

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

26 August, 2015
08
15/1438

SITE INFORMATION

RECEIVED: 2 April, 2015

WARD: Barnhill

PLANNING AREA: Kingsbury & Kenton Consultative Forum

LOCATION: 51-67 INC, Poplar Grove, Wembley, HA9 9DB

PROPOSAL: Erection of a part fourth storey to provide 2 x 1 bed flats and 1 x studio flat with associated cycle parking spaces and refuse storage to existing block of flats (as amended).

APPLICANT: Hickstead Estates Ltd

CONTACT: Drawing and Planning Ltd

PLAN NO'S: (See Condition 2)

SITE MAP



Planning Committee Map

Site address: 51-67 INC, Poplar Grove, Wembley, HA9 9DB

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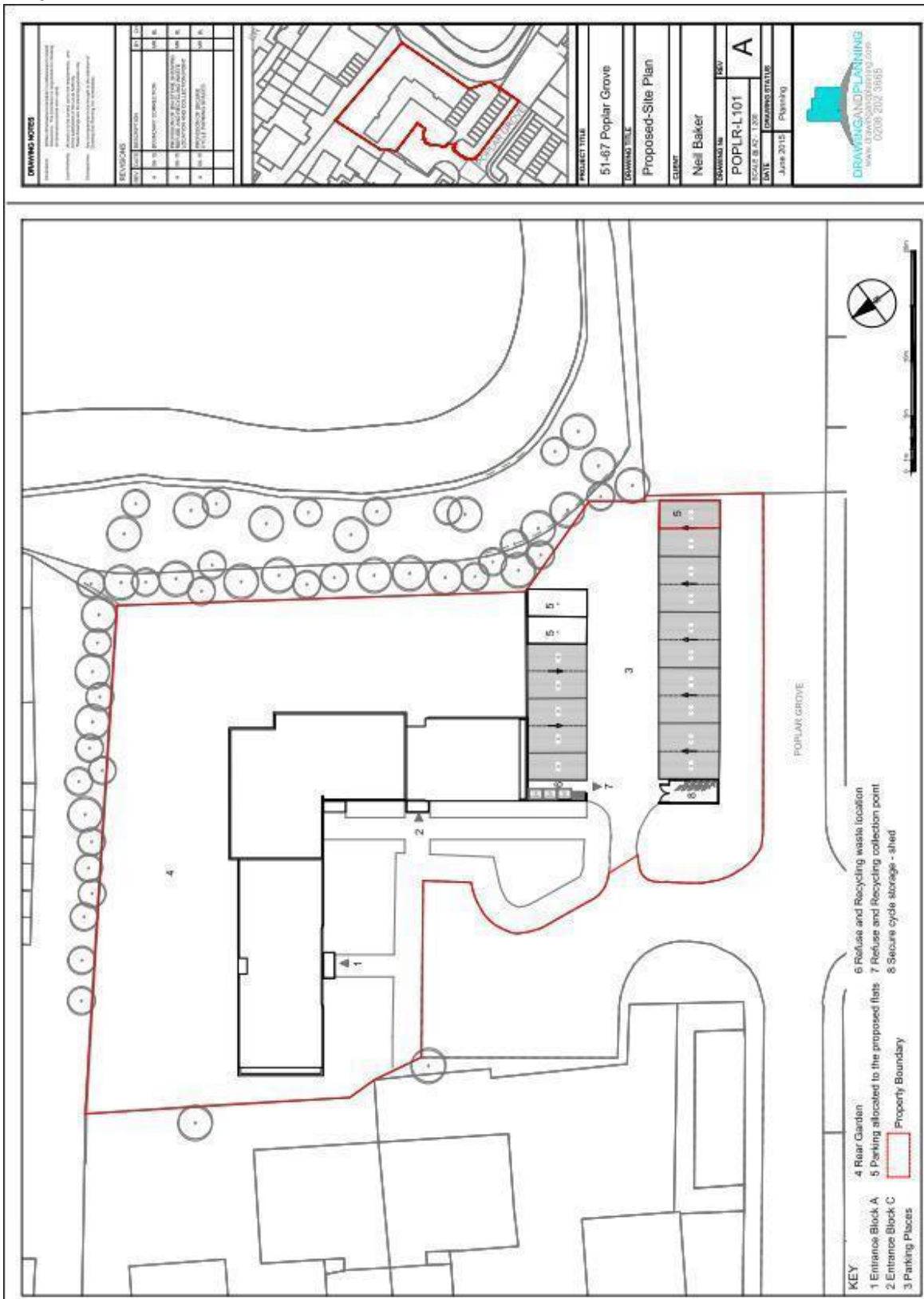


This map is indicative only.

