

# COMMITTEE REPORT

Planning Committee on  
Item No  
Case Number

10 February, 2016

**15/4604**

## SITE INFORMATION

**RECEIVED:** 23 October, 2015

**WARD:** Fryent

**PLANNING AREA:** Kingsbury & Kenton Consultative Forum

**LOCATION:** Garages next to and rear of 13-24, Mead Court and Communal Facility & Laundry, Mead Court, Buck Lane, London

**PROPOSAL:** Demolition and replacement of existing derelict garages and laundry building with two pairs of 2 storey three bedroom semi-detached houses with associated car parking spaces, realignment of existing path to proposed dwellings, reinstatement of hard-standing as amenity space, landscaping and lighting to the public realm.

**APPLICANT:** Brent Housing Partnership

**CONTACT:** Pellings LLP

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

### LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

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[https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR\\_124707](https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_124707)

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# SITE MAP

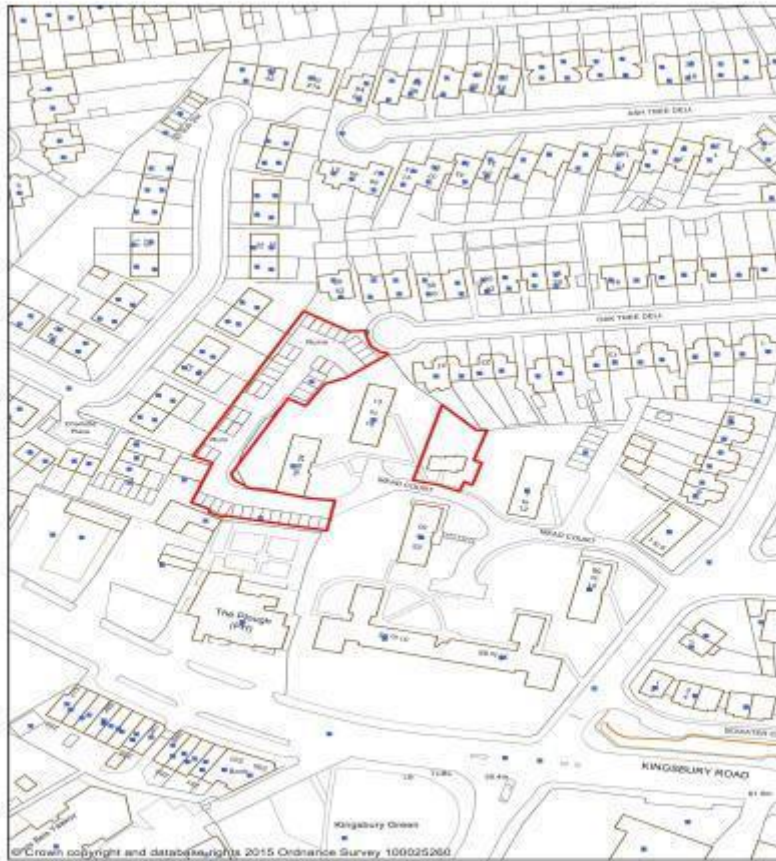


## Planning Committee Map

Site address: Garages next to and rear of 13-24, Mead Court and Communal Facility & Laundry, Mead Court, Buck Lane, London

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This map is indicative only.



