

# COMMITTEE REPORT

Planning Committee on  
Item No

22 October, 2015

Case Number

15/3218

## SITE INFORMATION

**RECEIVED:** 5 August, 2015

**WARD:** Dollis Hill

**PLANNING AREA:** Willesden Consultative Forum

**LOCATION:** Car Park, Ainsworth Close, Neasden, London

**PROPOSAL:** Erection of three 2 storey terraced dwellinghouses (1 x 2bed and 2 x 3bed) including formation of off street parking, bin and cycle stores and associated hard and soft landscaping

**APPLICANT:** Brent Housing Partnership

**CONTACT:** mae LLP architects

**PLAN NO'S:** See condition 2

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# SITE MAP



## Planning Committee Map

Site address: Car Park, Ainsworth Close, Neasden, London

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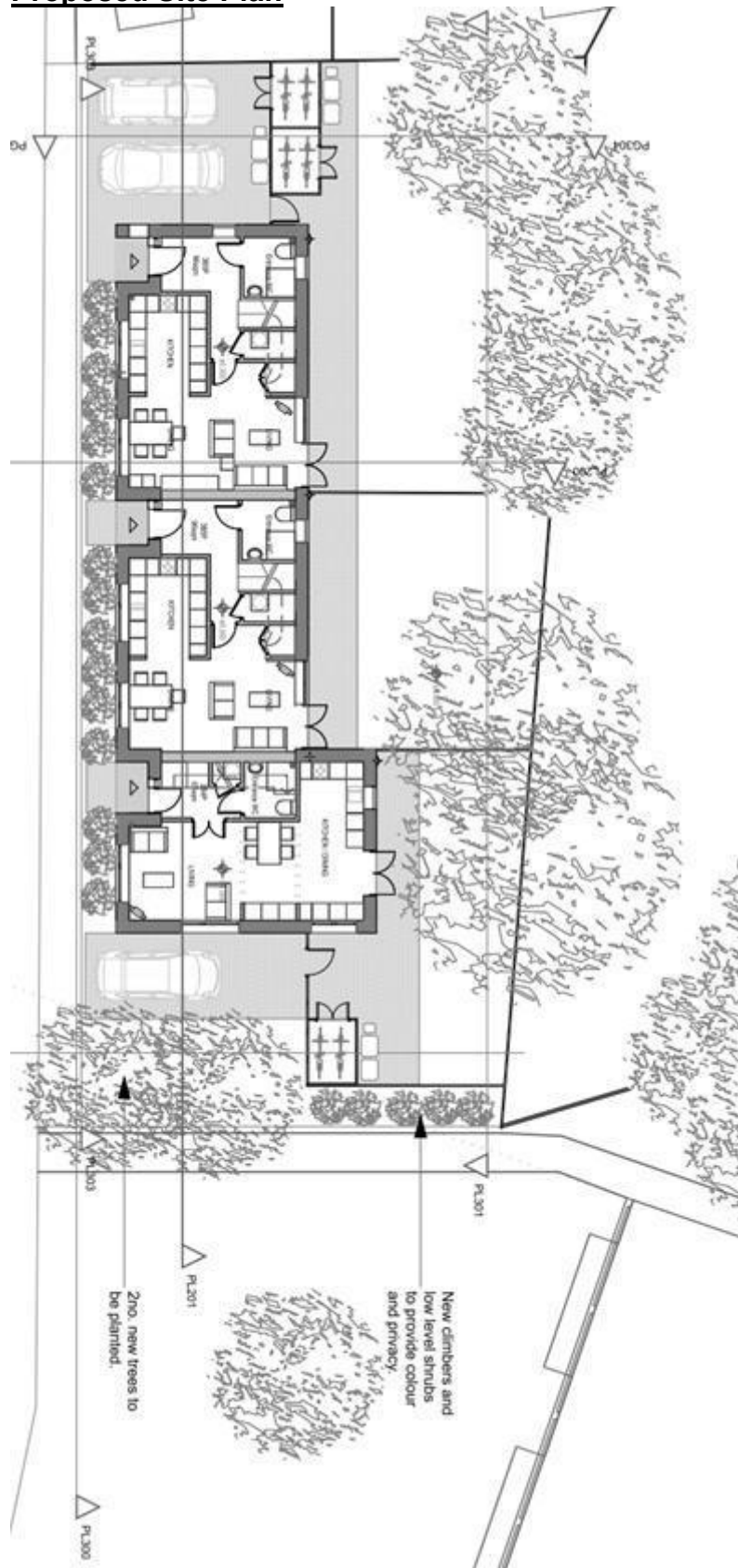


