

Committee Report

Planning Committee on 4 November, 2009

Case No. 09/2136

RECEIVED: 26 August, 2009

WARD: Barnhill

PLANNING AREA: Kingsbury & Kenton Consultative Forum

LOCATION: 2A Preston Waye & 283-287 odd, Preston Road, Harrow

PROPOSAL: Demolition of 4 existing dwellings and erection of a two-, three- and four-storey building to provide 33 flats (17 one-bedroom, 10 two-bedroom and 6 three-bedroom) and a basement car-park, with formation of new vehicular access from Preston Waye, associated services and landscaping

APPLICANT: Ashmount Properties Ltd

CONTACT: Softlimiter Architecture

PLAN NO'S: 0101RevA; 0102RevA; 0103RevA; 1101RevA; 1102RevB; 1103RevB, 1104RevB; 1105RevB; 1106RevB; 1107RevA; 1108RevA; 2101RevB; 3101RevB; 3102Rev B; 3103 RevB; 3104Rev B and supporting Planning Statement, Design and Access Statement, Transport Assessment, Energy Statement and Code for Sustainable Homes Statement

RECOMMENDATION

Refusal

SECTION 106 DETAILS

A signed unilateral agreement has been submitted by the applicant.

The key heads of terms for this are:

- 28% (hab room) Affordable Housing - to be agreed with the council, if Material Start (MS) within 15 months of committee. and Practical Completion (PC) within 2 years of MS. If MS not within 15 months, resubmit a toolkit on PC and provide either on site units or off site contribution.
- A contribution of £118,200 (£3,000 / £2,400) per additional bedroom due on Material Start and index-linked from the date of committee: for Education, Sustainable Transport, Open Space and Sports improvements in the local area.
- Sustainability - submission and compliance with the Sustainability check-list ensuring a minimum of 50% score is achieved and Code for Sustainable Homes level 3 , with compensation should it not be delivered.
- Join and adhere to the Considerate Contractors scheme.

Offset 20% of the site's carbon emissions through onsite renewable generation. If proven to the Council's satisfaction that it's unfeasible, provide it off site through an in-lieu payment to the council who will provide that level of offset renewable generation.

If this application is subsequently appealed, the Council's Legal Officer has confirmed that as there is a signed unilateral undertaking there is no need for this to be added as a reason for refusal.

EXISTING

The site for the proposed development is located on the western side of Preston Road and currently contains 2 detached dwellinghouses (2a Preston Way & 283 Preston Road) and 2 semi-detached dwellinghouses (285 & 287 Preston Road) dwellinghouses and associated gardens. The site is bounded by No. 281 Preston Road and Preston Way to the south, the rear garden of 2 Preston Way to the west, a Council owned landscaping strip and access road to Tenterden sports ground to the North and Preston Road to the east.

The site has an area of 0.185ha and a level drop of approximately 2.9m from east to west towards 2 Preston Way. The site has a Public Transport Accessibility Level (PTAL) rating of 3 which is classified as moderate and is within 150m of Preston Road tube station. Contrary to the information given in the planning statement the site is not within a Controlled Parking Zone.

PROPOSAL

Full planning permission is sought for the demolition of 4 existing dwellings and erection of a 3 and 4 storey building housing 35 self-contained flats, basement car park, formation of new vehicular access from Preston Way, associated services and landscaping.

The proposed building is L-shape in plan and divided into 2 residential blocks, one containing the private accommodation fronting onto Preston Road and the other containing the affordable housing fronting onto the access road to the sports ground. The breakdown of the flats in terms of size and tenure is set out in the table below:

Tenure	Units	1-bed/2 person	2-bed/4 person	3-bed/5-6person
Private	26	16	9	1
Social Rent	2	0	0	2
Shared	5	1	1	3
Ownership				
Total	33	17	10	6

The main access road is from Preston Way providing access to the part basement/part undercroft car park which has 23 car parking spaces while there are also 2 additional parking spaces located adjacent to the residential unit with entrance at the basement level.

