

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

14 September, 2016

16/0730

SITE INFORMATION

RECEIVED: 19 February, 2016

WARD: Kenton

PLANNING AREA: Brent Connects Kingsbury & Kenton

LOCATION: 1 Draycott Avenue, Harrow, HA3 0BW

PROPOSAL: Demolition of existing detached dwellinghouse and erection of a part four storey, part three storey part 2-storey apartment block providing 1 x 3 bed; 5 x 2 bed and 3 x 1 bed self contained flats with associated basement level car and cycle parking, refuse storage, amenity space and landscaping

APPLICANT: Mr Bhundia

CONTACT: Ten Point Five Ltd

PLAN NO'S: Please see 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_126652

When viewing this as an Hard Copy

Please use the following steps

1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "16/0730" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

SITE MAP



Planning Committee Map

Site address: 1 Draycott Avenue, Harrow, HA3 0BW

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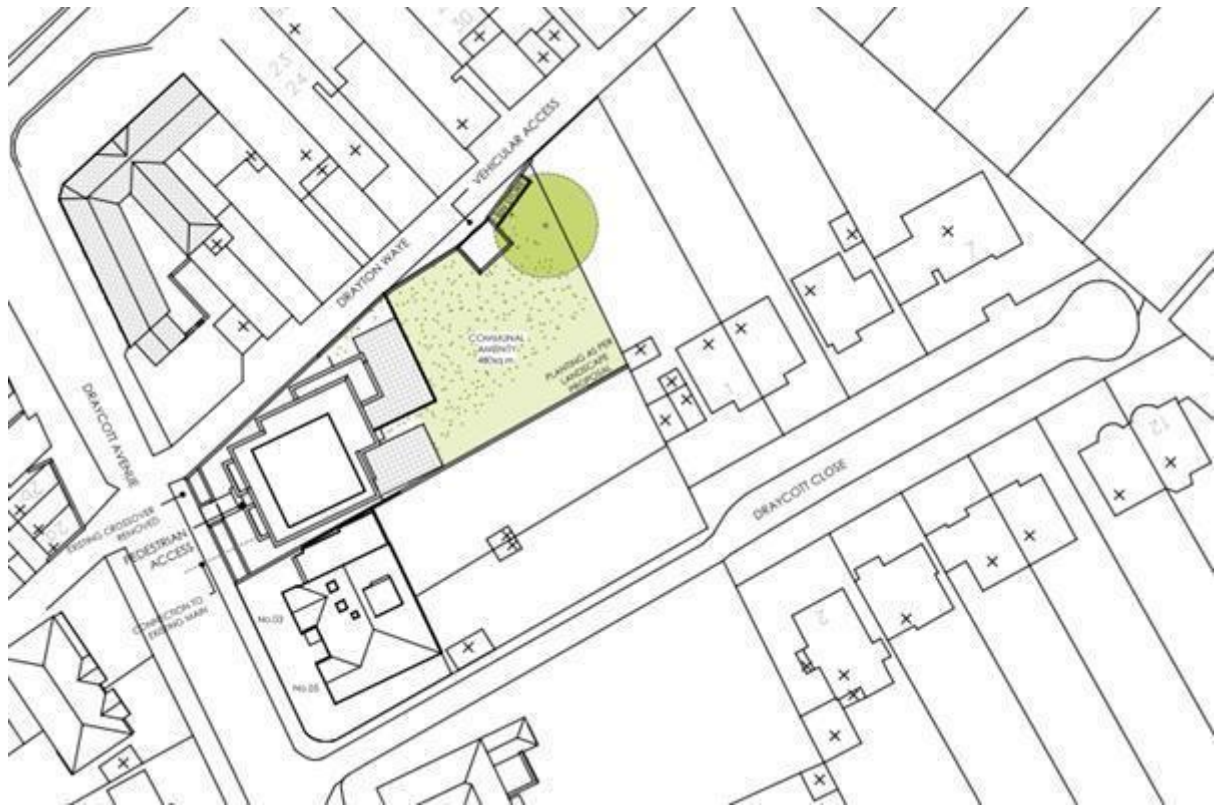
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This map is indicative only.