This map is indicative only.

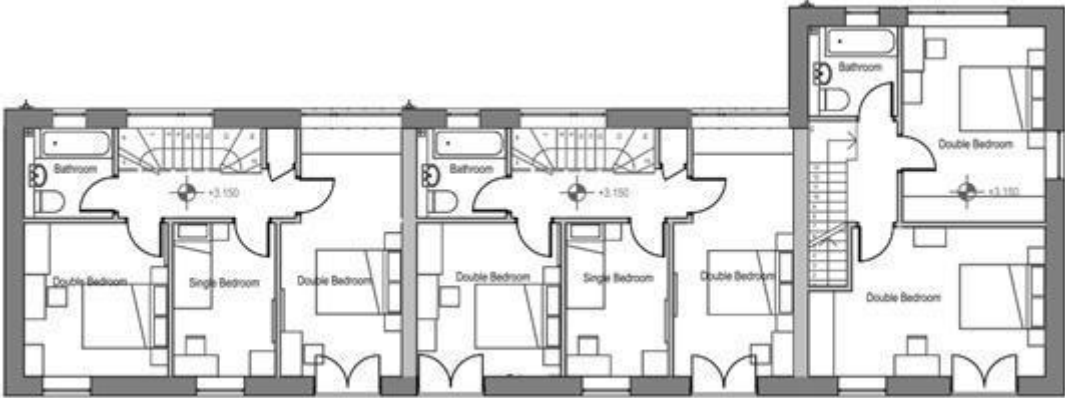
# SELECTED SITE PLANS

## SELECTED SITE PLANS

### Proposed Site Plan



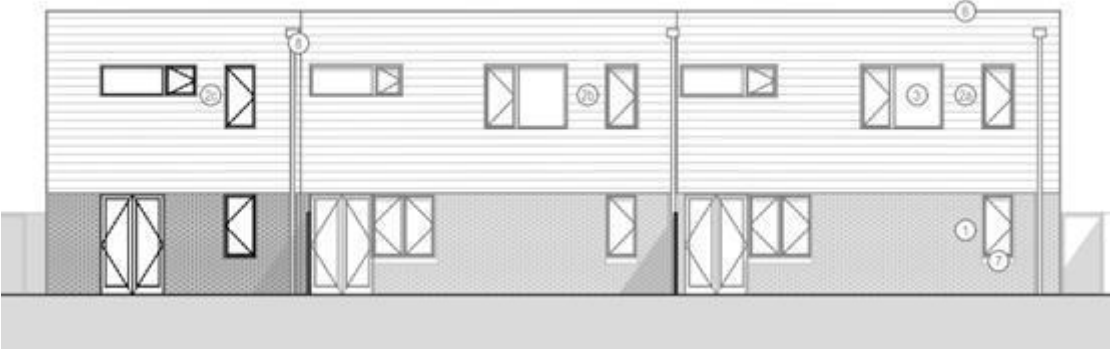
**Proposed First Floor**



**Proposed Front Elevation**



**Proposed Rear Elevation**



**RECOMMENDATIONS**

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

## A) PROPOSAL

See description above

## B) EXISTING

The site is a small car park on the northern side of Ainsworth Close, NW10 at the western entrance to the estate.

## D) SUMMARY OF KEY ISSUES

The issues most pertinent to the consideration of this application are:

- Parking - to supplement the census information a parking beat survey has been undertaken including a review of the subject site as a car park. It is demonstrated that the proposal can be accommodated without detriment to highway safety.

