

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

8 June, 2016

15/0287

SITE INFORMATION

RECEIVED: 16 March, 2015

WARD: Barnhill

PLANNING AREA: Brent Connects Kingsbury & Kenton

LOCATION: 163 Preston Hill, Harrow, HA3 9UZ

PROPOSAL: Demolition of existing building and erection of a 2 storey building with a basement level to provide 4 self-contained flats (1 x one bedroom units, 2 x two bedroom units and 1 x three bedroom unit) to include alteration to existing and creation of an additional vehicular crossover off Kinch Grove, car and cycle parking spaces, provision for waste and recycling, fencing and associated landscaping (as per revised plans received on 24 April 2016).

APPLICANT: Mr & Mrs Tricot

CONTACT: SIAW Ltd

PLAN NO'S: Refer to Condition 2

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

[When viewing this on an Electronic Device](#)

Please click on the link below to view **ALL** document associated to case

https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_120173

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Please use the following steps

1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "15/0287" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

SITE MAP



Planning Committee Map

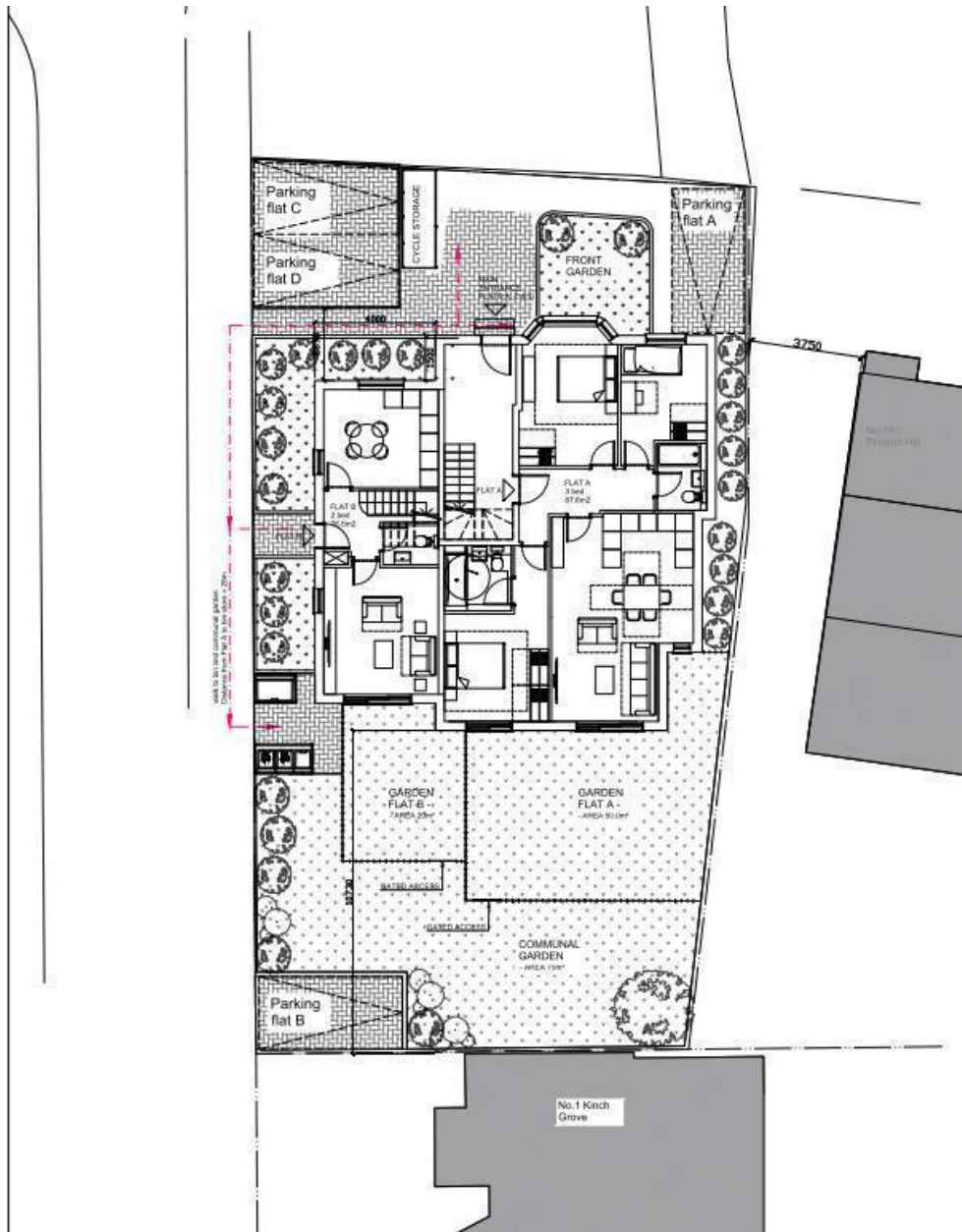
Site address: 163 Preston Hill, Harrow, HA3 9UZ