SELECTED SITE PLANS

SELECTED SITE PLANS

Proposed Site Layout Plan



Proposed Ground Floor Plan



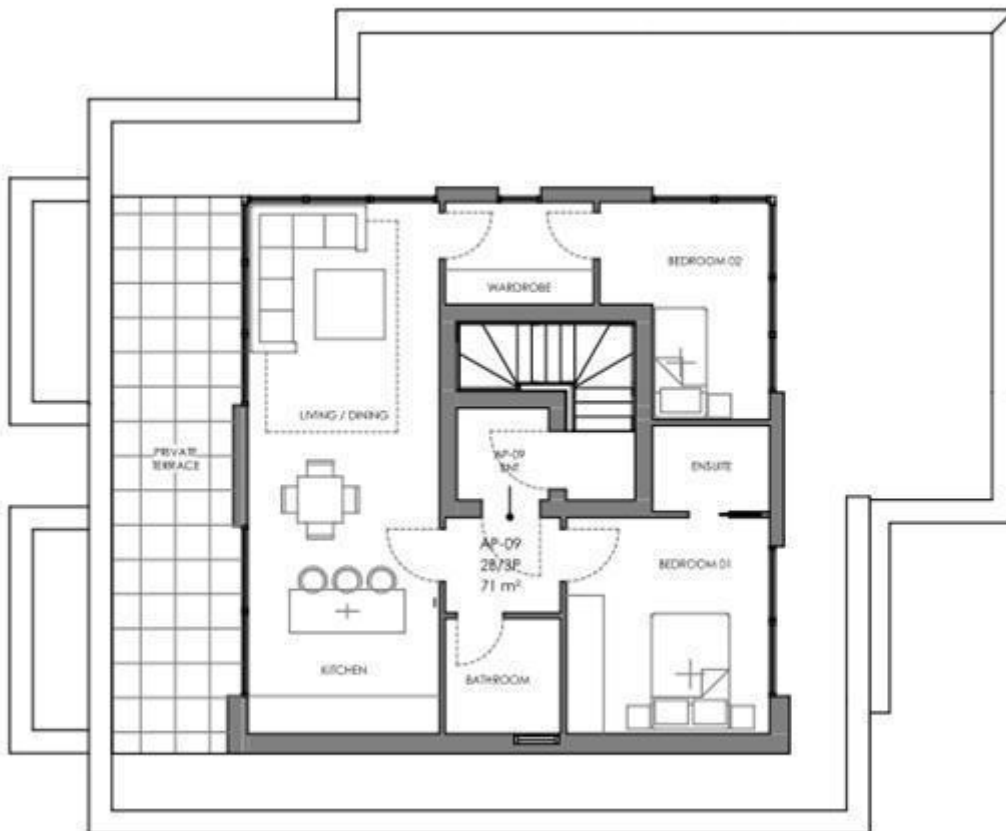
Proposed First Floor Plan



Proposed Second Floor Plan



Proposed Third Floor Plan



Proposed Front Elevation



Proposed Side Elevation



Proposed Side Elevation



Proposed Rear Elevation



Proposed Street Scene



CGI images







RECOMMENDATIONS

1. That the Committee resolve to GRANT planning permission.
2. That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Time Limit (3 Years)
2. Approved drawings / documents
3. Materials – supply details
4. Satellite Dishes
5. Adhere to the Considerate constructors scheme
6. Approval of a Construction Management Scheme
7. Approval of a Landscape Plan
8. Approval of a Tree Survey
9. Provision of parking and cycle parking spaces
10. Detail of car parking access ramp etc
11. Removal of existing crossover

Informatives

1. Party Wall Act
3. That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.
4. That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

A) PROPOSAL

The application seeks planning permission for the demolition of the existing detached dwellinghouse and the erection of a part four storey, part three storey part 2-storey apartment block providing 1 x 3 bed; 5 x 2 bed and 3 x 1 bed self contained flats with associated basement level car and cycle parking, refuse storage, amenity space and landscaping.

B) EXISTING

The site is located at the junction of Draycott Avenue and Drayton Way. Draycott Avenue runs South off Kenton Road (A4006). Kenton Road runs East-West between Kingsbury and Harrow and is defined as one of London's Distributor Roads. Draycott Avenue runs south between Nos 177-235 Kenton Road which is described as a Primary Frontage to Kenton's District Centre. The existing building is a large detached house which has been extended over time. The surrounding area is mixed in character with variety of different property types.