Neighbouring amenity - the relationships between the proposal and neighbouring occupiers is in accordance with the council's guidance ensuring neighbouring amenity is protected.

## 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		

### Monitoring Residential Breakdown

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

## RELEVANT SITE HISTORY

14/4076 Refused at Planning Committee 30th January 2015

Erection of 3 (x3 bed) two storey terraced dwellinghouses including formation of off street parking, bin and cycle stores and associated hard and soft landscaping was refused for 2 reasons:

*The proposal would, by reason of its size, height, siting and proximity to existing boundaries, result in an unacceptable visual impact on the amenities of existing residents, in particular those living in Bell House. The development would have a significant impact on outlook from existing properties resulting in an overbearing impact on the occupiers of those properties. As a result, the proposal would be contrary to policy BE9 of the adopted Brent UDP, as well as the guidance set down in SPG17 "Design Guide for New Development".*

*The applicant has failed to demonstrate that the proposal to lose the existing car park, and provide additional residential units on the site, would not result in conditions prejudicial to highway and pedestrian safety within the vicinity of the site. As a result the proposal is contrary to UDP policies TRN23 and PS14, as well as SPG17 "Design Guide for New Development".*

## CONSULTATIONS

Residents of 141 neighbouring properties were consulted on 6th August 2015. Officers widened the consultation to include all properties on the west side of the CAMS estate and also notified all residents who lived elsewhere who had expressed interest in the earlier application.

An error with the addresses at 2 properties were pointed out and a letter was resent on 20th August. A site notice was put up at the application site on 11th August and following comments received regarding the extent of consultation a site notice was put up on Comber Close which is the eastern vehicular entrance to the estate on 9th September.

10 objections have been received raising the following concerns:

- Ainsworth is a very narrow road so any vehicles pulling out of the new houses will cause obstruction and collision risks
- Approximately 80 homes rely on this single road
- One off road space per house is not enough and the homes will give rise to more on-road parking
- BHP wrongly state the car park is redundant
- Signs forbidding use by non permit holders were removed from the car park in June and it is now used
- There is a shortage of parking on the estate exacerbated in bad weather
- The number of cars belonging to Banting House, Comber Close, Bell House and Mackenzie House have been grossly underestimated
- The parking calculation is flawed e.g. spaces on Sienna Terrace have been included while CAM residents are not permitted to park there, also the car parking survey makes reference to permit holders but there is not resident parking scheme
- There is a shortage of car parking
- There are no allocated disabled bays in the estate for disabled badge holders
- A similar development at the end of Comber Close increased the amount of traffic and provided insufficient parking
- The survey was done on the day after a bank holiday and on a Saturday so cannot be taken as being properly representative
- In snow or ice comber close is often inaccessible from Alder Grove making Ainsworth Close the sole vehicular access and at such times access for emergency and refuse collection vehicles etc is severely compromised
- Family houses are proposed with no provision for children - gardens are minute
- The estate has only a small play area for young children but nothing for older children contributing to prevalent ASB
- The estate is already overpopulated
- The application was refused on the impact on 80 Brook Road and Bell House and the new application has not addressed these issues.
- Impact on view from 80 Brook Road
- The site is next to an underground reservoir above tunnels built in 20s/30s and building works which have encountered them have caused substantial damage to local properties.
- The plans have not been sufficiently improved compared to the refused application
- The proposal could be a socially harmful error blocking the route to better homes and healthy growth
- The consultation is insufficient and incomplete
- BHP did not consult all properties despite promises made, residents in non BHP properties contained in the estate were not consulted by BHP

Thames Water -

Recommended condition: Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed  
Our preferred option would be for all surface water to be disposed of on site using SUDs as per policy 5.13 of the London plan.

Highways comments - No objection, set out in remarks section

Tree officer - recommendations discussed in remarks section.

