

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

13 September, 2017

17/2643

SITE INFORMATION

RECEIVED	14 June, 2017
WARD	Brondesbury Park
PLANNING AREA	Brent Connects Kilburn
LOCATION	44 Hardinge Road, London, NW10 3PJ
PROPOSAL	The erection of a single storey ground floor rear extension, conversion of existing garage, a hip to gable roof extension, enlargement of existing dormer and associated internal alterations to accommodate for the conversion of a 4 bedroom single semi-detached dwelling house into 2 self contained flats (1x3 bed and 1x2 bed).
APPLICANT	Mr Parsons
CONTACT	Mr Plunkett
PLAN NO'S	See Condition 2
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>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_134822</p> <p><u>When viewing this as an Hard Copy _</u></p> <p>Please use the following steps</p> <ol style="list-style-type: none">1. Please go to pa.brent.gov.uk2. Select Planning and conduct a search tying "17/2643" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab

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. Materials to Match Existing
4. Obscure Glazing
5. Permitted Development Change of Use Restriction (Use Class C3 – C4)
6. Details of Refuse/Recycling & Bicycle Storage Provision
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.

SITE MAP

	<p>Planning Committee Map</p> <p>Site address: 44 Hardinge Road, London, NW10 3PJ</p> <p>© Crown copyright and database rights 2011 Ordnance Survey 100025260</p>
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PROPOSAL IN DETAIL

Single Storey Ground Floor Extension

The proposed single storey rear extension would have a stepped form. It would extend 3 metres up to the boundary with adjoining property no.42 and have a maximum depth of 4.5 metres. With regards to its height, it would measure 3 metres with a flat roof.

Hipped to Gabled Roof Extension

The proposed hipped to gable roof extension would be on the eastern elevation facing property no.46. The existing side facing dormer would be demolished.

Enlargement of Existing Rear Dormer Window

The measurements of the proposed rear dormer window are as follows;

- Width: 3.30 metres
- Height: 2.60 metres
- Depth: 2.96 metres

This compares to the measurements of the existing dormer window;

- Width 2.00 metres
- Height 2.65m (including pitched roof)
- Depth 3.00 metres

Conversion into 2 flats

Flat A would be located on the ground floor with direct access to the rear garden. It would provide 3 double sized bedrooms and have a gross internal area (GIA) of 105 m². Access would be via the communal front door and hallway.

Flat B would be located on the first and second floors. It would provide 2 doubled sized bedrooms and have a GIA of 86.9m². No private outdoor amenity space would be provided.

EXISTING

The subject property is an interwar two storey (plus attic) semi-detached dwellinghouse located on the southern side of Hardinge Road. The building contains a 4 bedroom family sized dwelling with a total habitable internal area of 143sqm. The property has seen the erection of rear and side dormer window roof extensions. A car garage is located to the side, nearest to no. 46, which has been extended to the rear. The site benefits from a good sized rear garden which has an area of approximately 105sqm. The front garden includes a driveway, which can accommodate two cars.

The site is located in a residential street characterised by similar style semi-detached properties. Although gabled roofs are the predominate design, the street has seen a number of hipped to gabled roof extensions. Rear dormer windows have also been erected within the immediate vicinity, including the adjoining property no. 42. The property is not situated within a conservation area and is not listed.

AMENDMENTS SINCE SUBMISSION

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

- The proposed dormer window was reduced in scale
- Revised drawings were submitting clearly showing the natural ground floor level.
- The proposed rear patio was lowered to ground floor level.

SUMMARY OF KEY ISSUES

Principle of Conversion: The conversion of the property into 2 flats meets the criteria of DMP 17. The property is of sufficient size and a family unit would be provided.

Character and Appearance: The proposed extensions are considered modest additions which would appear sympathetic to the property and respect the character of the streetscene.

Standard of Accommodation: Both flats would meet minimum space standards and provide a good level of natural light, outlook and privacy.

Impact upon Neighbouring Amenity: In view of the scale and design of the proposed development, the impacts on residential amenity of neighbouring occupiers is considered negligible.

