

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

9 August, 2017
04
17/1888

SITE INFORMATION

RECEIVED	27 April, 2017
WARD	Barnhill
PLANNING AREA	Brent Connects Kingsbury & Kenton
LOCATION	62 Dunster Drive, London, NW9 8EL
PROPOSAL	Conversion of existing dwelling into 3 self contained flats with associated internal alterations and provision of front car parking, soft landscaping and bin storage
APPLICANT	Futurelane Developments
CONTACT	Crazy(World) Limited
PLAN NO'S	Please refer to condition 2.
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_133980</p> <p><u>When viewing this as an Hard Copy .</u></p> <p>Please use the following steps</p> <ol style="list-style-type: none">1. Please go to pa.brent.gov.uk2. Select Planning and conduct a search tying "17/1888" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab

RECOMMENDATIONS

RECOMMENDATION Resolve to grant planning permission subject to conditions


That the Head of Planning is delegated authority to issue the planning permission and impose conditions to secure the following matters:

Conditions

1. Standard 3 year permission
2. List of all approved plan numbers/documents
3. Materials to match the existing building
4. Cycle parking
5. Sound insulation
6. Refuse storage

That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.

SITE MAP

	<p>Planning Committee Map</p> <p>Site address: 62 Dunster Drive, London, NW9 8EL</p> <p>© Crown copyright and database rights 2011 Ordnance Survey 100025260</p>
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This map is indicative only.

PROPOSAL IN DETAIL

The applicant proposes the conversion of the existing dwelling into 3 self contained flats with associated internal alterations and provision of front car parking, soft landscaping and bin storage.

The current proposal differs from the approved scheme by adding a new front rooflight, the front door and steps have been shifted to allow for the realigned front room to be a living room for the ground floor flat, windows in the side dormer window would be repositioned, the door on the side elevation to be removed and a side window facing Hill Drive omitted,

The proposal comprises:

- 3 bed 5 person flat = 92.50 sqm with private amenity space .
- 2 bed 3 person flat =65.45 sqm.
- Studio flat = 56.90 sqm.

EXISTING

The property is a detached house located on the corner of Dunster Drive and Hill Drive. The site does not lie within a conservation area nor is it listed building. Planning permission (ref: 16/2057) for extensions and alterations to the existing bungalow to create a two storey dwelling with habitable loft space, including front porch, two storey side extension, single storey front extension, side dormer window, two rooflights, side door and associated alterations to windows on the front and side elevations has been implemented and was almost complete at the time of site visit.

SUMMARY OF KEY ISSUES

The key issues for consideration are as follows:

- **Representations Received:** A total of 81 objections have been received from 5 properties.
- **Principle of use:** –There is not considered to be a reason why the property cannot be sub-divided, and flats are considered able to co-exist alongside houses.
- **Design:** – Following planning permission to extend the house previously, the amendments proposed as part of this application are considered relatively minor.
- **Quality of the resulting residential accommodation:** – The residential accommodation proposed is of sufficiently high quality.
- **Neighbouring amenity:** – The impact is considered not to be materially greater than the development which has planning permission and which is being constructed.
- **Highways and transportation:** –The impact on the highway is considered to be acceptable.

RELEVANT SITE HISTORY

17/0083/PRE The application follows pre-application advise for the conversion of the existing dwelling into three self contained flats, front parking and soft landscaping, bin store with associated internal alterations.

16/2057 - Demolition of chimney breast and extensions and alterations to existing bungalow to create a two storey dwelling with habitable loft space, including front porch, two storey side extension, single storey front extension, side dormer window, two rooflights, side door and associated alterations to windows on the front and side elevation. Approved on 15/12/2016. At the time of the site visit, this planning permission was substantially completed.

CONSULTATIONS

9 adjoining properties were consulted between 20/05/2017 and 10/06/2017. 8 letters were received from 5 of the neighbouring properties, with the following objections summarised below:

Grounds of objection	Response
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Flats are out of character and scale with the area and will set a precedent for other conversions to take place within the area	The proposed development does not involve any extensions to the host dwelling. Full details are in paragraph 2.
Loss of light	The proposal does not entail any extensions or external alterations that involve new windows. Please see paragraph 17.
Loss of privacy	The proposal does not entail any extensions or external alterations that involve new windows. Please see paragraph 17.
Overshadowing nearby houses and gardens	The proposal does not entail any extensions or external alterations that involve new windows. Please see paragraph 17.
Construction disturbance	This would be controlled by environmental health. Please see paragraph 18.
Increase in parking demand and traffic accidents	Transport officers have not objected to the proposal which would provide 2 off-street parking spaces. Full details are in paragraph 7. Please see paragraphs 11 -13, and 16.
Proposal provides little landscaping to the front of the property, and results in the loss of the existing garden	The drawing does proposes 50% soft landscaping within the front garden. Please see paragraph 14.
Overdevelopment	The proposed flats comply with London Plan 2016 standards. Please see paragraph 6.
Visually overbearing	The proposal does not entail any extensions or external alterations that involve new windows. Please see paragraphs 3-5.
The building is higher than all the other buildings on the street and nearby streets	There are no extensions proposed under this application. Please see paragraphs 3-5.
Lack of consultation with local residents	The Council has consulted local residents in accordance with relevant legislation and guidance.
It is not clear what tenure the proposed residential units would be	As the proposal is for less than 10 units there is no requirement for any of them to be affordable housing, so logically they would be market units.
The proposal would devalue nearby homes	This is not a material consideration within the planning system.