SELECTED SITE PLANS

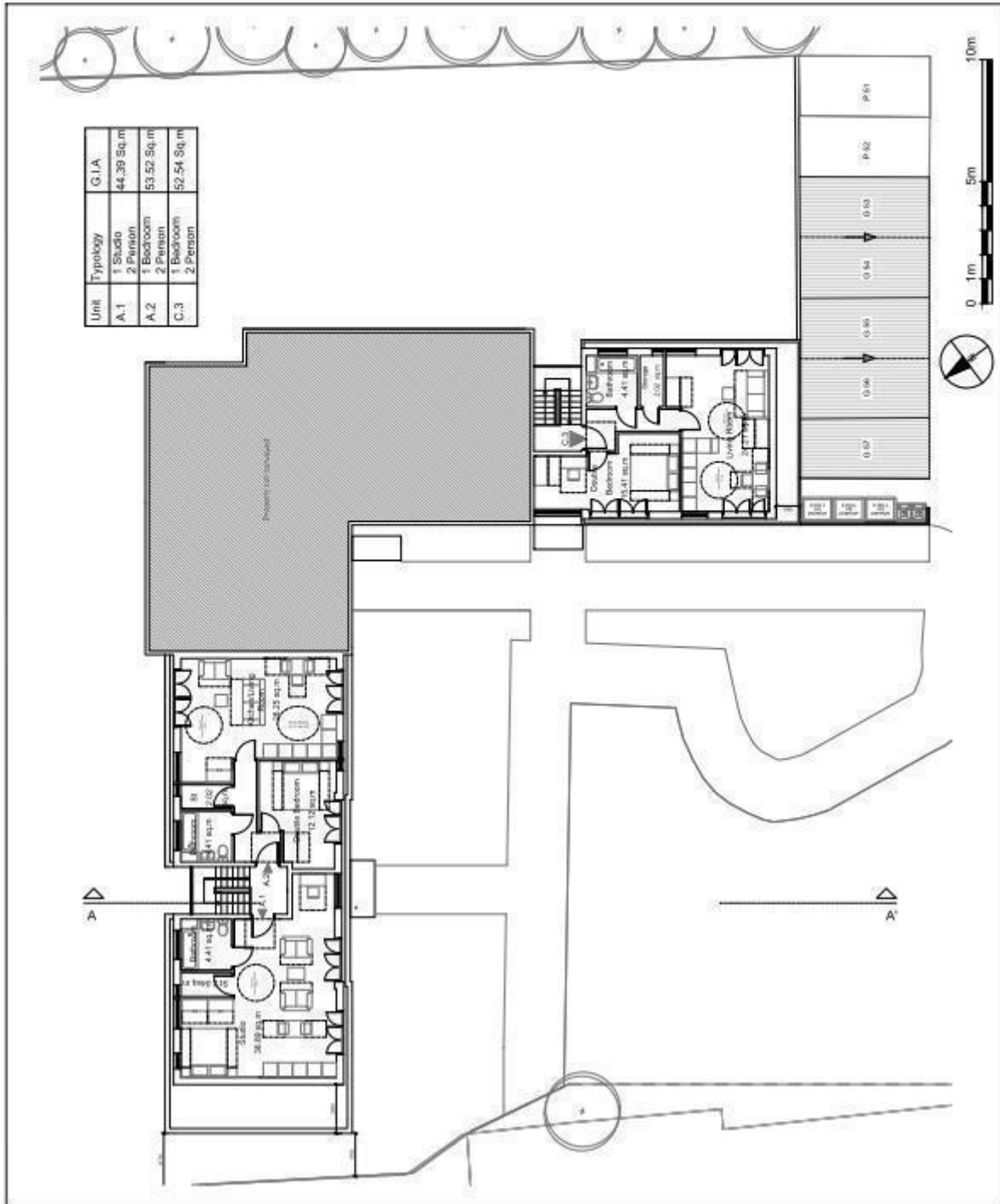
SELECTED SITE PLANS

Proposed Site Plan



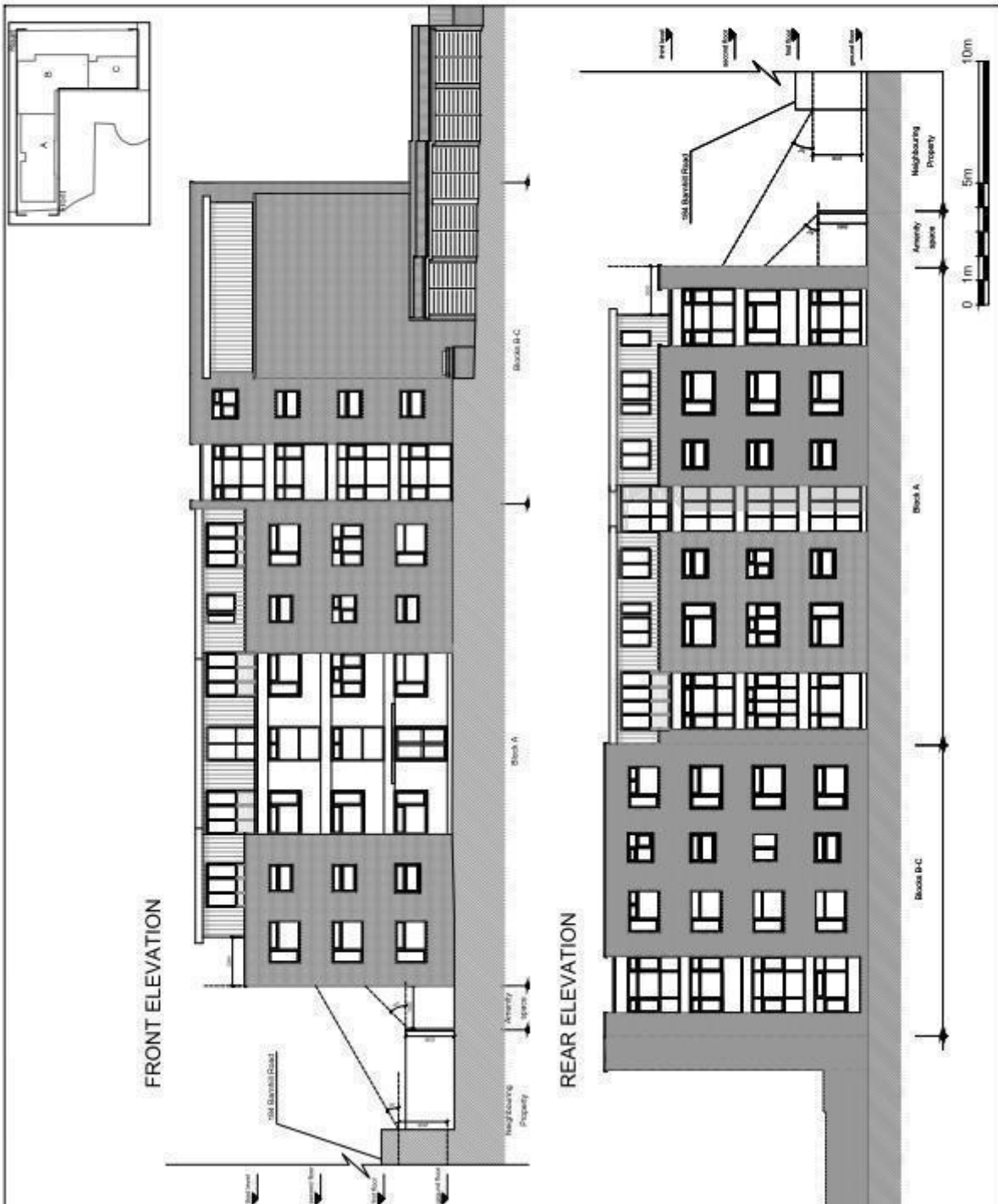
Proposed Floor Plan

<p>DRAWING NOTES</p> <p>1. All dimensions are in millimetres unless otherwise stated.</p> <p>2. All dimensions are to the face of the work unless otherwise stated.</p> <p>3. All dimensions are to the centre of the work unless otherwise stated.</p> <p>4. All dimensions are to the face of the work unless otherwise stated.</p> <p>5. All dimensions are to the face of the work unless otherwise stated.