

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

26 August, 2015
12
15/0643

SITE INFORMATION

RECEIVED: 17 March, 2015

WARD: Mapesbury

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: 2 Dawson Road, London, NW2 6UA

PROPOSAL: Demolition of existing conservatory, erection of a two storey side and single storey rear extension, new rooflights (1 front, 1 rear and 1 side), reduction in size of the first floor front elevation windows and conversion of dwellinghouse into 2 self-contained duplex flats (2 x 3bed) with associated provisions for bin stores, car parking, amenity space and landscaping

APPLICANT: Mr Gaetano Maddalena

CONTACT: B S Associates

PLAN NO'S: See Condition 2

SITE MAP



Planning Committee Map

Site address: 2 Dawson Road, London, NW2 6UA

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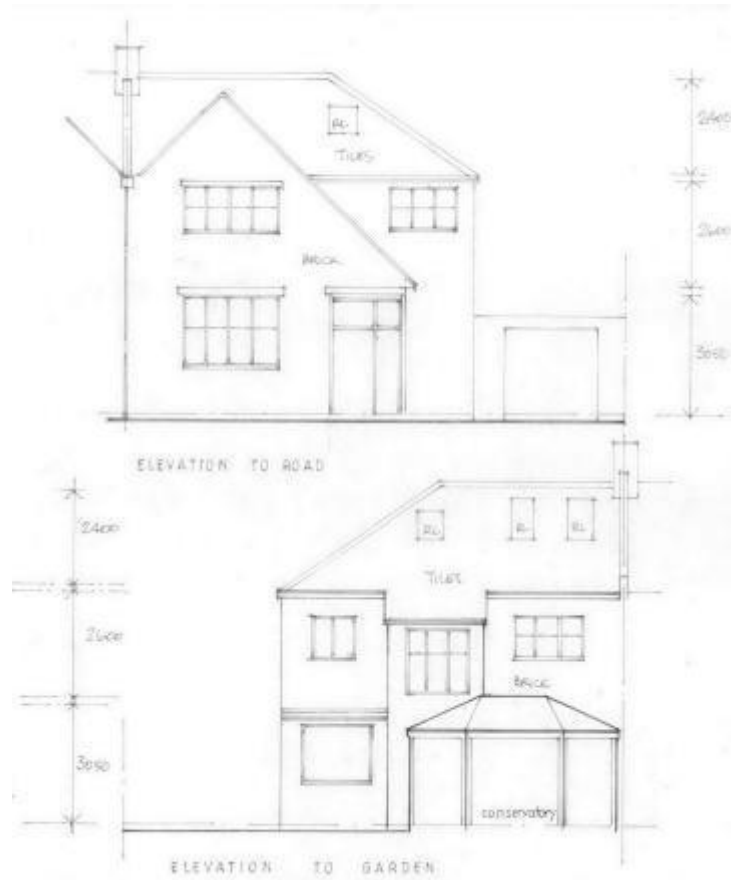
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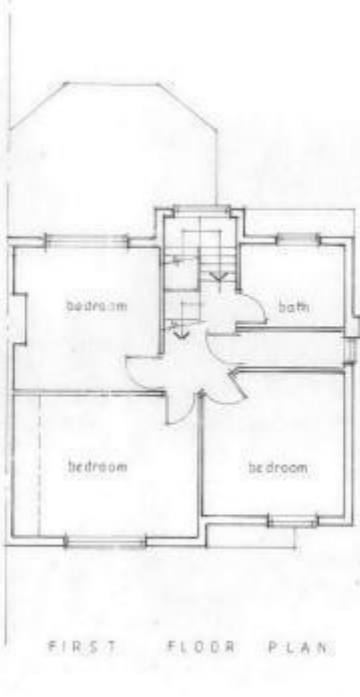
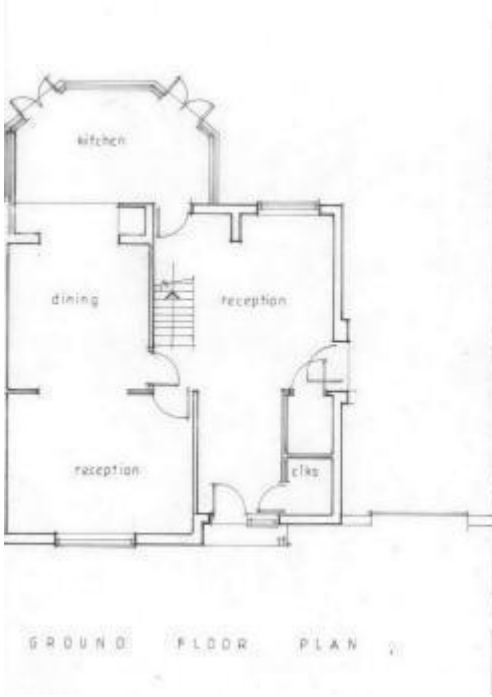


This map is indicative only.

