

RECEIVED: 22 June, 2009

WARD: Brondesbury Park

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: 106 Christchurch Avenue, London, NW6 7PE

PROPOSAL: Demolition of existing house and erection of two 2 storey buildings comprising a total of 7 two-bedroom and 1 one-bedroom self-contained flats.

APPLICANT: Dr Al Jbori

CONTACT: Robert O'Hara Architects Ltd

PLAN NO'S: L 01 Rev C - L 06 Rev C

RECOMMENDATION

Refuse

EXISTING

The site comprises a 1122sqm (0.1ha) plot on the eastern corner of Christchurch and Aylestone Avenues. The site is bounded to the northeast by 104 Christchurch Avenue, a 2-storey residential property that is currently linked to the property that sits on the plot subject to this application. To the southeast lies the gardens of Nos. 85 and 83 The Avenue.

The site currently contains a 2-storey link-detached property (effectively semi-detached, but of a different design). The design of the property is distinctive and turns the corner of Christchurch Avenue into Aylestone Avenue with an L-shaped form which addresses both frontages. The site is located directly opposite Aylestone Avenue open space and is considered a prominent location.

PROPOSAL

Demolition of existing house and erection of two 2 storey buildings comprising a total of 7 two-bedroom and 1 one-bedroom self-contained flats.

HISTORY

Full planning permission (Ref No: 04/1011) for the demolition of the existing house was refused in June 2004.

Full planning permission (Ref No: 07/2841) for the demolition of the existing house and the construction of a new residential development of 12 flats comprising of 6 x three bedroom flats, 4 x two bedroom flats and 2 x one bedroom flats was refused and the Local Authority's decision was upheld at appeal in October 2008.

POLICY CONSIDERATIONS

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 - Design should have regard to the local context, making a positive contribution to the character of the area. Account should be taken of existing landform and natural features, the need to improve the quality of existing urban spaces, materials and townscape features that contribute favourably to the area's character and the opportunity for improvement or variety in an area of poor uniform character. Proposals should not cause harm to the character and/or appearance of an area. Application of these criteria should not preclude the sensitive introduction of innovative contemporary designs.

BE3 - Proposals should have regard for the existing urban grain, development patterns and density and should be designed that spaces between and around buildings should be functional and attractive to their users, layout defined by pedestrian circulation taking the form of urban blocks, particular emphasis on prominent corner sites, entrance points and creating vistas, respect the form of the street by building or responding to the established line of frontages, unless there is clear urban design justification. Development layouts should also make explicit the movement framework by prioritising movement by foot, cycle and public transport, encourage convenient pedestrian access to important civic areas by retaining existing or providing new routes and linkages which contribute to the permeability of the areas, minimise traffic conflicts between vehicles, pedestrians and cyclists by ensuring clear delineation of routes and unencumbered entrances and circulation and integrate the proposed development with public transport and car parking facilities.

BE5 - Development should be understandable, free from physical hazards and to reduce opportunities for crime, with a clear relationship between existing and proposed urban features outside and within the site. Public, semi-private and private spaces are clearly defined in terms of use and control, informal surveillance of public and semi-private spaces through the positioning of fenestration, entrances etc., front elevations should address the street with, where possible, habitable rooms and entrances, with private areas to the rear and significant areas of blank wall and parking should be avoided on back edge of pavement locations, entrances should be overlooked by development with good lighting and visible from the street, rear gardens should not adjoin public space, parking spaces are provided within view and if not made safe in other ways and are not normally accessible via rear gardens of residential properties and accessways are through or adjoining a site are overlooked by development, provided with good lighting, set away from cover, provide clear sightlines and not run next to rear gardens.

BE6 - High standard of landscaping required as an integral element of development, including a design which reflects how the area will be used and the character of the locality and surrounding buildings, the retention of existing trees, shrubs and hedgerows particularly where they form part of

the character of the area, new planting of an appropriate species, size, density of planting with semi-mature or advanced nursery stock, new integrally designed structural landscaping on appropriate larger sites, boundary treatment (fencing, railings) which complement the development and enhance the streetscene, screening of access roads and obtrusive development from neighbouring residential properties. .