The main pedestrian entrance for the private residential block is from Preston Road while there is also a stairway from this block linking it with the basement car park. The main access to the affordable housing block is also from Preston Road adjacent to the side boundary with No. 281 Preston Road with the entrance to the block on the rear courtyard facing towards 281 Preston Road. This access is approximately 40m from Preston Road and 48m from Preston Way. The only access to the car park from this block is along a side pathway with steps adjacent to the boundary with No. 281.

The main building is a three storey block, Block A, with a recessed fourth storey. The three storey block has a height of 9.3m fronting onto Preston Road with forward projecting elements with a height of 9.7m. The recessed fourth storey set in 1.3m at a height of 11.7m measured from the ground-level at the Preston Road frontage.

The affordable block, Block B, due to the drop in ground level is a four storey building with a height of 12.2m where it is set in 9.5m from the boundary with the rear garden of No. 2 Preston Way. The recessed third floor is set in 20.3m from the boundary with the rear garden of 2 Preston Way. This block has a width of 11.7m and is approximately 13m from the side boundary with 281 Preston Road and set in 2.2m from the boundary to the north.

The residential units are arranged as follows on the different floors:

Unit Type	Private			Affordable		
	1-bed (43-45 m ²)	2-bed (55m ²)	3-bed (80m ²)	1-bed	2-bed	3-bed
Ground Floor	3	2	-	-	-	3
First Floor	6	1	-	1	1	1
Second Floor	5	3	-			1
Third Floor	2	3	1			
Total	16	9	1	1	1	5

Amenity space is provided in the form of private and communal spaces. The ground floor residential units facing onto the courtyard and onto Preston Road all have their own private amenity space with between 18.75 and 43m² each. The ground floor communal amenity space has an area of approximately 250m². There is a further strip of landscaping fronting onto Preston Road which has an area of approximately 65m² although this is not classified as usable amenity space. Balconies and roof terraces are provided for 13 of the upper floor flats, therefore the amount of amenity space provided will amount to 191m² of private amenity space for the upper floor flats. All but one of the affordable residential units will have private amenity space.

HISTORY

09/0316. Full planning permission is sought for the demolition of 4 existing dwellings and erection of a 3 and 4 storey building housing 35 self-contained flats, basement car park, formation of new vehicular access from Preston Way, associated services and landscaping.

- This application was withdrawn on the day of the committee in May 2009. However if the Council members had had the opportunity to decide the application they would have refused for the following reasons:
 1. *The proposed access route to Block B and the lower ground level residential unit by reason of the excessive distance from the principal highways and lack of informal surveillance fails to provide a safe, convenient and attractive walking route to the entrance contrary to policies BE5, H12 and TRN 10 of Brent's UDP 2004 and SPG 17.*
 2. *The proposed 3/4 storey building by reason of its excessive height in proximity to the rear garden of No. 2 Preston Road would have a detrimental impact on the visual amenities of the residents of this property contrary to policy BE9 of Bent's UDP 2004 and SPG17.*
 3. *The proposed residential development by reason of the inadequate area and quality of amenity space and the excessive distance from the flats to the bin store and is therefore considered to provide a substandard form of accommodation contrary to policies BE6, BE7, H12 and TRN10 of Brent's UDP 2004 and SPG 17.*
 4. *In the absence of a legal agreement to control the matter, the development would result in additional pressure on transport infrastructure and education, without any contribution towards sustainable transport improvements or school and nursery places and increased pressure for the use of existing open space, without contributions to enhance open space or make other contributions to improve the environment or toward measures to monitor or improve air quality and would not result in the adequate provision of affordable housing. As a result, the proposal is contrary to policies TRN3, TRN4, TRN10, TRN11, CF6, EP3, H1, H2, H3 and BE7 of Brent's adopted Unitary Development Plan 2004.*
 5. *The proposed layout of the residential accommodation by reason of the excessive provision of single aspect north facing residential units and the positioning of habitable rooms on the*

north elevation for dwellings provides inadequate daylight and sunlight to a high proportion of the residential units and fails to maximise solar gain to the proposed habitable rooms contrary to policies BE9 of Brent's UDP 2004 and SPG 17.