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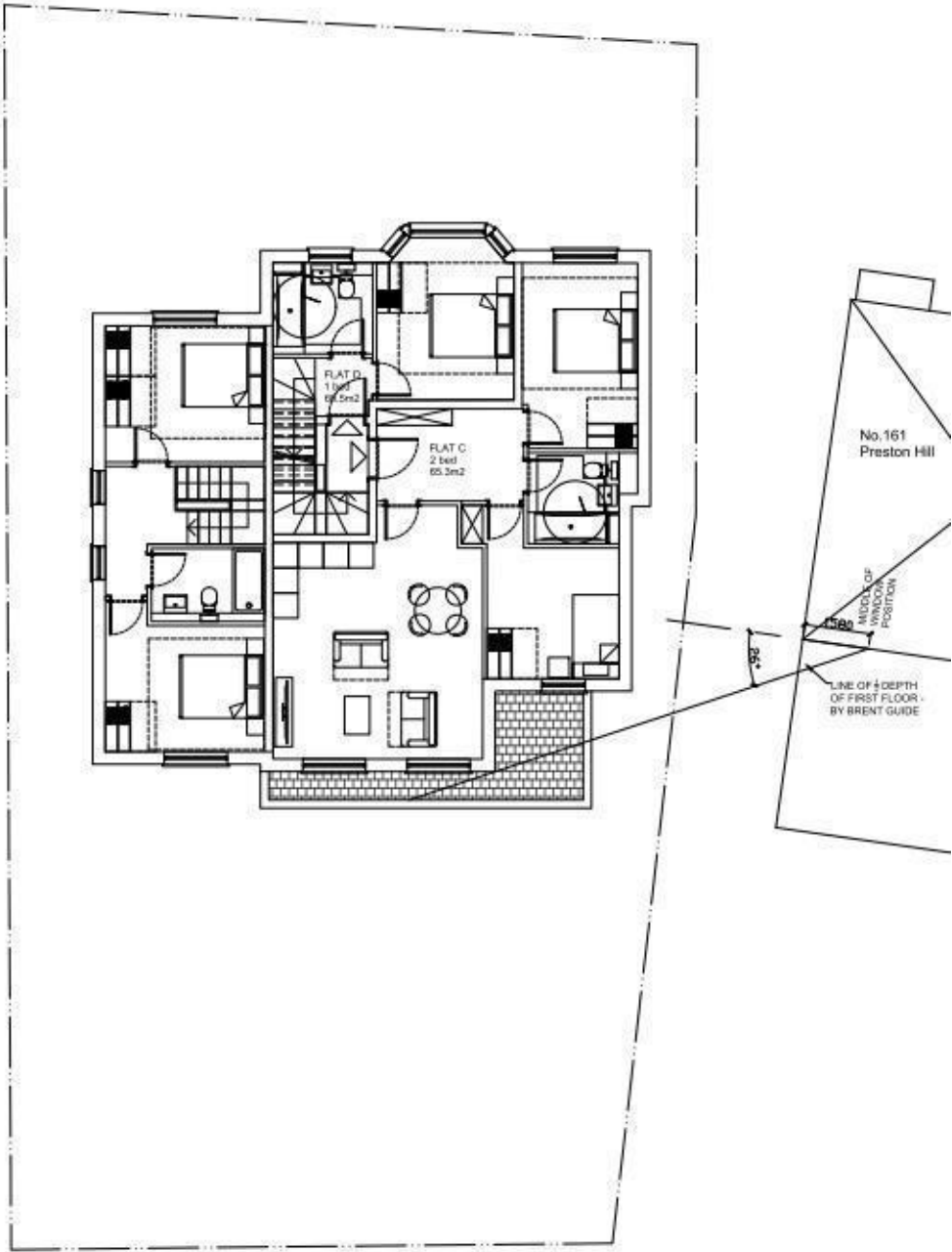
This map is indicative only.