1:1250

0 0.02 0.04 kilometres

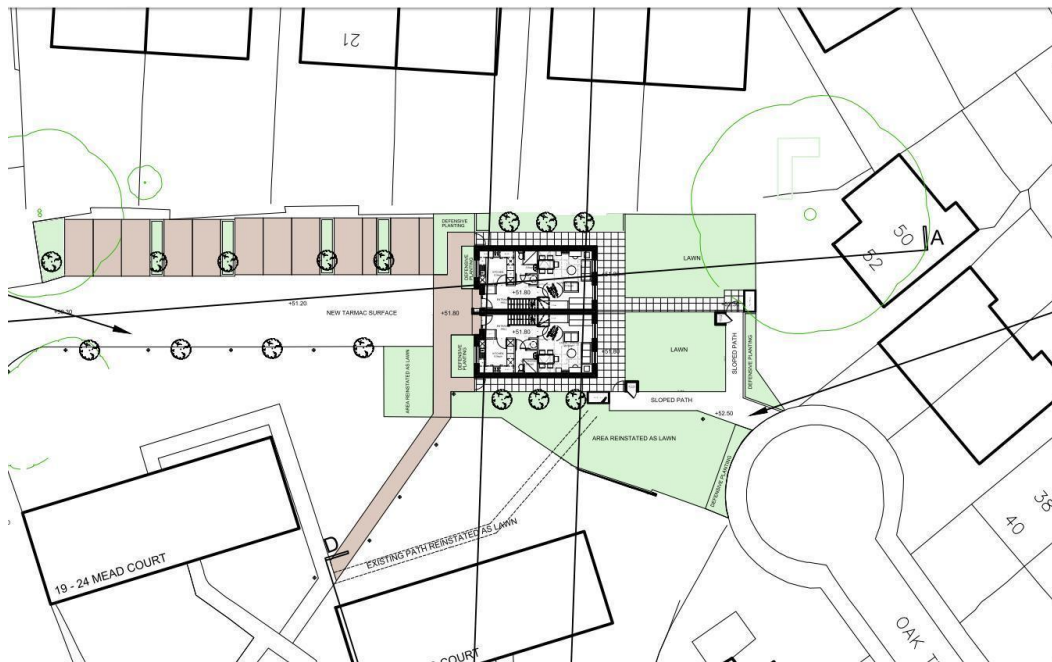


# SELECTED SITE PLANS



SITE PLAN AS PROPOSED - 1:500  
See drawing 576.001.PL07 for greater detail

Above: Proposed site plan



Above: Proposed houses within garage block:



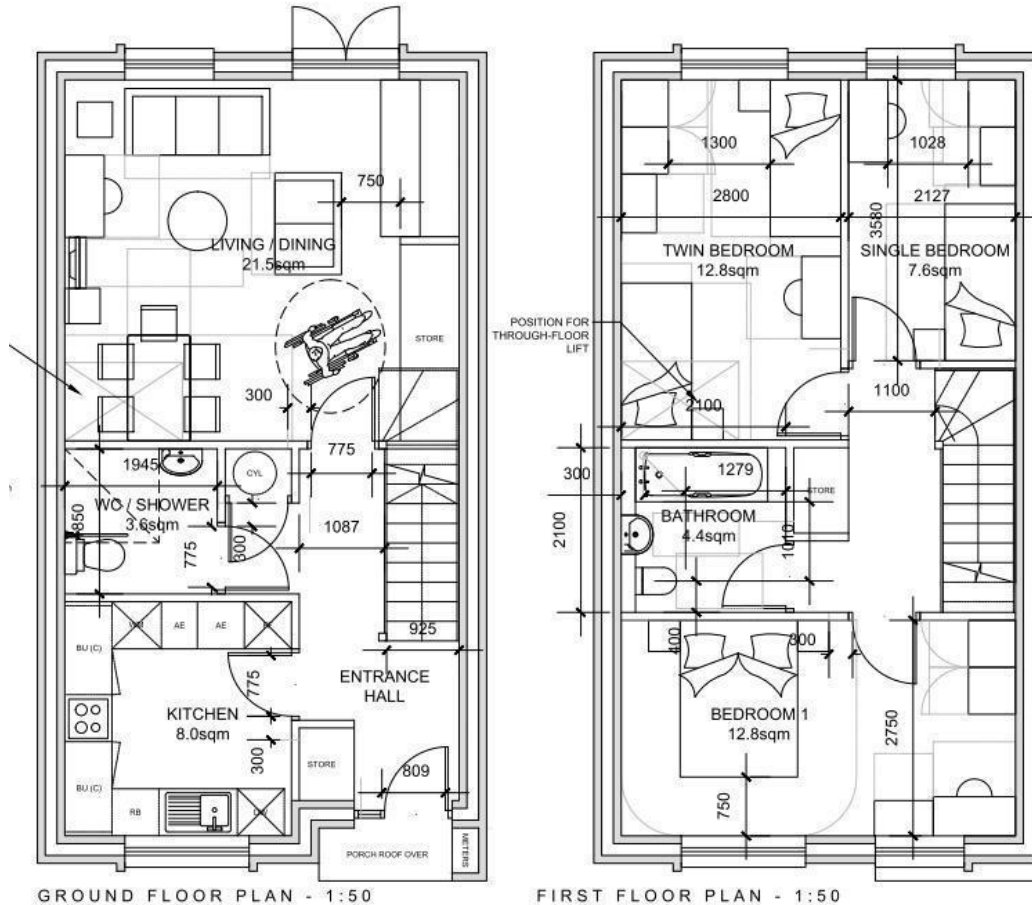
Above: Proposed houses on Laundry Room element of site



Above: Aerial view 1



Above: Aerial View 2



Above: House plans

## RECOMMENDATIONS

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

### A) PROPOSAL

Demolition and replacement of existing derelict garages and laundry building with two pairs of 2 storey three bedroom semi-detached houses with associated car parking spaces, realignment of existing path to proposed dwellings, reinstatement of hard-standing as amenity space, landscaping and lighting to the public realm.