C) AMENDMENTS SINCE SUBMISSION

Since being submitted the following amendments have been made to the scheme;-

A revised plan has been submitted showing the proposed crossover in compliance with Brent's Crossover Policy including; (i) a crossover no wider than 4.2m and a minimum of 4.1m wide access to allow two vehicles to pass one another; (ii) a minimum 50% soft landscaping for natural drainage as well as a drainage grille at the highway threshold; (iii) clear demarcation, a row of setts, between the highway boundary and private land; (iv) visibility splays to be maintained in compliance with Manual for Streets and vehicle speed checks provided to justify distance and (v) sufficient manoeuvrability within the car park with each vehicular space to

have a width of 2.4m.

D) SUMMARY OF KEY ISSUES

The key issues for consideration are as follows

- Principle: The principle of residential use is established in this location and an intensification of use is, in principle, acceptable.
- Standard of accommodation: The proposal accords with the London Plan standards for residential quality. The overall external amenity space complies with the Council's standards and the landscape proposals are considered to be acceptable.
- Design and visual impact of development: The application has demonstrated that neighbouring residential units will mostly receive good levels of daylight and sunlight. This is considered to be a normal outcome of a high density, large scale development in a built up urban area.
- Impact on neighbouring amenity: The application has demonstrated that neighbouring residential units will mostly receive good levels of daylight and sunlight. This is considered to be a normal outcome of a high density, large scale development in a built up urban area.
- Parking & servicing: The proposal provides 9 parking spaces and 1 disabled parking space within the basement, accessed from Drayton Way and this satisfies parking standards.

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	257	0	257	1016	1016

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)	3	5	1							9

RELEVANT SITE HISTORY

13/2424 - Certificate of lawfulness for proposed outbuilding with flat roof for use as a gym to dwellinghouse. Granted 14.10.2013.

13/1321 – Certificate of lawfulness for proposed single storey detached outbuilding to rear garden of dwellinghouse. Refused 15.07.2013.

07/0261 - Conversion into 4 self contained flats, erection of 2 storey rear and side extension, single storey outbuilding and associated car parking spaces. Refused 05.04.2007.

06/1118 - Conversion of house into 6 flats including a flat-roofed, first-floor side and rear extension and part flat-roofed, part pitch-roofed, 2-storey side and rear extensions, provision of a new outbuilding and parking spaces. Refused 18.09.2006.

CONSULTATIONS

The owner/occupier of 92 different properties were notified of the application 10/03/2016. This included properties in the following locations:

Draycott Avenue;
Kenton Road;
Drayton Way;
Draycott Close.

At the time of writing this report fourteen objections and one petition (containing 19 signatures from 12 properties) were received, raising the following concerns.

Objection	Response
The design, roof and materials used are out of character with the street scene	The design and visual impact of the proposal have been considered in the assessment and are set out in paragraphs 4.1 – 4.8 of the report below.
The nine flats are an over development of the site which will bring increased traffic and noise nuisance	The density of development is within the parameters of London Plans Density Matrix. The transportation issues have been assessed within paragraphs 6.1 – 6.13
The proposal will affect the character of the Conservation Area which is situated directly behind the proposal	The impact of the proposal on the nearby Conservation Area is assessed within paragraph 4.6 of the report below.
The proposal, by reason of the associated proximity to the side boundaries, will result in a significant loss of openness within the street environment to the detriment of the streetscene, contrary to the National Planning Policy Framework (2012)	Again, the design and visual impact of the proposal have been considered in the assessment and are set out in paragraphs 4.1 – 4.8 of the report below.
Negative impact on neighbours from the development including a loss of privacy	The relationship with neighbouring properties has been considered in the assessment below within paragraphs 5.1 – 5.10 of the officers report.

The following objection was received from Councillor Colwill:

I would like to object to planning application 16/0730, proposing the demolition or 1 Draycott Avenue in order to replace it with nine flats. This would be an overbuild at this location and is completely out of character for the area. Please therefore note my objection.

N.B. The scale and character of the development have been addressed in the officers report below at paragraphs 4.1 to 4.8.

Transportation

A revised plan should be submitted showing the proposed crossover in compliance with Brent's Crossover Policy; (i) a crossover no wider than 4.2m and a minimum of 4.1m wide access to allow two vehicles to pass one another; (ii) minimum 50% soft landscaping for natural drainage as well as a drainage grille at the highway threshold ; (iii) clear demarcation, a row of setts, between the highway boundary and private land; (iv) visibility splays to be maintained in compliance with Manual for Streets and vehicle speed checks provided to justify distance and (v) sufficient manoeuvrability within the car park with each vehicular space to have a width of 2.4m.