</p>	<p>REVISIONS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> <tr> <td>1</td> <td></td> <td></td> </tr> <tr> <td>2</td> <td></td> <td></td> </tr> <tr> <td>3</td> <td></td> <td></td> </tr> <tr> <td>4</td> <td></td> <td></td> </tr> <tr> <td>5</td> <td></td> <td></td> </tr> </table>	NO.	DATE	DESCRIPTION	1			2			3			4			5				<p>PROJECT TITLE 8-147 Poplar Grove</p> <p>DRAWING TITLE Proposed Third Floor</p> <p>CLIENT Neil Baker</p> <p>DRAWING NO. POP/FP103</p> <p>SCALE AS SHOWN</p> <p>DRAWING STATUS Planning</p> <p>DATE June 2018</p> <p>REV A</p>
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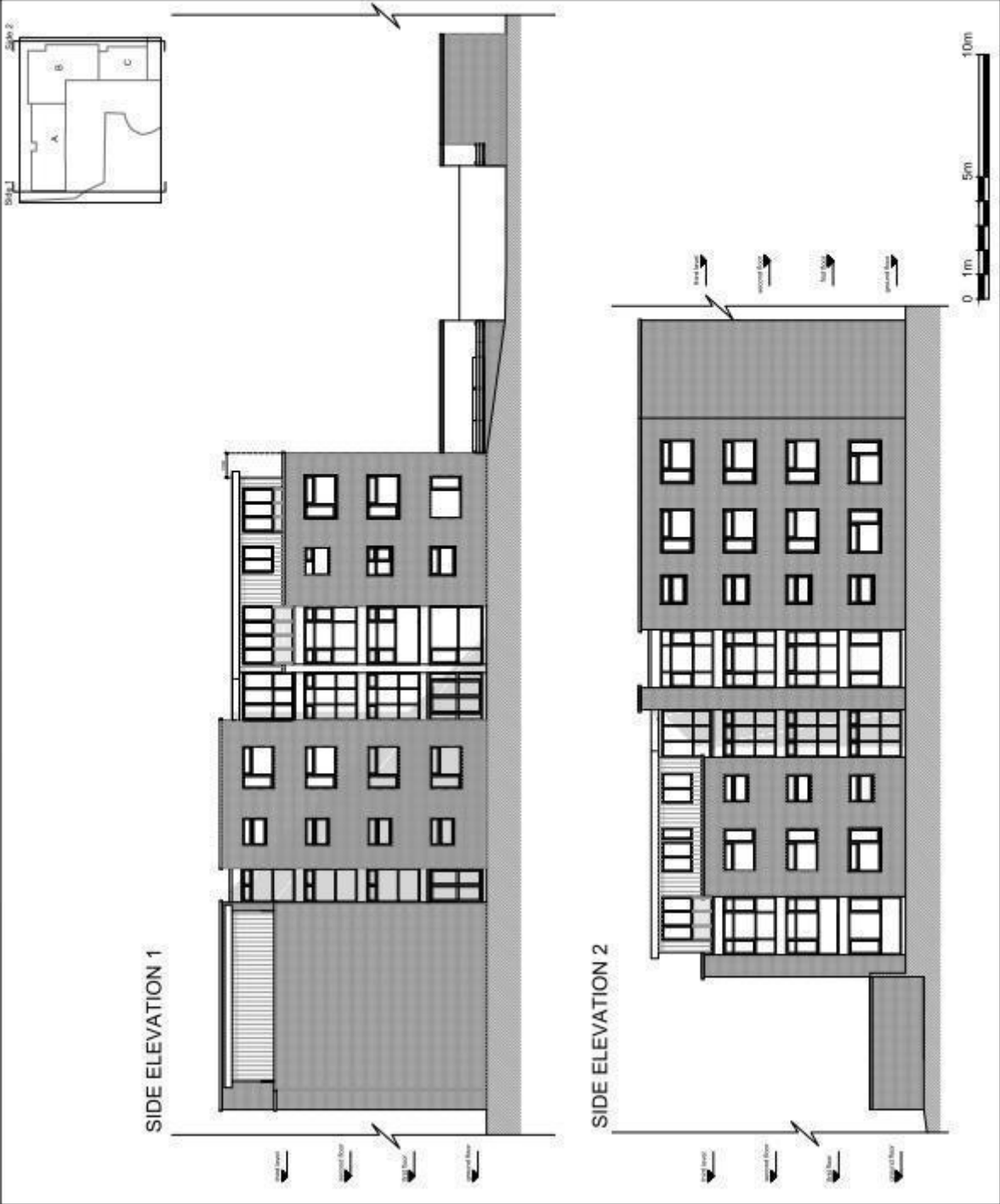
Proposed Elevations

DRAWING NOTES			PROJECT TITLE 51-67 Poplar Grove CONTRACT TITLE Proposed-Front and Rear Elevation CLIENT Neil Baker DRAWING NO. POP/RE/01 SCALE 1:100 DATE June 2023 DRAWING STATUS Planning				
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NO.	DATE				DESCRIPTION	BY	CHK
1					FOUNDATION CONNECTION	AM	AM
2		REVISIONS TO BUILDING PARTITION	AM	AM			
3		REVISIONS TO BUILDING PARTITION	AM	AM			