### B) EXISTING

The application relates to two sites located on Mead Court, Buck Lane, Kingsbury. Mead Court is a private road maintained by the applicants, Brent Housing Partnership, and the properties located on the road comprise of 68 flats within 7 residential blocks, of flats which are at a height of 3-storeys, and 29 lock up garages and a disused laundry building, which is part single storey part 2-storey in height.

The two specific areas which are proposed to be re-developed are a single storey laundry building located at the centre of Mead Court, between blocks at 1-12 Mead Court and 13-18 Mead Court, and opposite block at 25-30 Mead Court. This area shares a boundary with residential properties at 25/25A and 27/27A Oak Tree Dell. The second site is currently occupied by 29 lock up garages, which are located to the north-west within Mead Court. These adjacent to residential gardens to 17-28 (inc) Uphill Drive to the west and the front gardens of 50 & 52 Oak Tree Dell to the north, which are all 2-storey residential properties. Oak Tree Dell is a cul-de-sac, which borders this part of the site to the north east. To the south the site shares its boundary with The Plough public house (232-234 Kingsbury Road, now converted into a restaurant/bar) and the rear of commercial premises located off Kingsbury Road.

The site does not contain any listed buildings and is not located within a conservation area.

### C) AMENDMENTS SINCE SUBMISSION

Since the original plans were submitted for this application, the proposed site layout plan, drawing no. 576 001 PL07 F has been superseded by revised drawing no 576 001 PL07 H. The revised plan shows the following:

- location of cycle storage within the rear gardens of the four new dwellings;
- the re-location of the refuse store which had previously been located adjacent to the laundry building;
- the location of proposed bollards to prohibit vehicular access to the proposed dwellings at the north west of the site from Oak Tree Dell

location of proposed double yellow lines on Mead Court

### D) SUMMARY OF KEY ISSUES

The key considerations of the proposal are as follows:

- Principle of development – The sites to be redeveloped are within a residential area and the buildings which are to be demolished are dis-used and in a poor state of repair. The principle of residential development is considered to be acceptable.
- Parking and Transportation - The proposal results in the loss of existing garages but includes the provision of external car parking spaces to meet parking demand.
- Impact on Neighbouring Amenity – The proposal complies with set guidelines within Brent's SPG17 on "Design Guide for New Development" in relation to the adjoining homes and gardens and the potential impact is not considered to be unduly detrimental.
- Design, Layout and Impact on Streetscene – The proposal is considered to be in keeping with the character of the area. Existing trees are to be protected and the new dwellings are to have associated landscaping including new trees for screen planting. The parking areas are also to have tree planting.
- Quality of Accommodation – The proposed houses comply with the London Plan with regard to the internal quality of the homes. They also comply with Brent's SPG17 with regard to the provision of external amenity space.

### 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				398.5	398.5

#### Monitoring Residential Breakdown

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

### RELEVANT SITE HISTORY

Relating to garages next to and rear of 13-24 Mead Court:

10/0374 - Demolition of garages and erection of 2 x 3 bedroom semi-detached two storey dwellighouses and

## CONSULTATIONS

### Public Consultation

Residents of 119 neighbouring properties were consulted by letters dated 18 November 2015. Properties consulted include residential properties at:

- 1-68 Mead Court, Buck Lane (all the existing residential properties on Mead Court);
- 1-3 Charlotte Place;
- 15-27 inc (odds) Oak Tree Dell (this includes all ground floor flats and maisonettes within these addresses)
- 34-52 inc (evens) Oak Tree Dell
- 17-23 Uphill Drive

Also consulted were commercial properties at 232-240 inc (evens) Kingsbury Road. This includes any addressees above the ground floor commercial premises.

3 letters of objection have been received to date from 30 Mead Court; 50 Mead Court and 27A Oak Tree Dell. BHP have also provided separate responses to these residents. The issues raised are summarised as follows:

Issue Raise	Officer Response
Impact of views and privacy from windows and balconies.	This is discussed in detail in paragraphs 43- 44 of the main part of this report.
Impact on the value of existing properties.	This is not a material planning consideration and cannot be considered within a planning application.
Recycling facilities will be removed if the laundry building is replaced. This is the only suitable place for these facilities	This is to be re-provided adjacent to the new proposed dwellings on the laundry site, as shown drawing no.576001PL07 H
The estate is already crowded. Additional residents will only add to this.	The proposal is for 4 additional dwellings which it is considered would not result in an unduly harmful impact on the existing development.
The proposal will result in increased maintenance and repairs costs for current residents, increasing the service charge. Will new tenants will be subject to the service charges as the current occupiers? Query about responsibility for road maintenance, and concerns regarding potential damage during construction.	BHP have confirmed that the costs of this development will not be passed to existing residents of Mead Court and service charges for existing residents will be separate from that for the future occupiers of the proposed new houses.  The applicant (BHP) is responsible for the maintenance of the road (Mead Court).
The demotion of the garages would be costly as they contain asbestos.	As confirmed above, the construction costs will not be passed on to residents.
Queries regarding the tenure of homes (Affordable or private).	The application is made by BHP to provide affordable family housing and the houses are intended to provide Affordable accommodation.