N.B. This plan has been provided and has formed part of the assessed proposal.

Environmental Health

Raised no objections subject to conditions relating to sound insulation and a construction method statement are attached to any decision notice. The sound insulation condition would largely replicate the controls within the Building Regulations and this condition has not been incorporated.

Landscape and Trees

General balance of hard and soft landscape is appropriate, however, details proposed are not. Contradictory information within the Landscape plan and tree report.

POLICY CONSIDERATIONS

National Planning Policy Framework 2012

The London Plan Consolidated with alterations since 2011

- 3.3 Increasing Housing Supply
- 3.5 Quality and design of housing developments
- 5.3 Sustainable Design and Construction
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture

Mayor's Housing Supplementary Planning Guidance

Brent Core Strategy – July 2010

- CP2 – Population and Housing Growth
- CP17 – Protecting & Enhancing the Suburban Character of Brent
- CP21 – A Balanced Housing Stock

Brent UDP 2004

- BE2 – Townscape: Local Context & Character
- BE6 – Landscape Design
- BE7 – Public Realm: Street scene
- BE9 – Architectural Quality
- EP2 - Noise and Vibration
- H12 – Residential Quality Layout Considerations
- TRN 3 - Environmental Impact of Traffic
- TRN 11 - London Cycle Network
- TRN 23 – Parking standard Residential Developments.
- TRN 34 - Servicing in New Development

Supplementary Planning Guides

- SPG17 – Design Guide for New Development

DETAILED CONSIDERATIONS

1. *Key considerations*

- Principle;
- Standard of accommodation;
- Design and visual impact of development;
- Impact on neighbouring amenity;
- Parking & servicing;
- Landscape.

2. *Principle*

2.1 The proposal is for the demolition of the existing detached dwelling house and erection of a part four storey, part three storey part 2-storey apartment block providing 1 x 3 bed; 5 x 2 bed and 3 x 1 bed self contained flats with associated basement level car and cycle parking, refuse storage, amenity space and landscaping. The principle of residential use is established in this location. In urban environments, it is often the case that parcels of land are developed to make better use of them. In this case, the existing plot of land is fairly large and an intensification of use is, in principle, acceptable.

2.2 The continuation of this site for residential use is welcomed as an efficient use of land. Your officers have given significant weight to the planning merit of providing residential accommodation in a sustainable location. Notwithstanding this, the proposal must be deemed to have an acceptable standard of accommodation, respect the character of the local area and have an acceptable impact on the neighbouring amenity along with conforming to appropriate transport, refuse and amenity requirements to be given a positive recommendation from Officers.

3. *Standard of accommodation*

3.1 The proposal provides accommodation for nine self-contained units with the following mix

Unit	Size (GIA)	Type	Private Amenity	London Plan GIA Minimum
AP-01	63sqm	2bed 3person	45sqm	61sqm
AP-02	101sqm	3bed 6person	66.5sqm	95sqm
AP-03	63sqm	2bed 3person	6sqm	61sqm
AP-04	51sqm	1bed 2person	6sqm	50sqm
AP-05	70sqm	2bed 4person	0sqm	61sqm
AP-06	63sqm	2bed 3person	6sqm	61sqm
AP-07	51sqm	1bed 2person	6sqm	50sqm
AP-08	50sqm	1bed 2person	0sqm	50sqm
AP-09	71sqm	2bed 3person	21sqm	61sqm
Total	583sqm	25 habitable rooms		

3.2 The plans correlate with the figures above and demonstrate that the unit sizes meet the minimum standards set out in the London Plan and that all habitable rooms are provided with sufficient outlook. In isolation the floor plan layouts of the units are generally acceptable.

3.3 The stacking of the proposed units is considered to be appropriate and will result in an acceptable relationship between the different floors of the building. All of the proposed units will have an appropriate level of outlook and sufficient daylight and sunlight will reach the living spaces. The separation distances to surrounding properties will ensure that the proposed units are not unacceptably overlooked.

3.4 Boundary treatment to separate the communal amenity space from the private amenity space will be 1.8m high, further details of which will be secured via condition. This will ensure that the private amenity space proposed is useable and in compliance with policy guidelines.

3.5 Seven of the units will have a minimum of five square metres of external space which is in accordance with the requirements of The London Plan and together with 480sq.m. of communal amenity space, the proposal provides an acceptable level of amenity for the size and type of units that will come forward within the development.