- 6. The proposed lower groundlevel flat by reason of the proximity to the side boundary of and the lower ground level from, the rear garden of No. 2 Preston Waye and the proximity to the neighbouring parking spaces the residential unit would appear cramped with a detrimental impact on the amenity of the prospective residents in terms of privacy and would not therefore provide an acceptable form of residential accommodation contrary to policies BE9 and H12 of Brent's UDP 2004 and the specifications set out in SPG 17.*

07/2864. Full planning permission was sought for the demolition of four dwellings and erection of 3-, 4- and 5-storey building with basement level car park, comprising 42 self-contained dwellings, consisting of 21 x one bedroom flats, 18 x two-bedroom flats and 3 x three-bedroom flats, formation of new access onto Preston Waye, provision of 30 car-parking spaces, including 5 disabled bays, refuse and recycling store, cycle store and landscaping to site.

This application was withdrawn on 03/12/2007 following a negative response to the scheme from the Council's Major Cases Forum.

There have been various other minor planning applications decided for alterations to the existing dwellinghouses on the site. Planning permission was refused for the change of use of No. 285 Preston Road from a dwellinghouse into a nursery in February 2004 (ref 03/3192). The dwellinghouse at No. 2A Preston Waye that is proposed to be demolished was granted full planning permission in 1957 (ref 23123 5836).

Planning history of neighbouring sites

281 Preston Road

Planning permission was granted for the erection of a two storey, three bedroom dwellinghouse in the rear gardens of 281 and 283 Preston Road which expired on 01/07/2009 (ref 03/2558). No details relating to any of the conditions requiring the submission of further details have been submitted and no material start has been made on the planning permission therefore it is considered to have expired.

There have also been a number of planning applications for the demolition and redevelopment of No. 281 Preston Road for a flatted development.. The most recent application for 15 flats was in 2008 and was withdrawn before being presented to committee with recommendation for refusal in June 2008.

POLICY CONSIDERATIONS

National Planning Policy Guidance

Planning Policy Statement 1 – Creating Sustainable Communities

PPS1 sets out the Government's vision for planning and the key policies and principles which should underpin the planning system. These are built around three themes – sustainable development – the purpose of the planning system; the spatial planning approach; and community involvement in planning.

Planning Policy Statement 3 – Housing

PPS3 establishes the Government's objectives for housing and reinforces the commitment to more sustainable patterns of development. PPS3 sets broad guidelines for the provision of affordable

housing, placing emphasis on the importance of high quality design and creating mixed, balanced and integrated communities with wider opportunities for home ownership and improved affordability through an increase in supply of housing. The guidance also requires Local Authorities to deliver sustainable development objectives.

Regional Planning Policy Guidance

The London Plan - Consolidated with Alterations since 2004

Policy 2A.1 Developments should optimise the use of previously developed land; use a design-led approach to optimise the potential of sites and improve the quality of life; ensure that development takes account of existing or planned infrastructure; and should promote safety and security.

Policy 2A.9 Sustainable communities should be supported in suburban areas of London.

Policy 3A.3 Development proposals should achieve the highest intensity of use compatible with local context, the design principles in policy 4B.1, with public transport capacity and the density ranges as set out in Table 3A.2.

Policy 3A.5 New developments should offer a range of housing choices, in terms of housing sizes and types; all new housing should be built to 'Lifetime Homes' standards; and 10% of new housing should be designed to be wheelchair accessible or easily adaptable for wheelchair users.

Policies 3A.9 and 3A.10 The maximum reasonable amount of affordable housing should be negotiated on private housing scheme. Boroughs should meet the Mayor's strategic target for affordable housing provision of 50%.

Policy 3A.11 Boroughs should normally require affordable housing provision on a site which has capacity to provide 10 or more homes, applying the density guidance set out in policy 3A.3

Policy 4A.3 Developments should meet the highest standards of sustainable design and construction.

Policy 4B.1 Developments should maximise the potential of sites; are accessible, usable and permeable for all users; are sustainable, durable and adaptable; and respect local context, character and communities.

London Borough of Brent Adopted Unitary Development Plan 2004

The development plan for the purpose of S54A of the Town and Country Planning Act is the Adopted Brent Unitary Development Plan 2004. Within that plan the following list of policies are considered to be the most pertinent to the application.

STR 3 This policy attempts to maximise the use of previously development land to achieve a sustainable development.