#### Brent Housing Partnership Community Engagement

Prior to the initial application BHP say that they engaged with residents of the estate by various means.

The approach taken by BHP was to seek to engage with local residents adjacent to and within the sight line of the proposed new development. A site-specific letter drop and door knocking exercises were undertaken in late July 2014, followed by a public meeting held with the lead member for Regeneration and Housing to

explain the proposals. Further to this a meeting was held with the Residents Association of the CAM estate on the 1st of October 2014.

Over the course of the development of the current application, two drop-in meetings have been held locally in order to discuss the proposals with the residents from the surrounding CAM estate. The drop-in sessions were held in the evenings of the 28th of May and the 4th of June and were attended by a total of 17 residents, of which 14 were from the estate and 3 were adjacent neighbours.

Comments were made in relation to the following issues:

- the impact of the development on increasing the population of the estate.
- anti social behaviour and crime within the CAM estate.
- potential increase in demand for car parking spaces from additional residents in the proposed development.

concerns raised by some residents from the nearby Bell House block that their view and the amount of daylight would be compromised due to the designs.

## **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 take 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. The subject site is a small car park located on the northern side of Ainsworth Close and the proposal seeks permission for the erection of 2x3-bed and 1x2-bed social rented houses and 3 off street parking spaces. As set out above a similar application has previously been considered by Committee earlier this year and was refused for 2 reasons. The applicant has sought to address the issues since that time, with the main differences between the previous scheme and the current proposal (1) the separation between the proposal and Bell House and (2) the collection of more detailed information regarding parking in the wider estate.

### Key considerations

3 The key considerations of this proposal are, therefore, as follows:

- Principle of development & parking
- Impact on neighbouring amenity

4 A number of other issues are also relevant to the application and were considered previously. This information is also set out below including Design, Layout & Impact on Street Scene, Standard of accommodation and Landscaping for the information of Members.

### Principle of development & Parking

5 Ainsworth Close 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 one of the significant issues 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 back to 1995 demonstrate extremely limited use with no more than one vehicle in situ and often none. At the time of the earlier application the area hadn't been available for use for parking at all but has been used for storage, possibly associated with work going on in the estate. The car park has since been reopened.

7 Members previously felt that the applicant had not undertaken an extensive enough review of parking in the estate and had failed to demonstrate that the loss of the car park and the construction of 3 houses would not result in conditions prejudicial to highway and pedestrian safety within the vicinity of the site. The applicant has commissioned parking beat surveys to provide further information in support of the proposal as required by the reason for refusal.

8 With regard to the application site itself page 26 of the Design and Access statement shows parking figures of the car park and this was carried out by Brent Parking Wardens. The data shows that of the 30 days the beat was carried out for in May and June 2015, there were no vehicles parked in the car park for 26 of these days and only on 4 of those days there was 1 vehicle parked in the car park. This demonstrates a very low average usage of the car park and the loss of the car park will not result in the displacement of vehicles which cannot be safely accommodated on Ainsworth Close.

9 In order to assess the level of parking across the wider estate the applicant has commissioned parking beat surveys, carried out on Saturday 2<sup>nd</sup> May 2015 and Tuesday 5<sup>th</sup> May 2015.

10 The survey counted 159 available spaces in the form of marked bays, unrestricted parking and dropped kerbs for off-street parking. The survey was carried out for 24 hours and the highest occupancy rate was overnight between midnight and 5am. The figures for both surveys, overnight, showed a parking occupancy of 82-85 spaces. This indicates a 52% parking occupancy overnight (based on the consultants figures) which is not defined as heavily parked. However, the street is narrow and parking can only be accommodated along one side of the street as such Brent officers have assessed the parking capacity at approximately 70 off street parking spaces in garages, parking courts and undercroft areas, plus about 50 on-street parking spaces, giving a total capacity of 120 spaces. This increases the overnight parking occupancy rate to 70%, which still not defined as heavily parked.