3.6 All access is via a level threshold with a covered entrance. The communal stair is Lifetime Homes compliant and an accessible lift connects the basement parking with the ground floor.

3.7 Within the London Plan it specifies that there will be a presumption against single aspect units. During the pre-application discussions, the amount of single aspect units has been reduced and there are now only two within the overall scheme. As outlined above the units provided will receive sufficient daylight and are orientated East-West so will not suffer from overheating.

3.8 Overall the standard of accommodation proposed is considered to be appropriate and the development complies with the relevant policies set out within the London Plan Brent UDP and Core Strategy.

4. Design and visual impact of development

4.1 The National Planning Policy Framework (NPPF) attaches great importance to the design of the built environment, stating *'good design is a key aspect of sustainable development...and should contribute positively to making places better for people'*. It stresses the need to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings like the proposed development. While it states that local authorities should not impose architectural styles or particular tastes, it reinforces that it is also important to consider local character and distinctiveness.

4.2 The contemporary design approach has been supported by the Councils Urban Design officer and the more modern approach is considered to relate acceptably to the surrounding scale and character of development. In order for a development like this to be designed to accommodate this number of units, a step away from a traditional pitched roof design is required and it is considered that the proposal achieves an appropriate finish and appearance for the locality. The overall scale is considered to remain appropriate whilst elements of the design relate to the existing surrounding character.

4.3 During the pre-application process the size of windows on the rear elevations have been reduced to bring

them to a more residential scale. Additionally the colour of the windows and metal panels has been changed to bronze to match the tone of the brickwork and timber. The entrance has been increased in size in order to formalise the entrance to the building and address the street scene. This has been achieved by reducing the size of the 3-bed unit, which is still over the minimum allowable GIA of 95sq.m. All the windows have been set in to create deep reveals which contributes to the articulation of the elevations of the building.

4.4 The scale of the proposal is generally respectful of the adjacent properties, particularly when viewed from the street scene and uses the change in gradient to help achieve this. This approach helps the building sit well within the character of the street and relate acceptably to the residential scale of development in the locality. The main frontal element is conceived predominantly as a three-storey brick building with a set-back top-storey.

4.5 The proposed materials and reference to well detailed brickwork further embeds the proposal within its immediate locale, further details of which will be secured via condition to ensure the development is of the highest possible quality finish. Whilst of a greater scale than the immediately adjoining properties, the plot is of sufficient size to accommodate such a development.

4.6 Although the development is sited in fairly close proximity to the Conservation Area, it is not considered to be read in context with the Conservation Area and is in any case considered to be of an acceptable design and quality for this location as outlined above. It will not dominate views into the Conservation Area.

4.7 The density of this proposal of nine units equates to 252 habitable rooms per hectare (hr/ha) or 87 units per hectare (u/ha) which is well within the parameters of the London Plan Density Matrix (table 3.2) - 200-350 hr/ha or 55-115 u/ha respectively based on a suburban setting with a PTAL rating of 5.

4.8 It is considered that the proposed size, siting, design and use of materials will deliver an acceptable quality of design, satisfying UDP policies BE2, BE7 and BE9, LDF Core Strategy policies CP17, Supplementary Planning Guidance 17 as well as the principles of the NPPF.

5. **Neighbours**

5.1 The proposed development is of greater scale than the existing building that it will replace, however, the subject plot is large and is considered to be appropriate for redevelopment subject to appropriate relationships with adjoining properties being retained.

5.2 Drawing "C210-68 SPG17 30 & 45 degree compliance" shows the relationship with the adjoining property at No. 3 Draycott Avenue and demonstrates compliance with 30 degree line as set out within SPG17 which examines .

5.3 The rearward projection of the proposed building has been governed by the 1:2 guidance as set out in SPG5 and consequently the proposal does not protrude into this line in relation to the adjoining properties. SPG5 relates to extensions to homes rather than to new developments. However, the guidance relates to relationship with and potential impact on windows of adjoining residential properties. Compliance with the 1:2 guidance shows that the proposal would not result in an unduly detrimental impact if it was proposed as an extension to a residential property. As such, the proposal is not considered to result in an unduly detrimental impact on the amenities of the adjoining properties by way of the outlook from the rear window and gardens of those properties.

5.4 There is a window in the single-storey side extension to No.3 Draycott Avenue, however, this currently faces the flank wall of the subject property and it is not considered that the proposed situation would be materially different from this point of view.

