

# COMMITTEE REPORT

Planning Committee on  
Item No  
Case Number

19 October, 2016

**14/3476**

## SITE INFORMATION

**RECEIVED:** 29 September, 2014

**WARD:** Mapesbury

**PLANNING AREA:** Brent Connects Kilburn

**LOCATION:** Studio & First Floor Flats, 81 Cricklewood Broadway & Room's 1-7 Inc, 81A Cricklewood Broadway, London, NW2

**PROPOSAL:** Conversion of existing rear ground, 1st and 2nd floors of building to 5 self contained flats (1x3bed,3x2bed & 1x1bed); with demolition of existing rear office and erection of a part single and part 2 storey rear extension, a Mansard roof extension with part 2nd floor roof extension, provision of 1 car parking space, cycle parking, a new front boundary wall with railings, bin storage and landscaping fronting Anson Road.

**APPLICANT:** Mr Steven Goldsmith

**CONTACT:** The Design Works

**PLAN NO'S:** 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\\_118224](https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_118224)

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2. Select Planning and conduct a search tying "14/3476" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

## SITE MAP



### Planning Committee Map

Site address: Studio & First Floor Flats, 81 Cricklewood Broadway & Room's 1-7 Inc,  
81A Cricklewood Broadway, London, NW2

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This map is indicative only.

## SELECTED SITE PLANS

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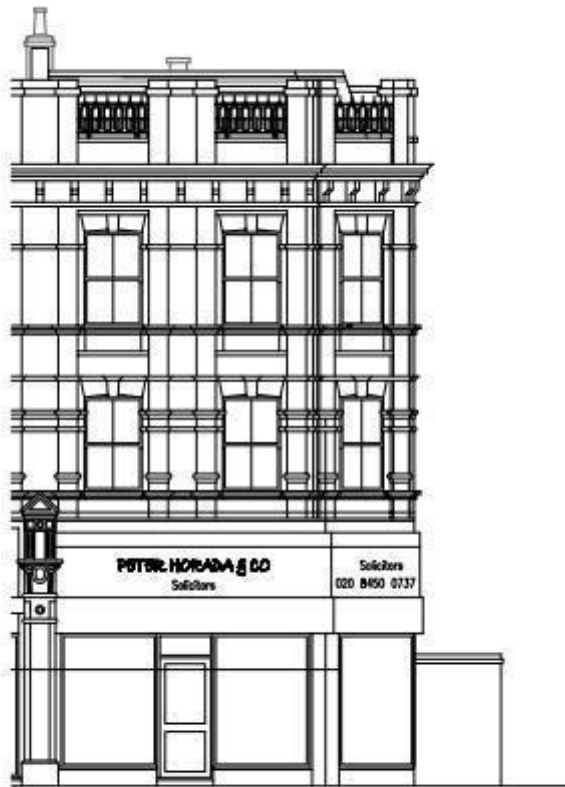
### Site Location Plan



The site

LOCATION PLAN ~ 1:1250

## Front Elevation



FRONT ELEVATION

## Rear Elevation

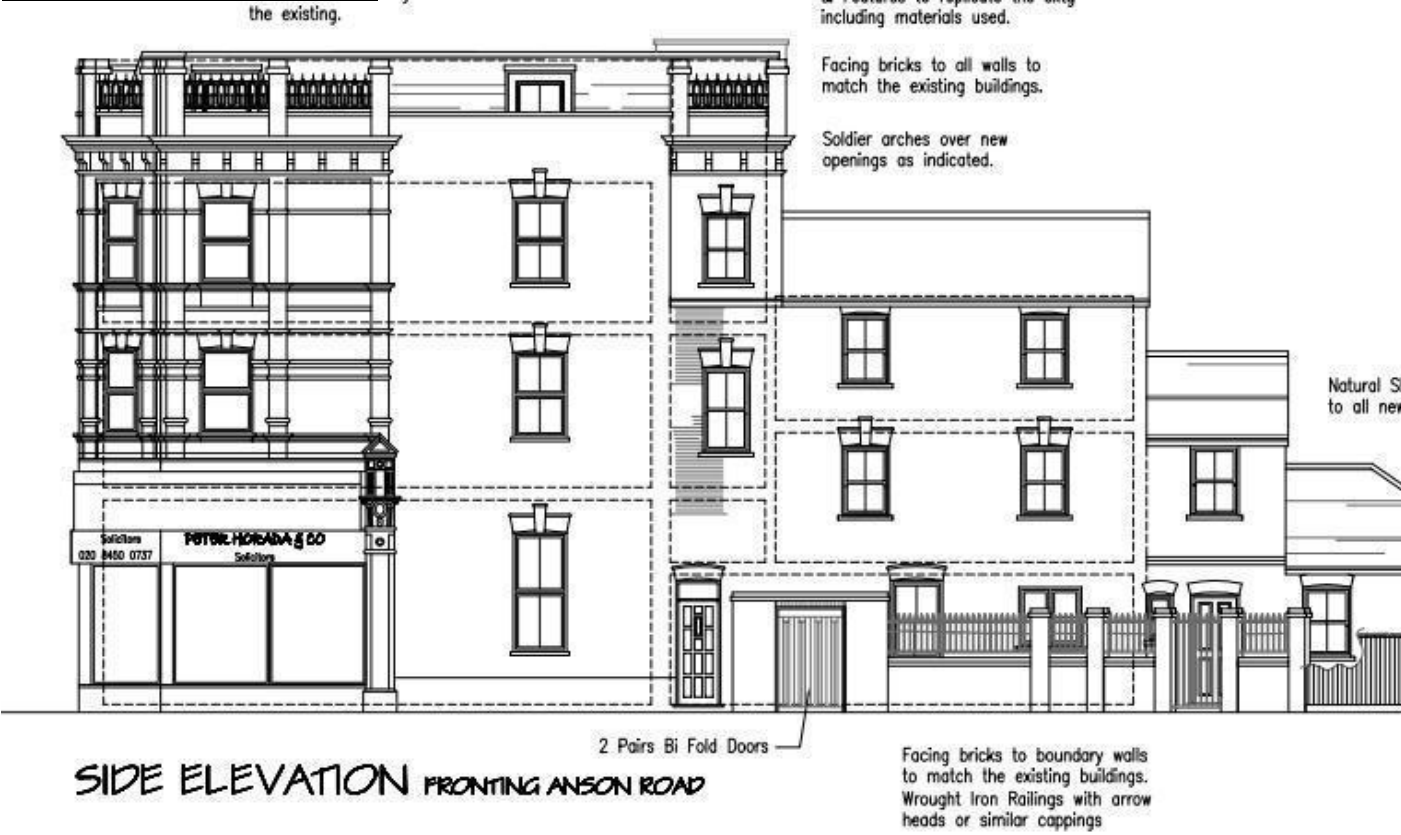
Slates  
need.