SELECTED SITE PLANS
SELECTED SITE PLANS
Existing elevations



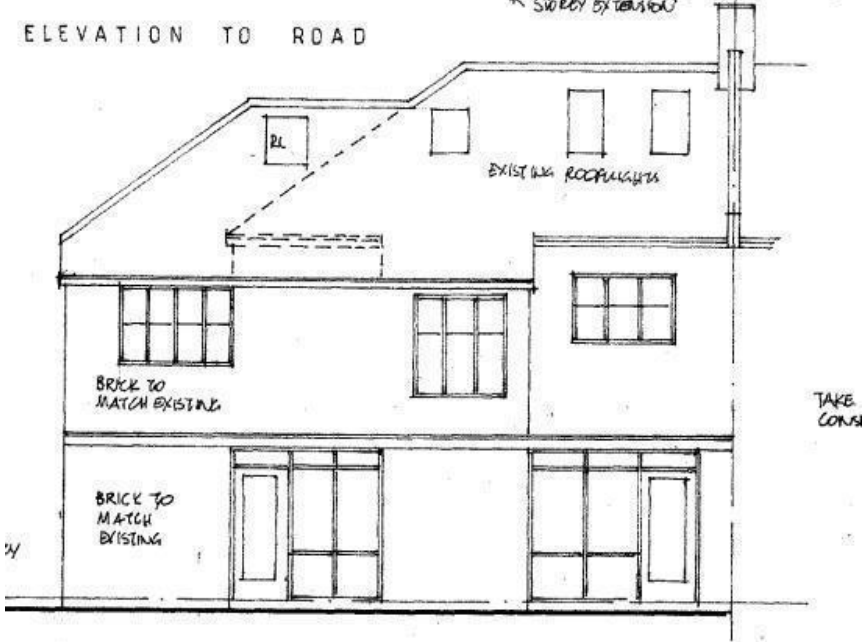
Existing floor plan



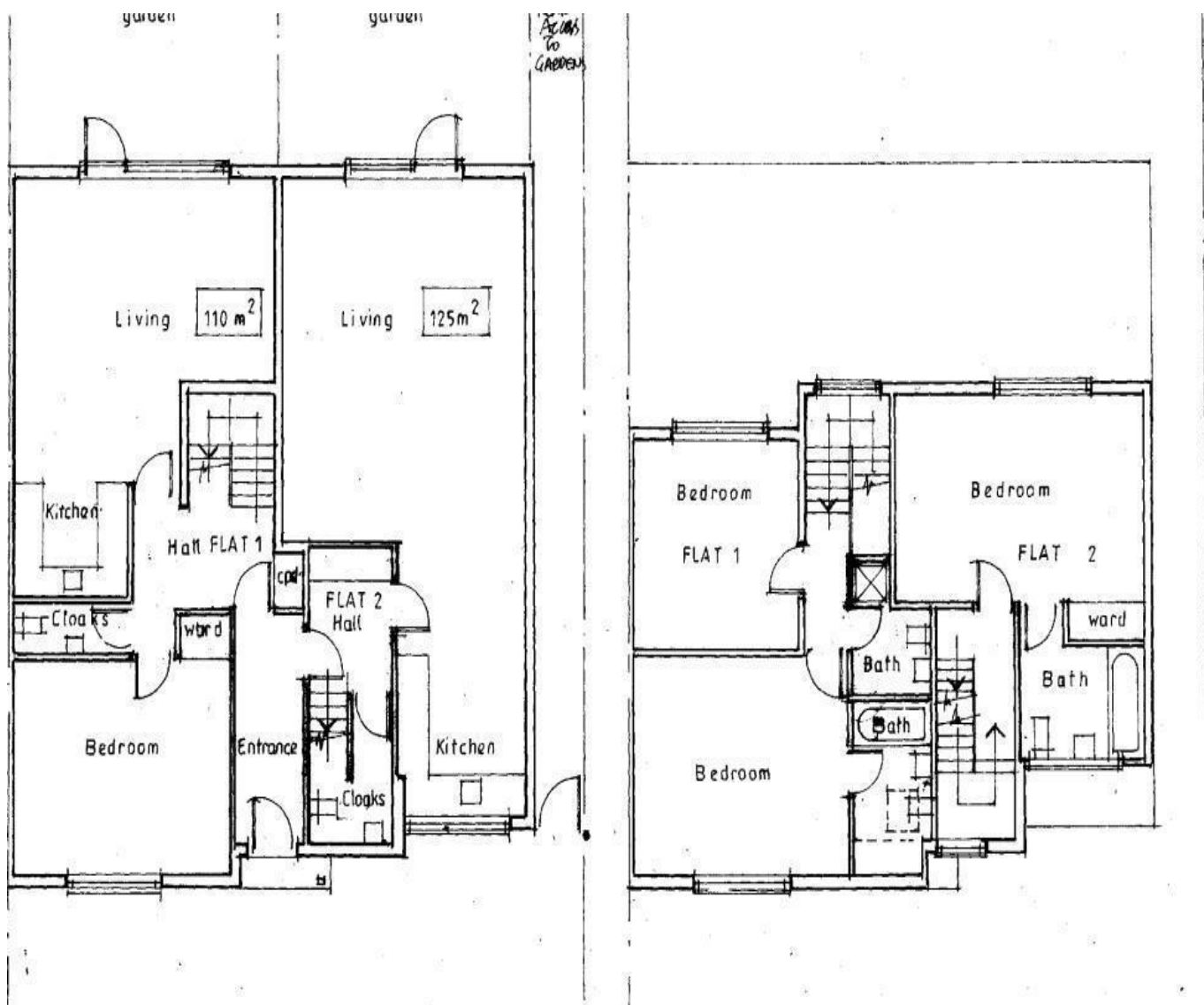
Proposed Elevations



ELEVATION TO ROAD



Proposed floor plans



RECOMMENDATIONS

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

A) PROPOSAL

Demolition of existing conservatory, erection of a two storey side and single storey rear extension, new rooflights (1 front, 1 rear and 1 side), reduction in size of the first floor front elevation windows and conversion of dwellinghouse into 2 self-contained duplex flats (2 x 3bed) with associated provisions for bin stores, car parking, amenity space and landscaping

B) EXISTING

Two storey semi-detached dwellinghouse located on the end of Dawson Road, close to the junction with Anson Road. The area is predominantly residential. The site is not within a conservation area nor is it a listed building.

Neighbouring properties:

- *4 Dawson Road*: is the attached semi to the application site and lies north of the site. This property remains a single dwellinghouse with single storey side and rear extensions. The rear extension is a relatively small conservatory which abuts the shared boundary with 2 Dawson Road.
- *Rear gardens of 102 & 100 Anson Road*: lie to the south of the application site. The rear garden depth of these properties is approximately 20m when measured from the main rear wall of these houses.

C) AMENDMENTS SINCE SUBMISSION

During the course of the application process, amendments were requested for:

- a reduction in the number of flats proposed from 3 units to 2 units because of sites inability to comfortably provide adequate off-street parking with forecourt landscaping and bins
- a better arrangement for subdivision of the rear garden
- a forecourt plan to show bins and planting

D) SUMMARY OF KEY ISSUES