STR11 Which seeks to protect and enhance the quality and character of the Boroughs built and natural environment and resist proposals that have a harmful impact on the environment and amenities.

STR14 New development will be expected to make a positive contribution to improving the quality of the urban environment.

STR19 New housing developments should provide adequate amenity, reduce need for car travel and improvement to public infrastructure.

- BE2 Proposals should be designed with regard to local context, making a positive contribution to the character of the area, taking account of existing landforms and natural features. Proposals should improve the quality of the existing urban spaces, materials and townscape features that contribute favourably to the area's character and not cause harm to the character and/or appearance of an area or have an unacceptable visual impact on Conservation Areas.
- BE3 Proposals should have regard to the existing urban grain, development patterns and density in the layout of the development sites, and should be designed to ensure that spaces are satisfactorily enclosed by the built form; its layout is defined by pedestrian circulation; emphasis is placed upon prominent corner sites, entrance points etc; it respects the form of the street of which it is part by building to established frontages unless there is a clear urban design justification; connections are established where appropriate to open space.
- BE4 Access for disabled people.
- BE5 Development shall be designed to be understandable to users, free from physical hazards and to reduce opportunities for crime.
- BE6 High standards of landscape design is required as an integral element of development schemes.
- BE9 Creative and high-quality design solutions specific to site's shape, size, location and development opportunities. Scale/massing and height should be appropriate to their setting and/or townscape location, respect, whilst not necessarily replicating, the positive local design characteristics of adjoining development and satisfactorily relate to them, exhibit a consistent and well considered application of principles of a chosen style, have attractive front elevations which address the street at ground level with well proportioned windows and habitable rooms and entrances on the frontage, wherever possible, be laid out to ensure the buildings and spaces are of a scale, design and relationship to promote the amenity of users providing satisfactory sunlight, daylight, privacy and outlook for existing and proposed residents and use high quality and durable materials of compatible or complementary colour/texture to the surrounding area.
- BE12 Encourages adherence to sustainable design principles in terms of design, construction and pollution control.
- H12 Seeks to ensure that all residential development has a high-quality layout, has an appropriate level of car parking and features housing facing onto streets.
- H13 The appropriate density for housing development will be determined by achieving an appropriate urban design which makes efficient use of land, particularly on previously used sites. The density should have regard to the context and nature of the proposal, the constraints and opportunities of the site and type of housing proposed.
- H15 Development should have concern for the density and height of frontage development, the privacy and outlook of neighbouring residents, sufficient garden depth should be retained.
- H26 New and converted dwellings should be designed for use by the elderly and people with disabilities.
- TRN10 All new development should have safe walking routes which are overlooked, convenient and attractive within the site and to surrounding facilities and areas
- TRN11 Major development would be expected to contribute towards improvements to the London Cycle Network and comply with the minimum Cycle Parking Standard (PS16) with secure

and convenient cycle parking.

TRN23 Parking standards for residential developments. The level of residential parking permitted will be restricted to no greater than the standards in PS14 and 'car-free' housing developments may be permitted in areas of good and very good public transport accessibility.

TRN34 Required adequate servicing in line with standards.

PS16 Relates to the standard for cycle parking.

Supplementary Planning Guidance Note 17 - Design Guide for New Development

Provides comprehensive and detailed design guidance for new development and seeks to raise the design quality of buildings, and to protect the character of properties and streets.

Supplementary Planning Guidance Note 19 – Sustainable Design, Construction & Pollution Control

Provides design and planning guidance on complying with Policy BE12 of the adopted UDP which requires developments to embody sustainable design principles. The guidance covers measures to ensure energy and water conservation, selection of sustainable materials, environmentally friendly landscape design, sustainable demolition and construction practices and reduction of pollution in the operation of developments.

SUSTAINABILITY ASSESSMENT

The applicants have submitted a sustainability checklist with a self-assessed rating of 68%. The Council's own sustainability officer has assessed the checklist and given the development a rating of 51%. This is in-line with the requirement for all major residential schemes.

CONSULTATION

5 objections have been received in relation to this application on the following grounds:

1. Exacerbation of existing parking problems on Preston Waye.
2. Out of character with the surrounding area
3. Loss of 4 houses without adequate replacement
4. Loss of light to neighbouring property
5. Detrimental impact on traffic safety for neighbouring residents
6. Increased security problems for No. 2 Preston Waye.