5.5 Existing and proposed site levels drawings have been created to show the existing and proposed situations. For avoidance of doubt, the proposed garden level above the car park will be +50.00 (datum). Much of the existing natural level of the garden, over the proposed car park, is approximately +50.00 with the lowest point being +49.62 or 380mm lower than the proposed level. The level changes are not considered to significantly alter the relationship with the amenity spaces of adjoining properties and further details of the boundary treatment will be requested by condition to ensure that the resultant relationships are acceptable

5.6 It is considered that the proposed development would not result in an unduly detrimental adverse effect on the levels of natural light received at other neighbouring residential properties in Draycott Avenue and surrounding roads. Neither would the proposal result in a unduly detrimental loss of outlook for these properties or create an excessive sense of enclosure for existing residents due to the separation distances

between them and orientation of the surrounding properties and their gardens.

5.7 The properties to the side of the application site would not be significantly affected in terms of loss of light. The buildings are generally in a linear type of development and it is expected that side facing windows would receive a slightly lesser amount of light as a result. The proposal would not impact on the front or rear windows of these properties and the resultant relationship would therefore be acceptable.

5.8 The common boundary with the residential properties to the rear of the subject site in Drayton Close are sited over 25m from the proposed building which is considered to be a sufficient separation for their to be no material overlooking or loss of privacy.

5.9 The use is considered acceptable for the locality and will not have any undue impacts on the occupiers of surrounding properties. Whilst there may be intensification in the number of people within the building, the density of development is in line with the London Plan density range and as such it would not be disproportionate to the locality and would be of an appropriate level for the area.

5.10 Overall, it is considered that the development would not have a significant overbearing impact, result in overlooking, loss of light or overshadowing to neighbouring properties. The proposal would therefore maintain a satisfactory standard of environment at the adjoining properties.

6. *Parking and servicing*

6.1 Car parking allowances for residential use are set out in standard PS14 of the adopted UDP 2004 and the existing house is therefore permitted up to 2 spaces. The garage is a substandard depth however, could still accommodate a space and another space could be accommodated within hard standing in front of the garage, to satisfy parking standards.

6.2 The proposed flats will have the following maximum parking allowance; 3 bed = 1.6 spaces, 2 bed = 1.2 spaces, 1 bed = 1 space, resulting in a maximum parking standard of 10.6 parking spaces for the site as whole.

6.3 The application proposes 10 parking spaces, accessed from a new crossover onto Drayton Way. The spaces will be within a lower ground level and access to the residential units will be provided from the car park to ground floor via stairs/lift. The proposed crossover width has been widened to 4.1m in order to allow two vehicles to pass one another.

6.4 The walls to the basement car park will be set back from the edge of the Public Highway in order to maintain an 11m sight line visibility in both directions. These sightlines are in line with the minimum recommended distance in Manual for Streets table 7.1, for traffic travelling at 10mph.

6.5 The spaces 1-8 will be 4.8m deep and 2.4m wide and space 9-10 will be parallel to the edge with a depth of 6m and a width of 2.4m. 6m has been provided between the parallel spaces and spaces 4-8 and the layout is considered to be acceptable.

6.6 The car park layout is fairly tight however it has been reconfigured to provide adequate movement and parking spaces.

6.7 The residential units can be accessed directly from the front of the property on Draycott Avenue and the car park does provide direct internal access from the car park to the flats.

6.8 50% soft landscaping should also be provided for natural drainage and the rear garden will be made up of soft landscaping, which is acceptable. The existing crossover on Draycott Avenue will be redundant as a result of this proposal and will therefore need to be reinstated back to footway.

6.9 The access into the car park will be via an automated gate which is acceptable as vehicles will not have to wait on the Public Highway for long before accessing the parking. The access ramp into the parking area currently proposed is not in full compliance with the design guides for underground car parks, however, it is felt that a minor amendment to this (transition lengths need to be 3m in length at the 10% shown, steepening the central section but keeping the overall ramp length the same) can easily be dealt with via condition to ensure that the access ramp is of an appropriate standard for the development.

6.10 The refuse storage will be provided within the site, fronting Drayton Way and the refuse storage doors open outwards on private land and is therefore acceptable.

6.11 PS16 of the UDP does have a minimum allowance of 1 cycle space per dwelling. The cycle store within the car park does provide 10 spaces for the proposed flat and is therefore satisfactory.