11 As previously discussed, Ainsworth Close comprises of 116 units, of which the vast majority are 2-bed flats, giving a total parking allowance of up to 139 spaces. It is generally accepted that parking demand averages 75% of the maximum allowance, although for social rented units, the trend is that this tends to fall towards 50% of the maximum allowance, as acknowledged in the parking standard. On this basis it would be anticipated that between 70 and 105 cars would be owned by residents of the estate, which is consistent with the results of the overnight parking beat surveys.

12 Data gathered from the 2011 Census for 108 flats in this area (which excluded Mackenzie House but included flats served from Comber Close) showed lower average car ownership of 0.435 cars per flat, giving a total of about 50 cars owned by residents of Ainsworth Close. It is noted that this falls below the observed volume of cars recorded in the parking beat surveys suggesting non residents may park in the area.

13 The parking beat which is an accurate representation of the numbers of cars parked has shown that additional cars, not revealed in the census, park within the estate. However the number still fall at the low end of the Brent's parking standard and only 70% of the capacity in the estate which is not Heavily Parked.

14 The availability of parking within the estate is far higher than actual vehicle ownership as revealed by the census and backed up by parking beat survey and by aerial photographs captured 2013, which show approx. 50 parked cars. With the estate able to accommodate more than 120 parking spaces, there is sufficient space to satisfy demand following the loss of this car park without overspill parking occurring onto the nearest public highway.

15 The maximum parking standard (PS14) for a 2-bed house is 1.2 spaces and 1.6 spaces for a 3-bed, resulting in a total of 4.4 spaces. However as affordable housing units the usual take up is only 50% of the standard. Each unit has an off-street parking space which is likely to accommodate the parking demand created by the site, however in the event of additional parking demand arising for example from visitors or deliveries the parking beat survey, the census and aerial photos show that there is capacity to accommodate this without prejudice to existing residents and pedestrian safety.

16 Manoeuvring space in and out of the off-street parking spaces on Ainsworth Close is acceptable and similar to the existing car park arrangement.

#### Impact on neighbouring amenity

17 Members were concerned that the previous proposal would have an unacceptable visual impact on the amenities of existing residents and in particular on Bell House to the east.

18 Bell House is angled towards the application site because of the bend in the road, which creates an unusual relationship and it was at this end of the site that members felt the proposed garden boundary and flank wall would have an overbearing impact on outlook, to address the reason for refusal the third unit has been significantly altered.

19 The third unit has been re-orientated so that it is increased in depth but decreased in width allowing a large set in of 6.7m from the eastern boundary, as such it will not impact on the open outlook across Ainsworth Close from Bell House. The garden boundary treatment is also set in from the site boundary by 0.7m which allows for the inclusion of climbers and low level shrubs. To enhance the site, screen the parking space and provide a green setting for the development when viewed from the east 2 trees are proposed at the eastern end of the site. In summary the third unit and its garden boundary have been designed to respect and protect outlook from Bell House, and new softlandscaping will provide an attractive setting and buffer for the development.

20 The other closest neighbouring houses are to the west of the site on Brook Road and are over 15m away from the proposed flank wall. 80 Brook Road has a rear garden depth of 10m and the proposed building is set in from the site boundary by 5.5m. From the end of the rear garden the proposed house falls below an angle of 45 degrees which is the guidance set out in SPG17 for new development to ensure that the impact of a new development on amenity of existing residents is acceptable. From the rear of the house the proposed development also falls below an angle of 35 degrees. SPG17's guidance is specifically designed to protect residential amenity and ensure that light and outlook are not compromised, by complying with this guidance it is confirmed that the relationship between the development and the existing houses is acceptable.

21 Whilst neighbour's views will change Members will be aware that views are not something that can be protected, in planning terms light and outlook are assessed and in this instance neither is unacceptably affected.

22 The rear of the site abuts the side of the rear garden of 76 Brook Road. The living room window of the western most unit is 8.7m from the boundary and 5m at the eastern unit. The boundary treatment will be 2m high which will prevent any overlooking of the garden to the rear. The houses are designed so that no habitable rooms rely on outlook to the rear at first floor protecting neighbouring privacy. Officers are satisfied that the design mitigates any potential impact on privacy.