The Council's Highways Engineer has concerns about access (dealt with later in this report) but otherwise has no objections to the proposed subject to the following conditions being attached:

- (a) a Section 106 Agreement to secure: (i) a financial contribution of £36,000 towards non-car access improvements in the vicinity of the site; and (ii) a right of vehicular access over the proposed car park access road into any redevelopment of No. 281 Preston Road; together with
- (b) conditions requiring: (i) the reinstatement of all redundant crossovers onto Preston Road to footway at the developers expense prior to occupation of the development; and (ii) the submission and approval of further details of the junction of the proposed vehicular access road with Preston Waye, including the provision of 4m kerb radii and the resiting of the vehicular access gate at least 5m from the highway boundary; (iii) provision of a rear access door to the refuse storage room; and

- (c) an informative advising the applicant to contact the Head of Transportation to arrange for the site access works (incl. the removal of an on-street parking bay) to be carried out,

The Council's Landscape Design officer has the following comments:

The main landscape issue with this proposal is that there is a landscape amenity deficit of 220m². The only offset of this substantial deficit is the provision of 6 No flats with small (4 No 3m², 2 No 4m²) balconies.

There are playing fields nearby the site; however the nearest park (Preston Park) is 800m distance.

Nearly half of the flats (14 No) within this proposal have access to only half the required minimum outdoor amenity space as stated in SPG 17. Considering the location this is unacceptable.

SPG 17 states that a minimum of 20m² will be provided for each unit in a block of flats.

Although many of the flats are provided with amenity space in excess of the minimum requirement by the provision of generous private terraces, this cannot justify, or reasonably offset the large deficit of amenity space of which the majority of the flats will suffer.

The proposed landscape scheme, at this stage, looks satisfactory and of reasonable consideration and quality.

I strongly suggest that more, if possible all, of the flats on the first and second floors are provided with balconies (the larger the better).

The Council's Urban Design has the following comments:

This scheme appears to have been reasonably well considered and the agent has clearly attempted to address the issues raised throughout the planning process. The use of high quality materials is essential to the success of this scheme and should be secured at this stage of the process.

REMARKS

Amendments from previous application

Following the withdrawn application the applicants have sought to address the previous reasons for refusal and have made the following amendments:

- The rear wall of block B has been set 300mm further away from the boundary with 2A Preston Way and 3.5m away on the third floor. A canopy feature is now proposed on the second floor and the finish of the rear wall has been changed from white render to brick.
- The basement unit has been removed and incorporated into a 3 bedroom unit on the basement and groundfloor levels.
- The number of residential units has been reduced from 35 to 33.
- The level of affordable housing has been reduced from 11 units to 9 units.
- An additional green buffer has been provided along the access road.

Furthermore the applicants have provided further explanation for the design approach taken and how they feel the proposals are in compliance with the relevant planning policy. This report will examine the remaining planning issues from the previous application.

Visual Impact of the Rear Elevation

The site is located in a transition zone between the more urban Preston Road district centre and the more suburban character of the residential areas beyond on Preston Way and further up Preston Road. The frontage in terms of its size and scale is generally in keeping with the surrounding character and appearance, however, to the rear the proposed block B will be of a

height of 11m with and will be significantly greater than the height of the ridgeline of No. 2 Preston Way. Furthermore the block form of the building and the change in ground levels across the site further accentuates the massing of the rear elevation. This part of the building is located close to the existing boundary of the rear garden of 287 Preston Road with 2A Preston Way. While the impact of the building has been partially alleviated by the reduced depth of the building on the first floor the excessive height of the block with the canopy in proximity to the neighbouring garden is such that it would appear visually prominent from the rear garden of 2 Preston Way out of keeping with its suburban character.

Access to the Affordable Block B

While the proposed access to the affordable block has not been amended from the previous application, the applicants have provided further justification for why they feel that this is the only acceptable entrance to the scheme. Further details of the access point from Preston Road have also been provided. The four proposed access strategies detailed in the Design and Access Statement all have a separate entrance for the affordable housing from the entrance to the private housing. While no clear justification for this is given verbal discussions with the applicant suggest that it is for ease of management of the two separate types of accommodation as the affordable housing will be managed by a separate Housing Association.