Extensions to property: This comprises a 2 storey side extension and single storey rear extension. The size and design of the extensions are compliant with principles set out in SPG5. As such, the additions are subservient to the principal building and will not have a significant impact to the amenity of occupiers living in neighbouring properties.

Conversion to 2 flats: Sub-division of the property to 2 flats is possible because the GIA of the original house is greater than 110sqm, a parameter set in the UDP(2004) for streets that are not designated as heavily parked.

Loss of a large family house: There is considerable objection to the loss of the house on Dawson Road and the impact flats will have on the demographic composition of the street. Residents has stated the street is 'family' street and that sub-division to flat will spoil the existing nature of the street. Local residents have stated they are currently seeking to make Dawson Road into a play street.

Parking: Dawson Road is not within an area of good public transport accessibilty. As such, the proposal can not be car-free. Nonetheless, 2 off-street car parking spaces can be provided within the forecourt of the site. This arrangement will also allow for 50% of the proportion of the forecourt to retain planting as a front garden area.

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	286	286	0	38	324

Monitoring Residential Breakdown

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

RELEVANT SITE HISTORY

14/3880 - Withdrawn, 28/11/2014

Demolition of existing conservatory, erection of a two storey side and single storey rear extension, conversion of dwellinghouse into four self-contained flats (1x 3bed, 2x 2 bed and 1x 1bed) with associated provisions for bin stores, car parking and landscaping

CONSULTATIONS

Dated: 23 Mar 2015

Neighbours/Representees:

1. The Owner / Occupier, 21 Dawson Road, NW2 6UB

2. The Owner / Occupier, 18 Dawson Road, London, NW2 6UA
3. The Owner / Occupier, 18 Dawson Road, London, NW2 6UA
4. The Owner / Occupier, 15 Dawson Road, London, NW2 6UB
5. The Owner / Occupier, 94 Anson Road, London, NW2 6AG
6. The Owner / Occupier, 96 Anson Road, London, NW2 6AG
7. The Owner / Occupier, 98 Anson Road, London, NW2 6AG
8. The Owner / Occupier, 100 Anson Road, London, NW2 6AG
9. The Owner / Occupier, 102 Anson Road, London, NW2 6AG
10. The Owner / Occupier, 104 Anson Road, London, NW2 6AH
11. The Owner / Occupier, 2 Blackstone Road, London, NW2 6BY
12. The Owner / Occupier, 4 Blackstone Road, London, NW2 6BY
13. The Owner / Occupier, 4A Blackstone Road, London, NW2 6BY
14. The Owner / Occupier, 6 Blackstone Road, London, NW2 6BY
15. The Owner / Occupier, 1 Dawson Road, London, NW2 6UB
16. The Owner / Occupier, 2 Dawson Road, London, NW2 6UA
17. The Owner / Occupier, 3 Dawson Road, London, NW2 6UB
18. The Owner / Occupier, 4 Dawson Road, London, NW2 6UA
19. The Owner / Occupier, 5 Dawson Road, London, NW2 6UB
20. The Owner / Occupier, 6 Dawson Road, London, NW2 6UA

6 objections received

Comment	Officers response
<p><i>Character of street:</i></p> <ul style="list-style-type: none"> • proposal will impact the semi-detached and detached house appearance of the street • family character and the tranquility of Dawson Road will be affected (negatively). • Dawson Road should be designated a 'play street' • There are existing houses not in 'family' use but multiple occupation use better retain the character of the street. • Sub-division of street will • The flats will be surrounded by elderly people and are likely to be occupied by students who would disturb the peace and create litter 	<ul style="list-style-type: none"> • The proposal has been reduced in the number of units it shall provide. Only 2 flats are proposed, both of which are 3 bed units which can provide family accommodation to meet Brent's known need for this type of accommodation. • Extensions to the property will comply with design principles set out in SPG5 and as such the additions will be subservient to the principal buildings and will not erode main character or appearance of the property. • 50% of the front garden will be retained/planted which will help to retain the property's original character.
<p><i>Principle of flat conversion:</i></p> <ul style="list-style-type: none"> • With reference to LPA case 11/1135*, and the requirement of large family homes, this house should not be split into small units. As such this house should remain a large family house • The number of intended occupants is 8 people in a space currently occupied by 2 to 5 people 	<ul style="list-style-type: none"> • The property is to be subdivided into 2 flats which will be able to accommodate 2 families. • The size of the 2 flats will comply with essential space requirements set out in the London Housing SPG and as such are able to provide adequate space for 2 families. • Under permitted development, a C3 unit is allowed to accommodate up to 6 individuals. This is set out by central government legislation. Should the number of individuals living in a property exceed 6, then planning enforcement will be able to take action
<p><i>Parking & bins</i></p> <ul style="list-style-type: none"> • Dawson Road is a short street with little parking provision. Parking is often overflowing. • The bin requirement will may clash with parking requirements; and may lead to overflow of waste and disruption to waste collection and 	<ul style="list-style-type: none"> • With a reduction in the number of flats to 2, only 2 off-street parking spaces will be required on the forecourt; and 4 bins for the different waste types. The presence of the cars on the forecourt will be softened by retention of forecourt plants at a proportion of 50% of the forecourt. • With reduction of the number of flats, clutter to the

<p>vermin. Property will look unkempt.</p> <ul style="list-style-type: none"> • Paving of front garden will create run-off 	<p>forecourt of parking and bins is reduced</p> <ul style="list-style-type: none"> • Planting in the forecourt will absorb rainwater and as such curb water run-off.
<p><i>Construction & extension</i></p> <ul style="list-style-type: none"> • Increase in nuisance noise through walls • Extensions will create overlooking and will obscure outlook from windows and garden views • Construction will create disturbance • The extension is similar to 'gardening grabbing' set out in PPS3 which the council should uphold 	<ul style="list-style-type: none"> • Building developments do create noise, dust and can be a general nuisance to neighbouring occupiers. There are specific times at which building works can take place which is set under <i>s60 of the Control of Pollution Act 1974 and the British Standard Codes of practice 5228:1997 Parts 1 to 4</i>. The Planning Decision Notice will set these times out for the applicant to abide with. Additionally, the applicant will need to join the Considerate Constructors Scheme to ensure neighbouring amenity is protected as far as possible from building works • The proposed extensions will comply design principles set out in SPG5 and as such unlikely to create overlooking or outlook problems for neighbouring properties. • In relation to 'garden grabbing', the proposal does not contain an outbuilding or construction of a new dwellinghouse in the rear of the garden.