BE7 - High quality of design and materials required for the street environment. In existing residential areas, the excessive infilling of space between buildings and between buildings and the road, the loss of paving, front walls, railings or hedges of character to the street which should be restored or reproduced where practical, the hardsurfacing of more than half of the front garden area and forecourt parking detracting from the streetscene or setting of the property or creates a road/pedestrian safety problem, will be resisted.

BE9 - New buildings should have an appropriate design solution specific to the 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 and landscape 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 have a direct relationship with the street at ground floor 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 - Layout and urban design of residential development should reinforce/create an attractive/distinctive identity appropriate to the locality, housing facing streets, have access and internal layout achieving traffic safety with cars subsidiary to cyclists and pedestrians, normally preventing vehicles travelling more than 32 kph (20 mph), with cul-de-sacs only used in parts of development sites that cannot be serviced in any other way, appropriate car parking and cycle parking ,where dedicated on-street parking is maximised as opposed to in curtilage parking and avoids excessive tarmac and hard landscaping and provides an amount and quality of open landscaped areas appropriate to the character of the area, local availability of open space and needs of prospective residents.

H13 - The appropriate density will be determined by achieving an appropriate urban design which makes efficient use of land, particularly on previously used sites and meets the amenity needs of potential residents. The most dense developments will be in areas with good and very good public transport accessibility. surrounding densities should at least be matched unless it would harm residential amenity. 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.

TRN4 – Where transport impacts are unacceptable, measures will be considered to acceptably mitigate this.

TRN11 - Changes or additions to the highways will be assessed for their impact on cycling examining the coherence, directness, attractiveness safety and comfort of routes. Measures to improve conditions for cyclists will be assessed in the following order of declining preference; traffic reduction, traffic calming, junction treatment and traffic management, redistribution of the carriageway and off road provision. Developments should comply with the minimum standards in PS16 with cycle parking situated in convenient, secure and where appropriate sheltered locations

TRN12 – In assessing planning applications, priority will be given to road safety issues particularly those affecting the convenience and safety of vulnerable road users such as pedestrians and

cyclists.

TRN14 - New highway layouts, visibility splays and accesses to and within development should be designed to a satisfactory standard in terms of safety, function, acceptable speeds, lighting and appearance.

TRN23 - Parking for residential development should not provide more than the levels in standard PS14. Lower standards apply for developments of affordable housing.

PS14 - Residential parking standards - Maximum of 1 space per 1 bedroom unit, 1.2 spaces per 2 bedroom unit, 1.6 spaces per 3 bedroom unit and 2 spaces per 4+ bedroom units. This can be reduced by up to 50% for affordable housing.

PS15 - 1 Wheelchair space per disabled unit next to the dwelling.

PS16 - 1 cycle parking space per unit

London Borough of Brent's Supplementary Planning Guidance

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.

London Plan

3A.4 Housing Choice – All new development should offer a range of housing choices, be built to 'Lifetime Homes' standard and ten per cent should be designed to be wheelchair accessible or easily adaptable for wheelchair users

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.

CONSULTATION

External

Adjoining occupiers in Christchurch Avenue, Aylestone Avenue and The Avenue, Aylestone Park Residents and Tenants Association (APRATA) and Ward Councillors were consulted on 1st of July 2009

19 letters of objection have been received, objecting to the proposal on the following planning grounds:

- Out of scale and character of area
- Over-intensive development
- Very prominent location which requires particular care
- Existing building of high quality
- Inappropriate set back
- Existing building makes an important contribution to the streetscene
- Overlooking and loss of privacy of neighbouring residents
- Loss of light of neighbouring residents' gardens
- Loss of garden and habitat
- Loss of views
- Increase in noise disturbance
- Poor quality of proposed replacement building
- Bulk, position, mass of proposed replacement
- Negative impact on the public open space
- Inappropriate materials for area
- Increased number of vehicles in the vicinity
- Lack of car parking and impact on street parking as a consequence and resulting harm to pedestrian and highway safety especially in relation to proximity to nearby schools
- Precedent for other similar proposals

Internal

Landscape Design Officer

The site does not have any significant landscape features or any protected trees. The plans show a lack of landscaping for the scale of development and the proposition that the landscaping of the garden is to be at the discretion of individual flat owners is unacceptable. The proposed amenity space is insufficient and of poor quality.