Concern regarding noise and disruption during construction, including impacts on access and parking.	Noise disturbance cannot be avoided for construction works for any development. However, the membership and adherence to the Considerate Contractors Scheme will be conditioned.  Issues relating to emergency and refuse vehicles are discussed in the Highways considerations of this report.
Concern regarding subsidence to existing and proposed buildings due to the location on a hill.	Building works, including foundations are required to building regulations. Structural matters affecting adjoining buildings are addressed through the Party Wall Act. These matters cannot be considered within a planning application.
Concern that a fence that was recently put up by a resident will be affected by the proposal.	The impact on a recently installed boundary fence cannot be considered within this application. However, BHP have advised that they have been in touch with this resident about this matter. In any case, further details of any appropriate boundary treatment, including fences will be required by a standard condition for this type of development
Impact on light and air to residents flats.	The potential impact of the proposal on neighbouring properties, has been discussed in greater detail in paragraphs 43- 44 of the main part of this report.
Emergency vehicles can access the houses quicker through Mead Court than Oak Tree Dell. If not, can a barrier be installed similar to that at the bottom of Buck Lane?	The applicant has advised that they developed their proposals having regard to advice regarding emergency access. Fire access is also covered through the Building Regulations.
It is not clear why it is beneficial to incorporate an access from Oak Tree Dell.	There is to be no vehicular entrance from Oak Tree Dell, only pedestrian. This access point is to facilitate refuse collection for the proposed dwellings in this location
Query regarding the number of spaces proposed and whether a survey has been undertaken looking at both sides of the road.	The submitted transport statement included a survey of existing parking conditions. The impact on parking as a result of the development are discussed in greater detail in paragraphs 9-30 of the main part of this report
Will these parking spaces be allocated and marked out?	A relevant condition requiring the parking spaces to be marked prior to occupation of the proposed new dwellings will be attached to the decision. It was not considered necessary to condition car park allocation as this can be managed by BHP if parking levels become excessive.

Environmental Health – Recommended relevant conditions relating to Construction and Demolition due to the site being within an Air Quality Management Area and located very close to other residential properties. This includes measures to mitigate the impacts of dust and fine particles; best practice in accordance with British Code of Practice BS5228-1:2009; and a condition requiring the provision of details of all domestic boilers installed demonstrating that the rated emissions of Oxides of Nitrogen do not exceed 30mg/kWh.

Landscape - No objections, subject to tree protection measures and full details of a landscaping scheme



Tree Officer – A Tree Protection Plan and Arboricultural Method Statement in accordance with BS5837:2012 in relation to the protection of trees within and on the boundary of the site throughout the duration of the construction. These details should be conditioned and provided prior to commencement of works

Transportation – No objections, subject to double yellow lines along one side of Mead Court, to provide formalised parking which does not obstruct the footway; double yellow lines on Oak Tree Dell turning circle to retain the turning space for refuse vehicles to be funded by the applicant; adjustments to the proposed footpath onto Oak Tree Dell to either reduce its width to 1.2m wide or provide suitable bollards or gates; and cycle provision for the new dwellings.

## **POLICY CONSIDERATIONS**

### **National Policy and Guidance**

#### National Planning Policy Framework (NPPF) 2012

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 2015. Within those documents the following list of policies are considered to be the most pertinent to the application:

### **Regional Policy and Guidance**

#### London Plan 2015

The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London to 2031. London boroughs' local plans need to be in general conformity with the London Plan, and its policies guide decisions on planning applications.

#### *Chapter 3 - London's People*

Policy 3.3: Increasing Housing Supply  
Policy 3.4: Optimising Housing Potential  
Policy 3.5: Quality and Design of Housing Development

#### Supplementary Guidance

Mayor's Housing SPG, November 2012  
Draft Interim Housing Supplementary Planning Guidance (May 2015)

### **Local policy guidance**

#### 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's Unitary Development Plan 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

BE5 Urban Clarity & Safety

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.