23 The proposed development falls under an angle of 45 degrees set at 2m at the garden boundary with 76 Brook Road and would therefore have an acceptable relationship in accordance with SPG17.

24 The proposal has responded carefully to the reason for refusal with the result that the scheme meets the guidance of SPG17 and will not harm neighbouring amenity.

#### Design, Layout & Impact on Street Scene

25 As explained above, this was not raised as an issue when the earlier scheme was refused planning permission. The proposal is for a row of 2-storey terrace houses similar to the scheme refused earlier in the year. The dwellings face south onto Ainsworth Close, to their west are the rear gardens of 78 and 80 Brook Road, to the north is the rear garden of 76 Brook Street and to the east is 1-7 Bell House.

26 The site is approximately 37m wide, 17.3m deep at its western end and 13.7m at its eastern end. The only existing building which fronts onto this part of Ainsworth Close is Bell House which is set over 16m back from the pavement edge behind an open grassed area. The depth of the subject site doesn't allow for this to be reflected however the proposal seeks to establish its own character with a strong front building line.

27 The estate isn't characterised by private front gardens but the proposed houses are provided with a 1.4m wide set back from the pavement which will be planted with shrubs to provide a green setting. As large a set back as possible is sought in all developments to improve the visual impact of the development and also to

protect amenity for future occupiers. A minimum 2m setback is usually required for taller buildings to prevent the development appearing overbearing in the street as well as providing a defensible space in front of windows. The limited depth of the site here would not easily allow for the front curtilage to be widened and on balance, as the development is only 2-storeys and taking into account the character of the estate, the relationship between the street and the proposed houses is considered to be acceptable. 2 parking spaces are proposed to the west of the houses along with cycle and refuse storage space for 2 of the houses, the parking space and storage facilities for the third house are to the eastern end of the site. In terms of its appearance in the street scene the development is considered to sit comfortably within the plot.

28 The elevational design is simple but is considered to be successful. The houses have a similar arrangement of fenestration but with slight variation to add interest. The proposed materials are brick at the ground floor level and the first floors will be clad with tiles with each house having a different shade of tile, this continues around the side and rear elevations. Bell House which is the neighbouring building on Ainsworth Close consists largely of brick and hanging tiles so this treatment is appropriate.

29 Bell House is a 2-storey flat roof building, so the flat roof design of the subject site ties into to the local character.

30 Fenestration is proposed in the flank walls at ground floor (one window to each side) adjacent to the parking spaces which provides a sense of surveillance of these spaces. A window is also proposed at first floor in the eastern flank wall, the lower part of which would be obscure glazed, and as well as providing an element of interest within the tile cladding, it also gives a suggestion of overlooking of the space to the side of the house which is welcomed.

#### Standard of Accommodation

31 As explained above, this was not raised as an issue when the earlier scheme was refused planning permission. The units have a clearly identifiable entrance which is recessed in the front elevation.

32 As set out above the units have a limited set back from the street where the kitchen and dining room windows are positioned, details of planting in the front curtilage will be required to enhance the separation distance. While the privacy of these rooms is a consideration they form only a part of the habitable space in the units and the quality of the accommodation isn't considered to be compromised. 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. At first floor all bedroom windows have outlook to the front and the largest double bedroom has a high level window to the rear.

33 The 3 bed houses provide 100sqm of internal space and the 2 bed unit is 87sqm; a kitchen, dining and living room are provided at ground floor along with a bathroom and storage cupboards, while the first floor accommodates another bathroom and the bedrooms (2 doubles and 1 single/2 doubles). The minimum space standard in the London Plan for 3b5p dwelling houses is 96sqm and for 2b4p dwelling houses is 83sqm, both of which are achieved.

34 Each unit has a private rear garden each of which is over 70sqm and around 60sqm for the 2 bed unit. This represents a good quality and quantity of amenity space for future occupiers, above SPG17 guidance of 50sqm.