The Council's Landscape Designer objects to the proposal for the above reasons.

Transportation Engineer

The application site is located on the south-eastern side of Christchurch Avenue, a local access road which is not defined as being heavily parked. The site lies within CPZ "KS" but has fairly low accessibility with a PTAL rating of level 2. The site is therefore not eligible for the lower parking standard.

The existing dwelling attracts a maximum parking standard of 2 spaces. The proposal would attract 9.4 spaces, a significant increase. Five car parking spaces will be provided off-street via 4 new vehicular access point. This is a substantially revised scheme following the refusal and dismissal at appeal of application 07/2841 for reasons including car parking, cycle parking and servicing problems.

No transportation objections subject to a Section 106 Legal Agreement confirming payment, towards improving non-car access, highway safety improvements and new parking controls.

Thames Water

No objections

REMARKS

Principle of Redevelopment & Intensification

Members may remember the previously refused application for the demolition of the existing house and the construction of a new residential development of 12 flats comprising of 6 x three bedroom flats, 4 x two that was dismissed at appeal in October 2008. As such officers must use the Inspectorate's decision as a starting point in the assessment of this latest submission. In this regard, the Inspector found the principle of intensification to be acceptable.

The Inspector also found that the redevelopment of the prominent corner property must compliment and be well integrated within the local area and be appropriate to its setting in terms of scale, massing and height

Note: For the purposes of this report officers will refer to Block A as the block fronting Christchurch Avenue and Block B as the block adjacent to the rear gardens of houses on The Avenue.

Design & Scale

The existing building is a two-storey interwar property which is attached to the neighbouring property, No. 104 Christchurch Avenue. It is situated on the corner of Christchurch Avenue and Aylestone Avenue, a prominent location in the locality. It provides an active frontage for both Christchurch Avenue and for Aylestone Avenue, and faces the open space opposite. It is highly visible from the open space and therefore its location is considered particularly sensitive, over and above the significance of it being a corner location.

The existing building is not Listed and nor is it within a Conservation Area. It is, however, a fine example of interwar design and is a property of character which goes some way to being recognised as evidenced by the obvious strength of feeling in the objections raised by local residents. The Inspector has concluded that as much as a contemporary design is not objected to in principle, any new development must be well integrated with and complement neighbouring buildings and indeed the Local Area.

The replacement building is to take the form of two blocks, both of which will be 2-storeys in height with a contemporary design. Block A fronts Christchurch Avenue and Block B is located to the rear of the property abutting the boundary of the rear gardens of 'The Avenue'. During the appeal the appellant argued that the property was not to be viewed as one excessively long block but rather as two separate blocks with a 'link feature'. In the previous application the Inspector concluded that the excessive bulk and mass, particularly the length along Aylestone Avenue frontage was unacceptable and the fact that the development (Even if read as two buildings) occupied an excessive amount of the plot, it would be clear that the block fronting Christchurch Ave would have limited space around it, thus not replicating the pattern of adjacent development. (Par 9)

The applicant has responded by reducing the length of Block A fronting Christchurch Avenue from 12m to 11m and has removed the 'link feature'. Block A has been set back in line with no. 104 however, its balconies will be positioned forward of the established building, resulting in the degradation of the character of the area. Further during the appeal, the Inspector shared the Local Authority's view and found the balconies to cause overlooking thereby requesting their removal should the appeal be allowed. Block A is positioned approximately 1m away from the boundary abutting 104 Christchurch (approx 0.8m in the appeal scheme) Owing to the height and close proximity to the site boundary Block A continues to fail the Council's 45 degree guide set out in SPG17, resulting in this block being of excessive bulk, mass and height.

Block B, has been reduced from 18.5m to 15m in length and has been moved closer to the rear boundary (i.e. boundary abutting rear gardens on The Avenue). The previously refused application envisaged Block B being located approximately 10.5m away from the afore mentioned boundary whilst the current application sees this block being positioned 4.5m away.