Transport: The proposed development would bring the development in line with these parking standards. Cycling storage facilities would also be provided, in accordance with the London Plan. _ _

RELEVANT SITE HISTORY

92/0269 – Refused on the 01/06/1992

Description of Development: Erection of single storey rear extension to dwellinghouse.

Reason for refusal: *The proposed development would be detrimental to the amenities of adjoining residents by reason of loss of light, overshadowing and loss of outlook.*

CONSULTATIONS

In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015, the application was publicised by serving the notice on the adjoining owners or occupiers and other neighbours on 30/06/2017.

To date the following representations have been received.

- 2 Objections from Ward Councillors
- 1 Objection Petition (with 55 signatures)
- 1 Supporting Petition (with 14 signatures)
- 16 Letters of Objection
- 6 Representations of Support

2 Objections from WardCouncillors

A summary of the planning considerations have been outlined in the table below.

Objection	Officers Response
The proposed development would result in overdevelopment of the site.	The Impact upon the character and appearance of the area have been discussed within Chapter 3
The proposed development would result in a loss of natural light and privacy for adjacent residential occupiers.	The impact upon residential amenity has been discussed within Chapter 5.

Objecting Petition _

Includes 55 signatures from 27 separate addresses on Hardinge Road (note: 8 of the addresses have submitted separate objection letters). A summary of the planning considerations have been outlined below.

Objection	Officers Response
The conversion of the property into flats would contravene planning policy to protect family housing and the housing needs of the community.	This has been discussed within the Principle of Development Section (Chapter 2).
The proposed development would be	The Impact upon the character and appearance of

unsympathetic to the subject property and streetscene.	the area have been discussed within Chapter 3
The development would cause privacy concerns for adjacent residential occupiers.	The potential impact upon neighbouring amenity has been discussed within Chapter 5.
The creation of two dwellings would create additional parking pressures	Transport considerations have been discussed in Chapter 6
The creation of flats could create a succession of tenants	There is no evidence to suggest the creation of flats would create a succession of tenants or whether this would adversely impact neighbouring resident's amenity
Inaccuracies within the drawings <ul style="list-style-type: none"> 2 trees have not been shown Except for a scale bar, the drawings include no measurements 	It is considered that the plans submitted provide a sufficient representation of the site to assess the application. No nearby trees are expected to be harmed by the proposed development. Scale bars have been included, meeting local validation requirements

Supporting Petition,

Includes 14 signatures, from 14 separate addresses, (none on Hardinge Road). The petition is in favour of the planning application and asks planning permission be granted. No further details have been provided.

6 Representations of Support

A summary of the planning considerations have been outlined in the table below.

Support	Officer's Response
The owners have a right to develop the property.	There is a presumption in favour of development, provided it complies with relevant planning policy.
The proposal would be sympathetic with the established architecture of the street	Design considerations have been discussed within Chapter 3
No adverse impact on-street parking is expected to arise as a result of the proposed development.	Parking considerations has been addressed within Chapter 6
The rear extensions and conversion of the garage would be allowable under permitted development.	Given the proposal includes the conversion of the property into flats, it would not benefit from permitted development rights

16 Letters of Objection

A summary of the planning considerations have been outlined below.

Objections	Officer's Response
The proposed development would constitute overdevelopment of the site, which would be unsympathetic to the subject property and streetscene	The impact upon the character and appearance of the area has been discussed within Chapter 3
Development of the rear garden would erode a green corridor	The site benefits from a large rear garden and over 50% of the rear garden would be retained, as shown on the submitted drawings. Biodiversity is not expected to be adversely impacted as a result of the proposal.
The conversion of the property into flats would contravene planning policy to protect family housing and the housing needs of the community.	The principle of the conversion has been discussed within Chapter 2.
The new flats would provide sub-standard accommodation for future occupiers	The standard of accommodation has been discussed within Chapter 4
The increase in the number of residential units would add to traffic congestion and increase parking pressures on the street.	Transport considerations has been discussed in Chapter 6
Additional rubbish would be created	Refuse/recycling provision would be provided to