Proposed Elevations

DRAWING NOTICE																																																									
<p>Drawings prepared by: DRAMRIG AND PARTNERS</p> <p>Drawings checked by: DRAMRIG AND PARTNERS</p> <p>Drawings approved by: DRAMRIG AND PARTNERS</p>	<p>PROJECT TITLE</p> <p>91457 Poplar Grove</p> <p>DRAWING TITLE</p> <p>Proposed-Side Elevations</p> <p>CLIENT</p> <p>Nail Baker</p> <p>EXHIBIT NO.</p> <p>1507</p> <p>PROJECT NO.</p> <p>POPPLR-E102</p> <p>SCALE(S)</p> <p>1:100</p> <p>DATE</p> <p>June 2016</p> <p>DRAWING STATUS</p> <p>Planning</p>																																																								
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RECOMMENDATIONS

Grant Consent, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

Erection of a part fourth storey to provide 2 x 1 bed flats and 1 x studio flat with associated cycle parking spaces and refuse storage to existing block of flats.

B) EXISTING

Part three and four-storey block of flats arranged in an 'L' shaped building. Similar flatted blocks are found on Poplar Grove. Residential properties exist to the west of the site, to the north of the site is a service road and commercial properties fronting Blackbird Hill. The existing flats are served by purpose built garages to the south-east, there are 15 of these in total. This is not within a Conservation Area, nor is it a Listed Building.

C) AMENDMENTS SINCE SUBMISSION

- Since the application was submitted the top floor extension has been reduced in size. This reduction was to ensure that a more generous set in of 2m is achieved along the western elevation in order to reduce the impact on 184 Barnhill. This reduction has resulted in one of the proposed flats being reduced from a 1-bedroom flat to a studio unit.

D) SUMMARY OF KEY ISSUES

Principle of development – The proposed roof extension and additional floor would be in keeping with the locality, there are existing four-storey flatted buildings on Poplar Grove. No objection in principle subject to detailed consideration of all material planning considerations.

Impact on character of the area – The size, scale and design of the proposal is considered to result in a visually acceptable development which has an acceptable impact on the character of the area and the streetscene. The design of the new fourth floor is contemporary which is considered to be a good contrast to the existing building which is of little architectural merit.

Standard of residential accommodation – The proposal is considered to achieve an acceptable size, quality and standard of accommodation for future occupiers in all units proposed.

Impact on neighbouring amenity - Due regard has been had to the relationships that will be created to existing residential neighbours. In this regard the relationship with 184 Barnhill has been closely looked at. It is considered the reduction to the extension agreed will ensure that there is no undue loss of amenity to existing neighbouring occupiers.

Transportation Impacts – The proposal is considered acceptable in transportation terms. The number of parking spaces to be provided off-street fully meets maximum adopted parking standards for the number of units proposed, so the scheme is not reliant on having to park on-street to meet standards. The impact of the additional vehicle movements generated by the proposal is not considered to cause harm to the free flow and movement of vehicles on the local highway network (as discussed within the 'remarks' section).

E) MONITORING

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Dwelling houses				149	149

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Flats û Market)		17								17
PROPOSED (Flats û Market)	3	17								20

RELEVANT SITE HISTORY

82/1537 - Granted

Erection of a fourth floor extension.

CONSULTATIONS

Neighbour consultation carried out to 54 owner/occupiers on 17 April 2015. To date three objections have been received, the grounds for objection are summarised below.

Objection

The building has a history of subsidence and wont be able to take the extra load.

Construction work will result in noise, disturbance and general disruption to existing residents.

Inadequate parking is proposed.

Will result in an increase to service charge for existing residents

Response

The structural integrity of the building is covered under separate legislation. An application will need to be made to satisfy the requirements of the Building Regulations before building works commence.

It is inevitable that some additional noise and disruption will occur whilst construction works are taking place. This cannot be avoided. There is legislation, which is enforced by Regulatory Services, which will provide some control over the hours when construction work can take place.

See paragraphs 15-20

This is not a material planning consideration.

STATUTORY CONSULTEES;-

Transportation:-

No objection subject to:-

- (i) Further details for approval which shows a minimum 4 cycle parking spaces in secure and covered sheds.
- (ii) Confirmation from the applicant where the collection point will be for refuse.

Regulatory Services:-

No objection has been raised, however it has been recommended that any grant of planning be subject to a requirement for a Construction Method Statement. This is to safeguard the amenity of existing residents.

Environment Agency:-

No objection raised.