Block B is now located 12.4m (previously 3.8m) away from the boundary abutting the rear garden of 104 Christchurch Avenue and will have habitable room (sole) windows overlooking the mentioned private garden. One of the inspector's fundamental reasons for disallowing the earlier scheme was the impact on 104 Christchurch Avenue. Officers are of the opinion that the inappropriate siting of Block B, with its poor layout of sole habitable windows overlooking the mentioned garden will cause detrimental planning harm by way of overlooking and privacy to the neighbouring property no.104

Block B is located approximately 3.4m from the Aylestone Avenue boundary, whilst upper floor balconies that over hang areas set aside for private gardens are positioned approx 1.7m from this boundary. SPG 17 requires the set back of buildings to be determined by the width of the fronted Road (i.e. Aylestone Avenue is approximately 15m in width, including pavements). As members are aware the first 6m from the boundary is not considered as useable amenity space. The area between block B and Aylestone Avenue is allocated to private garden area and officers find such an arrangement to be unacceptable by way of inappropriate set back, inadequate and unusable amenity space, overlooking and privacy.

Block A and B are positioned approximately 14m away from one another. SPG 17 requires directly facing habitable rooms to have a minimum distance of 20m, clearly the proposed scheme fails requirements set out in the Council's Guidance document.

There is little within the scheme which respects the local design characteristics in terms of the architectural response and in terms of the scale, massing, position and even within the contemporary design. Officers are of the view the proposed scheme with Mansard roofs, (Including the large area of gable - which was previously objected to.) of varying heights, with a mix match of rooflights and solar panels on the poorly designed roof itself, and with timber balustrade balconies fails to respect the existing townscape or reinforce the distinctive local identity.

Given the fact that the development fails the Council's adopted standards and the fact the inspectors concerns have not been adequately addressed i.e.

- The application fails the LA's guidance of the 45 degree angle, which the inspector viewed to be a useful means of assessing the height and scale of the proposal at a specific point.
- The retention of the balconies that are set forward of the established building and indeed has been found to cause overlooking
- Habitable rooms located too close to one another (i.e. less than 20m apart)
- The close proximity of both blocks to the site boundaries
- Sole habitable windows overlooking private gardens
- Minimal reduction in the height, length and width
- The inappropriate siting of both blocks (As expanded on above)
- The poorly designed roofs with unsympathetic solar panels and poor materials

Officers can not support the principle of a two building split as a matter of fact and are of the view the Design approach is unacceptable

Residential Amenity

Impact on Adjoining Occupiers

A number of objections have been received on the basis of the asverse impact on amenity of neighbouring occupiers, specifically loss of outlook, privacy, daylight/sunlight, views and increase in noise disturbance.

The key policy in this regard is BE9, which is expanded on by SPG17. In domestic scale environments the relationship of the existing building with the neighbouring property must be considered. The depth of the proposal and its proximity to the boundary with No. 104 Christchurch Avenue is such that Officers consider the outlook of the residents of No. 104 will be restricted.

The scheme is located to the south-west of No. 104 (Approximately 1m from the South West Boundary). Paragraph 20 of the Inspectors decision clearly states that the (Block A) development would constitute an unduly dominant development by way of its height, length and distance from the boundary. Whilst officers note that the height (i.e. however still failing to meet the 45 degree guidance note set out in SPG 17) and length of the building has been reduced, given the distance to the boundary has not been altered significantly and the positioning of this block in relation to no. 104, officers are not convinced that the matters at hand have been adequately addressed.

Officers also note that the rear block (B) is positioned 4.5m from the rear boundary, and is positioned 3.2m from the Aylestone Avenue pavement, whilst upper floor balconies overhang the proposed ground floor 'private' amenity space and are positioned to be approximately 1.6m from the boundary (i.e. at first floor level). The composite effect of which results in a block that is positioned too close to site boundaries to the detriment of future occupiers, neighbouring properties and indeed the character of the area, by way of outlook and privacy

During the appeal the inspector concluded that the balconies could be removed by condition so to prevent any overlooking. However the scheme that is the subject of this report continues to propose balconies. Officers remain consistent in their views that such features will cause detrimental planning harm to neighbouring properties and indeed the Local Area, by way of both overlooking and poor design principles (i.e. the introduction of 'alien' features resulting in a scheme that is not well integrated into the urban grain)