***LPA ref: 11/1135** is permission granted at the Thames Water site, St. Michaels Road NW2 for "*Demolition of existing industrial buildings and erection of a residential development comprising 23 houses (19 x 4 bed, 3 x 3 bed and 1 x 2 bed) and 16 flats (2 x 3 bed, 10 x 2 bed and 4 x 1 bed)*".

Reconsultation: All residents were reconsulted on 20 July 2015 advising them of the proposed amended scheme.

3 objections received

Objection	Officers response
There is a perpetual amending to the plans in order to obtain an approval. This is not right.	Amendments were sought to the proposal because the council agreed that 3 flats was too many for the site. As such, 2 x3 bedroom units were created with extensions to the property which complied with SPG5. Overall, the proposal does comply with council policies and will re-provide a family unit if not 2 in this case.
The proposal will still result in the loss of a large family home contrary to policy.	Council policy currently only retains small single family dwellinghouses which are deemed too small for conversion and as such should be retained as a single house. The application site is of a size that allows comfortable conversion and re-provision of a family unit as set out in UDP(2004) policy H17.
Nos. 3 & 5 Dawson Road have been allowed conversions too	Planning history for 3 & 5 Dawson Road does not contain any conversion of the properties to flats. The approved permission for the site, LPA ref:14/4516, is for " <i>Proposed demolition of existing garage and outbuilding at No. 5 Dawson Road and extensions to both properties involving the creation of a basement level and front light wells, erection of a part single, part two storey side and rear extensions and rear dormer windows to dwellinghouses</i> ". As such, there is extensive building work being undertaken to nos. 3&5 Dawson Road in relation to the approved permission, but there is no permission for sub-division to flats; or planning history for sub-division into flats.
The conversion to flats changes the	The proposed flat conversion will be internal to the

<p>character of Dawson Road which is a quiet family street.</p>	<p>property and will not be apparent from the street frontage. Only 1 front door will be present that is to be shared by both flats. Extensions to the house will be in the form of those allowed for dwellinghouses (SPG5) so as not to significantly change the character of the property and locality. As such, the property will remain in appearance, a dwellinghouse despite its internal sub-division. In relation to the quiet family street, the proposal will provide accommodation suitable for 2 large families.</p>
<p>The creation of Gladstone Village means there is no need for any more flats of any description in the area. There are plenty of flats being built in the immediate local area - the new library building will be flats; the St. Michaels Road development will contain flats; and the old Galtymore site will contain flats. Do we need to turn a family house in Dawson Road into flats too?</p>	<p>It is acknowledged that there are many flatted developments occurring throughout the borough if not the whole of London. However, this does not diminish the council's need to fulfil housing targets and prevent new flats to be created within the borough unless they fail to comply with Local and regional policies. The council is sympathetic to local residents needs to preserve and enhance their locality, but in this case, the prevention of flat conversions is within current local an London Plan policies and as such there is no justification to warrant a refusal.</p>
<p>There will be a loss of a garden for parking</p>	<p>The front garden is to retain 50% of the proportion of the forecourt as planting in the form of a landscaped garden. This is part of the council's policy to retain the appearance of the property as a house. The existing forecourt will be able to accommodate 2 off-street parking spaces and 50% soft landscaping. A widening of the existing crossover is required, but this will not prevent the retention of 50% soft landscaping.</p>
<p>The planning department have mis-led residents about committee</p>	<p>The case was to be heard at the previous committee on 26 July 2015. Due to operational grounds this case had to be removed from the agenda at short notice. Given the proposal had altered its provision of units from 3 to 2, and complied with other council policies, an opportunity was taken to carry out a 14 day reconsultation to gauge whether there would still be objection to the proposal despite its amendments.</p>
<p>The original property housed a family of 5, and with conversion to flats it means up to 12 people will be allowed to live there</p>	<p>The council's policy for requiring at least 1 3 bedroom unit is clear in that it would help support the council's needs for large family accommodation. With 2x3b units, it is acknowledged that private market housing the conversion will allow up to 12 individuals to live within the 2 flats (6 in each) if each flat becomes a small house of multiple occupation (HMO) under the Use Class C4. This change of use is not something the council can control because permitted development legislation is written by central government. It is not considered prudent to restrict the permitted development rights of the flats to C4 because the site is considered to comfortably accommodate 2 flats each with 3 bedrooms.</p>
<p>There is nothing in the previous committee report about impact to local services and traffic from the increase in population</p>	<p>Generally, the wider impact to local services of new housing is considered through planning obligations set out by the Community Infrastructure Levy (CIL). Brent's CIL is available online and does take into account the needs of residents as its population increases and its demographics change. Money is put towards service requirements accordingly at a boroughwide level. In relation to parking, planning will always take into account the requirements of parking resulting from an increase in households. In this case, 2 off-street spaces will be provided. Additionally, Dawson Road is not a designated heavily parked street, as such, the</p>

proposal will meet the necessary parking requirements set out in planning policy parking standards.