POLICY CONSIDERATIONS

National

National Planning Policy Framework - NPPF

Regional

London Plan 2010

Policy 3.3

Mayor's Housing Design Guide (2012)

Brent Core Strategy – Adopted July 2010

Policy CP17 – Protecting & Maintaining the Boroughs Suburban Character

CP21 - Balanced Housing Stock

Brent

- **BE2** Townscape: Local Context & Character
- **BE3** Urban Structure: Space & Movement
- **BE5** Urban Clarity & Safety
- **BE6** Public Realm: Landscape Design
- **BE7** Public Realm: Streetscape
- **BE9** Architectural Quality
- **EP12** Flood Prevention
- **H12** Residential Quality – Layout Considerations
- **H13** Residential Density
- **TRN3** Environmental Impact of Traffic
- **TRN11** The London Cycle Network
- **TRN23** Parking Standards Residential Developments
- **TRN34** Servicing in New Development
- **PS14** on residential parking standards
- **PS16** cycle parking standards
- **OS5** Green Chains
- **OS12** Site of Grade 1 Nature Conservation Importance

Brent Supplementary Planning Guidance

Supplementary Planning Guidance (SPG) Note 17: “Design Guide for New Development”

DETAILED CONSIDERATIONS

Context:-

- 1.** The application site is adjacent to residential properties to the east and both residential and commercial uses to the north. Surrounding buildings are a mixture of heights, with other three and four storey flatted developments in the vicinity of the site, on Poplar Grove. The existing building is surrounded by communal lawn gardens.
2. It is within Flood Risk Zone 3 and the wider site is adjacent to a designated green chain (policy OS5), and Site of Grade 1 Nature Conservation Importance (SINC) (policy OS12).

Policy framework:-

3. The proposal is assessed against national policy, regional policy in the form of the Further Alterations to the London Plan (2015) and locally the Council’s UDP policies, Core Strategy policies and standards in Supplementary Planning Guidance Note 17 “Design Guide for New Development”.
4. The main areas for consideration are whether this development is acceptable in terms of;
 - Design scale and massing of the roof extension
 - Impact it has on the host building and the character of the area
 - Quality of accommodation to be provided
 - Impact it has on the privacy and amenity of neighbouring residents
 - Transportation and parking impacts
 - Flooding considerations and impact on ecology
5. The National Planning Policy Framework (NPPF) is a material consideration. Some of the key messages running through the NPPF have been highlighted below;
 - Applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise;
 - A presumption in favour of Sustainable Development;
 - A set of 12 core principles are identified including “always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings” and also to “encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value”;
 - Housing applications should be considered in the context of the presumption in favour of sustainable

development. And LA's should identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand;

- Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness;
- Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Design, Scale & Massing

6. The proposal is to add one storey to the existing block of flats (no's 51-67 Poplar Grove) where this is currently three-storey's high, resulting in this becoming a four-storey building throughout. The existing building has a flat roof, this is 8.65m high for the three-storey part and 10.7m for the centrally located four-storey element. The proposed roof extension would see another floor added either side of the taller central feature to match the height of this throughout the top floor.
7. Taking into account that the existing building already has a fourth storey element to it (in part), the principle of increasing the height of the existing three storey sections either side to match is considered acceptable, subject to all material planning considerations. It is noted that other flatted blocks on Poplar Grove are also four-storey's high, so it is considered that this addition would not appear out of character with the immediate locality. The fenestration and external treatment to the top floor addition is proposed to differ from the existing building. Timber cladding is proposed which will contrast with the existing use of brick and render. Notwithstanding this, the fenestration detailing is considered to relate well to the host building, and the choice of materials will give this extension a contemporary and 'lightweight' feel. The proposed set in to the top floor extension also helps to achieve this and make the top floor addition appear subservient. On balance it is considered that this extension will have an acceptable visual impact on the host building and surrounding area.
8. In summary the roof extension is considered to relate well to the host building and is acceptable when assessed against UDP policies BE2 and BE9, as well as Core Strategy policy CP17.

Quality of accommodation & Impact on Neighbouring Properties

9. The proposed extension is to achieve three new residential units. A single studio unit is proposed, and two 1-bedroom/2 person units. Each unit is adequately sized to meet London Plan minimum residential space standards (London Plan policy 3.3).
10. The existing stairwells are to be extended upwards to provide access to the proposed flats.
11. No outside amenity space is proposed in the form of balconies or terraces for the additional units, but given the amount of communal amenity space already serving the block this is considered to be acceptable.
12. The internal layout ensures that all habitable rooms will benefit from reasonable levels of light and outlook, all units are dual aspect.
13. The distances of windows to boundaries would be no different to the existing block so no concerns relating to additional harm caused by overlooking or loss of privacy are raised in response to this. There are no flank wall windows proposed.
14. The existing building is positioned 1.76m from the boundary shared with 184 Barnhill, which is a residential bungalow. The rear garden associated with this bungalow backs onto the application site. The relationship presented by the existing three-storey building with this rear garden is such that it fails the 30 degree test, as set out in Supplementary Planning Guidance no 17 'Design Guide for New Development'. This test is applied to ensure that the height of new development is not harmful to neighbouring amenity by being overbearing. The proposed fourth floor extension to the building will continue to fail the 30 degree test, however Officers have negotiated an amendment to reduce the size of the fourth floor extension at its western end. This has meant that the roof extension is to be set in 2m from the existing building edge and not the 1m as initially proposed. Strictly speaking this extension does still fail the 30 degree test, marginally, but on balance given the fact the existing building is already failing this test the more generous 2m set in helps ensure that the additional impact on 184 Barnhill will not be unduly