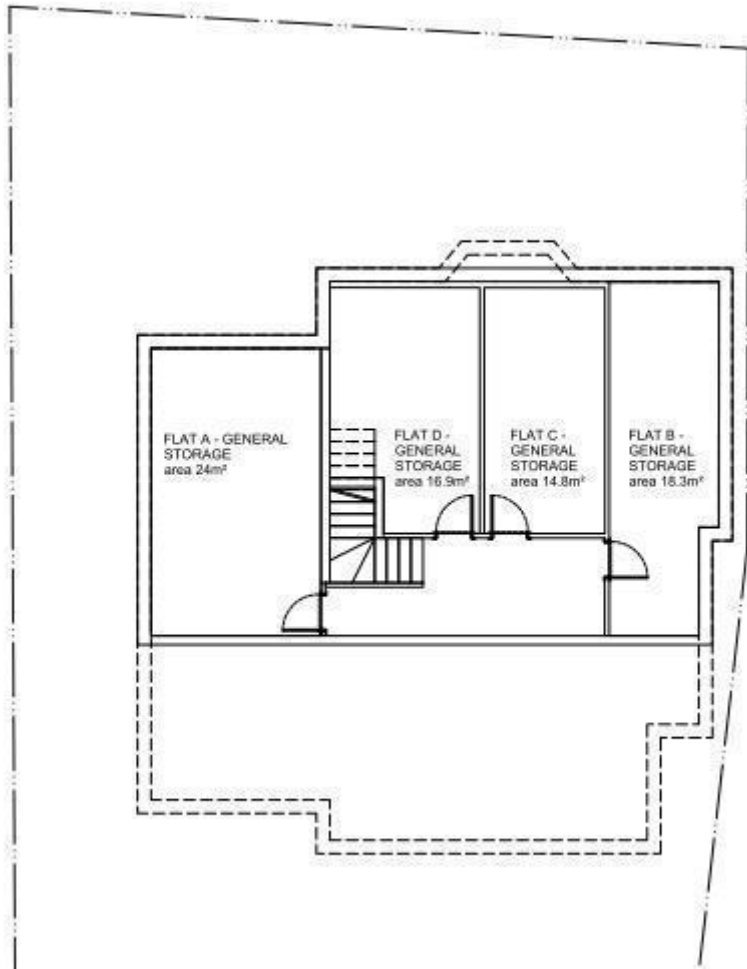
SELECTED SITE PLANS SELECTED SITE PLANS



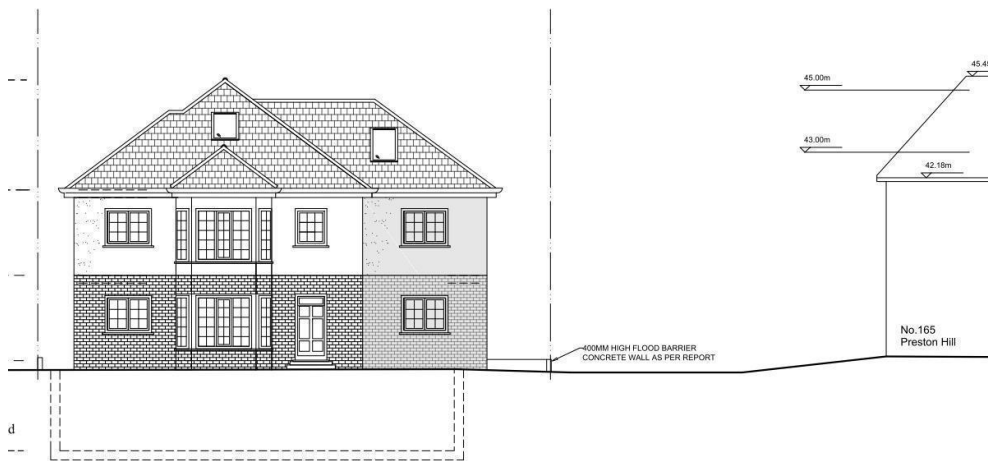
Proposed site and ground floor plan



Proposed first floor plan



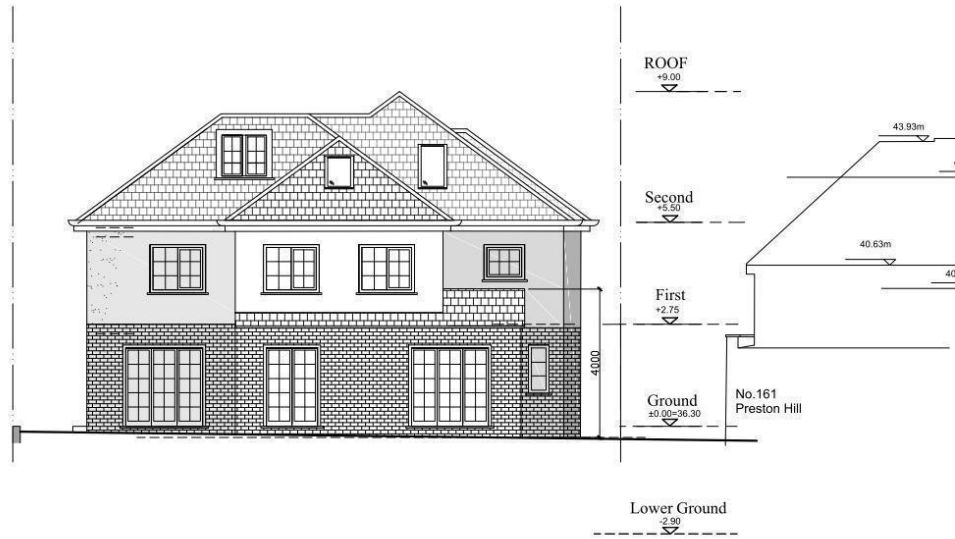
Proposed basement plan



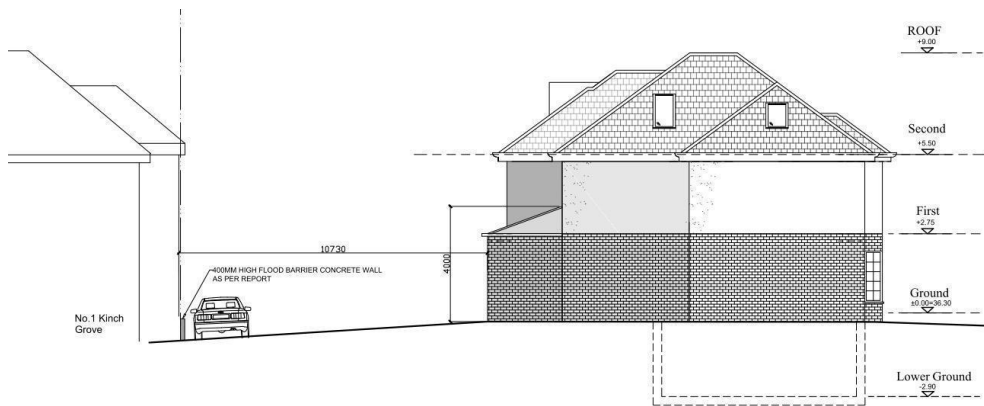
Proposed west elevation



Proposed North Elevation



Proposed South Elevation



Proposed east elevation

RECOMMENDATIONS

Grant Consent

A) PROPOSAL

Demolition of existing building and erection of a 2 storey building with a basement level to provide 4 self-contained flats (1 x 1 bed, 2 x 2 bed and 1 x 3 bed) to include alteration to existing and creation of an additional vehicular crossover off Kinch Grove, car and cycle parking spaces, provision for waste and

recycling, fencing and associated landscaping.

B) EXISTING

The application site comprises a detached dwellinghouse located on the corner of Preston Hill and Kinch Road. The principal elevation fronts Preston Hill. It is not located within a conservation area nor is it a listed building.