Chimneys and parapet walls to be  
raised using materials and design to  
match the existing. Reuse where ever  
possible.

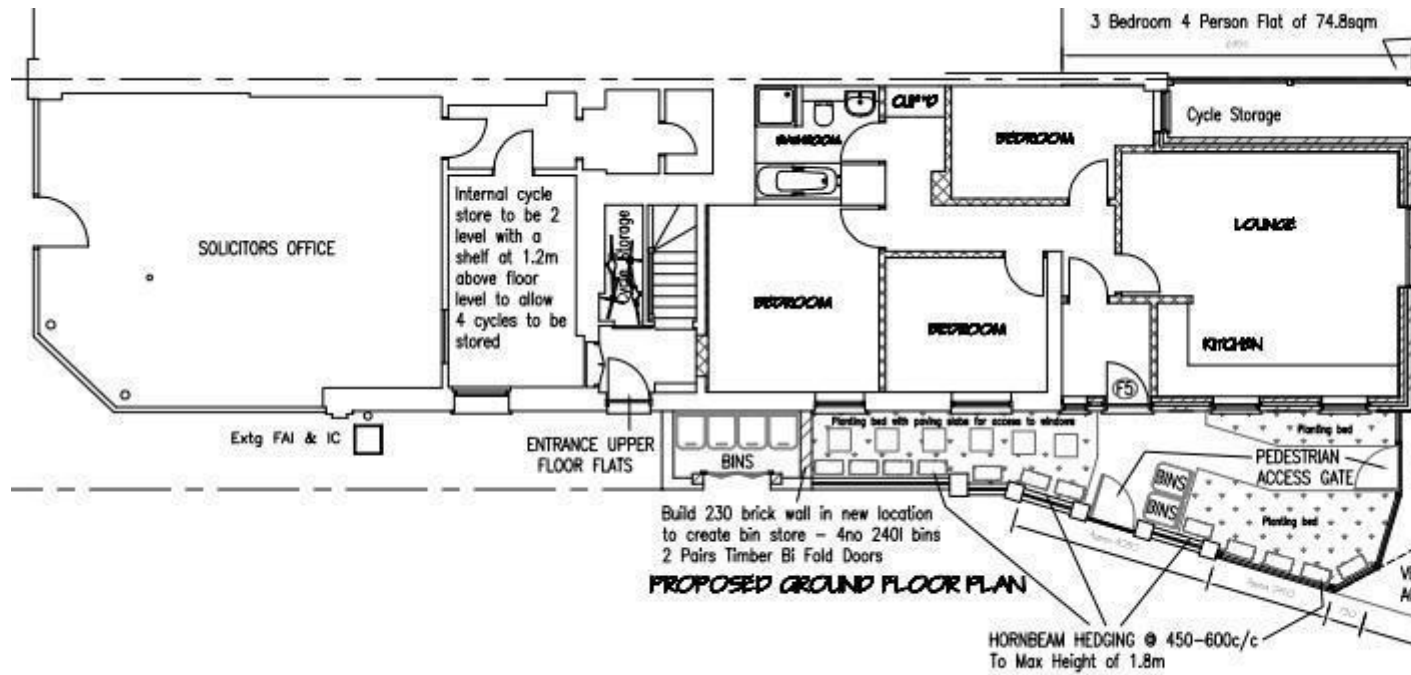


REAR ELEVATION

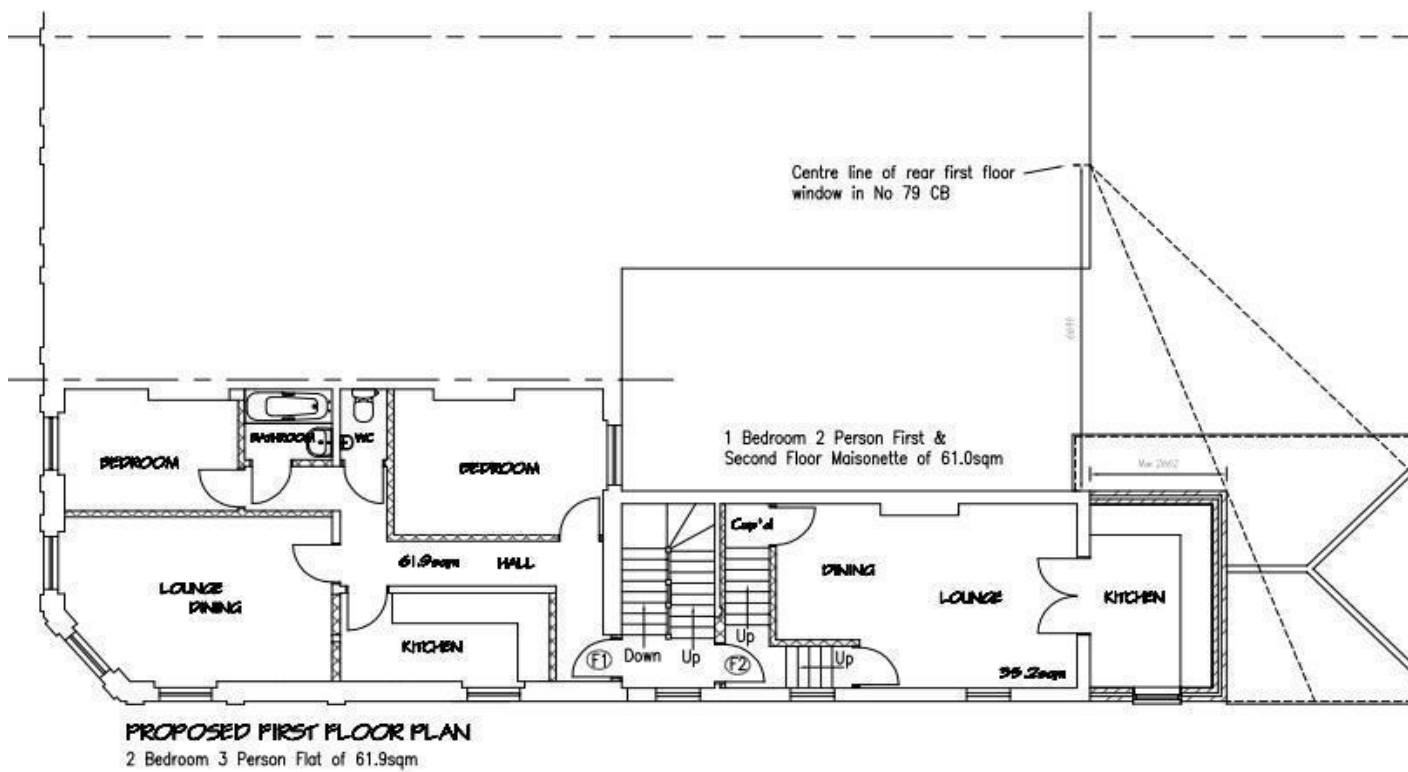
**Proposed Side Elevation**



## Proposed Ground Floor

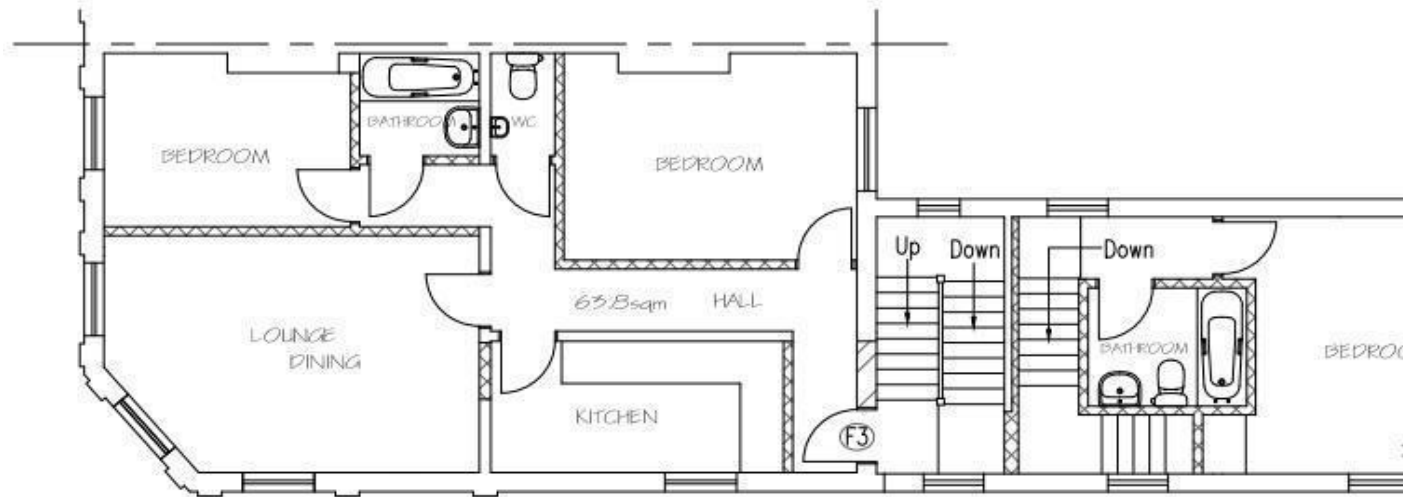


### Proposed 1st Floor



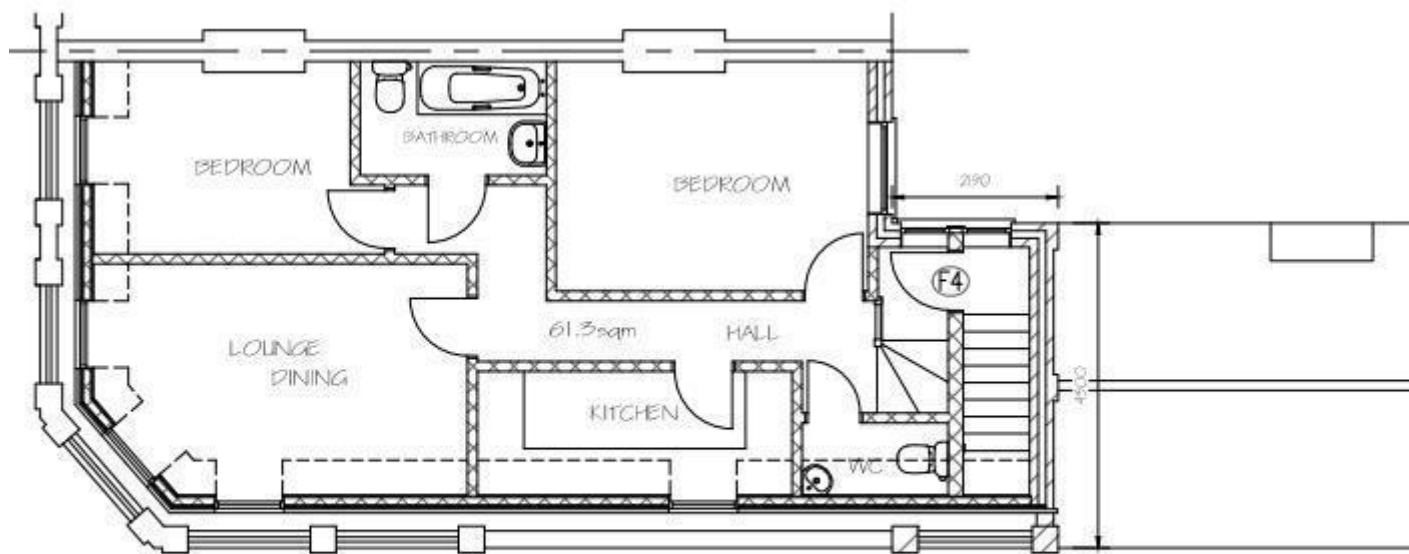


## Proposed 2nd Floor



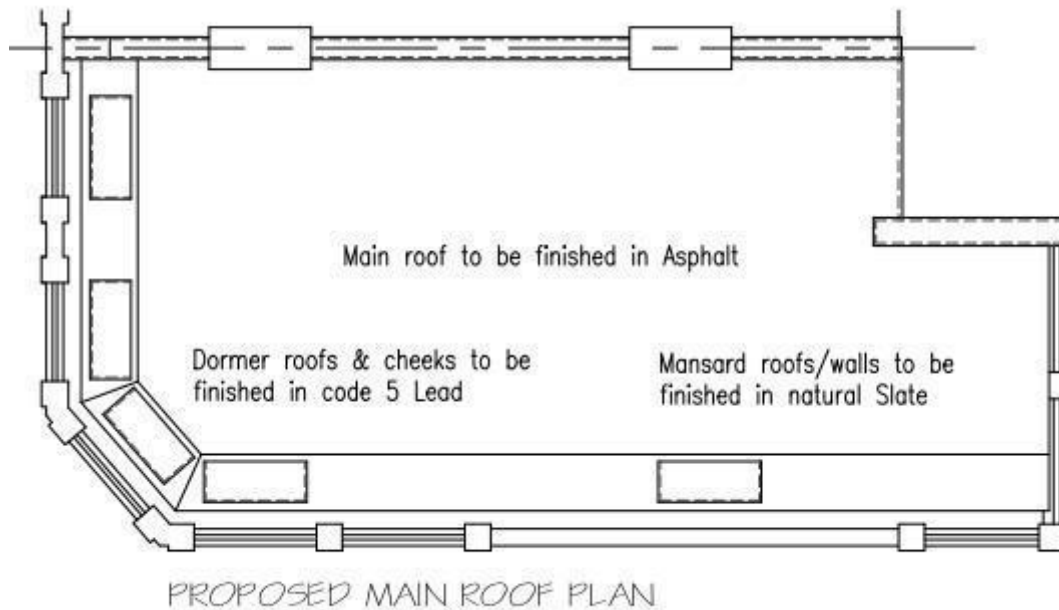
PROPOSED SECOND FLOOR PLAN  
2 Bedroom 3 Person Flat of 63.8sqm

## Proposed 3rd Floor



PROPOSED THIRD FLOOR PLAN  
2 Bedroom 3 Person Flat of 61.3sqm  
(53.64sqm with 2.3m Headroom 87.5% of Total)

## **Proposed Roof Plan**



## **RECOMMENDATIONS**

That the Committee resolve to GRANT planning permission and 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 Plans
3. Submission of details of materials for external works
4. Submission of details of cycle storage
5. Submission of details of landscaping plan
6. Restriction of permitted development rights to convert residential units to small scale HMO accommodation
7. Any other planning conditions considered necessary by the Head of Planning