overbearing or detrimental for neighbouring amenity. It is also worth noting again that the more generous set in also helps the extension appear as a subservient addition to the host property.

Parking & highways matters

15. The existing flats (17 in total) are served by an off-street garage parking area, where there are 15 garages. Originally there were 17 garages, however two garages at the eastern end have been demolished over time.
16. Poplar Grove is defined as a heavily parked street in the UDP-2004. However recent parking surveys carried out in July 2013 confirm that the street is no longer defined as heavily parked with 58% spaces occupied overnight. When the site was visited during mid-afternoon on a weekday there was evidence of spare capacity to park on-street.
17. The applicants have confirmed that of the existing 15 garages, 13 of these are used directly by the existing flats and are attached to these flats in their individual leases. Of the remaining garages one is leased separately to a previous owner of flat 62 Poplar Grove who has sold the flat but created a separate title for the garage to be retained. The other garage is owned by the applicant Hickstead Estates, but it is stated this is not currently used by them for parking.
18. The proposal for three new flats will generate an additional demand for three parking spaces. It is proposed to provide two spaces by bringing into use two surface parking spaces on the site of the former garages (now demolished), and also the garage that is currently in the ownership of the applicant will be bought back into use to serve the third proposed flat. This would accord with PS14 of the UDP (2004). All spaces for the proposed flats would be provided off-street within the existing garage parking area.
19. A parking survey has been carried out on behalf of the applicants. As part of this 2011 Census data was obtained to establish levels of car ownership locally. The data shows local car ownership is at 0.56 per household. Based on this level of ownership it is anticipated that the proposal for three flats (all 1-bedroom) are to generate a need of less than 2 parking spaces. However a provision of 1:1 parking is proposed which is consistent with Brent UDP standard PS14, and this will ensure each new flat is afforded a parking space, and all these spaces are to be off-street. This will not lead to a reduction in garage parking for existing residents, as demonstrated above 13 of the 15 garages are used by existing residents and this will remain the case. A car parking stress study formed part of the applicants survey, this looked at parking conditions on-street locally (Poplar Grove, Barnhill and Ken Way), on two separate days in July 2015 and it was found that on-street parking ranges from 69-75% of capacity. This demonstrates that there is sufficient spare capacity for on-street parking should any additional demand be placed on-street by this proposal, which is not anticipated to happen in any event. The survey results presented are consistent with the on-site conditions observed when visiting the site.
20. It is evident on site that the hammerhead turning area directly in front of the building, which is adopted highway is also used for resident parking, this is a historical arrangement. Transportation, would ideally like to see the area kept free from obstruction so that refuse, servicing and emergency vehicles can turn free from obstruction. To do so double yellow lines would need to be introduced, which if deemed to be absolutely necessary such works could be carried by the Highway Authority at any time. If existing residents are parking here then this cannot be held against the proposed development, which as discussed makes adequate provision for all of its parking off-street.
21. Four cycle parking spaces are proposed which meets standards. Further details of the design of the store are sought as a condition of any approval to ensure it offers suitable weather protection and security.
22. Bin storage is already provided on site adjacent to the existing garages, and this will continue in this form which is acceptable for collection purposes.
23. In conclusion therefore sufficient off street parking is available to ease any concerns of overspill parking onto Poplar Grove. In the event that this were to happen the parking stress study demonstrates spare on-street capacity to cope with any increased pressure.

Flood risk

24. The application site is in Flood Risk Zone 3. A Flood Risk Assessment (FRA) has been submitted in support of the proposal. The Environment Agency (EA) have been consulted on the FRA, and have responded to confirm that there are no objections to the application on grounds of flood risk. The EA

response confirms that the proposed flats will not be at risk of internal flooding.

Ecology

25. The wider application site is adjacent to a designated green chain, and a site of Grade 1 Nature Conservation Importance (SINC), both are designated in the adopted UDP 2004. Relevant policies state that the continuity of green chains will be maintained (OS5) and development will not be permitted where it adjoins a Grade 1 site unless it can be demonstrated that there will be no adverse impact on nature conservation. As the application proposes to build on top of the existing building only which is some 10m in from the site boundary then it will not sever, or adversely affect the designated corridor to the east of the site.