The surrounding uses are predominantly residential. There is a deep grass verge between the application site boundary and pavement on Preston Hill.

There are level changes along Preston Hill with levels rising to the west.

C) AMENDMENTS SINCE SUBMISSION

The following amendments have been made:

- Reduction in the number of units from five to four with associated reduction in car parking spaces
- Reduction in the basement accommodation and removal of terraced rear garden
- Removal of crowned roof and replacement with hipped pitched with side projection next to No. 165 Preston Hill.

Reduced number of roof lights on elevations facing Preston Hill and Kinch Grove, removal of roof lights facing 161 Preston Hill and introduction of dormer window on rear elevation.

D) SUMMARY OF KEY ISSUES

Design & Layout & Relationship with Neighbouring Buildings: The scheme is considered to be of an acceptable design and scale that has an appropriate relationship with the street frontage on Preston Hill and Kinch Grove. The building relate acceptably to surrounding buildings in terms of the amenity of neighbouring residential occupiers and the quality of accommodation provided.

Car Parking: Each unit will have the benefit of one off street parking space. The level of car parking is acceptable for this scheme.

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	150	0	150	432	432

Monitoring Residential Breakdown

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

RELEVANT SITE HISTORY

Relevant planning history

14/3657: Full Planning Permission sought for demolition of existing building and erection of a 3 storey building with a basement level to provide 7 self-contained flats (1 x 4 bed, 4 x 2bed and 2 x studios) to include alteration to existing and creation of an additional vehicular crossover off Kinch Grove, car and cycle parking spaces, provision for waste and recycling, fencing and associated landscaping - Withdrawn, 11/12/2014.

14/1666: Full Planning Permission sought for demolition of existing building and erection of a 3 storey building with a basement level to provide 7 x 2bed self contained flats to include an additional vehicular crossover, car and cycle parking spaces, provision for waste and recycling, timber fencing and associated landscaping - Withdrawn, 04/07/2014.

E/13/1282: Enforcement investigation into without planning permission, the change of use of the premises from residential to a mixed use as residential and the servicing and storage of vehicles.

P2570B 3519: Full Planning Permission sought for erection of 2 storey side extension to house - Granted, 16/05/1967.
aaaa

CONSULTATIONS

Consultation Period: 23/03/2015 - 13/04/2015

Additional consultation periods on 30/03/2015 - 20/04/2015 and 29/04/2015 - 20/05/2015

Consultation on revised plans: 25/04/2016 -

Public Consultation

59 neighbours consulted -Ten objections received on the following grounds:

- Over development of the site and too dense (too many flats in the area)
- Design of the building not in keeping with the surrounding area
- Development will detrimentally visually impact on the character of the area
- Highway safety could be compromised including new accesses
- Lack of parking provision and overspill parking onto surrounding roads including May Lane
- Overshadowing/loss of light
- Loss of privacy and overlooking
- Bin stores and access not suitable for the number of flats proposed
- Proposal will impact on servicing ability for refuse vehicles etc to access existing properties
- Not enough local facilities such as schools, doctors to support more multi dwelling sites
- Risk of flooding
- Strain on public services such as water supply
- Building works will cause disruption of local residents
- Basement rooms could be converted to bedrooms
- Loss of tree in rear garden
- Flat D has no kitchen amenity

External Consultation

The Environment Agency - No objections raised.

Barn Hill Ward Councillors - No comments received.

Internal Consultation

Transportation - No transportation objections subject to a condition requiring the submission and approval of a revised site layout plan showing: (i) the widening of the existing crossover onto Kinch Grove no wider than 4.2m with 2 off street parking spaces (ii) the new crossover should be no wider than 2.4m to accommodate on off street parking spaces and a financial contribution of £6000 is sought for transport improvements through the CIL.

Landscape - No objections in principle - a fully detailed planting plan to be conditioned including 5 no. small ornamental garden size trees, e.g. Birch, Sorbus, Malus, Pyrus or flowering Cherry.

Environmental Health - No objections subject to conditions being secured relating to a Construction Method Statement, and Noise Insulation conditions being secured.

POLICY CONSIDERATIONS

Regional Level

The Further Alterations to the 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. London boroughs' local plans need to be in general conformity with the London Plan, and its policies guide decisions on planning applications. The following policy is relevant:

3.5 Quality and design of housing developments

The Mayor's Housing Supplementary Planning Guidance (adopted November 2012)

This guidance relates to the housing policies within the London Plan and covers policies on housing provision and policies on affordable housing. It gives detailed guidance for boroughs on how to develop sites for housing and how to determine housing mix and density for any individual site.

Local Level

Brent's Core Strategy 2010

The Council's Core Strategy was adopted by the Council on 12th July 2010. As such the policies within the Core Strategy now hold considerable weight. The relevant policies for this application include:

CP17: 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.

CP21: A Balanced Housing Stock - A balanced housing stock should be provided to meet known needs and to ensure that new housing appropriate contributes towards the wide range of borough household needs including an appropriate range and mix of self contained accommodation types and sizes.

Brent's UDP 2004

In addition to the Core Strategy, there are a number of policies which have been saved within the Unitary Development Plan (UDP). The UDP was adopted on 15 January 2004. The saved policies will continue to be relevant until new policy in the Local Development Framework is adopted and, therefore, supersedes it. The relevant policies for this application include:

BE2: Townscape - Local Context & Character

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 or have an unacceptable visual impact on Conservation Areas.