### Informatives

1. Party Wall
2. Draw the Applicant's attention to the CIL liability
3. Any other informatives considered necessary by the Head of Planning

And 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.

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 proposes the conversion of the ground, first and second floors and the extension of the property at ground, first, second and third floor by means of a mansard roof extension to create five self-contained flats to include 1x3bed, 3x2bed and 1x1bed. In addition to this the application proposes the erection of a side boundary wall, the creation of an off street car parking space, amenity area for the ground floor flat and cycle and refuse storage.

## **B) EXISTING**

The application site is occupied by a three storey end of terrace property and is located on the corner of Cricklewood Broadway and Anson Road within Secondary Shopping Frontage as designated by the Unitary Development Plan (2004). The property does not contain any listed buildings but is located not within but adjacent to the boundary of the Mapesbury Conservation Area. The ground floor fronting Cricklewood Broadway is currently occupied by a solicitor's office. A single storey rear extension to the rear of the property is currently vacant but previously contained an estate agents office. The ground, first and second floors also consist of residential accommodation accessed from the side of the property via Anson Road. The ground floor consists of one self-contained flat whilst the first and second floors consist of two flats that are not self-contained as access can be gained to the first and second floors. A private service road is located behind the site.

## **C) AMENDMENTS SINCE SUBMISSION**

Since the original submission of the application the following amendments have been made to the scheme:

The bedrooms in the proposed flats at first, second and third floor have been reconfigured in order to comply with minimum size standards.

The positioning of the windows on the side elevation at first, second and third floor level have been aligned with the existing windows and have been amended to include brick archways to match the existing.

The bi-fold doors of the refuse storage area have been recessed further.

