responded with 8 residents confirming that they park cars in the car park.
- 3/12/2014 – Initial letter to local councillors to advise of the proposals
- Letter Drop on 7/1/2015. These letters were hand delivered in the afternoon and early evening so that residents had the opportunity at this early stage to talk about the. The development proposal was explained in detail to those residents who were at home. Others had the information posted through their letter box and asking them to contact BHP with any queries.
- Consultation continued through ad hoc conversations with residents during the design and development period between January and June. As a result of this consultation, residents comments were taken on board in relation to parking and this resulted in reducing the proposed development by one house to allow further parking provision.
- 9/6/2015 - Door knocked all residents mainly to discuss the revised parking arrangements and commitment to honour existing resident parking permits and explain the proposals for parking in the new scheme. The proposal for the issuing of permits was discussed with residents who were at home, otherwise drawings/information were posted. 2 formal responses were received.
- BRAT consultation – comments were responded to in detail.

Concerns of existing residents in relation to repairs/behaviour

Members heard at the site visit that a resident was concerned about the way BHP maintain their properties. In response BHP advise that in the last 12 months 45 repairs have been undertaken at William Dromey Court. Across both William Dromey Court and James Stewart House there have been 7 complaints in the last 12 months, one of which relating to a roof repair was upheld. BHP say that repairs have been carried out and completed as instructed and do not accept the version of events given at the weekend.

Across the 2 sites there have been 8 antisocial behaviour call outs from 1st July 2014 to 17th September 2015. Officers consider that if the proposal does anything it is likely to result in reduced opportunities for ASB given the increase in natural surveillance and private outside space.

Implications of the Housing Bill and whether the best value is being achieved from the site

This point was raised by Brondesbury Residents and Tenants Association (BRAT).

The Housing Bill is proposed introduce a requirement that council's sell their most valuable properties to reinvest in affordable housing (and fund the Right to Buy discounts). There is no clarity on the full details of this proposal at present but it is stated that it would apply only to properties which become vacant, it would be unlikely that it would apply to a new build house yet to be occupied. The proposal needs to be determined on its own merits and can't pre-empt future housing policy.

The proposed scheme has already attracted a grant from the GLA which is committed only if these houses are affordable housing and they are proposed to meet the borough's pressing need for affordable accommodation. BRAT have also suggested that a larger number of small units should be proposed instead of smaller number of family size units and these could be used to re-accommodate existing tenants living in properties which are too large for them. Officers understand that this is something that the council is proceeding with separately. BRAT have also suggested that bigger buildings could be accommodated on the sites; Members will be aware that parking for existing residents needs to be reprovided meaning that the footprints of the buildings cannot easily increase and additional height may result in conflict with light and outlook to flats above commercial properties. In any event the proposal needs to be considered on its own planning merits, the borough has a great need for affordable family accommodation and these units will help to meet that need.

Treatment of boundaries around the site

Further information has been sought regarding the boundaries of the site.

Where the site abuts the rear of Kilburn High Road there is an opening between the single storey buildings 345 (laundrette) and 349 (newsagents), this is gated on the High Road and does not provide access for the public. It has been noted that the restaurant at 351-355 has created an opening in their boundary into the application site. The most recent planning history for the site is from 1997 for the change of use from A1 to A3, at this time the floor plans do not show an access route.

A pedestrian path is designed into the proposal leading to the kitchen door for means of escape only and the applicant will consider extinguishing this by legal means. In any event there is no public right of way across the application site, the restaurant has an attractive frontage on Kilburn High Road and there is no need to this to be a public route at any time. Suitable secure fencing which will be agreed by condition will be provided around the rear garden boundary.

A 1.8m high closeboard fence is proposed along the network rail boundary and officers have also sought the introduction of a trellis to create an improved residential environment within the car park. Close board fencing is also proposed to the boundary with the Kingdom Hall.

The alleyway to the east of the Kingdom Hall is outside of the applicant's control though it is noted that all dilapidated walls of adjoining properties with the development site will be made good and dealt with under the provisions of Party Wall Act during the construction phase.

Loss of trees

As stated in the main report, the loss of any trees always needs to be carefully considered. The trees have been thoroughly assessed and, as Category C trees with disease common to Horse Chestnut trees and a remaining contribution of only 10+ years, their value is not such that it would be appropriate to protect them and prevent the construction of the proposed houses. 7 new trees appropriate to the site are proposed and secured by condition.

Car parking

The site has very good access to parking however the possible impact of overspill parking on the street needs to be considered to ensure the proposal would be in accordance with policy TRN23. Census data for the local output area from 2011 shows 33 cars owned by residents of 107 flats in the immediate area, this gives an average car ownership rate of 0.31 cars/household which, for William Dromey Court, suggests car ownership of about 16 spaces.

Parking in William Dromey Court is controlled by BHP through a permit system. There are 11 permanent permits currently issued to residents and 3 on-street residents' permits issued by Brent Council's Parking Service, totalling 14 permits (or 14 vehicles). On this basis the proposed retention of 14 spaces has been considered sufficient to satisfy existing demand. The proposed units are not intended to be eligible for parking permits.

One example of existing residents renting out parking permits has been uncovered during officers review of the number of permits and this situation is continuing to be explored.

Amendments to plans

As discussed in para. 17 of the main report the secondary window in a bedroom of unit E was considered to be unacceptable due to its location on the boundary of the neighbouring site, revised drawings have been received showing its removal. The bedroom remains acceptable as it has another window on the side elevation unaffected by this revision. The following plan numbers are amended:

APL006B
APL006B

An additional parking space has been introduced adjacent to P12, between unit E and the proposed bin store. The site will now reprovide 15 parking spaces 3 of which are wheelchair accessible. The following plan number is amended:

APL003 C

Additional conditions

The following additional conditions are recommended:

1)

Details of lighting shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development, for communal areas within the site.

The approved details shall be fully implemented.

Reason: In the interests of safety, amenity and convenience.

2)

Prior to commencement, detail of surface water drainage shall be submitted to and approved in writing by the

LPA, the development shall be implemented in accordance with the approved detail. Such detail shall include:

- inclusion of SuDS where practicable*
- demonstration that water will not discharge onto the highway*
- confirmation that run-off rates into the public sewers are acceptable*

Reason: To ensure that surface water run-off is mitigated acceptably

Recommendation: Remains approval subject to additional conditions inclusion of revised plan numbers