POLICY CONSIDERATIONS

National policy guidance

National Planning Policy Framework 2012 : This sets out 12 core planning principles, of which the following are relevant. Planning should:

- be genuinely plan-led, empowering local people to shape their surroundings;
- proactively drive and support sustainable economic development to deliver the homes, infrastructure and thriving local places.
- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);
- contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;
- conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life for this and future generations;
- 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;
- promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);
- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

Regional policy guidance

The Further Alterations to the London Plan 2015

The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London. London boroughs' local plans need to be in general conformity with the London Plan, and its policies guide decisions on planning applications.

Chapter 3 - London's People

- Policy 3.2: Improving Health and addressing Health Inequalities
- Policy 3.3: Increasing Housing Supply
- Policy 3.5: Quality and Design of Housing Development
- Policy 3.9: Mixed and Balanced Communities

Chapter 4 - London's Economy

Chapter 6 - London's Transport

- Policy 6.3: Assessing Effects of Development on Transport Capacity
- Policy 6.5: Funding Crossrail and other strategically important transport infrastructure
- Policy 6.9: Cycling
- Policy 6.13: Parking

Chapter 7 - London's Living Places and Spaces

- Policy 7.2: An Inclusive Environment
- Policy 7.4: Local Character
- Policy 7.5: Public Realm
- Policy 7.6: Architecture
- Policy 7.15: Reducing Noise and Enhancing Soundscapes
- Policy 7.19: Biodiversity and Access to Nature

Chapter 8 - Implementation, Monitoring and Review

- Policy 8.3: Community Infrastructure Levy

Local policy guidance

Brent's Core Strategy 2010

The Council's Core Strategy was adopted by the Council on 12th July 2010. As such the policies within the Core Strategy hold considerable weight. The relevant policies for this application include:

CP1: Spatial Development Strategy
CP2: Population and Housing Growth
CP21: A Balanced Housing Stock

Brent's Unitary Development Plan 2004

In addition to the Core Strategy, there are a number of policies which have been saved within the Unitary Development Plan (UDP), which was formally adopted on 15 January 2004. The saved policies will continue to be relevant until new policy in the Local Development Framework is adopted and, therefore, supersedes it. The relevant policies for this application include:

Built Environment

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
BE11: Intensive and Mixed Use Developments
BE12: Sustainable Design Principles

Housing

H17: Flat conversions
H18: quality of flat conversions
H12: Residential Quality - Layout Considerations
H13: Residential Density

Transport

TRN3: Environmental Impact of Traffic
TRN4: Measures to make Transport Impact Acceptable
TRN10: Walkable Environments
TRN11: The London Cycle Network
TRN23: Parking Standards - Residential Developments

DETAILED CONSIDERATIONS

Conversion to flats

- Principle:* The original gross internal area (GIA) of the house would comply with conversion standards set out in the UDP(2004) and as such conversion to flats is supported. A further requirement for conversion is the re-provision of a family sized unit comprising at least 3 bedrooms with direct access to a minimum of 50sqm of outdoor private amenity space. This requirement has been fulfilled and as such the principle for conversion is acceptable.
- Extension with sub-division:* The proposal will extend the house with a single storey rear and 2 storey side addition in accordance with design principles set out in SPG5. As such, the extensions are subservient to the principal dwelling and will not significantly detract from its original character as a semi-detached dwellinghouse. The proposed flats will be created by sub-dividing the house vertically forming duplex flats. This is acceptable and will allow both units to have direct access to their own private rear gardens.

Table 1: Size & mix of units

Flat no.	Capacity	Location & Outlook	Proposed GIA	Private outdoor amenity
1	3b 6p	Part-Ground &	110sqm	Yes, 80sqm

Document Imaged

		part-1st floor	(LP.95sqm)	
2	3b 6p	Part-Ground, part-1st floor & loft	125sqm (LP.95sqm)	Yes, 72sqm

Standard of accommodation:

3. *Space standards & mix:* As set out in Table 1, the two flats will exceed the essential space standards set out in the London Housing SPG (2012); and will provide 3 bedroom family size units each with access to a private rear garden in compliance with policy CP21. In terms of quality of outdoor amenity space, a condition will be attached requiring boundary planting as indicated on plan and that any non-planted boundary treatment comprises timber construction that is no more than 1.5m in height. This will ensure the garden sub-division appears subservient to the normal pattern of rear garden plots in the locality.
4. *Living conditions:* By forming duplex flats, problems encountered through the stacking of rooms is better facilitated. As such, bedrooms are above bedrooms; kitchens/lounge above the same and so ensures noise transference is minimised (SPG17). A condition will be added to the proposal for post-construction sound test insulation. In relation to outlook, both flats will have outlook to the front and rear of the property.
5. *Outdoor amenity space:* The council's built environment policy for flat conversions does not support the sub-division of rear gardens because it is considered to erode part of the character of a locality. In this case, because of the need to provide private amenity space for the family sized units, sub-division is considered appropriate. A condition will be set to ensure the sub-dividing fence is no higher than 1.5m. and will have privet hedging planted as a boundary treatment for subdivision.

Impact to Neighbouring Amenity

6. *Sub-division:* The internal conversion of a property to flats is not considered to have a significant impact to the amenity of neighbouring occupiers given the changes are internal to the building envelope and so will not affect light, outlook or privacy. Compliance with essential building regulation requirements will ensure insulation between neighbouring properties and units is implemented.
7. *Single storey rear extension:* This will be 3m in depth and 3m in height from ground level which complies with standards for household extensions (SPG5). As such, this element is subservient to the principal building and unlikely to affect the light or outlook of neighbouring groundfloor habitable room windows of no. 4 Dawson Road, which currently has a rear conservatory abutting the shared boundary with the application site.
8. *Two storey side extension :* The width of this extension will be 2.7m which is less than the internal width of the main front room of the house (SPG5) and will retain a 1m gap between the flank of the extension and shared boundary with nos. 100 & 102 Anson Road. The 1st floor will be set-back 1.5m from the main front wall of the house with the 1m set-in from the flank boundary with 100 & 102 Anson Road which allows for subservience of this addition to the principal building. The roof above the extension will be hipped and set down from the main ridgeline (SPG5), with 1 rooflight on the rear slope.
9. *Construction works:* As with any construction work, there is neighbouring concern about noise and disruption during the duration of works. In order to assuage some of these concerns, a condition will be attached to ensure the contractors carrying out the work will be part of the Considerate Constructors Scheme (CCS) where standards for building work are required. It will also be required that the details of the contractors be displayed outside of the site so that neighbours can contact the site manager if any issues of concern arise.

Visual Impact:

10. *Forecourt:* The forecourt currently contains soft landscaping which is to be retained according to plan BS 466-11. Photos indicate mature planting is present. However, the plan does not indicate a 50% coverage of planting; but it is clear from the size of the forecourt that 50% planting should be possible with 2 parking spaces. Additionally, it is considered appropriate to request a full front boundary hedge be planted in order to aid screening for the bins. As such, a forecourt condition will be set requiring further

details for planting which can then be enforced if not implemented prior to occupation.

11. *Bins* : Plans indicate these will be placed behind an existing bush but it is not indicated whether the bin capacity to be provided will be adequate for 2 flats. Currently, Brent's waste policy requires each household to have 120L for each waste type. Shared bins are acceptable, but it is known that this can cause problems with occupants incorrectly placing recyclable waste into the wrong bin. As such, it will be requested by condition that a sign be placed on the bin enclosure about sorting waste correctly. A further issue to consider is the need for garden waste disposal which the Council will only collect if households pay an annual tariff. Given the presence of front and rear garden planting, a condition will be set requiring compost bins within the rear gardens which will ensure garden waste can be disposed of appropriately in the absence of a tariff payment.
12. *Extensions*: The 2 storey side and single storey rear extensions are considered subservient to the principal building and will not erode its appearance within the streetscene as a semi-detached house. Landscaping to the forecourt will also help to preserve and enhance the suburban character of the street.

Transportation

13. *Car parking*: The site is able to comfortably provide 2 off-street parking spaces, one for each flat, whilst also re-providing 50% planting to the forecourt. The existing crossover will need to be extended from its current 2.4m width to 4.2m and is likely to require the moving of a lamp column on the pavement which will need to be undertaken at the applicants expense. Further details of this will be requested by condition with a forecourt planting schedule.
14. *Cycle parking*: Secure cycle parking spaces are proposed with the rear garden of each flat. This will satisfy the necessary cycle parking requirements.

Conclusion

The extension and conversion of the dwellinghouse into 2x3bed flats, each with its own rear garden and off-street parking space whilst achieving the 50% planting requirement for the forecourt is considered acceptable in terms of housing provision and compliance with council policies. As such, approval with conditions is recommended.