#### Landscaping

35 There are 2 trees in the frontage of the site which will be removed to enable the construction of the 3 houses. The trees are a Red Oak and a Maple and the tree officer has no objection to their loss subject to replacement within the site. The pavement in front of the proposed houses is insufficiently deep to accommodate replacement trees within it and instead it is specifically suggested that native trees are provided in the rear gardens, with 2 new trees also proposed at the eastern end of the site as set out above.

36 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.

37 The council's tree officer has appraised the trees to the rear of the site and provided recommendations, a tree report and method statement will be conditioned detailing which trees will be removed and for those to be retained, how the work will be carried out to prevent damage to their roots. Replacement trees will be required in the rear gardens. The retention of trees identified as T4 and T5 is recommended though given the reduced depth of the third garden in the current proposal this relationship needs to be considered further

and will be reviewed within the condition. Retained and replacement trees will be required to ensure an attractive screen is retained between the neighbouring garden and the application site.

### Conclusions

38 It is considered that the applicant has taken account of the earlier refusal and has amended the scheme accordingly, as explained above. 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. The existing car park is underused while actual surveys have demonstrated that parking capacity within the estate far exceeds car ownership and parking demand. Further detail is required by condition in order to ensure the quality of materials, landscaping and tree protection.

### Neighbours Comments

Neighbour comments	Response
Ainsworth is a very narrow road so any vehicles pulling out of the new houses will cause obstruction and collision risks	The manoeuvring arrangement is similar to the existing car park and while narrow the road is of a sufficient size to accommodate vehicular movements
Approximately 80 homes rely on this single road	The proposal provides 3 off-street parking spaces and does not involve any development which would obstruct the road
One off road space per house is not enough and the homes will give rise to more on-road parking	Para's 13-14
BHP wrongly state the car park is redundant - Signs forbidding use by non permit holders were removed from the car park in June and it is now used	Para 7. It has been acknowledged that the car park has been reopened and surveys of its use reveal under use
There is a shortage of parking on the estate exacerbated in bad weather - In snow or ice comber close is often inaccessible from Alder Grove making Ainsworth Close the sole vehicular access and at such times access for emergency and refuse collection vehicles etc is severely compromised	Para's 8-13  Officers note the issue of roads being difficult to navigate in icy conditions. About 20% of roads in Brent are treated for ice though gritting is concentrated on main roads and steep gradients. A request could be put to the Head of Recycling and Waste for roads in the estate to be considered for the list.
The number of cars belonging to Banting House, Comber Close, Bell House and Mackenzie House have been grossly underestimated	An actual survey has been undertaken to supplement the census information
The parking calculation is flawed e.g. spaces on Sienna Terrace have been included while CAM residents are not permitted to park there, also the car parking survey makes reference to permit holders but there is not resident parking scheme	BHP have advised that they will review the parking control measures on the estate and would carry out consultation with all the residents to establish whether they would like BHP to introduce controlled parking.
The survey was done on the day after a bank holiday and on a Saturday so cannot be taken as being properly representative	This week was not a school half term and therefore it is not considered that this information should be unreliable.
There are no allocated disabled bays in the estate for disabled badge holders	A request could be made directly to BHP.