Standard of Accommodation for Future Residents

As mentioned above, SPG17 includes standards for proposed accommodation. The new accommodation proposed is summarised below:

Flat no.	Beds/Per son	Floor Are (sqm)	Complies SPG 17
1	2/4	67.52	Y
2	2/4	67.52	Y
3	2/4	67.52	Y
4	2/4	67.52	Y
5	2/4	67.31	Y
6	1/2	48.02	Y
7	2/4	67.52	Y
8	2/4	67.52	Y

Although the proposal meets the Council's guidance relating to internal floor area, officers are do not consider that minimal excess in internal floor area will offset the shortfall of external amenity space. Given the Inspector found amenity to 104 a reason not to grant planning permission for the appeal scheme, officers take issue with the sole habitable room windows overlooking the private garden area of no 104.

Mix of units

The Unitary Development Plan (para. 5.9.2) states that “where a development proposal entails demolition or change of use of residential accommodation, the Council will seek replacement dwellings comparable with the standard and amount of accommodation lost. This is to maintain the overall amount and quality of the dwelling stock and to ensure that the dwelling target policy STR18 is not jeopardised.” Policy H8 goes on to state:

“Development should not result in the net loss of residential housing accommodation where such accommodation can still be used, with or without adaptation, for permanent residential purposes, or loss of land within the boundary of sites in housing use to non housing uses. Where development entails demolition or other loss of dwellings, comparable replacement will be required. Specific exceptions to this policy are set out in the Community Facilities chapter.”

The proposed development seeks approval for the demolition of existing 5-bed family house, and erection of a two storey, two block split comprising of a mix of 7 x 2-bed flats and 1 x 1-bed flats is deemed unacceptable as the proposal does not provide a large family unit to compensate the loss of the five bedroom house.

Sustainability

Officers have not been provided with any details of life times homes and wheel chair access, however the inspector has concluded that such matters could be resolved by condition. As such these matters will not be addressed in the reasons for refusal

Amenity space & Landscaping

There are several substantial trees adjacent and in close proximity to the site. Officers have not been provided with a tree protection method statement complying with BS5837: 'Trees in relation to construction'

As defined in the UDP; amenity space excludes the first 6m of front garden space (measured from the front boundary). If the definition is applied on applied the definition of this case, much of the proposed amenity space (i.e. fronting either highway) would be disregarded.

The communal Garden is approximately 100m². This area is to serve one ground floor unit (minimum amenity space requirement 50m²) and 4 first floor units (minimum amenity space requirement 20m² per unit). Even though the family unit (As defined in the Council's UDP, two bedroom units are defined as family units) flats are to be constructed with balconies the outcome of such requirements results in the proposal providing a deficit in space. The Inspector has concluded that the shortfall in external amenity space can not be off set by the use of the adjacent public open space as it would not offer the same opportunity for play and recreation as a garden, because it would not be private and children would have to be supervised to a greater extent.

Due to the site of the proposed building, the space available is insufficient for an acceptable landscape scheme, with a small area suitable for tree planting. Officers also expressed concerns over the effect of the shadow from the proposed building on the trees/shrubs of No. 104 Christchurch Gardens.

As it stands the layout of the proposal results in substandard amenity space both in terms of quantum and quality and therefore cannot be supported.

Transportation

The site is located in an area with a PTAL score of 2, 'poor'. This level is insufficiently high for either a car-free scheme or the reduced parking standard level. The existing dwelling attracts a maximum car parking standard of 2 car spaces. The proposal would require a maximum of 9.4 spaces according to Policy TRN23 (and PS14), which is a significant increase.

The site measures approximately (L x B) (50m x 20m) Both blocks each have a rough footprint of 140sqm, leaving room for four seperate driveways, providing a total of 5 car parking spaces onsite. All proposed car spaces and accesses comply with standard widths. Officers note there to be sufficient car parking spaces on street to accommodate the 4.5 shortfall. Your officers note that the Inspector found that some reliance on on-street parking to meet needs of the proposal could be acceptable.

