

Agenda Item 09

Supplementary Information Planning Committee on 22 October, 2015

Case No. 15/3218

Location	Car Park, Ainsworth Close, Neasden, London
Description	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

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Members visited the site on 17th October 2015.

Further detail of the relationship between Bell House and the proposed development was requested. A sketch of this was provided in the Design & Access Statement and the applicant has confirmed that this sketch is an accurate representation of the relationship. As stated in the main report, relationships will change as a result of the development, but it is also apparent that a good separation distance is maintained here, along with a significant area of soft landscaping to provide an attractive setting.

A concern was raised regarding potential overlooking from the end building. To confirm at the closest point there is a 15m separation distance between windows in the existing and proposed flank wall and the angle of the buildings means there is no direct conflict with adopted guidance. The inclusion of the first floor window adds interest to the elevation and activity to provide a sense of surveillance of the communal space adjacent.

The cycle stores and bin stores are located so as to be easily accessible, but not impact on the scope for soft landscaping on the site frontage. On the eastern side of the site the proposed soft landscaping, as explained above, provides a screen. Officers suggest that there is scope in the car parking space to the west to provide an enhanced landscape buffer and this can be required through the landscaping condition (number 3).

Some concern was also raised about the possible impact of trees on neighbouring foundations. The spread of tree roots largely follows the spread of branches above and proposed trees are required to be of an appropriate and manageable size of the site which would not be envisaged to create neighbourly difficulties.

For clarity, as with the previous scheme Thames Water confirm that they have considered the scheme and do not object to the proposal, but suggest conditions to ensure that the development does not adversely impact on drainage etc. as set out in the consultation section of the report.

The details of the parking survey undertaken are set out in the main report and this work is considered to be sufficiently thorough, taking account of the comments raised at the time of the earlier determination, to provide an good understanding of the parking situation in the estate. This is supported by the census data and aerial photos. To summarise the parking standard attributable to the proposal does not anticipate overspill parking from the site and the car park has been historically underused.

The issue of the accessibility of the estate in bad weather has again been raised. As set out previously 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, but in any event this issue is not a material planning consideration that could reasonably result in planning permission being withheld. As explained in the main report it was not a reason for refusal in the previous scheme.

While it is acknowledged that there have been some instances of anti social behaviour in the estate involving wardens being called out this proposal should not impact on this. The applicants consider that it would, in fact, establish an active character in a currently poorly overlooked space.

ADDITIONAL REPRESENTATION

An additional comment has been received referring to the Brent Cross Development and the proposal that its developers are in discussion to fund a CPZ across Dollis Hill. The concern is that spaces which are outside of BHP's management, but are currently available for parking by estate residents, will not be available for their use in the future. Officers are not able to base their consideration for this proposal on future possible

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parking restrictions. However, if a CPZ were to be rolled out at some stage in the future all residents would have the right to apply for parking permits, so this would not impact on the availability of parking.

Recommendation: Remains approval subject to conditions.

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