A similar development at the end of Comber Close increased the amount of traffic and provided insufficient parking	Officer's aren't certain to what this refers. The development of Sienna Terrace may be the most recent development, this was allowed by appeal under an application made in 1994. It is understood that it has private parking.
Family houses are proposed with no provision for children - gardens are minute	The garden's are in facet larger than SPG17 requires. Para 25.
The estate has only a small play area for young children but nothing for older children contributing to prevalent ASB	During the last year June 2014 to June 2015 BHP have confirmed that we have no recorded cases of ASB between residents and BHP received 11 call outs for our warden service to address issues such as loitering, ball games and moped riding and general communal area misuse.
The estate is already overpopulated	The application for three houses represents a maximum increase in residents of 14 people. The estate itself has currently 163 properties, calculated by the agent to have a maximum occupation level of 620 residents therefore the development represents an increase of 2% in terms of housing numbers and residents.
The application was refused on the impact on 80 Brook Road and Bell House and the new application has not addressed these issues.	Para's 26-33
The site is next to an underground reservoir above tunnels built in 20s/30s and building works which have encountered them have caused substantial damage to local properties.	Thames Water have commented and have not expressed onjections on this issue. Any development would be required to accord with Building Regulations.
The proposal could be a socially harmful error blocking the route to better homes and healthy growth	As set out in the report the proposal is in accordance with the councils and London wide guidance providing a good quality of accommodation.
The consultation is insufficient and incomplete	Officer corrected 2 addresses in response to this comment and re-sent consultation letter, as set out in the consultation section a second site notice was also put up at the eastern vehicular entrance to the estate.
BHP did not consult all properties despite promises made, residents in non BHP properties contained in the estate were not consulted by BHP	The engagement carried out by BHP is set out in the consultation section. Under the planning application officers have undertaken consultation well beyond SPG2 advice

## CIL DETAILS

This application is liable to pay **£79,816.62\*** under the Community Infrastructure Levy (CIL) however as social housing is proposed the applicant will be able to apply for 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): 297 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
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Dwelling houses	297	0	297	£200.00	£35.15	£67,885.71	£11,930.91
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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	
<b>Total chargeable amount</b>	£67,885.71	£11,930.91

\*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: 15/3218

To: Mr Daniel Pan  
mae LLP architects  
1 Naoroji Street  
London  
London  
WC1X 0GB

I refer to your application dated 15/07/2015 proposing the following:  
Erection of three 2 storey terraced dwellinghouses (1 x 2bed and 2 x 3bed) including formation of off street parking, bin and cycle stores and associated hard and soft landscaping and accompanied by plans or documents listed here:  
See condition 2  
at Car Park, Ainsworth Close, Neasden, London

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

Date:

Signature:

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
  
- 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):  
  
PL100  
PL110A  
PL111A  
PL112A  
PL200A  
PL201A  
PL300A  
PL301A  
PL302A  
PL303A  
PL304A  
  
Reason: For the avoidance of doubt and in the interests of proper planning.
  
- 3 The areas so designated within the site, between the building elevations and garden boundaries and the site edge, shall be landscaped in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority before any works commence on site, the landscape work to be 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.
  
- 4 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

- 5 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.

- 6 All existing crossovers rendered redundant by this proposal shall be reinstated to footway at the applicant's own expense and to the satisfaction of the Council's Director of Transportation prior to first occupation of the new development.

Reason: In the interests of traffic and pedestrian safety.

- 7 All car parking spaces and footways 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.

- 8 Further details of the proposed development shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced and the development shall be carried out and completed in all respects in accordance with the details so approved before the building(s) are occupied. Such details shall include:-

(a) materials (samples of which shall be submitted for approval by the Local Planning Authority) to be used on all external surfaces of the building(s);

(b) the treatment of the areas of hardstanding to include SUDS;

(c) the proposed boundary treatment to consist of a fence 2m high from the ground level of the site and a section drawing showing the ground level of 76 Brook Road;

Reason: These details are required to ensure that a satisfactory development is achieved.

- 9 Notwithstanding the plans hereby approved, a tree protection plan, arboricultural method statement and construction method statement for the proposed works, specifying the method of tree protection in accordance with BS 5837:2005 shall be submitted to and approved in writing by the Local Planning Authority prior to the development commencing on site. Works shall not commence on site until the Local Planning Authority has been on site and inspected the required tree protection measures. The approved tree protection measures shall be in place throughout the construction period.

- This shall include the identification of trees which will be removed as well as appropriate replacement trees (of a minimum stem girth of 12-14cm) and details of the future management of retained and new trees.

Reasons: To ensure that the existing trees are not damaged during the period of construction, as they represent an important visual amenity which the Local Planning Authority considers should be substantially maintained as an integral feature of the development and locality and kept in good condition.



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