6.12 In conclusion, the proposal does result in a significant increase in parking spaces from 2 spaces to 10.6 spaces. The proposal does provide 9 parking spaces and 1 disabled parking space within the basement, accessed from Drayton Waye and this does satisfy parking standards.

6.13 The proposed development is considered to be acceptable on highways grounds, and is considered to accord with policies TRN3, TRN11, TRN23 and TRN34 of the Brent Unitary Development Plan 2004.

7. Landscape

7.1 A landscape plan was submitted with the application. Generally the proportions of hard and soft landscape are considered to be acceptable as well as the general layout and siting if these areas. However, the Council's Landscape officer has raised some concern with regarding to the details contained within it. It is therefore considered appropriate to require the submission of a landscape plan by condition. This will include planting species and densities and will ensure an appropriate finish to the scheme in the interest of visual amenity. Therefore subject t this condition and the approval of an appropriate scheme the overall proposal is considered to be acceptable in these terms.

8. Conclusion

8.1 The proposed development will provide additional homes and will help to meet the housing targets set out within the Local Plan, and achieves a good standard in terms of the quality of the accommodation. The design of the new development is considered acceptable and is not considered to result in an unduly detrimental impact on the amenities of surrounding properties. The proposed layout and parking provision for the site is also considered acceptable.

8.2 For the reasons as outlined above, and as set out in the decision notice approval is accordingly recommended.

CIL DETAILS

This application is liable to pay **£218,317.88*** 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): 257 sq. m.

Total amount of floorspace on completion (G): 1016 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	1016		759	£200.00	£35.15	£185,683.93	£32,633.95

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	£185,683.93	£32,633.95

*All figures are calculated using the formula under Regulation 40(6) and all figures are subject to index linking as per Regulation 40(5). The index linking will be reviewed when a Demand Notice is issued.

****Eligible** means the building contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development.

Please Note : CIL liability is calculated at the time at which planning permission first permits development. As such, the CIL liability specified within this report is based on current levels of

indexation and is provided for indicative purposes only. It also does not take account of development that may benefit from relief, such as Affordable Housing.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 16/0730

To: Mr Manga
Ten Point Five Ltd
184 Whittington Way
Pinner
Middlesex
HA5 5Jy

I refer to your application dated 19/02/2016 proposing the following:
Demolition of existing detached dwellinghouse and erection of a part four storey, part three storey part 2-storey apartment block providing 1 x 3 bed; 5 x 2 bed and 3 x 1 bed self contained flats with associated basement level car and cycle parking, refuse storage, amenity space and landscaping

and accompanied by plans or documents listed here:
Please see condition 2.

at 1 Draycott Avenue, Harrow, HA3 0BW

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 'A. 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.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

- 1 The proposed development is in general accordance with policies contained in the:-

National Planning Policy Framework 2012
London Plan 2011
Wembley Area Action Plan Jan 2015
Brent Local Development Framework Core Strategy 2010
Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance

- 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):

C210-00 Site Survey (Rev H)
C210-01 Site Location Plan (Rev H)
C210-02 Existing Site Layout Plan (Rev H)
C210-04 Existing Plans (Rev H)
C210-05 Existing Elevations (Rev H)
C210-50 Proposed Site Layout (Rev J)
C210-51 Proposed Parking Layout (Rev J)
C210-52 Proposed Ground Floor Plan (Rev J)
C210-53 Proposed First Floor Plan (Rev H)
C210-54 Proposed Second Floor Plan (Rev H)
C210-55 Proposed Third Floor Plan (Rev H)
C210-57 Proposed Plans with Dimensions (Rev H)
C210-61 Proposed Front Elevation – Draycott Avenue (Rev H)
C210-62 Proposed Side Elevation - Drayton Waye (Rev H)
C210-63 Proposed Rear Elevation (Rev H)
C210-64 Proposed Flank Elevation Facing No. 3 Draycott Ave (Rev H)
C210-66 Proposed Contextual Elevations (Rev H)
C210-67 Proposed Site Sections (Rev C)
C210-71 Proposed View Past No. 3 Draycott Avenue (Rev H)
C210-72 Proposed Entrance View (Rev H)
C210-73 Proposed Corner View (Rev H)
C210-74 Proposed View along Drayton Waye (Rev H)
C210-75 Proposed Rear View from Garden (Rev H)
C210-80 Proposed Long Section (Rev H)
C210-81 Proposed Site Section 1-1 Back of Pavement (Rev H)
C210-82 Proposed Site Section 2-2 Parking Middle (Rev H)
C210-83 Proposed Site Section 3-3 Vehicular Entrance (rev H)
C210-84 Proposed Site Section 4-4 Refuse Store (Rev H)
C210-85 Existing Long Sections (Rev H)
C210-86 Existing Cross Sections (Rev H)
C210-90 SPG17 30 and 45 Degree Compliance

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

- 3 The constructor of the development shall become a member of and adhere to the Considerate

Constructors Scheme and its code of practice for the duration of the construction of the development, and the details of the membership and contact details shall be 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.