	manage the increase in rubbish
The proposed development would cause the following amenity impacts upon adjacent residential occupiers. <ul style="list-style-type: none"> • Increase in noise disturbance • Create an overbearing impact • Loss of Outlook • Loss of privacy • Loss of natural light 	The potential impact upon neighbouring amenity has been discussed within Chapter 5.
The creation of flats could create a succession of tenants	There is no evidence to suggest the creation of flats would create a succession of tenants or whether this would adversely impact neighbouring resident's amenity.
The development would contravene the restriction covenant set out by all Souls	Restrictive covenants is not a planning consideration, but a civil matter between the individuals involved.
The proposed ground floor extension has been measured from the raised patio, instead of natural ground floor level	Revised drawings were submitted clarifying the natural ground floor level to the rear of the building. The revised drawings show the extension would have a height of 3 metres, as measured from natural ground floor level.
<u>Inaccuracies within the drawings:</u> <ul style="list-style-type: none"> • 2 trees have not been shown • The size of the garden has not been surveyed correctly • Except for a scale bar, the drawings include no measurements 	It is considered that the plans submitted provide an adequate representation of the site to assess the application. No nearby trees are expected to be harmed by the proposed development. Scale bars have been included, meeting local validation requirements

Internal consultees

Highways - no objection

External Consultees

None

POLICY CONSIDERATIONS

For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the Development Plan in force for the area is the 2010 Brent Core Strategy, the 2016 Brent Development Management Policies Document and the 2016 London Plan (Consolidated with Alterations since 2011).

The following are also relevant material considerations:

- The National Planning Policy Framework (2012)
- SPG 5 – Altering and Extending Your Home
- SPG 17 – Design Guide for New Developments
- Housing SPG (2016)

DETAILED CONSIDERATIONS

1. Background (Existing Extensions)

1.1. The existing garage appears to have been extended to the rear. Although no planning records can be found, it may have been permitted development under the pre-2008 general permitted development legislation. In any case, aerial photography indicates it was erected between 2006/06 and 2007. As that is more than four years ago it is an established situation immune from enforcement action.

2. Principle of development

2.1 Brent Council recognizes the pressing need for more homes in London. Policy 3.3 of the London Plan has set the London Borough of Brent a target to create 1525 new residential units each year. The historic housing stock of Brent forms the majority of residential homes in the borough. The conversion of suitable dwellinghouses into flats contributes to achieving this goal. As such, DMP 17 of Brent's Management Plan supports the conversion of family sized dwellings provided the following criteria are met:

- a) the existing home has a GIA of least 130sqm; and
- b) it results in at least a 3 bedroom dwelling, preferably with direct access to a garden/amenity space.

2.2 The dwellinghouse complies with this criteria. The existing house (excluding the garage) has a gross internal area (GIA) of 136m² and a family sized flat (3 bed) is proposed on the ground floor with direct access to the rear garden. The conversion of the property is therefore acceptable in principle.

2.4 To ensure the family sized unit is retained, a condition will be imposed restricting permitted development rights to convert the property to a home in multiple occupation (HMO).

3. Character and Appearance

3.1 Policy Context

3.1.1 London Plan policies 7.4, 7.6, and Brent's Development Management policy DMP 1 promotes high quality design which is sympathetic to its surroundings. SPG 5 expands on these policies providing more in-depth design guidance regarding the alteration and extensions of residential properties. The alterations and extensions to residential properties should appear subordinate, respect the character of the original dwellinghouse and appear in harmony with its surroundings.

3.2. Conversion of property

3.2.1 A number of neighbours have commented that no dwellinghouses on the street have been converted into flats and the proposed conversion would be an uncharacteristic addition, adversely impacting the character of the streetscene.

3.2.2 Planning records indicate that no property has been lawfully converted on the street. However, it is not a requirement of DMP 17 to only allow the conversion of dwellinghouses within streets where flats are an established feature. The conversion of the property (excluding any associated extensions) would not significantly change the external appearance of the property and is not expected to cause a materially adverse impact upon the streets character. Only the proposed associated extensions would materially alter the external appearance of the building, potentially impacting the streetscene. The merits of the proposed extensions will be assessed in turn.