BE7: Public Realm - Streetscape

A high quality of design and materials will be required for the street environment. The following will be resisted (both for existing and new developments) where they would detract from the character of the area :-

- (a) The excessive infilling of space between buildings and between buildings and the road;
- (b) hard surfacing occupying more than half of a front garden area;
- (c) forecourt parking where such parking would detract from the streetscape or setting of the property, or create a road/pedestrian safety problem.

BE9: Architectural Quality

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.

H12: Residential Quality - Layout Considerations

Seeks to ensure that all residential development has a high quality layout, has an appropriate level of car parking and features housing facing onto streets. It states that proposals should avoid having an excessive coverage of hardstanding and have an amount and quality of landscaped areas appropriate to the character of the area.

TRN10: Walkable Environments

The 'walkability' of the public environment should be maintained and enhanced.

TRN11: The London Cycle Network

Developments should comply with the plan's minimum cycle parking standards (PS16), with cycle parking situated in a convenient, secure and, where appropriate, sheltered location.

TRN15: Forming an access onto a road

The creation of an access from a dwelling to a highway will be acceptable where:-

- (a) the location of the access would be at a safe point with adequate visibility;
- (b) the access and amount of off street parking proposed would be visually acceptable

TRN23: Parking Standards - Residential Developments

Parking standards for residential developments. The level of residential parking permitted will be restricted to no greater than the standards in PS14.

Supplementary Planning Guidance

SPG17 "Design Guide for New Development"

Supplementary Planning Guidance No. 17 "Design Guide for New Development" (SPG17), adopted by the Council in 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. This application relates to a detached dwellinghouse located on the corner of Preston Hill and Kinch Grove.
2. The application originally proposed to demolish the existing building and erect a new building with five self contained flats. A number of amendments have been submitted since the original submission documents. A summary of the main changes is set out below:
 - Reduction in the number of units from five to four with associated reduction in car parking spaces
 - Reduction in the basement accommodation and removal of terraced rear garden
 - Removal of crowned roof and replacement with hipped pitched with side projection next to No. 165 Preston Hill.
 - Reduced number of roof lights on elevations facing Preston Hill and Kinch Grove, removal of roof lights facing 161 Preston Hill and introduction of dormer window on rear elevation.

3. This report will discuss the planning merits of the scheme based on the revised plans.

Principle of development

4. The existing dwellinghouse is not sited within a conservation area nor is it a listed building. There is therefore no objection in policy terms to its demolition. In terms of redeveloping the site, policy CP21 seeks for a replacement 3 bedroom family sized unit to be provided within the new scheme. This scheme provides a three bedroom unit, further details of which are discussed in the unit mix section below. As such, the principle of development is considered acceptable.

Design

5. The scheme proposes a new detached building that will contain four self contained flats. Its follow a similar building line to the existing building with a minimum set back of 4.9m maintained to the public grass verge that runs along this section of Preston Hill. The new building provides a 2m set in from the boundary with Kinch Grove. It projects forward of the established building line on Kinch Grove around 4.7m.
6. The building has been amended to have a hipped pitched roof to reflect the general character of the area. The elevation plans show the new building sitting between the height of Nos. 161 and 165 Preston Hill. This reflects the level changes along Preston Hill. It has been designed with its principal elevation fronting Preston Hill. This elevation includes the main entrance to the building and a bay window feature. The Kinch Grove elevation does contain an entrance to Flat B but this elevation has been designed to be subservient to the main elevation on Preston Hill.
7. Even though the element of the building closer to the Kinch Grove frontage, it does project beyond the building line properties on Kinch Grove, this element has been designed to be a subservient feature to the main building. It is set back 1.5m from the main front wall of the building at both ground and first floor levels and is set in a minimum of 2m from the Kinch Grove boundary. In effect it reads as a two storey side extension, and has been designed to comply with the principle set out in SPG5 "Altering and Extending Your Home". It is considered that the set back and set in of this element maintains the open character of the plot and its setting within the streetscene.
8. At the rear the building has a ground and two storey rear projecting elements. These have been designed with hipped roof to match the main building and positioned lower than the main roof, to allow them to read as subservient additions. The rear dormer is 1.5m wide and does not overdominant the roof slope. Likewise a maximum of two roof lights are proposed per roof plan, and thus do appear excessive within the roof slopes. As a point of reference SPG5 requires dormers to be no wider than half the width of the original roof plane and permits up to two roof lights per roof slope.
9. The new building is to contain brick work at ground level, render at first floor level and a tiled roof. The pallette of materials is considered appropriate, taking into account the surrounding context. Full details of external materials are recommended to be conditioned to any forthcoming consent.
10. The windows are appropriately proportioned and located within the building. There are two entrances to the building. The one off Preston Hill that serves Flats A, C and D and the other entrance from Kinch Grove serves Flat B. Both of these entrances are legible either through design detailing within the building or from the pathway that leads to the entrance door from the public highway.
11. The basement will be below ground level. This has been significantly reduced in size from the original submission. The basements are marked for general storage for each flat. It is recommended that a condition is secured requiring the basements to be used for purposes incidental to the enjoyment of each of the flats and not for in dependant use or as primary living accommodation.

Residential quality

Unit Mix and Size

12. This scheme proposes 1 x 1 bedroom. 2 x 2 bedroom and 1 x 3 bedroom flats within the new building. This provides an appropriate mix of units of units including the reprovision of a family sized unit (3 bedrooms or more) in line with CP21. The size/layout of each unit is discussed below:

Flat A

13. Flat A is accessed from Preston Hill. It is a three bedroom ground floor flat with 2 x double bedrooms and 1 x single bedroom. It has a basement to be used for general storage and as a utility room. The floor area of the ground floor is 87.6sqm and the floor area of the basement is 24sqm.
14. This exceeds the minimum requirement for a three bedroom 5 person unit as set out in the Mayor's Transition Policy Statement that specifies a minimum floor area of 86sqm.

