

**Committee Report
Planning Committee on 23 February, 2011**

**Item No. 2/04
Case No. 10/3022**

RECEIVED: 23 November, 2010

WARD: Brondesbury Park

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: Flats 1-11, Belvedere Hall, 11 The Avenue, London, NW6

PROPOSAL: Formation of vehicular crossover to existing forecourt area

APPLICANT: C/o Agent

CONTACT: Mr Robbie Grobler

PLAN NO'S:

See condition 2

RECOMMENDATION

Approval

EXISTING

The subject site, located on the northern corner of the junction between The Avenue and Brondesbury Park, is occupied by Belvedere Hall, a part-three, part four-storey residential block of flats. The property has an existing forecourt area to the front which is currently accessed via the forecourt of the adjoining site at 9 The Avenue.

PROPOSAL

See above

HISTORY

It should be noted that a planning application (10/2789) to redevelop the adjoining site at 9 The Avenue to provide a four storey plus basement building containing 9 self-contained flats also appears on the current Committee agenda. If the application to the neighbouring site is approved by Members, and the proposed development goes ahead, this would result in the loss of the existing access to the forecourt at 11 The Avenue, which is currently provided via the forecourt to 9 The Avenue. This application seeks permission to construct a new vehicular crossover to 11 The Avenue which would maintain access to the existing forecourt. As such, although the applications are for different sites, they have a direct relevance to one another.

The planning history relating to the site includes a number of applications for the conversion and extension of the subject property and the neighbouring properties at 9 The Avenue and Marada House which have a historic association with the subject site. More detail of this history is contained in the Committee report for planning application 10/2789 which also appears on this agenda.

POLICY CONSIDERATIONS

London Borough of Brent Unitary Development Plan 2004

BE7 Public Realm: Streetscape
TRN15 Forming an Access to a Road

Supplementary Planning Guidance 3:- Forming an Access onto a Road London Borough of Brent Domestic Vehicle Footway Crossover Policy

SUSTAINABILITY ASSESSMENT

N/A

CONSULTATION

EXTERNAL

Consultation letters, dated 30th November 2010, were sent to 125 neighbouring owner/occupiers. Four letters of objection were received in response to the submitted proposal. The concerns of the objectors include:-

- The proposed development would result in the loss of on-street parking bays which would exacerbate existing parking pressures.
- The proposed development would result in the loss of soft-landscaping
- The proposed development would not allow delivery vehicles to serve the development.

It should be noted that the location of the proposed vehicular crossover has been amended to ensure that no existing on-street parking bays are lost. It also should be noted that the development would not result in the loss of soft-landscaping to the front of 11 The Avenue as the existing hardstanding would remain unaltered. Concerns relating to the loss of existing soft landscaping where due to a lack of clarity in the submitted plans which have since been revised.

INTERNAL

Transportation Unit

The Council's Transportation Unit raised some concerns regarding the original proposal submitted as the crossover would not be wide enough to allow vehicles entering and exiting the site to pass one another and the loss of on-street parking bays and street trees that would result from the siting of the proposed crossover. However, in response to these concerns the crossover has been widened to 4m and relocated westward, away from existing street trees and on-street parking bays. The Council's transportation Unit have confirmed that they would have no objections to the amended proposals.

REMARKS

TRANSPORTATION

The current application seeks planning permission for the formation of a vehicular crossover and access to the existing forecourt area at the front of the subject property from The Avenue, a local distributor road. The existing forecourt and other landscaping of the site would be unaffected by the proposal.

The proposed crossover would be 4m in width which would be generally sufficient to allow domestic vehicles entering and exiting the site to pass one another, preventing obstruction of the

highway. The proposed access would be constructed on a section of highway where on-street parking is currently restricted by yellow lines. As such, none of the existing on-street parking bays, which form part of the local CPZ, would be affected by the proposals. The vehicular access would serve the existing forecourt which is currently capable of accommodating four parked cars. This provision would be unaffected by the proposals. The Council's Transportation Unit have confirmed that the proposed layout of the access would comply with the Council's normal standards, allowing vehicles to enter and leave the site in a forward gear. In addition, the location of the access in relation to the nearby signal controlled junction is acceptable to the Council's Transport engineers.

This existing boundary wall is approximately 1.8m in height and is constructed from brickwork. In order to form the access, a 4m section of the existing boundary wall would be removed and the adjoining section, 2.2m in width would be replaced with a low wall with railings above. This would improve visibility splays for drivers leaving the site as would the existing pedestrian access on the opposite side of the new access which is currently treated with a metal railing gate. The remainder of the existing boundary wall would remain intact. No gates are proposed to the vehicular access which is welcomed in this instance as waiting vehicles would be likely to cause an obstruction of the highway. No alterations to the existing layout of the curtilage are proposed but this is considered acceptable as the majority of the frontage is already given over to soft-landscaping. Overall, it is considered that the alterations to the existing boundary treatment would be sympathetic to the setting of the property and the character of the streetscene.

CONSIDERATION OF OBJECTIONS

It is considered that the amendments, as detailed in the 'Consultation' section of this report, have addressed the concerns of the objectors regarding on-street parking and soft landscaping. In relation to concerns regarding the suitability of the forecourt to accommodate large delivery vehicles it should be noted that at present servicing by larger vehicles is only possible by utilising land that does not belong to the subject site. As such, access to this forecourt could be restricted regardless of any planning decision. The existing forecourt and proposed width of the access is considered sufficient to assist with servicing by transit sized vehicles.