EP3 – Local Air Quality Management

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 Development", October 2001

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.
3. The application site comprises of two areas within Mead Court, located off Buck Lane in Kingsbury. The first site is the site of a disused laundry block, centrally located within Mead Court, situated adjacent to the two blocks at 1-12 Mead Court and 13-18 Mead Court. Although laundry block has not been used as a laundry facility, it has been used for recycling storage.
4. The second site is located in the north-west corner and along the western boundary of Mead Court. This area is currently occupied by 29 lock-up garages. BHP have stated that all but 6 of these garages had been used, with only 2 of them for parking cars and the others for storage. At the time of submitting this application, all 29 of these garages are now no longer in use.
5. This application seeks to demolish the laundry block and the 29 identified garages and re-develop the two sites to provide a 2 x 3 bedroom houses on each of the sites.

#### Principle of development

6. The laundry building is not used as a laundry room, but has been used for recycling storage. Subject to the re-provision of this storage within the vicinity of the site, the re-development of this site to provide new housing is acceptable.
7. The garage block is largely dis-used, although there had been a five that had been used for storage, but only two for parking cars. BHP have stated that none of these 29 garages are now being used. Despite this, the re-development of the site for new housing would be acceptable in principle, providing there would insufficient parking re-provided which meets the parking demand for both the existing residential properties and the proposed development.
8. Mead Court and most of the immediate surrounding area is residential and as such the introduction of the proposed residential units is appropriate in terms of character and use.

#### Highway Considerations

9. The existing garages would have been originally constructed for the use of the existing residents of Mead Court. However, only 6 of the garages have been used recently. Of those, only 2 had been used for parking a car and the other 4 had been used for storage.
10. The application is accompanied by a Transport Statement, which has been considered by the Council's Transport Officer.

#### *Parking Capacity*

11. Mead Court is a narrow street with the carriageway varying from 3-5m wide. Most of the street only has a footway on one side and aerial view and google view show vehicles parked on the footway due to the narrow width. Assessing parking capacity on the basis that parking is available on one side of the street only, Transportation officers have identified a total kerb length of 97m that can be used for parking, giving a total kerbside capacity of only 16 spaces within Mead Court.
12. Buck Lane has an approx. kerb length of 56m along the Mead Court frontage (allowing 10m clearance from the Mead Court junction), providing a further 9 on-street spaces. Details of the number of vehicles parked on Buck Lane adjacent to the court have not been provided. This would have provided a clearer picture of parking capacity in the immediate vicinity of the site.
13. Nevertheless, adding these nine spaces to the parking capacity for Mead Court raises the total kerbside parking capacity for Mead Court and its Buck Lane frontage to 25 spaces.
14. The above figures do not include the existing 29 garage spaces, which would have provided further off-street parking if used. However, the submitted information demonstrates that only 2 have been used and that the garages are only 2.2m wide and would therefore be difficult to park a modern car within.

15. Nevertheless, the Transport Statement points out that only six of the garages are actually rented to residents of Mead Court, suggesting a low level of usage. This is not unusual for this type of situation, with residents often preferring to park on-street rather than use garage courts.

### *Parking Demand*

16. The Transport Statement has also examined Census data for the area, but has not broken this down into the smallest output area possible. As such, the data provided is based on a large area with 5000 residents, thus providing only a generalised picture in terms of car ownership.
17. Transportation officers have therefore drilled down more closely to examine data gathered solely for Mead Court and a section of Uphill Drive, containing 120 flats/houses. The data showed average car ownership of 0.65 cars/flat in this area, suggesting car ownership totalling about 45 cars for residents of the 68 flats in Mead Court.
18. Car parking allowances for residential use are given in the Standard PS14 of the UDP. The maximum allowance for 3-bedroom dwellings is 1.6 spaces each, giving a total maximum allowance of 6.4 spaces for the four proposed new dwellings.
19. Mead Court currently comprises 68 units, of which the vast majority are assumed to be 2-bed flats. This would give a total parking allowance of up to 81.9 spaces for the existing estate, with the four proposed 3-bedroom dwellings thus increasing this by 6.4 spaces to 88.3 spaces. It is generally assumed that parking demand averages 75% of the maximum allowance for private housing and 50% for social rented units though. On this basis, car ownership would be estimated to total about 41 vehicles at present, which broadly concurs with the 2011 Census data (45 cars).
20. With the new housing estimated to increase parking demand by 3-4 spaces (50% of the maximum allowance of 6.8 spaces), total parking demand is estimated to increase from 45 vehicles (Census data) to 49 vehicles with this proposal.
21. Drawing number 576001PL03E proposes to demolish the existing garages and replace them with 25 hardstanding parking spaces. This would give a revised total of 41 parking spaces within Mead Court, with nine further spaces along Buck Lane (total 50 spaces).
22. The proposed future parking provision (50 spaces) is therefore considered sufficient to satisfy the likely future parking demand (49 spaces). However, it should also be borne in mind that the removal of the existing garages could result in better utilisation of parking courts within the estate, thus reducing the pressure for kerbside and footway parking in the area.