Flat B

15. Flat B is accessed from Kinch Grove. It is a two bedroom four person duplex flat located on the ground and first floors. It also has a basement to be used for general storage and as a utility room. The floor area of the ground floor is 76.6sqm and the floor area of the basement is 18.3qm.
16. The ground and first floors fall marginally short of 79sqm requirement. Such a shortfall is not considered sufficient to warrant a reason for refusal.

Flat C

17. Flat C is accessed from Preston Hill. It is a two bedroom three person flat located on the first floor. It has a floor area of 65.3sqm. This exceeds the minimum requirement for a two bedroom 3 person unit as set out in the Mayor's Transition Policy Statement that specifies a minimum floor area of 61sqm.

Flat D

18. Flat D is accessed from Preston Hill. It is a one bedroom flat located within the first and loft space. It also has basement storage which is 16.9sqm. The Mayor's Transition Statement requires 75% of units to have a floor to ceiling height of 2.5m high and for the unit to have a minimum internal floor area of 58sqm. This flat meets these requirements.

Outlook and privacy

19. All units have dual aspect. They will not overlook one another.
20. At ground level to prevent directly overlooking and undue noise and disturbance to the ground floor units, landscape buffers have been provided between Flat B and the car parking spaces for Flat C and D and the boundary with Kinch Grove.

External amenity space

21. The three bedroom unit has access to 50sqm of private rear garden amenity space. The other ground floor unit has access to 20sqm of private rear garden amenity space. There is a communal garden at the bottom end of the garden which is around 75sqm. The subdivision of the rear garden into smaller areas for private and communal amenity space meets the requirements of SPG17.

Amenities of neighbouring properties

Privacy

22. SPG17 suggests that there is a need for a gap of 10m from the rear wall of the proposed dwelling to the rear boundary to allow for adequate levels of privacy and a distance of 20m between directly facing habitable rooms. In the case of all of the new houses, a distance of 10.4m is maintained from rear habitable room windows to the boundary with adjoining house and garden at No. 1 Kinch Grove. Therefore an acceptable level of privacy is maintained.

Proximity to neighbouring properties

23. The new building does not extend beyond the existing single storey rear extension of No. 161 Preston Hill. The extension at No. 161 Preston Hill is around 4.5m. There is a planning record for this extension (LPA Ref: 04/2412). It is noted that No. 161 Preston Hill has flank wall windows but these either serve non habitable rooms or are secondary rooms to an enlarged kitchen/dining area. The height of the ground floor rear element is 3m high to eaves and 4m high at its highest point. This is within the height criteria set out within permitted development.

24. At first floor the middle of the nearest habitable room window at No. 161 Preston Hill is 5.7m away from the flank wall of bedroom 2 for Flat C and 8.5m away from the flank wall of the living area to Flat C. The first floor element of the new building sits within 2:1 guidance as set out in SPG5. This ensure that first floor rear projections do not appear over dominant or adversely impact on outlook from the neighbouring occupier or rear garden.

Front forecourt layout and highway considerations

Car parking and access

25. The parking allowance for the dwelling unit is given in the Standard PS14 of the UDP.
26. The maximum allowance for the existing 4+ bedrooms property is 2 spaces. The site currently provides 2 vehicular accesses into the site which allows for more than 2 vehicles to be parked within the front garden and therefore the site is currently overprovided with parking.
27. The maximum parking allowance for the new 3 bedroom flat is 1.6 spaces and the 2 bed flat is 1.2 spaces per flat and 1 space for bedroom flat. Therefore the total allowance for the proposed site is 5 spaces, and this is an increase in the existing parking allowance.
28. The scheme proposes 4 off street parking spaces, one off Preston Hill and three off Kinch Grove.
29. No alterations are proposed to the existing vehicular access from Preston Hill. Officers in Transportation have advised that this is acceptable. However officer in Transportation have advised that the vehicular crossover on Kinch Grove can only be extended by 4.2m to comply with the Crossover Policy. This will allow two off street parking spaces to be provided.
30. A new vehicular crossover is also proposed at the south end of the site onto Kinch Grove. This crossover will serve one off street parking space and therefore needs to be 2.4m wide. It is noted that there is a lamp post in the vicinity of this proposed crossover and this may need to be relocated to facilitate safe access into the site. This will be clearer when Transportation marks the crossover position on the ground, and will need to be relocated at the applicant's expense.
31. On-street parking on Kinch Grove is not available, due the narrowness of the road, which means parking can only be accommodated on one side of the street. Parking on Preston Hill is discouraged as it is a local distributor road. Given that the site fronts a local distributor road and the surrounding roads are too narrow to accommodate on street parking, it is essential that four off-street parking spaces (one per unit) are retained, thus providing a parking ratio of 1:1.
32. Officers in Transportation have advised that the boundary wall should be no higher than 0.85m to maintain site line visibility in accordance with our Crossover Policy. Further details of the height of the wall should be submitted for approval. In addition to this, the proposed gate at the southern crossover should not open out onto the Public Highway.

Cycle parking

33. Cycle storage facilities have been indicated on the plans. The scheme is required to provide four cycle spaces in secure and covered shelter. Full details will be conditioned to any forthcoming consent.