CONCLUSION

The vehicular crossover is considered to have an acceptable impact in transport and character terms. The proposed crossover would also help safeguard access to the existing on-site parking for 11 The Avenue which, if lost, would place an additional demand for parking on-street. As such, approval is recommended.

REASONS FOR CONDITIONS

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

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

Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance 3:- Forming an Access onto a Road

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
Transport: in terms of sustainability, safety and servicing needs

CONDITIONS/REASONS:

- (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 drawings:-:

- 11TA-101 Rev C
- 11TA-201 Rev A
- 11TA-900

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

- (3) The alterations to the existing front boundary treatment, as indicated on plan 11TA-201 Rev A, shall be completed prior to the commencement of the use of the vehicular access, hereby approved. The approved boundary treatment shall be maintained as such unless agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety and the appearance of the streetscene

INFORMATIVES:

- (1) The applicant is advised to contact the Council's Transportation Unit in order to arrange for the works to the public footpath.

REFERENCE DOCUMENTS:

London Borough of Brent Unitary Development Plan 2004
Supplementary Planning Guidance 3:- Forming an Access onto a Road
London Borough of Brent Domestic Vehicle Foot way Crossover Policy
Four letters of objection

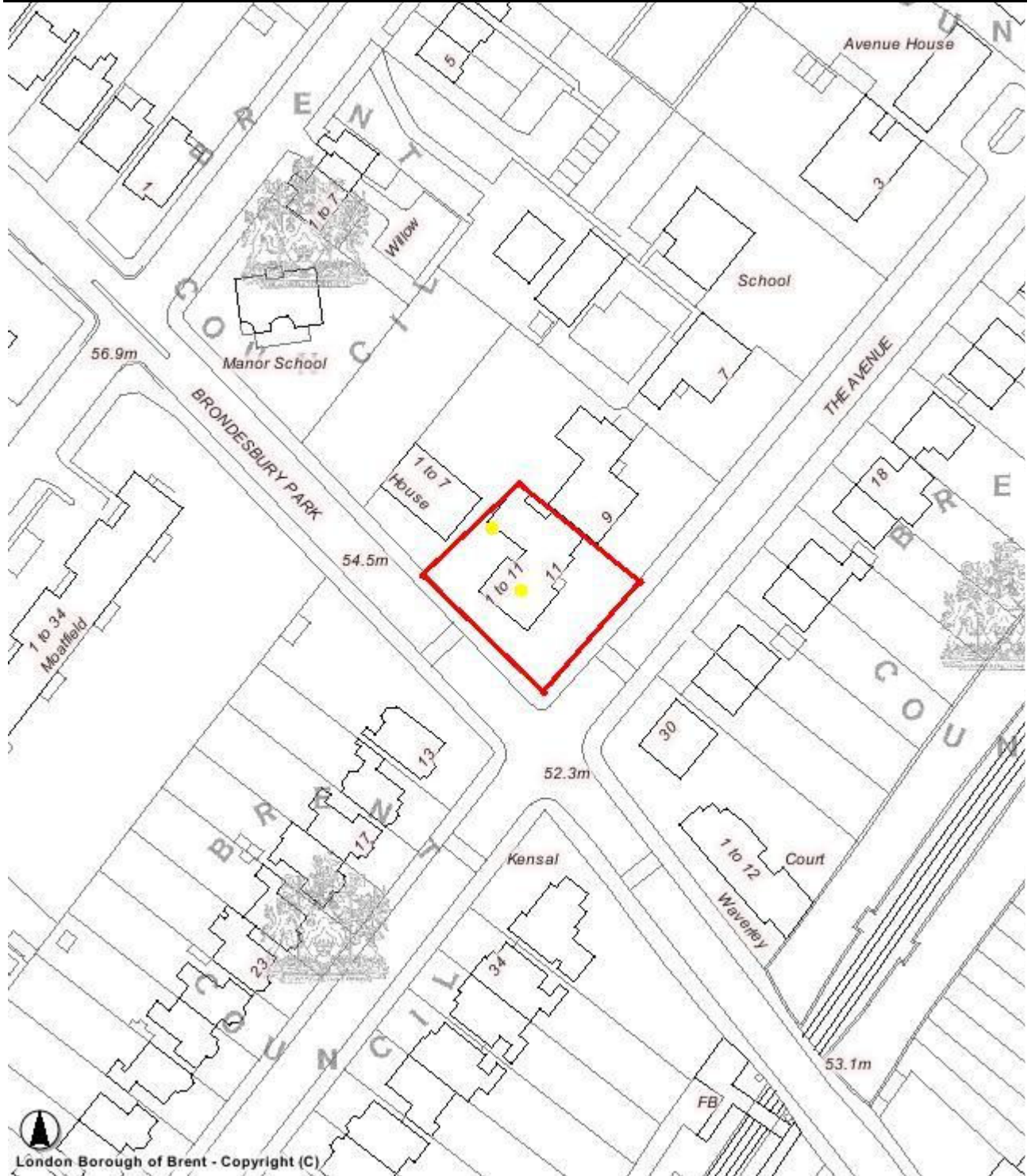
Any person wishing to inspect the above papers should contact Ben Martin, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5231



Planning Committee Map

Site address: Flats 1-11, Belvedere Hall, 11 The Avenue, London, NW6

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