- 4 The car and cycle parking spaces together with all accesses to those spaces and refuse storage facilities shall be completed in full accordance with the approved drawings and details prior to first occupation of the flats hereby approved and shall thereafter be retained for the life of the development and used solely for purposes ancillary to the flats hereby approved. The parking spaces shall be allocated to the flats at a minimum ratio of 1 parking space per flat.

Reason: In the interest of highway flow and safety.

- 5 Details of materials for all external work, including samples which shall be made available for viewing on site, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced excluding demolition, site clearance and the laying of foundations. 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.

- 6 Further details of a communal television system/satellite dish provision shall be submitted to and approved in writing by the Local Planning Authority prior to the installation of any satellite dish. The approved details shall be fully implemented and retained for the lifetime of the development.

Reason: In order to mitigate the possibility of numerous satellite dishes being installed on the buildings hereby approved, in the interests of the visual appearance of the development, in particular, and the locality in general.

- 7 Prior to the commencement of the development a Construction Method Statement shall be submitted to and agreed by the Local Planning Authority outlining measures that will be taken to control dust, noise and other environmental impacts of the development.

Reason: To safeguard the amenity of the neighbours by minimising impacts of the development that would otherwise give rise to nuisance.

- 8 A landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the units hereby approved. The approved scheme shall be completed in full prior to first occupation of the development hereby approved and thereafter retained for the life of the development.

The landscaping scheme shall include:

- Details of plants, including species, size and density/number;
- Details of trees to be removed and retained;
- Replacement tree planting at a minimum ratio of 1:1 in relation to trees to be removed;
- Proposed walls and fencing, indicating materials and heights;
- Materials used for the hard landscaping
- Screen planting along all boundaries.
- Adequate physical separation, such as protective walls and/or fencing, between landscaped and paved areas.
- Any contouring and any alteration of the ground levels;
- Details of substrate and soil build up over car park roof and arrangements for irrigation.

Any trees and shrubs planted or to be retained in accordance with the landscaping scheme which, within 5 years of planting are removed, dying, seriously damaged or become diseased, and those trees that have planted or retained shall not be are damaged or destroyed, or uprooted, felled, lopped or topped 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 Before any works commence on site a tree survey and protection scheme, prepared in accordance with BS5837 by a suitably qualified arboriculturalist, shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in full accordance with the approved plan. The plans and particulars shall include:
- (a) a plan showing the location of, and allocating a reference number to, each existing tree on site which has a stem with a diameter measured over the bark at a point 1.5 metres above ground level exceeding 75mm showing which trees are to be retained and the crown spread of each retained tree;
 - (b) details of the species, diameter (measured in accordance with paragraph (a) above), and the approximate height and stability of each retained tree and of each tree which is on land adjacent to the site and to which paragraphs (c) and (d) below apply;
 - (c) details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the site;
 - (d) details of any proposed alterations in existing ground levels and of the position of any proposed excavation within crown spread of any retained tree or of any tree on land adjacent to the site;
 - (e) trees to be removed in conjunction with the proposed development shall be clearly marked on the plan.

Reason: To ensure satisfactory landscape treatment of the site in the interests of visual amenity, given that there is contradicting information in the tree report and landscape plan.

- 10 Revised car park ramp, car park levels and car park access details (including transition lengths and gradients, and a cross-section showing the headroom to the structure above) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works on the car park, access ramps and vehicular access and the development shall be completed in full accordance with the approved details prior to first occupation of the residential dwellings.

Reason: In the interest of highway flow and safety.

- 11 The existing redundant crossover at the front of the site, shall be reinstated at the developer's expense, prior to the occupation of the development.

Reason: To ensure the public highway is in a suitable condition.

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

Any person wishing to inspect the above papers should contact Andrew Neidhardt, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1902