The four proposed access options have been presented with this application however they all have aspects which give rise for concern in terms of how they will operate. Therefore the Council were not in a position to select any of the proposed options as acceptable. The proposed access arrangements have been assessed as to whether they provide an acceptable access to the block.

As raised in the previous scheme the proposed access arrangements will result in an access to the affordable block which is over 40m away from the main access points to the site and an entrance to the building that is secondary to the access to the private block. Furthermore the residents to the affordable block if arriving from Preston Way would have a 48m route from the entrance of the site to the entrance of the affordable housing. The route would also include climbing a flight of stairs from basement level to groundlevel. Therefore the proposed access is not considered to be convenient and given the lack of informal surveillance is not considered to be safe either. Therefore by reason of the distance from the main pedestrian routes and location on a secondary elevation of the building the proposed accessway to the proposed development.

Quality of Residential Accommodation

There are three issues of concern with regards to the proposed residential accommodation, these are:

- a) The privacy of the residents of the groundfloor residential units adjacent to the access road to the car park.
 - b) The quality of the amenity space provided.
 - c) Access to the refuse storage area
-
- a) While it is regrettable that this was not directly referred to in the previous reasons for refusal, as it should have been, it was raised in subsequent meetings and correspondence with the applicant. The distance from the sole habitable room windows on the groundfloor of the north elevation to the side boundary varies between 1m-2.5m. Given that it is public space on the other side of the boundary it is considered that these distances are not large enough to ensure adequate privacy for the residents without restricting daylight and sunlight from entering the rooms. Therefore these units are considered to provide a substandard form of accommodation.
 - b) The level of amenity space provided has been increased through the provision of more communal space on the groundfloor and additional private spaces in the form of roof terraces and balconies. In line with comments from the Council's Landscape Designer it is considered that the deficit in amenity space has not been adequately addressed and therefore while the proposed scheme is of a reasonable quality there is still an inadequate

provision of landscaping.

- c) The proposed access to the refuse collection point is still over 10m from a number of the residential units and is still considered to be unacceptable.

The removal of the basement unit and its incorporation in a larger unit over two floors addresses the reason for refusal relating to the groundfloor unit.

However by reason of the inadequate distance between the sole habitable room windows and the boundary with the accessway it is considered that the proposed development would not provide an acceptable level of privacy for the prospective residents contrary to policy BE9 of Brent's UDP 2004 and SPG 17. The proposed development by reason of the excessive distance from the upper floor residential units to the bin store above recommended carry distances would result in a substandard form of accommodation contrary to policy TRN34 and SPG 17.

Proportion of North facing units

The proposed development includes 7 single aspect north facing residential units out of the 33 units proposed. This proportion of north facing residential units is considered to be unacceptable due to the poor quality of daylight and sunlight available to the residential units. While precedent is cited in relation to applications at Atlip Road and Windsor House it should be noted that these sites are within contexts that have different constraints from the 283-287 Preston Road. The objective here is to ensure a high quality development in keeping with the suburban character of the neighbouring sites not a high density development appropriate to the locations of the two applications cited. The trees along the car park access road would also reduce the available daylight to the sole aspect units particular during the summer months. As it stands the proportion of North facing single aspect units is unacceptable and therefore would be added as a reason for refusal.

Highways and Access

Further consideration has also been given to the access to the site from Preston Waye. An access way to the site should have a maximum width of 5m to allow for a refuse collection vehicle to access the site. The proposed access way to the site has a width of 6.1m including a pedestrian pathway on a shared surface. The pedestrian pathway has a width of 1.3m which is demarcated by floor lights. The proposed crossover would have to have a width of approximately 14-15m, which is considered to be excessive. In addition to this the access way due to its excessive width could be used for additional parking uncontrolled parking which would take it over the maximum parking standard for the site which is 29 spaces. Therefore it is considered that by reason of its excessive width and area of hard-landscaping the proposed accessway would have a detrimental impact on the character and appearance of the surrounding streetscene, contrary to policy BE7. It would also prejudice the development of the neighbouring site at No. 281 Preston Road as no additional crossovers would be permitted onto Preston Waye if the proposed crossover was implemented.