### *Refuse and emergency services*

23. The proposal will result in the loss of the existing turning head at the end of Mead Court where two new dwellings are now being proposed.
24. Drawing number 567001PL07G (revised drawing of proposed layout) proposes a new footpath access from the rear of the new dwellings 1 & 2 onto Oak Tree Dell, which residents can use to bring the refuse nearer to the highway on collection day. Refuse can then be collected from the turning circle on Oak Tree Dell and therefore refuse vehicle access into the garage court areas past blocks 13-24 is no longer required.
25. The transport officer had requested that double yellow lines should be provided on the Oak Tree Dell turning circle to ensure to provide sufficient space for emergency and refuse vehicles to turn around. However, given that there are a number of dwellings at this end of the road which already need to be serviced from this location. It would be unreasonable (in planning terms) to require double yellow lines to be provided in association with the proposal which would place two additional homes at the end of this road (with frontage access and parking to Mead Court but rear garden gates to Oak Tree Dell).
26. The applicant has not proposed a new vehicular access onto Oak Tree Dell, which is a Public Highway. However, the proposed footpath to the houses is 3m wide, which could result in vehicles illegally crossing the footway to access parking. The revised drawing number 567001PL07G (revised drawing of proposed layout) shows the location of proposed bollards which would prevent vehicular access from Oak Tree Dell. These will be conditioned to be non-collapsible.

27. Formalised parking along Mead Court would remove any obstructive parking (due to the street's narrow width) and maintain access for emergency vehicles.

#### *Cycle parking*

28. Revised drawing 576 001 PL07 H of the proposed site layout shows the location of cycle parking within the rear gardens for the new dwellings. This is in compliance with PS16 of Brent's Unitary Development Plan (2004). Further details of these will be requested by condition.

#### *Highway mitigation within Mead Court*

29. Double yellow lines have been proposed opposite the new parking spaces and fronting the new proposed dwellings that will be replacing the disused laundry building, which will deter parking on the footways. However, the double yellow lines should be continuous to prevent parking on both sides of the street as well as the turning circle near 13-18 Mead Court. (with reference to the revised drawing no. 576001PL07H). If vehicles only park on one side of the road and footways are retained for pedestrian use as opposed to vehicles parking on them, as parking would be formalised along the rest of Mead Court and therefore the implementation of double yellow lines would ensure vehicles only park on one side of the road. A relevant condition requiring this will be attached should the application be supported.

#### *Conclusion on transport issues*

30. Car parking spaces will be reduced as a result of this proposal, but the existing garages are not currently fully utilised by residents. Parking surveys thus show Mead Court is heavily parked with 23 vehicles parked overnight - the majority in an obstructive manner on the footpath. The removal of the garages and provision of 25 new formalised parking spaces to be used by residents would thus help alleviate the current parking stress on Mead Court, which is welcomed, whilst the level of proposed parking in Mead Court has been shown to be sufficient for the needs of residents of the estate. Kerbside parking needs to be formalised along the rest of Mead Court through the provision of double yellow lines,

#### Design, Layout and Impact on the Streetscene

31. There are a total of four new dwellings proposed, comprising of one pair of semi-detached houses located on the site of the redundant laundry building and the other on the site of the redundant garage site, adjacent to the cul-de-sac of Oak Tree Dell. The two pairs of new dwellings, are to be the same scale height and design.
32. The two houses proposed on the laundry site are to be sited 10m from the opposite block at 25-30 Mead Court and the frontage will face this block, separated by the road. They are to be sited at a distance of 14.75m from the block at 7-12 Mead Court and at a distance of 14.5m from the block at 13-18 Mead Court.
33. They are to be built 2.1m in from the kerbside, with the front elevations facing the road, Mead Court and the rear elevations facing the rear gardens of 25/25A and 27/27A Oak Tree Dell. The depth of the frontage will be 2.1m including a 1.0m deep landscape buffer between the front windows and the hard surfaced area. There are two existing trees located along the new side boundary, adjacent to between 13-18 Mead Court and there are trees shown to be proposed along the other side boundary adjacent to 7-12 Mead Court and also along the rear boundaries with 25/25A and 27/27A Oak Tree Dell.
34. The existing laundry building is part single storey part 2-storey in height. The dwellings are to be 2-storeys in height and located amongst 3-storey blocks of flats and 2-storey residential properties to the rear (north of the site) on Oak Tree Dell, it is considered that the proposed height of the buildings here are in keeping with the surrounding area.
35. The two proposed houses on the garage site adjacent to the cul-de sac at Oak Tree Dell are to be located adjacent to 2-storey residential properties with hopped roofs on Oak Tree Dell and Uphill Drive. Although they replace existing single storey garages, the height of the houses at 2-storey are in keeping with the immediate surrounding area in this location. Adjacent to these houses are the parking area for 25 cars. The spaces closest to the houses are to be allocated parking spaces for the new dwellings.