The existing crossover forms a carriage driveway across the corner onto Christchurch Avenue. Three secure covered storage facilities close to the blocks provide one cycle space per dwelling within the development, which is acceptable.

Transportation engineers raise no objections subject to a Section 106 Legal Agreement confirming payment towards improving non-car access, highway safety improvements and new parking controls.

Conclusion

The quality of the existing property, combined with its location, mean that the Council would wish any redevelopment to be of the highest design quality, as much as the Inspector found this view to be unduly onerous, the Inspector concedes that, 'Any new development will need to be well integrated with and complement the neighbouring buildings and the Local Area.' However the combination of

- (a) impact on the amenity of neighbouring occupiers;
- (b)** unacceptable bulk and mass of the building; and the
- (c) loss of a substantial garden.
- (e) Poor quality and quantity of amenity space

all prove that the redevelopment and intensification of this site cannot be supported in its current form.

Objectors also raised concern over the possibility that approval here would set a precedent for similar development. Each scheme would be judged on its own merits and refusal cannot be made on the basis of whether it would allow similar development. In any event, officers consider that it would be difficult to object to a flatted scheme, in principle, providing that it was acceptable in terms of meeting the adopted policies of the Council.

The scheme also fails to identify any mitigating S106 provisions at this stage. For the avoidance of doubt, this particular scheme would attract the following requirements:

- (a)** Payment of the Councils legal and other professional costs in (i) preparing and completing the agreement and (ii) monitoring and enforcing its performance
- (b)** A contribution of £45,000 (£3,000 per additional bedroom), due on Material Start and index-linked from the date of committee for Education, Sustainable Transportation, Air Quality and Open Space & Sports in the local area.
- (c) Join and adhere to the Considerate Contractors scheme.

The Council cannot support the scheme in its current form for the reasons set out above.

RECOMMENDATION: Refuse Consent

CONDITIONS/REASONS:

- (1) The proposed development, by reason of the design, overall size, siting, bulk and close proximity to boundaries, and prominence on site, would constitute an unacceptable form of development, detracting from the character of the locality and relating poorly to surrounding forms of development. The proposal would thus result in a development that is to the detriment of the visual character and appearance of this area. As a result, the proposal would be contrary to policies BE9 and H12 of the adopted Brent Unitary Development Plan 2004 and Supplementary Planning Guidance No. 17 "Design Guide for New Development".
- (2) The proposed development, by virtue of its design and materials, would have an unacceptable visual impact on a prominent location, fails to respect positively the local design characteristics and employs materials which are incompatible with the surrounding area, contrary to policies BE2 and BE9 of Brent's Adopted Unitary Development Plan 2004 and Supplementary Planning Guidance No. 17 "Design Guide for New Development".

- (3) The proposed development, by virtue of its scale, massing, height and position and its relationship with existing buildings and gardens, would result in an unacceptable deterioration in the amenity of neighbouring residents in terms of outlook and privacy contrary to policy BE9 of Brent's Adopted Unitary Development Plan 2004 and Supplementary Planning Guidance 17: "Design Guide for New Development".
- (4) The proposed development, due to the poor quality and quantity of appropriate outdoor amenity space would result in an unacceptable standard of amenity for future residents, which is compounded by the the internal spaces proposed contrary to policies BE9 & H12 of Brent's Adopted Unitary Development Plan 2004 and Supplementary Planning Guidance 17: "Design Guide for New Development".
- (5) The proposed development, due to the size and position of the areas proposed for soft landscaping, would not provide a satisfactory standard of landscape design, contrary to policies BE6, BE7 and H12 of Brent's Adopted Unitary Development Plan 2004 and Supplementary Planning Guidance 17: "Design Guide for New Development".
- (6) In the absence of a legal agreement to control the matter, the development would result in additional pressure on transport infrastructure, without any contribution to sustainable transport improvements in the area and increased pressure for the use of existing open space, without contributions to enhance open space or make other contributions to improve the environment, and increased pressure on education infrastructure, without any contribution to education improvements. As a result, the proposal is contrary to policies TRN4, TRN11, OS7 and CF6 of Brent's adopted Unitary Development Plan 2004