## **D) SUMMARY OF KEY ISSUES**

The key issues for consideration are as follows:

### **1. Principle**

The principle of converting the existing substandard residential accommodation to self-contained residential units is considered to be acceptable.

### **2. Standard of accommodation**

The residential units comply with minimum space standards as per the Technical Housing Standards, London Plan and DMP18.

### **3. Parking and Access**

The proposal will see the creation of one additional off-street parking space which accounts for the additional parking space required thus meeting parking standards.

### **4. Impact on neighbouring amenity**

The proposed extensions would not materially affect the amenity of any neighbouring resident

### **5. Impact on character and design**

The proposed extensions will improve the appearance of the property and this area of Anson side that is

located adjacent to the Mapesbury Conservation Area.

## RELEVANT SITE HISTORY

03/2015 – REF

Demolition of single-storey rear extension and erection of two-storey rear extension to create two-bedroom maisonette

## CONSULTATIONS

Consultation period: 27/10/2014 – 17/11/2014

Thirty-three neighbouring properties were consulted. To date five representations have been received including two comments in support of the proposal and three objecting to the proposal. Details of the comments in support of the application can be found below and details of the objections and officers' response can be found in the table below:

### Support

The property has been neglected and poorly maintained

Extensive renovation would be welcomed

If the design and brick matched the existing it would improve the gateway to Anson Road

The section 106 agreement restricting the rights of residents to parking permits should apply to all flats

### Objection

Objection	Response or paragraph in report
The number of flats proposed	Paragraph 2.2
The lawful use of the property	An enforcement case in 2013 confirmed that the property was in use as A2 at ground floor level as well as a studio flat and that the upper floors were in use as HMO style accommodation. The current use of the property is the same as that in 2013 and as such your officers consider that this is likely to be the lawful use.
The removal of a tree	This appears to be a historical event and does not form a material consideration in the assessment of the current application.
The relationship of the property to the rear service yard	The service road is not included in the red line boundary of the site location plan and is therefore not part of the application.
Size and number of bins	Paragraph 3.4

Cycle Storage arrangement	Paragraph 3.4
The boundary wall and railings appear incongruous	Paragraph 5.5
The extension to the roof is at odds with the character of the street	Paragraph 5.3
Overlooking	Paragraph 4.4
Problems with parking and overcrowding	Paragraph 3.3
Problems with rubbish overflowing and rats	Paragraph 3.4

## POLICY CONSIDERATIONS

### NPPF 2012

### Technical Housing Standards 2015

### The London Plan 2016

Policy 3.5 Quality and design of housing developments

### Brent Core Strategy – July 2010

CP17 – Protecting & Enhancing the Suburban Character of Brent

CP21 – A Balanced Housing Stock

### Brent UDP 2004

BE2 – Townscape: Local Context & Character

BE7 – Public Realm: Street scene

BE9 – Architectural Quality

H17 – Flat Conversions

H18 – Quality of Flat Conversions

H19 – Flat Conversions – Access and Parking

TRN 23 – Parking standard Residential Developments

### DMP 2016

DMP1 – Development Management General Policy

DMP12 – Parking

DMP16 – Resisting Housing Loss

DMP17 – Conversion of Family Sized Dwellings

DMP19 - Residential Amenity Space

The Development Management Policies (DMP) have been reported on by the Planning Inspectorate and found to be legally compliant and sound. The DMP will be considered for formal adoption at the Full Council meeting in November of this year. Therefore in accordance with paragraph 216 of the National Planning Policy Framework the Local Planning Authority will take the DMP into account as a material consideration with significant weight in determining planning applications.

### Supplementary Planning Guidance

SPG 5 – Altering and Extending Your Home

SPG 17 – Design Guide for New Development

Mayor of London's Housing SPG 2016

## DETAILED CONSIDERATIONS

### Key considerations

Your officers hold the key considerations in this application to be:

1. Principle of development
2. Standard of accommodation
3. Parking and Access
4. Impact on neighbouring amenity
5. Impact on character and design

## 1. Principle of development

1.1 Currently the flats located on the first and second floors of the building have quite an awkward layout with access to the second floor via the landing area of the first floor flat meaning residents of the second floor could potentially walk freely throughout both flats. Core Strategy (2010) policy CP21 seeks to maintain and provide a balanced housing stock in Brent in support of Policy CP2 by protecting existing accommodation that meets known needs. The accommodation at first and second floor level does not meet a known need within the borough and is essentially private HMO style accommodation. Although the proposal would see the loss of what is effectively a six bedroomed flat set out over the first and second floors it would replace these units with two self-contained units at first and second floor level that you officers view as a more effective use of the building. Core Strategy (2010) policy CP21 resists the loss of family sized accommodation due to the shortage of and recognised need within the borough. Your officers are of the opinion that the accommodation at first and second floor level in its current state current is not suitable for families as it consists of a series of rooms with shared facilities. DMP16 with regard to resisting housing loss states that the net loss of residential units will be supported where sub-standard units would be brought in line with space standards and an additional family sized unit would be created on the ground floor.

1.2 In this case your officers have given weight to the fact that sub-standard HMO style accommodation would be replaced by self-contained flats and the proposal would see the ground floor extended to create a three bed or family sized unit with access to outdoor space at the side of the building. Further commentary with regard to the quality and quantity of this amenity space will be discussed in section 2 of this report. However with regard to the overall principle of the development your officers consider that the proposal would provide a better use of the building at ground, first and second floor levels and would also introduce another residential unit to the boroughs housing stock including a family sized unit of which there is a shortage of and recognised need. As such your officers consider that there is no in principle objection to the proposal subject to the detailed material planning considerations set out below.