36. The four new houses will have hipped roofs, and will be constructed in brick with recessed brick panels on the front elevation to add visual interest. Windows are to be finished in grey powder coated composite windows, and the roof tiles are to be smooth grey concrete tiles. The proposed houses do not replicate the existing buildings, but are modern additions within the streetscene, separated from the existing buildings with proposed landscape buffers. They can be viewed as separate elements and the materials are considered acceptable. The proportions of the windows are considered appropriate.

#### Landscaping and Tree Protection

37. There are existing trees in proximity to where the proposed new dwellings on the laundry site are to be located, which will be required to be protected during demolition and construction works. A condition requiring a Tree Protection Plan and an Arboricultural Method Statement to be submitted in accordance with BS5837:2012 in relation to the protection of trees within and on the boundary of the site throughout the duration of the construction will be attached, should the application be supported.
38. Areas to be landscaped include the two sites for the proposed new dwellings and also areas within the newly laid out car parking areas along the western and south western boundaries of the site. The parking areas also include new tree planting. The proposed landscaping makes a positive contribution to Mead Court. Full details of the proposed landscaping scheme within these areas will be required by condition.

#### Quality of accommodation

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

#### Impact on neighbouring occupiers

43. The proposed dwellings on the laundry site will share rear boundaries with 25/25A and 27/27A Oak Tree Dell. Due to the angle of these shared rear boundaries at 27 and 27A and 25 and 25A Oak Tree Dell, the distance from the rear elevation of these new houses to this shared boundary varies from 16m at its furthest, and 9.3m at its closest. However, the width of the section which measures is site less than 10m between the house and the rear boundary is only 2.5m. The section which is less than 10m is also at a point where the side and rear boundary lines of 27/27A Oak Tree Dell and 25/25A Oak Tree Dell are at a splayed angle from the rear walls of these properties at Oak Tree Dell. The distance between the original rear wall of 27/27A Oak Tree Dell to the proposed rear wall of the new dwellings measures over 20m. There are to be trees proposed to be planted along this boundary to provide screening planting, further details of which will be required by relevant planning condition should the application be supported. As such there is not considered there would be an unacceptable loss of privacy.
44. The submitted drawings demonstrate how both pairs of proposed dwellings would meet the 30 and 45 degree guidance set out in SPG17 in terms of the scale of the proposal in relation to adjacent buildings. It is therefore considered that the proposed new dwellings would have an acceptable impact on adjoining neighbours in terms of their outlook

#### Environmental Health considerations

45. The proposal involves the demolition of 29 existing garages, and therefore relevant conditions requiring

appropriate measures during demolition in relation to dust will be attached to the decision should the application be supported.

#### BHP response to objections received

46. BHP have provided responses directly to the residents who have objected. They have emphasised that the cost of this proposed development, would not be passed to existing residents of Mead Court.
47. The proposed new dwellings would provide new affordable housing, and maintenance costs for the new dwellings will be separate from those of the existing blocks.
48. The proposal will provide landscaped settings for the new buildings which would include screen planting to mitigate the impact of the proposed buildings.

#### Conclusions

49. The proposed pair of semi-detached dwellings will provide increased family sized accommodation within the Borough of an appropriate standard in terms of the quality of the accommodation. The design of the new dwellinghouses is considered acceptable and is not considered to adversely impact on the amenities of adjoining properties. The proposed layout and parking provision for the site is also considered acceptable. For the reasons as outlined above, approval is recommended subject to conditions set out at the end of this report.

### CIL DETAILS

This application is liable to pay **£115,042.41\*** under the Community Infrastructure Levy (CIL).