INFORMATIVES:

None Specified

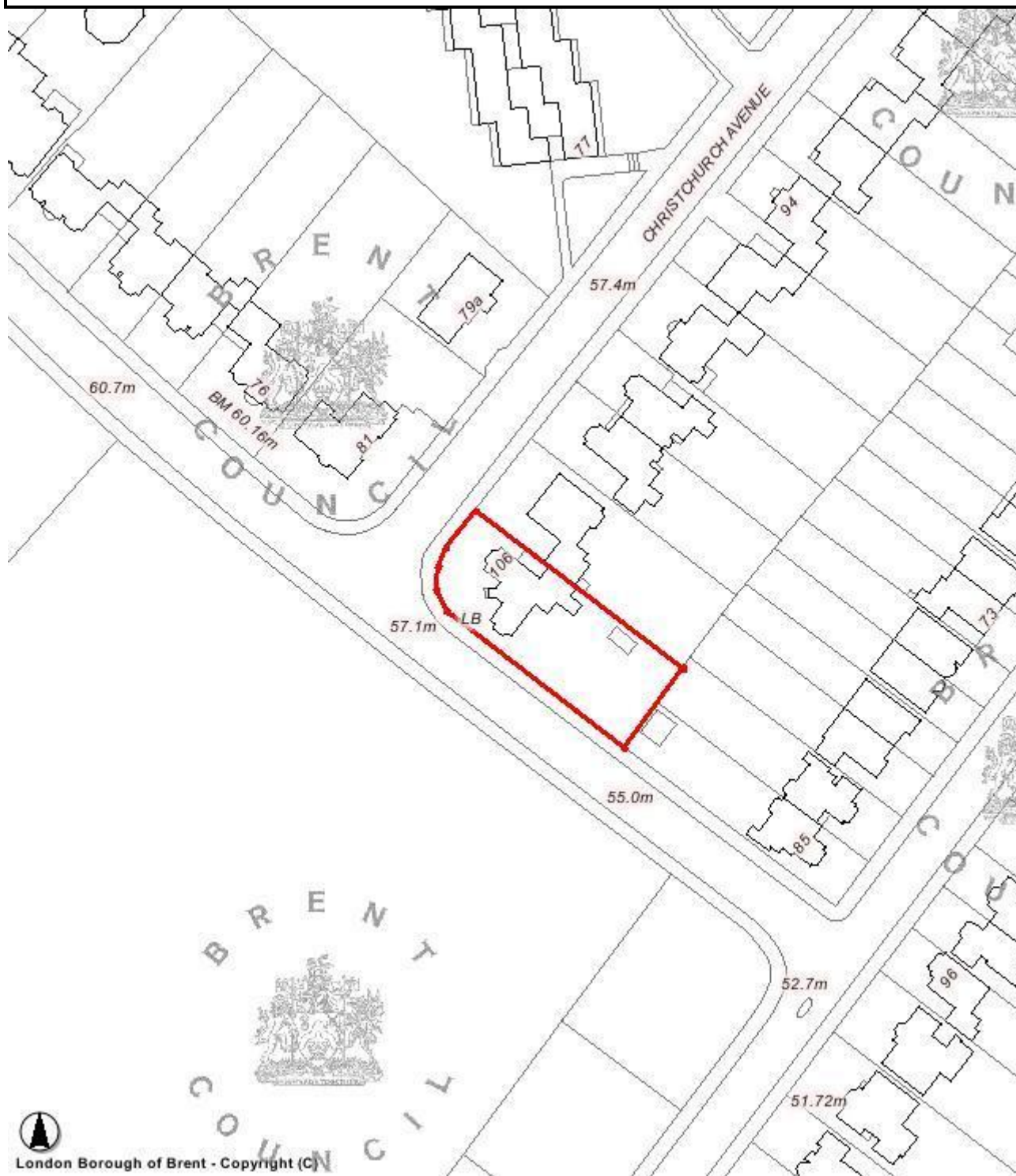
Any person wishing to inspect the above papers should contact Tanusha Naidoo, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5245



Planning Committee Map

Site address: 106 Christchurch Avenue, London, NW6 7PE

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