3.3 Hip to gable roof extension

3.3.1 SPG 5 states that hip to gable roof extensions will not normally be permitted as this results in a significant change to the character of the area. In this case a number of hip to gable roof extensions have been erected on the street, including one pair of semi-detached properties. The large majority of these extensions have been erected under permitted development rights. A retrospective planning application, which included a hip to gable roof extension was also approved (ref. 17/1646) at no. 66 Hardinge Road. In this case, the property has an existing large side dormer window. The bulk and design of this window is such that an extension to form a full gable end is not substantially different to the existing situation. For this reason, officers are satisfied that this extension would be acceptable despite the other property of this semi-detached pair not having a gable end.

3.4 Ground Floor Rear Extension

3.4.1 SPG 5 states ground floor rear extensions should be designed to respect the character and size of the principle building. The proposed ground floor single storey rear extension is considered to be a modest addition that would appear sympathetic to the character of the dwellinghouse. Located in a discreet location to the rear, the impact upon the wider area is expected to be minimal.

3.5 Enlargement of Rear Dormer

3.5.1 The proposed rear dormer would not dominate the roof slope and would appear subordinate. Although it would only be set in 0.35m from the roof eaves, short of the guideline of 0.5 metres advised by SPG 5, this failure is not considered significant in this case. Other larger dormer windows are present on the street including the adjoining semi-detached property (no.42) and is not expected to appear harmful to the wider area.

3.6 Front Garden

3.6.1. The front garden would remain largely unaltered, only the insertion of recycling/refuse and bicycle storage facilities are proposed. These modest additions are not expected to cause an adverse impact upon the streetscene. A condition will be imposed requiring further details of these structures be submitted to and approved by the local planning authority to ensure the detailed design appears sympathetic to the streetscene.

3.7 Conversion of Garage

3.7.1 The conversion of car garages is supported by SPG 5. Only the replacement of the garage door with a brick wall and casement window would be highly noticeable from the street. SPG 5 states the installation of new windows should respect the character of the original house. Although the size of the proposed window would be smaller than the existing windows, the style is considered broadly in keeping as to not disrupt the building's fenestration. No details of the window materials has been provided.

3.7.2 The only other external alterations include an insertion of a skylight on the pitched roof and installation of obscure glazing to the existing side facing window. These are considered minor alterations located in a discreet location which are not expected to appear intrusive.

3.8 Cumulative Impacts

3.8.1 Objections have been received stating that the property has already been significantly extended and the proposed works would constitute an overdevelopment of the site. An objector has also referred to government guidance by Rt. Hon. Greg Clark M.P who designated gardens as greenfield sites on June 9 2010-Part of Planning, Reform and Location. It is noted that the scale of the established rear extension behind the garage is significant. Although this structure would unlikely receive planning permission today, it is an established situation and would be immune from enforcement action. The quoted government guidance above was intended to restrict the erection of new residential development within existing residential gardens. No new residential buildings are proposed. Instead the proposal includes the subdivision of the existing property and subordinate extensions. The site benefits from a large rear garden and approximately 70% of the original rear garden would be retained. The cumulative impact of both existing and proposed extensions is not considered excessive given the size of the site.

3.8.2 The proposed extensions and alterations are considered minor and would not disrupt the established character of the street. The proposed development to the rear would not be highly noticeable and its impact upon the character and appearance of the surrounding area is considered minimal.

4. Standard of Accommodation

4.1 Policy context

4.1.1 London Plan Policy 3.5 DMP 16 ensures new residential accommodation provides a sufficient standard of accommodation for potential occupiers. The Mayor's Housing SPG 2016 and Brent's SPG 17 - *Design guide for new development* expands on these policies, providing more in depth guidance. Technical housing standards- *nationally described space standards*, now adopted by the latest version of the London Plan 2016 introduces minimum space requirements for residential dwellings. New dwellings should be adequately sized, have convenient and efficient room layouts which are functional and fit for purpose. The living areas should receive good levels of natural light, ventilation and provide acceptable outlook and privacy for potential occupiers.

4.1.2 DMP 19 of Brent's Development Management Plan requires all new dwellings to have sufficient private outdoor amenity space. Family housing (3 beds or more) is expected to provide 50sqm and non-family residential units 20sqm.