## 2. Standard of accommodation

2.1 The application proposes the creation of four self-contained units. Details of the location of the units, the proposed size of the units, the minimum size and access to private amenity space required as per the Technical Housing Standards (THS) in accordance with London Plan 2016 policy 3.5 and emerging DMP 18 *Dwelling Size and Residential Outbuildings* and DMP 19 *Residential Amenity Space* are contained in the table below:

Location	Type	GIA (sqm)	THS (sqm)	Amenity space
Ground Floor	3bed 4person	74	74	43
First floor	2bed 3 person	61	61	0
Second floor	2bed 3 person	64	61	0
First/second floor duplex	1bed 2 person	61	61	0
Third floor	2bed 3 person	65	61	0

2.2 All of the proposed flats either meet or exceed the minimum space standard as per the THS. An objector has raised concerns about the number of flats proposed however your officers have given consideration to the fact that the units all comply with minimum space standards and that the number of flats proposed will make a more efficient use of space within the building. Your officers also recommend that a condition be attached to any permission removing permitted development rights to convert the property from C3 residential to C4 HMO use. This is due to the fact that one bedroom within the ground floor, first floor and

second floor units are considered to be restricted in terms of access to natural light and outlook. The reason that this is considered to be acceptable in terms of the overall standard of accommodation in this particular case is expanded upon in paragraph 2.4.

2.3 The ground floor flat is the only unit that has access to any outdoor amenity space. SPG17 and DMP19 – Residential Amenity Space require 20 sqm for flats and 50 sqm for family housing. Your officers have acknowledged that none of the units on the upper floors will have the benefit of private amenity space. However in making a recommendation consideration has been given to the existing situation where residents in the upper floors do not have access to any private amenity space. In addition, your officers have given significant weight to the fact that the proposal would result in a better use of the building. A more flexible approach can also be taken with flat conversions in these sorts of town centre locations and specifically to this property as realistically it would not be possible to provide amenity space without creating balconies which would detract from the character and appearance of the building. The ground floor flat falls short of the 50 sqm required and part of the space would also be used as off street car parking. However your officers have given consideration to the size of the site and the difficulty in achieving 50 sqm of private amenity space. Therefore on balance your officers are of the opinion that the amount of amenity space proposed is acceptable.

2.4 With regard to outlook and access to natural light the ground floor flat would be well served by windows with the exception of the bedroom located adjacent to the outrigger. This room would not have particularly good access to natural light due to the presence of the proposed rear extension. However this room is considered to be a tertiary bedroom and will not be the primary living area. As such your officers consider this to be acceptable. The rooms of the first floor flat would be well served by windows with the exception being the bedroom located adjacent to the outrigger. The level of outlook and access to natural light would be slightly restricted to this bedroom but not to the extent that it would materially harm the amenity of prospective residents. Your officers have given weight to the fact that the bedroom will not be the primary residential space and that the living area would be well served by windows. The proposed second floor flat has a similar layout to the first floor flat and again your officers consider that access to light and levels of outlook would be of an acceptable standard with the exception of the bedroom located adjacent to the outrigger. Access to light and outlook would be slightly restricted here due to the presence of the outrigger. However your officers consider that this would not be to the extent that it would materially harm the amenity of prospective residents. Again your officers have given weight to the fact that bedroom will not be the primary living space and the fact that the other rooms are well served by windows. The proposed maisonette set out on the first and second floors would be served by windows in side elevation of the outrigger overlooking Anson Road providing good levels of outlook. Access to light would be slightly restricted due to the orientation of the building in a slight north-westerly direction. However your officers have given consideration to the existing orientation of the building and the difficulty of inserting windows in other locations of the outrigger from a heritage perspective and from the prospect of overlooking to neighbouring residential properties. The proposed unit in the third floor again resembles the layout of the first and second floor units and again your officers consider that access to light and levels of outlook would be of an acceptable standard with the exception of the bedroom located adjacent to the outrigger. Access to light and outlook would be slightly restricted here due to the presence of the outrigger. However your officers consider that this would not be to the extent that it would materially harm the amenity of prospective residents. Again your officers have given weight to the fact that bedroom will not be the primary living space and the fact that the other rooms are well served by windows.

2.5 Your officers have acknowledged that a number of the bedrooms located in individual units adjacent to the outrigger and proposed extensions would be slightly restricted in terms of access to natural light and outlook. This explains the reasoning as to why your officers have recommended that a condition be attached restricting permitted development rights to convert the property from C3 residential to C4 HMO. The bedrooms identified are considered as either secondary or tertiary bedrooms to the individual units. However if they were to be used in isolation by an individual as a room in HMO style accommodation then they would represent a poor standard of accommodation.

2.6 London Plan policy 3.5 and emerging DMP 18 *Dwelling Size and Residential Outbuildings* requires new residential units to achieve a minimum floor to ceiling height of 2.3 metres in 75% of the unit. The proposed



third floor has a floor to ceiling height of 2.3 metres in 87.5% of the unit thus exceeding minimum standards.

### **3. Parking and access**

3.1 The application site is located on the south-western side of Cricklewood Broadway, a London Distributor road and on the southern side of Anson Road, a local access road which is defined as being heavily parked in the UDP (2004). A more recent parking survey carried out in 2013 confirms that this is still the case. The site lies within CPZ "MA2" which operates 10:00 – 21:00 Monday to Saturday, and has excellent accessibility with a PTAL rating of level 6. Willesden Green Station (Jubilee tube) is within walking distance of the site, and Cricklewood Station (First Capital Connect rail) is also located nearby whilst ten bus routes are locally available.