Refuse and recycling

34. Waste and recycling bins are proposed along the Kinch Grove frontage. The capacity requirements for 4 flats is 480l for residual waste, 480l for dry recycling and 480l for organics. This involves the need for 6 x 240l bins.
35. The submitted plans propose bin stores along Kinch Grove. They are within 30m carrying distance to the flats and within 10m of the highway for the refuse contractor. Full details will be conditioned to any forthcoming consent.

Landscaping

36. The existing front forecourt around the property is all hard surfaced. Policy BE7 of Brent's UDP seeks to

provide a high quality of design of the street environment. This includes the need to avoid the excessive infilling of space between buildings and the road and hardsurfacing that occupies more than half a front garden area.

37. This proposal is seeking to provide an area of soft landscaping within the frontage facing Preston Hill. The soft landscaping accounts for around 14sqm. Whilst this is less than half the front garden, it is a significant improvement to the current situation, and therefore on balance can be supported. Furthermore, there is scope to provide additional soft landscaping along the Preston Hill frontage. Further details are recommended to be conditioned to any forthcoming consent.
38. The frontage of the property facing Kinch Grove will contain a good proportion of soft landscaping, to enhance its setting. Full details are recommended to be conditioned to any forthcoming consent.

Flood Risk

39. The site is located within Flood Zone 2. Whilst basement accommodation is proposed, this will be for storage purposes. A Flood Risk Assessment has been submitted. The Environment Agency have confirmed that they have no objections to the proposal.

Response to objections raised

Objection	Response
Over development of the site and too dense (too many flats in the area)	In principle there is not an objection to the building being demolished and rebuilt to provide flats, subject to a 3 bedroom flat being provided in the new building.
Design of the building not in keeping with the surrounding area	The design of the building is discussed above. Refer to paragraphs 5 to 11 above
Development will detrimentally visually impact on the character of the area	The design of the building and its relationship to the street is discussed above. Refer to paragraphs 5 to 11 above.
Highway safety could be compromised including new accesses	The highway considerations of the scheme, including car parking and vehicle accesses is discussed above. Refer to paragraphs 29 to 31 above.
Lack of parking provision and overspill parking onto surrounding roads including May Lane	Consideration of parking is set out in paragraphs 25 to 32 above.
Overshadowing/loss of light	The impact on the neighbouring occupiers is discussed above. Refer to paragraph 23 and 24 above.
Loss of privacy and overlooking	The impact on the neighbouring occupiers is discussed above. Refer to paragraph 22 above.
Proposal will impact on servicing ability for refuse vehicles etc to access existing properties	Access will still be provided for larger vehicles such as refuse lorries to travel along Kinch Grove.
Bin stores and access not suitable for the number of flats proposed	Highway considerations and bin store capacity requirements are discussed above. Refer to paragraph 34 and 35 above.
Not enough local facilities such as schools, doctors to support more multi dwelling sites	The scheme will be subject to CIL which is used to providing funding for local infrastructure and services such as school places.
Risk of flooding	A Flood Risk Assessment has been submitted and reviewed by the Environment Agency. Refer to

	paragraph 39 above.
Strain on public services such as water supply	Details of foul water drainage could be secured as condition
Basement rooms could be converted to bedrooms	A condition will be secured to any forthcoming planning consent requiring the basements to be used for incidental purposes.
Loss of tree in rear garden	Replacement trees will be secured as a condition to the landscape works.
Flat D has no kitchen amenity	The kitchen for Flat D is at loft level.
Building works will cause disruption of local residents	A Construction Method Statement can be secured as condition to manage the impact of construction works and traffic.

Conclusions

- 40.** In conclusion, the new building is considered to be well designed and fit into the street context. The new building is not considered to adversely impact on the amenities of neighbouring occupiers.
41. The scheme provide sufficient off street parking to not create congestion on street. Opportunities for improved landscaping within the site will be sought to enhance its appearance within the streetscape.
42. The residential units provide an acceptable mix and standard of accommodation.
43. Approval is accordingly recommended subject to the conditions set out below.

CIL DETAILS

This application is liable to pay **£81,114.16*** 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): 150 sq. m.

Total amount of floorspace on completion (G): 432 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	432		282	£200.00	£35.15	£68,989.29	£12,124.87

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)	274	
Total chargeable amount	£68,989.29	£12,124.87

*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.



DECISION NOTICE – APPROVAL

Application No: 15/0287

To: Mr Ben Halevi
SIAW Ltd
Suite 332
Winston House
2 Dollis Park
London
N3 1HF

I refer to your application dated 22/01/2015 proposing the following:
Demolition of existing building and erection of a 2 storey building with a basement level to provide 4 self-contained flats (1 x one bedroom units, 2 x two bedroom units and 1 x three bedroom unit) to include alteration to existing and creation of an additional vehicular crossover off Kinch Grove, car and cycle parking spaces, provision for waste and recycling, fencing and associated landscaping (as per revised plans received on 24 April 2016).
and accompanied by plans or documents listed here:
Refer to Condition 2
at 163 Preston Hill, Harrow, HA3 9UZ

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:

A handwritten signature in black ink, appearing to read 'Aktar Choudhury'.

Mr Aktar Choudhury
Operational Director, 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.

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

§ § Conservation Area Design Guide

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):

PH13-PP-101

PH13-PP-102

PH13-PP-103

PH13-PP-201 Rev A

PH13-PP-202 Rev A

PH13-PP-251 Rev A

Flood Risk Assessment prepared by AAH Planning Consultants

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

- 3 The roof lights on the flank roof slope facing No. 161 Preston Hill shall be constructed with obscure glazing and non-opening or with openings at high level only (not less than 1.8m above floor level) and shall be permanently returned and maintained in that condition thereafter unless the prior written consent of the Local Planning Authority is obtained.