CIL DETAILS

This application is liable to pay **£19,360.77*** 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): 242.23 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	242.23	170.188	72.042	£200.00	£35.15	£16,466.74	£2,894.03

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	£16,466.74	£2,894.03

*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.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 15/0643

To: Mr Neil Wareing
B S Associates
Boseley Business Park
Forest Vale Road
Cinderford
Gloucestershire
GL14 2PH

I refer to your application dated 06/02/2015 proposing the following:
Demolition of existing conservatory, erection of a two storey side and single storey rear extension, new rooflights (1 front, 1 rear and 1 side), reduction in size of the first floor front elevation windows and conversion of dwellinghouse into 2 self-contained duplex flats (2 x 3bed) with associated provisions for bin stores, car parking, amenity space and landscaping
and accompanied by plans or documents listed here:
See Condition 2
at 2 Dawson Road, London, NW2 6UA

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:-
Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance 5 - Altering and Extending Your Home
Relevant policies in the Adopted Unitary Development Plan are those in the following chapters:-
Built Environment: in terms of the protection and enhancement of the environment
Housing: in terms of protecting residential amenities and guiding new development

- 1 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):
BS 464-02;
BS 464-03 A;
BS 464-06;
BS 464-10;
BS 464-09 Rev A;
BS 446-11.
Associated photographs of existing forecourt
Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 All new external work shall be carried out in materials that match, in colour, texture and design detail those of the existing building.
Reason: To ensure a satisfactory development which does not prejudice the amenity of the locality.

- 4 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 Sub-division of the rear garden shall be undertaken with privet hedging and where a non-planted boundary or gate is to be installed, these shall comprise timber construction with a height no more than 1.5m from natural ground level.
Any existing outbuilding shall be removed from the rear garden.
Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the locality, in the interests of the amenities of the occupants of the development

- 6 Notwithstanding the plans hereby approved, details of the front garden layout shall be submitted

to and approved in writing by the Local Planning Authority prior to the commencement of the development. All detailed works shall be carried out as approved prior to the occupation of the premises. Such details shall include:

- (i) retention of front garden wall and planting of a full width hedge along the frontage of the property with the exception of access points;
- (ii) indication of the retention of any existing shrubs;
- (iii) bin storage facilities for 2 flats screened from the public highway;
- (iv) car parking space for 2 cars, the defined points of access with a widening of the existing crossover to 4.2m; with details of any new hardsurfacing materials

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

Where shared bins facilities are required the owner shall place a notice on the bin enclosure stating that waste should be sorted and disposed of in the appropriate bin type.

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the locality, in the interests of the amenities of the occupants of the development and to provide tree planting in pursuance of section 197 of the Town and Country Planning Act 1990.

- 7 The existing vehicular crossover for 2 Dawson Road shall be increased to 4.2m wide to accommodate two off street parking spaces within the area of hardstanding shown on drawing no:BS 446-11. The works, including the re-location of the lamp column, shall be carried out at the applicants expense, in compliance with a scheme to be submitted to and approved in writing by the Highway Authority, with the works carried out and completed in accordance with these approved details within 6 months of commencement of the permission hereby approved.

Reason: In the interests of highway conditions within the vicinity of the site.

- 8 Composting bins shall be installed in the rear gardens of each flat.

Reason: To ensure occupiers can maintain their outdoor amenity areas and have adequate means for disposal of garden waste in the absence of collection by the local authority.

INFORMATIVES

- 1 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk
- 2 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.
- 3 The applicant is advised that during demolition and construction on site:
 - The best practical means available in accordance with British Standard Code of Practice B.S.5228: 1984 shall be employed at all times to minimise the emission of noise from the site
 - The operation of site equipment generating noise and other nuisance-causing activities, audible at the site boundaries or in nearby

residential properties, shall only be carried out between the hours of 0800 - 1700 Mondays - Fridays, 0800 - 1300 Saturdays and at no time on Sundays or Bank Holidays

- Vehicular access to adjoining premises shall not be impeded
- All vehicles, plant and machinery associated with such works shall at all times be stood and operated within the curtilage of the site only
- No waste or other material shall be burnt on the application site
- A barrier shall be constructed around the site, to be erected prior to work commencing
- A suitable and sufficient means of suppressing dust must be provided and maintained

- 4 The applicant is advised that works for a crossover must be carried out by the council's Highways unit and shall be charged at the applicant's own expense. The cost of disconnecting and moving the lamp column will also be charged to the applicant. Works must be carried out fully and will include works to repaint road markings where necessary. The applicant can contact the Council's Highways and Transport Delivery unit in order to arrange for the necessary works to the public highway to form a vehicular crossover. on 0208 937 5121 or email transportation@brent.gov.uk

Any person wishing to inspect the above papers should contact Harini Boteju, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5015