Affordable Housing

The London Plan as amended in 2008 sets out within Policy 3A.9 that the Mayor's strategic target for affordable housing is 50% of units unless a toolkit showing that this cannot be achieved is submitted and agreed. Of the 33 residential units proposed a total of 7 units will be affordable (21% of total) while the proportion of affordable habitable rooms will be 28% of the total proposed. Of the units two 3-bedroom units are proposed for social rent while 3 x 3-bed, 1 x 2-bed and 1 x 1-bed flats are proposed for New Build Home Buy flats. This mix is substantiated by a financial appraisal submitted as part of a GLA Development Control Toolkit. The toolkit has been assessed and it is considered that the applicants have demonstrated that this is the highest level of affordable housing provision within which the scheme can be considered viable. It should be noted that if the application was to be approved a clawback mechanism would be introduced to ensure that 50% affordable housing is provided if a material start is not made within 15 months of approval and it is not then completed within two years of the material start.

Conclusion

The proposed development at 283-287 Preston Road is still considered to be unacceptable for the reasons set out below and expanded upon in the remarks above. The proposed development was subject to pre-application discussions and the applicants have worked to address the previous reasons for refusal however they have stated that they are unable to further reduce the scale of the proposed development without fundamentally affecting the viability of the proposed scheme. While viability issues are important they do not outweigh the concerns that the proposed development would have a detrimental impact on the neighbouring residents and the prospective residents as outlined above, and therefore this application is recommended for refusal for the reasons set out below.

RECOMMENDATION: Refuse Consent

CONDITIONS/REASONS:

- (1) The proposed access route to Block B by reason of the excessive distance from the principal highways and lack of informal surveillance fails to provide a safe, convenient and attractive walking route to the entrance contrary to policies BE5, H12 and TRN 10 of Brent's UDP 2004 and SPG 17.
- (2) The proposed 3/4 storey building by reason of its excessive height in proximity to the rear garden of No. 2 Preston Road would have an overbearing detrimental impact on the visual amenities of the residents of this property contrary to policies BE9 and H15 of Brent's UDP 2004 and SPG17.
- (3) The proposed layout of the residential accommodation by reason of the excessive provision of single aspect north facing residential units and the positioning of habitable rooms on the north elevation for dwellings provides inadequate daylight and sunlight to a high proportion of the residential units and fails to maximise solar gain to the proposed habitable rooms contrary to policies BE9 of Brent's UDP 2004 and SPG 17
- (4) The proposed residential development by reason of the inadequate area and quality of amenity space and the excessive distance from the flats to the bin store and is therefore considered to provide a substandard form of accommodation contrary to policies BE6, BE7, H12 and TRN10 of Brent's UDP 2004 and SPG 17.
- (5) The proposed groundfloor residential units adjacent to the access road to the public car park by reason of the siting of ground-floor, habitable-room windows in proximity to the site boundary, would fail to provide acceptable levels of outlook and privacy for prospective residents and would have an inadequate relationship with adjoining space, contrary to planning policy BE9 of Brent's Unitary Development Plan 2004 and Supplementary Planning Guidance 17: "Design Guide for New Development".
- (6) The proposed design and layout of the access arrangements by reason of:
 - (a) the failure to provide adequate access for refuse vehicles,
 - (b) failure to provide a safe means for pedestrian egress and access,
 - (c) lack of control for overspill parking resulting in parking above maximum parking standards;

(d) failure to provide a means to secure access arrangements to facilitate access the neighbouring site thus prejudicing the ability for future development of No. 281 Preston Road, without necessitating an excess number and width of vehicle access points;
(e) provision of an excessive area of hard landscaping.

is considered to be contrary to planning policies TRN3, TRN4, TRN10, TRN14, TRN 15, TRN 23, TRN 34 and BE7 of Brent's UDP 2004.

INFORMATIVES:

None Specified

REFERENCE DOCUMENTS:

UDP 2004, SPG 17

Any person wishing to inspect the above papers should contact Robin Sedgwick, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5229



Planning Committee Map

Site address: 2A Preston Way & 283-287 odd, Preston Road, Harrow

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