Reason: To minimise interference with the privacy of the adjoining occupier.

- 4 The basement storage areas hereby approved shall be used for purposes incidental to the use of Flats A to D and shall not be used for commercial storage relating to other premises nor for self-contained residential accommodation. They shall not contain a bedroom, kitchen, toilet or shower room.

Reason: In the interests of the amenities of neighbouring occupiers and quality of proposed accommodation.

- 5 The parking spaces hereby approved shall be used solely for purposes ancillary to the residential units hereby approved with one space shall be allocated to each residential unit and the spaces shall be retained as such for the life of the development.

Reason: In the interest of highway flow and safety.

- 6 Prior to commencement of any works on site (including any demolition works), a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority.

It shall include details of how the following will be addressed:

- (a) The best practice means available in accordance with BS5228:1997 shall be employed at all times to minimise the emissions of noise from the site;
- (b) The parking of vehicles of site operatives and visitors;
- (c) Construction traffic routes to the development site;
- (d) Loading and unloading of plant and materials;
- (e) Storage of plant and materials used in constructing the development;
- (f) The operation of the site equipment generating noise and other nuisance causing activities, audible at the site boundaries or in nearby residential properties shall only be carried out between the hours of 0800-1800 Mondays to Fridays, 0800 - 12300 Saturdays and at no times on Sundays or Bank Holidays ;
- (g) Vehicular access to adjoining and opposite premises shall not be impeded;
- (h) A barrier shall be constructed around the site, to be erected prior to demolition;
- (i) A suitable and sufficient means of suppressing dust should be provided and maintained.

The Construction Management Plan shall thereafter be carried out in strict accordance with the approved details through the construction of the new development.

Reason: In the interests of local amenity.

- 7 Details of materials for all external works (including samples to be prearranged to be viewed on site) shall be submitted to and approved in writing by the Local Planning Authority before any construction works are commenced. The work shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority. Such details shall include:

- (a) sample board of facing bricks and sample of roof tiles together with details of any rendered surfaces;
- (b) details of materials for all doors and windows;

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

- 8 Notwithstanding the submitted plans otherwise approved, further details of the rear garden layout for the new flats shall be submitted to and approved in writing by the Local Planning Authority within 6 months of the commencement of construction works on site. The landscaping works shall be carried out in accordance with the approved scheme prior to first occupation of the units.

Such details shall include:-

- (i) Patios and pathways (including details of materials, finishes and height of patio)
- (ii) Details of existing and proposed boundary treatments (including materials and height).
- (iii) All existing planting to be retained and proposed planting (including location, species, size, density and number). The proposed planting shall include at least two ornamental tree (minimum girth of 16-18cm).
- (iv) Details of any external lighting within the rear gardens or attached to the building.

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.

- 9 Notwithstanding the submitted plans otherwise approved, further details of the front forecourt

area along Preston Hill and Kinch Grove shall be submitted to and approved in writing by the Local Planning Authority within 6 months of the commencement of any construction works on site. The landscaping works shall be carried out in accordance with the approved scheme prior to first occupation of the development.

Such details shall include:-

- (i) widening of the existing crossover onto Kinch Grove to no more than 4.2m wide to accommodate 2 off street parking spaces (each measuring 2.4m x 4.8m)
- (ii) the new crossover onto Kinch Grove to be no more than 2.4m wide to accommodate one off street parking space (measuring 2.4m x 4.8m)
- (iii) Details of materials for areas of hardstanding including marking out of the car parking spaces and pedestrian pathways (including details of materials and finishes which shall be of a permeable construction).
- (iv) Details of the soft landscaped in the front forecourt area (including location, species, size, density and number)
- (v) Details of bin storage for each flat to comply with Brent's Household Waste Collection Strategy (including floor plans and elevations)
- (vi) Low boundary wall across the frontage of the site at no more than 0.85m high (elevation plans to be provided)
- (vii) Details of cycle facilities for each flat in a secure and shelter location (floor plans and elevation plans to be provided)

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.

All residential premises shall be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' to attain the following noise levels:

Time	Area	Maximum Noise Level
Daytime Noise 07:00 – 23:00	Living rooms and bedrooms	35 dB LAeq (16hr)
	Outdoor Amenity	55 dB LAeq (1hr)
Night Time Noise 23:00 – 07:00	Bedrooms	30dB LA eq (8hr) 45 dB LAmax

Details demonstrating how the internal noise levels will be achieved shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of construction works and the development shall be carried out in accordance with the approved details.

Reason: To obtain required sound insulation and prevent noise nuisance

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- 11 The works proposed to the existing and proposed vehicular crossover as detailed in the above condition shall be carried out at the applicants expense, in compliance with a scheme to be submitted to and approved in writing by the Highway Authority. The development shall not be occupied unless the works have been carried out in accordance with these approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway flow and safety.

- 12 Details of foul water drainage for the development hereby approved shall be submitted to and approved in writing by the local planning authority in consultation with the sewerage undertaker prior to the commencement of construction works. No discharge of foul water from the site shall

be made into the public system until the approved drainage details have been completed unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

INFORMATIVES

- 1 The applicant is advised that there is a lamp post in the vicinity of the proposed crossover and this may need to be relocated to facilitate safe access into the site. This will be clearer when Highways and Infrastructure marks the crossover position on the ground, but the applicant is advised at this stage that there may be extra cost involved in this proposal.
- 2 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

Any person wishing to inspect the above papers should contact Victoria McDonagh, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5337