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): 398.5 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	398.5	0	398.5	£200.00	£35.15	£97,845.98	£17,196.43

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)	275	
<b>Total chargeable amount</b>	£97,845.98	£17,196.43

\*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.**



DECISION NOTICE – APPROVAL

Application No: 15/4604

To: Hedges  
Pellings LLP  
Pellings LLP  
24 Widmore Road  
Bromley  
Kent  
BR1 1RY

I refer to your application dated 23/10/2015 proposing the following:  
Demolition and replacement of existing derelict garages and laundry building with two pairs of 2 storey three bedroom semi-detached houses with associated car parking spaces, realignment of existing path to proposed dwellings, reinstatement of hard-standing as amenity space, landscaping and lighting to the public realm.

and accompanied by plans or documents listed here:

See condition no 2

at Garages next to and rear of 13-24, Mead Court and Communal Facility & Laundry, Mead Court, Buck Lane, 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

Environmental Protection: in terms of protecting specific features of the environment and protecting the public

Housing: in terms of protecting residential amenities and guiding new development

Transport: in terms of sustainability, safety and servicing needs

- 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):

576 001 PL01 B; 576 001 PL02 D; 576 001 PL03 E; 576 001 PL04 C; 576 001 PL07 H; 576 001 PL10 C; 576 001 PL11; 576 001 PL12; 576 001 PL13; Transport Statement by Paul Mews Associates (dated October 2015)

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, as well as around the proposed car parking areas, 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 shall be completed prior to the completion of the development hereby approved.

Such a scheme shall include:-

- (a) all planting including location, species, size, density and number
- (b) areas of hard landscape works including details of materials and finishes. These shall have a permeable construction.
- (c) proposed and any retained boundary treatments both within the site and along the site boundaries including walls, fencing and retaining walls, indicating materials and height
- (d) details of proposed ornamental trees to be planted as part of the scheme, including within the proposed car parking areas

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.

- 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) (England) Order 2015; (or any order revoking or re-enacting that order with or without modification) no development within Classes A, B, D or E 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 Prior to the first occupation of the development, all car parking spaces, footways turning areas shall be constructed and permanently marked out; double yellow lines extending the whole length of Mead Court, including the turning circle near 13-18 Mead Court shall be permanently marked out; and refuse storage shall be provided in accordance with the approved plans, and thereafter 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, include maintain access for emergency vehicles.

- 7 The applicant must employ measures to mitigate the impacts of dust and fine particles generated by the operation.

This must include:

- (a) damping down materials during demolition and construction, particularly in dry weather conditions,
- (b) minimising the drop height of materials by using chutes to discharge material and damping down the skips/ spoil tips as material is discharged,
- (c) sheeting of lorry loads during haulage and employing particulate traps on HGVs wherever possible,
- (d) ensuring that any crushing and screening machinery is located well within the site boundary to minimise the impact of dust generation,
- (e) utilising screening on site to prevent wind entrainment of dust generated and minimise dust nuisance to residents in the area,
- (f) installing and operating a wheel washing facility to ensure dust/debris are not carried onto the road by vehicles exiting the site.
- (g) the use of demolition equipment that minimises the creation of dust.

Reason: To minimise dust arising from the operation.

- 8 Prior to the first occupation of the development, non-collapsible bollards shall be installed within the locations shown on drawing no. 576 001 PL07 H hereby approved and thereafter 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.

- 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 any 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.

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

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

- 11 Prior to the commencement of the use the applicant shall provide details of all domestic boilers installed demonstrating that the rated emissions of Oxides of Nitrogen (NOx) do not exceed 30 mg/kWh, in writing for the approval of the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect local air quality, in accordance with Brent Policy EP3

- 12 Details of all external lighting, baffled so as to avoid glare, shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development,

The approved details shall be thereafter be fully implemented prior to first occupation

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

- 13 Further details of the provision of secure and covered cycle parking spaces (minimum one space to each new dwelling) to the rear gardens of the proposed new dwellings shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of work on site. Thereafter the development shall not be occupied until the cycle parking spaces have been laid out in accordance with the details as approved and these facilities shall be retained.

Reason: To ensure satisfactory facilities for cyclists.

## 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](http://www.communities.gov.uk)
- 2 The applicants are reminded of the requirements the British Code of Practice BS5228-1:2009

to minimise the emission of noise from the site.

- 3 The applicant must employ measures to mitigate the impacts of dust and fine particles generated by the operation.

This must include:

- (a) damping down materials during demolition and construction, particularly in dry weather conditions,
- (b) minimising the drop height of materials by using chutes to discharge material and damping down the skips/ spoil tips as material is discharged,
- (c) sheeting of lorry loads during haulage and employing particulate traps on HGVs wherever possible,
- (d) ensuring that any crushing and screening machinery is located well within the site boundary to minimise the impact of dust generation,
- (e) utilising screening on site to prevent wind entrainment of dust generated and minimise dust nuisance to residents in the area,
- (f) installing and operating a wheel washing facility to ensure dust/debris are not carried onto the road by vehicles exiting the site.
- (g) the use of demolition equipment that minimises the creation of dust.

Reason: To minimise dust arising from the operation.

Any person wishing to inspect the above papers should contact Avani Raven, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5016