4.2 Internal Living Conditions

4.2.1 The flats would be reasonably sized, meeting minimum space standards. All habitable rooms would be of a good size, the layout logical and a good level of storage would be provided. Both flats would be double aspect and the internal living conditions are expected to receive good levels of outlook, natural light and privacy.

4.3 Private Outdoor Amenity Space

4.3.1 The family sized ground floor flat would have access to the rear garden, which would have a retained area of 87sqm, exceeding the minimum requirement. No private outdoor amenity space would be provided for the smaller two bed first floor flat. The Housing SPG states this requirement is not mandatory in exceptional circumstances, where site constraints make it impossible to provide private open space for all dwellings. The site is considered to meet this criteria. Due to the physical site constraints of the conversion of

historic housing, it is not unusual for proposals to fall short of this requirement. Greater weight is attached to the provision of outdoor space for family sized housing. The shortfall in the provision of outdoor amenity space for the proposed first floor two bed flat is considered acceptable.

5. Impact Upon Neighbouring Amenity

5.1. All development must have an acceptable impact upon residential amenity subject to material planning considerations that may merit otherwise. DMP 1 states that design should provide high levels of internal and external amenity. The potential impacts of the proposed development on the amenity of neighbouring properties relate to daylight/sunlight, outlook (including bulk and dominance issues) privacy matters and noise disturbance

5.2. It is considered that only the adjoining properties no.42 and no.46 Hardinge Road could feasibly be affected in terms of residential amenity. The spatial relationship to all other properties is such that the proposed development is unlikely to impact upon their amenity.

5.3. 42 Hardinge Road

5.3.1 The proposed ground floor rear extension would extend 3 metres along the shared boundary at a height of 3 metres, as measured from natural floor level, a scale in accordance with SPG 5. Although the extension would have a maximum depth of 4.4 metres, exceeding the guideline in SPG 5, it would be stepped in 2.27m from the boundary. An extension of this scale and form is not expected to cause an unacceptable overbearing impact, loss of natural light or outlook for the property's occupiers.

5.3.2 Concerns have been raised that the proposed ground floor patio doors facing no.42 would cause overlooking concerns. Two side facing openings are proposed which would face no.42. The side facing window serving a bathroom would comprise of obscure glazing and no privacy issues are expected. The other side facing window, serving the kitchen, would be set in 2.25 metres from the boundary. The proposed finished floor level of the extension would be at the same height as the natural ground floor level. The boundary fence (height 1.8m) should ensure no direct line of sight would be created onto no.42. Given the existing raised patio would be removed (discussed below), the overlooking issues are expected to improve, compared to the existing situation. This fence could, under permitted development rights, be increased to 2m in the future.

5.3.3 Concerns have been raised that the elevated patio would result in a direct line of sight over the boundary fence. Revised drawings were submitted showing the proposed rear patio area would be at ground level. Therefore no privacy concerns are expected. The Proposed Side Elevation drawings (dwg no: A1-PL-P-02E) shows the boundary fence would be at a height of 1.8 metres above natural ground level, allowable under permitted development.

4.4. 46 Hardinge Road

5.4.1 The form of the established car garage and rear extension would remain unaltered. Therefore no further loss of outlook or natural light is expected. The proposed skylight on the existing pitched roof would be located a minimum of 2.7 metres above floor level and no overlooking issues are expected to arise.

5.5. Noise Concerns

5.5.1 Concerns have been raised that the creation of two flats would cause unacceptable noise disturbance for neighbouring residents. The creation of an additional flat is not expected to create significant increase in noise disturbance above the existing situation. Building control regulations concerning sound insulation should ensure any noise arising from the internal living areas should be reduced to acceptable levels. The rear garden would be allocated to the family sized ground floor flat, similar to the existing situation and adjacent dwellings. No increase in noise disturbance is expected to arise from the private outdoor amenity space.

6. Transport

6.1. Policy Context

6.1.1 London Plan seeks to ensure that an appropriate balance is struck between promoting new development and preventing excessive car provision. Brent's DMP 12 seeks to ensure additional parking provision should not have a negative impact on existing parking, the highways network or other form of movement. Development would not be supported where it causes an unacceptable increase in on-street parking spaces.