3.2 Car parking allowances for residential units are given in PS14 of the adopted UDP 2004. As the site has good access to public transport services and is located within a CPZ, reduced residential parking allowances apply. The existing two 3-bed flats attract a standard under PS14 of 1.2 car parking spaces each, while the existing 1-bed flat can be permitted up to 0.7 car spaces. These properties can therefore be permitted a combined total of 3.1 spaces. The former A2 use at the rear of the site would have been permitted a maximum of 1 car space per 150sqm under PS6 of the UDP-2004 and would have required at least a "Transit" sized servicing bay under PS19 of the UDP-2004. It is however not entirely clear whether this second business at the rear of the site was ever an authorised use. The other A2 use at the front of the site will be retained as existing.

3.3 The proposed dwellings would give an overall parking standard of 4 spaces. This presents an increase in parking standards, from 3.1 to 4 car spaces. The application proposes one off street parking space which will be retained for the ground floor flat. On-street car parking cannot be counted on Cricklewood Broadway, which is a London Distributor Road and Anson Road is heavily parked. The ground floor flat will however provide one off street parking space and therefore the increase in parking standards would be satisfied.

3.4 Refuse and recycling storage for all units is proposed at the side of the site within storage areas on Anson Road accessed by two hinged doors, which your officers consider to be acceptable. Transport & Highways officers originally had concerns with the doors as they opened out on to the footpath. However following consultation with the applicant the doors have been revised to be recessed further within the wall. An objector has raised concerns about problems with rubbish and rats in the area. Your officers consider that the designated refuse storage area would help to alleviate these concerns and reduce rubbish in the street. Another objector has raised concerns about the quantity of bins and whether they meet the required standard. The flats would require 70 litres of residual waste and 120 litres of dry recycling per household as per the London Borough of Brent Waste and Recycling Storage and Collection Guidance for Residential Properties. The total of five households equates to 350 litres of residual waste and 600 litres of recycling in total. A total of six bins are proposed with a capacity of 240 litres each giving a total of 1440 litres which more than adequately and in fact over provides refuse capacity by 490 litres. Residual waste could be covered by two 240 litre bins with the other four designated to recycling. Cycle storage for four flats in the form of secure cycle lockers and a second cycle shed is located at the northern corner of the site, which should provide a further two spaces although the drawing does not indicate how many spaces. The development should provide one cycle space for each dwelling in order to satisfy PS16. Your officers recommend that a condition requiring the submission of further details of cycle storage is attached to any permission.

### **4. Impact on neighbouring amenity**

4.1 Emerging policy DMP 1 *Development Management General Policy* (a) states that, subject to other policies in the Development Plan, development will be acceptable provided it is of a location, use concentration, siting, layout, scale, type, density, materials, detailing and design that provides high levels of internal and external amenity complements the locality. The nearest residential units are located to the west of the site on Anson Road and in the upper floors of the attached neighbouring property No.79 Cricklewood Broadway which property records show consists of seven self-contained flats. The proposal would see the erection of a number of extensions to the property that include an extension at ground floor level replacing an existing 5 metre deep extension, a rear extension at first floor level and an additional storey at third floor level.

4.2 The proposed extension at ground floor level would extend to a depth of 4.8 metres beyond the original rear elevation of the outrigger which is 0.2 metres shorter than the existing single storey rear extension. The proposed extension would have a pitched roof with a height of 2.8 metres on the boundary and 4.8 metres at its highest point. The proposed extension would be set in from the shared boundary of 79 Cricklewood Broadway by 1.1 metres. The ground floor of 79 Cricklewood Broadway is occupied by commercial premises in the form of a shop/delicatessen. The planning history of No.79 Cricklewood Broadway shows that residential units are not located on the ground floor. The proposed extension at 4.8 metres in depth would not normally be considered acceptable in a more residential setting however your officers have given consideration to the more commercial character of the area, the existing extension and the fact that residential units are not located at ground floor level in the neighbouring property. The proposed ground floor rear extension would be located approximately 14 metres from the side elevation of No.3 Anson Road; however, given the separation distance and presence of the access road between the two properties, your officers consider that it is unlikely that the proposed extension would materially affect the amenity of the residents of this property.

4.3 The application also proposes a first rear extension that will extend from the rear elevation of the existing outrigger to a depth of 2.66 metres. Habitable room windows are located in the rear elevation of the neighbouring property No.79 Cricklewood Broadway at first floor level. The 1:2 guide with regard to first floor rear extensions states that two storey rear extensions should be restricted to half the distance between the side wall and the middle of the nearest neighbouring habitable window. Taking this guidance into account the distance between the proposed side wall and the centre of the nearest habitable window at first floor level is 6.64 metres. The depth of the proposed extension is 2.66 metres which shows that the proposed extension is less than half thus complying with the 1:2 guide. As such your officers consider that the proposed extension would not materially affect the amenity of residents at first floor level. Similarly to the proposed ground floor rear extension the potential impact has been considered with regard to No.3 Anson Road. Again your officers consider that due to the separation distance and also the lack of windows in the proposed rear elevation the proposed extension would not materially affect the amenity of the residents of No.3 Anson Road.

4.4 The application proposes the erection of an additional storey at third floor level. Your officers have given consideration has been given to the neighbouring residential properties located to the north of the site on the opposite side of Anson Road, the residential properties in the upper floors of No.79 Cricklewood Broadway and No.3 Anson Road to the west. A neighbouring resident has outlined their concerns with regard to overlooking to No.83 Cricklewood Broadway. Habitable room windows are located in the side elevation of No.83 Cricklewood Broadway at first floor level. Whilst it is acknowledged that some overlooking may occur there are a large number of existing windows in the side elevation of the application site and due to the separation distance of 18 metres and the presence of the public road your officers consider that the proposed extension would not materially harm the amenity of the residents of this property. Again due to the separation distance of approximately 25 metres between the proposed extension and the side elevation of No.3 Anson Road your officers consider that the proposed extension would not materially harm the amenity of the residents of this property. The proposed additional storey would be confined to the main body of the roof and would not extend outwards past the existing building line. The proposed window in the rear elevation would be located no closer to the shared boundary with No.79 than the existing first and second floor windows. In addition to this the rear ground floor area is occupied by a commercial operation and is not used as amenity space. Therefore your officers consider that the proposed additional storey would not materially harm the amenity of the residents of No.79 Cricklewood Broadway.