Community Infrastructure Levy – CIL

26. Mayoral CIL has been set at £35 per sqm on developments involving the creation of new residential units. Brent CIL is set at £200 per sqm. The application is liable for both Mayoral and Brent CIL as it proposed more than 100sqm of new GIA, and proposes additional residential units.

Conclusion

27. The revised proposal to erect an additional floor is considered to be acceptable in terms of its scale, design and the impact it has on the character of the host building, and will result in an acceptable standard of residential accommodation for prospective occupiers. The application demonstrates that sufficient off-street parking is to be provided to serve the additional flats, without compromising parking for the existing flats. Approval is accordingly recommended.

CIL DETAILS

This application is liable to pay **£40,042.68*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): sq. m.

Total amount of floorspace on completion (G): 149 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Dwelling houses	149		149	£200.00	£35.15	£34,057.14	£5,985.54

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	256	
Total chargeable amount	£34,057.14	£5,985.54

*All figures are calculated using the formula under Regulation 40(6) and all figures are subject to index linking as per Regulation 40(5). The index linking will be reviewed when a Demand Notice is issued.

****Eligible** means the building contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development.

Please Note : CIL liability is calculated at the time at which planning permission first permits development. As such, the CIL liability specified within this report is based on current levels of indexation and is provided for indicative purposes only. It also does not take account of development that may benefit from relief, such as Affordable Housing.



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 15/1438

To: Mr David Mansoor
Drawing and Planning Ltd
Mercham House
25-27 The Burroughs
Hendon
Greater London
NW4 4AR

I refer to your application dated 02/04/2015 proposing the following:
Erection of a part fourth storey to provide 2 x 1 bed flats and 1 x studio flat with associated cycle parking spaces and refuse storage to existing block of flats (as amended).
and accompanied by plans or documents listed here:
(See Condition 2)
at 51-67 INC, Poplar Grove, Wembley, HA9 9DB

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

National Planning Policy Framework 2012
Brent Core Strategy 2010
Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance 17

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

Built Environment: in terms of the protection and enhancement of the environment
Housing: in terms of protecting residential amenities and guiding new development
Open Space and Recreation: to protect and enhance the provision of sports, leisure and nature conservation
Transport: in terms of sustainability, safety and servicing needs

- 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):

POPLR-E001
POPLR-E002
POPLR-L000
POPLR-L0001
POPLR-P001
POPLR-P002
POPLR-P004
POPLR-S001
POPLR-P013 revA
POPLR-P104 revA
POPLR-E101 revA
POPLR-E102 revA
POPLR-L101 revA
POPLR-P101 revA
POPLR-P102 revA
POPLR-S101 revA
Tree Protection Plan revA
PBA Arboricultural Method Statement (dated March 2015)

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

- 3 No windows shall be constructed in the flank wall(s) of the building as extended without the prior written consent of the Local Planning Authority.

Reason: To minimise interference with the privacy of the adjoining occupiers.

- 4 No development shall be carried out until the person carrying out the works is a member of the Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details are clearly displayed on the site so that they can be easily read by members of the public.

Reason: To limit the impact of construction upon the levels of amenity that neighbouring occupiers should reasonably expect to enjoy.

- 5 The garages and/or parking spaces shown on the approved plans to serve the three additional flats shall be laid out/made available prior to the first occupation of any of the flats and shall be permanently retained and used solely in connection with the dwellings hereby approved thereafter.

Reason: To ensure that the approved standards of parking provision are maintained in the interests of local amenity and the free flow of traffic in the vicinity.

- 6 Details of materials for all external work shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out fully in accordance with the approved details thereafter unless otherwise agreed in writing.

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

- 7 Prior to the commencement of the development a Construction Method Statement shall be submitted to and agreed by the Local Planning Authority outlining measures that will be taken to control dust, noise and other environmental impacts of the development. The development shall be carried out fully in accordance with the approved details thereafter unless otherwise agreed in writing.

Reason: To safeguard the amenity of the neighbours by minimising impacts of the development that would otherwise give rise to nuisance.

- 8 Details of the provision of a minimum of 4 secure and covered cycle parking spaces shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of work on site. Thereafter the development shall not be occupied until the cycle parking spaces have been laid out fully in accordance with the details as approved and these facilities shall be retained on-site.

Reason: To ensure satisfactory facilities for cyclists.

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

Any person wishing to inspect the above papers should contact Gary Murphy, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5227