6.2 Parking

6.2.1 Concerns have been raised that the creation of an additional residential unit would increase on-street parking pressures on the street. The site has good access to public transport services and the lower residential car parking allowance set out at Appendix 1 of the adopted DMP 2016 applies. The existing 4-bed house is permitted up to 1.2 spaces. The existing floor plan indicates the site can accommodate 2 cars on the drive way and up to 3 cars within the garage, which exceeds the maximum allowance. The proposed conversion into two flats (2-bed & 3-bed) will increase the parking allowance of the site to 1.95 spaces, which is not a significant increase. One off-street space is to be retained on the reduced length driveway, broadly bringing the proposal in line with current parking standards. There is an on-street parking bay also available along the lightly parked street frontage of the site. The proposed development is not expected to materially increase on-street parking pressures or adversely impact road and pedestrian safety.

6.3. Traffic Congestion

6.3.1 Concerns have been raised that the creation of an additional residential unit would increase traffic congestion. It is considered the subdivision of the property would not create a noticeable impact upon traffic congestion.

6.4 Sustainable Transport and Refuse/Recycling Facilities

6.4.1 To encourage the uptake in sustainable travel and cycling, the London Plan requires at least four secure bicycle parking spaces be provided for these flats. The facilities have been shown on the floor plan.

6.4.2 Bin storage has been shown on the revised Proposed Ground Floor Plan (1-PL-P-01PB). A condition will be imposed requiring further details of refuse/recycling and cycling storage, to ensure these facilities are adequate and appear in harmony with their surroundings and to ensure they are provided prior to occupation of the flats.

7. Summary

7.1. The proposed conversion of the dwellinghouse and associated extensions is considered to be in accordance with relevant policy. The existing dwellinghouse is suitable to be subdivided into two flats. A family sized unit would be retained, meeting local housing requirements and both flats would be suitably sized meeting minimum space standards. The proposed extensions and alterations are considered sympathetic to the subject property and streetscene, nor would they cause an unacceptable impact upon any nearby residential occupier. Finally the borough's transport department have no concerns regarding the potential impact to neighbouring properties. The proposal is recommended for approval.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 17/2643

To: Mr Plunkett
35 Chamberlayne Road
London
NW10 3JE

I refer to your application dated **14/06/2017** proposing the following:

The erection of a single storey ground floor rear extension, conversion of existing garage, a hip to gable roof extension, enlargement of existing dormer and associated internal alterations to accommodate for the conversion of a 4 bedroom single semi-detached dwelling house into 2 self contained flats (1x3 bed and 1x2 bed).

and accompanied by plans or documents listed here:
See Condition 2

at **44 Hardinge Road, London, NW10 3PJ**

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: 05/09/2017

Signature:

Alice Lester
Head of Planning, Transport and Licensing

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 Development Management Plan (2016)
Core Strategy (2010)

Relevant policies in the Adopted Development Management Plan are those in the following chapters:-

Chapter 1 General Development management Policy
Chapter 4 Built Environment
Chapter 6 Environmental Protection
Chapter 7 Sustainability
Chapter 8 Transport
Chapter 9 Housing

- 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):
A1-PL-E-00; A1-PL-E-01P; A1-PL-E-01E Rev:A; A1-PL-E-02E; A1-PL-E-01S; A1-PL-P-01P Rev:B; A1-PL-P-01E Rev:B; A1-PL-P-02E; A1-PL-P-01S Rev:B.
Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 All new external work shall be carried out in materials that match, in colour, texture and design detail those of the existing building.

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

- 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 Prior to the occupation of the development further details of the refuse/recycling and bicycle storage facilities shall be submitted to and approved in writing by the local planning authority. Such details shall include:

- (i) an enclosure with sufficient space to accommodate refuse and recycling storage for both flats;
- (ii) secure and covered cycle storage for a minimum of four bicycles which may comprise one store in the front garden for both flats or one store in the front garden for the upper floor flat

and one store in the rear garden for the ground floor flat.

The works shall be carried out in accordance with the approved details prior to occupation of the development and shall be retained for the lifetime of the development.

Reason: To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties.

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
- 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.

Any person wishing to inspect the above papers should contact James Carleton, Planning and Regeneration,
Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1004