## **5. Impact on character and design**

5.1 The proposed external changes to the existing building include an extension to the rear of the outrigger at ground floor level and first floor level, an extension at second floor level and an additional storey at third floor level. In addition to this the application proposes the insertion of windows and doors in the side elevation at ground floor level, a new boundary wall to provide an outdoor amenity area for the ground floor flat and a bin storage area.

5.2 The building itself is a well proportioned and detailed commercial premises that retains a large number of its original features in the upper levels. However currently the side elevation of the property fronting Anson Road is visually unattractive and has had a number of modern additions including the single storey rear extension that does not compliment the original building. The property is also located directly adjacent to the Mapesbury Conservation Area and as such your officers have given consideration to the views into this heritage asset and the enhancement of the area in general.

5.3 An objector has raised concerns about the proposed mansard roof and the impact that it would have on the character of the area. The proposed mansard roof has been carefully designed in a traditional manner in order to complement the style of the building. The mansard will be finished in natural slates and where extended up in brickwork this will also match the existing building. The cast iron railings will be retained acting as a foil which is a traditional method of extending a roof. A number of minor design amendments have been agreed with the application and submitted as revised drawings. These include the dormer windows which now match the corresponding windows below; the raising of the brickwork and parapet rather than the installation of the cornice and the location and design of the windows in the side elevation which now correspond in terms of their positioning and overhead brick arch design.

5.4 The proposed extension to the ground floor although slightly larger than normally permitted will replace and existing unattractive extension. The pitched roof has been designed to complement the outrigger and that of the neighbouring buildings. Similarly at first floor level the pitched roof has also been designed to reflect the existing outrigger and neighbouring properties. Your officers consider that the overall design approach has been well thought out and will complement the existing building, streetscene and adjacent Conservation Area.

5.5 The proposed alterations to include a new boundary wall and fencing will provide a boundary for the proposed outdoor amenity space for the ground floor flat. Currently the boundary is marked by a wooden fence that is not considered to contribute to the character of the street or adjacent conservation area. The proposed fence will consist of a brick wall with pillars that is similar to the design of boundary walls found on Anson Road. An objector has raised concerns about the wall however your officers consider that it would be an improvement on the current situation.

## 6. Conclusion

The Development Management Policies set out Brent Council's positive attitude towards development and the potential benefits it can provide to residents, business and visitors. Brent also seeks to support the presumption in favour of sustainable development within the NPPF. In this case your officers have given considerable weight to the creation of additional homes in a sustainable urban location and improvements to the visual amenities of the area and therefore recommend approval subject to suitable conditions.

## CIL DETAILS

This application is liable to pay **£26,742.01\*** 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): 21 sq. m.

Total amount of floorspace on completion (G): 115 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	115		94	£200.00	£35.15	£22,744.64	£3,997.37

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
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BCIS figure for year in which the planning permission was granted (lp)	271
<b>Total chargeable amount</b>	£22,744.64      £3,997.37

\*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

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Application No: 14/3476

To: Mr Covey  
The Design Works  
32 Grange Road  
Plympton  
Plymouth  
Devon  
PL7 2HY

I refer to your application dated 03/09/2014 proposing the following:  
Conversion of existing rear ground, 1st and 2nd floors of building to 5 self contained flats (1x3bed, 3x2bed & 1x1bed); with demolition of existing rear office and erection of a part single and part 2 storey rear extension, a Mansard roof extension with part 2nd floor roof extension, provision of 1 car parking space, cycle parking, a new front boundary wall with railings, bin storage and landscaping fronting Anson Road.

and accompanied by plans or documents listed here:

See condition 2

at Studio & First Floor Flats, 81 Cricklewood Broadway & Room's 1-7 Inc, 81A Cricklewood Broadway, London, NW2

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:

**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:-

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 Landscape proposals for the treatment of the areas so designated within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any works on site. The landscape works shall be completed in accordance with the approved details in accordance with a programme agreed in writing with the Local Planning Authority.

Any planting that is part of the approved scheme that within a period of *five* years after completion is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced with others of a similar size and species and in the same positions, unless the Local Planning Authority first gives written consent to any variation.

Reason: To ensure a satisfactory appearance and setting for the proposed development and to ensure that it enhances the visual amenity of the area.

- 2 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.

- 3 The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

120627/E/01  
120627/E/02  
120627/E/03  
120627/E/04  
120627/E/05  
120627/E/06  
120627/E/07  
120627/P/01 E  
120627/P/02 B  
120627/P/03 B  
120627/P/04 A  
120627/P/05 B  
120627/P/06 E  
120627/P/08  
120627/P/09  
120627/P/10 B

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

- 4 The residential units hereby approved shall at no time be converted from C3 residential to a C4

small HMO, notwithstanding the provisions of Schedule 2 Part 3 Class L of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order) without express planning permission having first been granted by the Local Planning Authority.

Reason: To ensure that an adequate standard of accommodation is maintained in all of the residential units and in view of the restricted levels of outlook and access to natural light of the bedrooms adjacent to the outrigger.

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

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

- 6 Notwithstanding the plans hereby approved, the development shall not be occupied until further details of cycle storage are submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved plans. Such facilities shall be retained for the lifetime of the development.

Reason;- To ensure an adequate amount of cycle spaces are available for future occupants.

#### INFORMATIVES

- 1 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website [www.communities.gov.uk](http://www.communities.gov.uk)
- 2 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at [www.brent.gov.uk/CIL](http://www.brent.gov.uk/CIL).

Any person wishing to inspect the above papers should contact Barry Henn, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5232