POLICY CONSIDERATIONS

National Planning Policy Framework (2012):

- Section 6 – Delivering a Wide Choice of Quality Homes
- Section 7 – Requiring Good Design

The London Plan (2016):

- Policy 3.5 – Quality and Design of Housing Developments

Core Strategy (2010):

- CP 2 – Population and Housing Growth
- CP 17 – Protecting and Enhancing the Suburban Character of Brent
- CP 21 – A Balanced Housing Stock

Brent's Local Plan (2016):

- DMP 1 – Development Management General Policy
- DMP 12 – Parking
- DMP 16 Resisting Housing Loss
- DMP 17 Conversion of Family Sized Dwellings
- DMP 18 Dwelling Size and Residential Outbuildings
- DMP 19 Residential Amenity Space

Supplementary Planning Guidance:

- SPG 5 – Altering and Extending Your Home (2002)

- SPG17 – Design Guide for New Development (2001)

DETAILED CONSIDERATIONS

1. The main considerations when assessing the proposal are the following:

- Principle of development
- Impact on character and design
- Standard of accommodation
- Impact on neighbouring amenity
- Transport & Highways

Principle of development

2. There is no objection to the principle of the creation of flats, provided certain standards and policy requirements are met. Policy CP 2 includes housing targets for the borough, reflecting the London Plan. Policy CP 21 seeks to maintain and provide a balanced housing stock in Brent. The existing approved property has 6 bedrooms and a gross internal area of 227 sqm. The existing floorspace therefore exceeds 130 sqm in accordance with the requirements set out in policy DMP17, indicating that it is potentially suitable to be sub-divided (subject to details which are discussed below). As such, the general principle of development is considered to be acceptable. Objections note that the area is characterised by houses rather than flats. However, there is not considered to be a reason why this would be damaging to the existing community, and houses and flats can co-exist in close proximity.

Design

3. The proposed development does not involve any extensions to the host dwelling but there are some alterations proposed. The site is a corner property, therefore, external changes must be carefully considered due to the high visibility from the street. The change to the appearance of the front elevation is that the front door and steps has been shifted to allow for the realigned front room to be a living room for the ground floor flat, and for the front door to be used to access the two flats upstairs. The gap between the front door and window which was previously approved would be removed, with the two now proposed to be immediately adjacent. However, the proposed arrangement would better align with the floors above and so is considered acceptable.
4. There is no change to the rear elevation through the proposals. The proposed side elevation (view from No. 2 Glenwood side) includes the removal of the ground floor door, and the removal of a set of windows at loft level. The proposed side elevation (from Hill Drive side) includes the insertion of another window at first floor level. All are considered relatively minor alterations, which do not radically alter the overall appearance of the building. In addition, these are changes which could readily be made to a single family dwellinghouse using permitted development rights.
5. Therefore, the proposed changes to what has previously been approved are not considered to detract from the character and appearance of the existing property or the streetscene.

Quality of the resulting residential accommodation

6. The proposed development would deliver 3 residential units. The ground floor unit would contain 3 bedrooms and measure 92.5 sqm. The first floor unit would contain 2 bedrooms and measure 65.45 sqm. Finally, there would be a studio measuring 56.9 sqm. In each case the minimum unit sizes set out in the London Plan and the National Technical Housing Standards are exceeded. For the studio this is slightly complicated by the unit having variable ceiling height with it being within the roof space. The guidance is that 75% of the unit should have a ceiling height of 2.3m or more. The proportion of the unit that achieves this is less (61%), but given how much the studio substantially exceeds the standard (the minimum is 37 sqm) then this is considered acceptable.
7. The units are well laid out, with the habitable rooms generally considered to have sufficient daylight and outlook. The ground floor 3 bed unit would have direct access to 63 sqm of private amenity space. The upper floor flats (2 bed and studio) would not have access to private amenity space. This is not ideal, but it is preferable for the family sized unit to benefit from this, rather than the two bedroom unit. This is considered acceptable given the characteristics of the site.
8. SPG17 advises that different rooms should avoid being “stacked” over or under each other. The proposed layout of the flats shows living rooms above living rooms and bedrooms above bedrooms and is considered acceptable. A condition would be recommended on any approval granted to ensure that

sound transmission within these areas is minimised.

9. A bin store is proposed for the upper two units, which is in the frontage of the property. The ground floor unit also has its own bin store within the private garden. This is considered acceptable.
10. Overall, the proposed units are considered to provide a good quality standard of accommodation.

Highways and transportation

11. The parking allowance for residential use is given in appendix 1 of the Development Management Policies. The existing 6 bedroom dwelling is permitted 2 spaces and the site can currently accommodate one/two parking space within the front garden, which does satisfy parking standards. The proposed 3 self contained flats will have a parking allowance of 3.5 spaces, which is a significant increase in parking standards.
12. Drawing number 62DD(01)E proposes a widening in the front boundary wall of 4.8m. This is to provide two off street parking spaces within the front garden, accessed from Glenwood Avenue. The existing crossover is wide enough.
13. The proposed two parking spaces are welcomed but do not fully satisfy the guidance. Given car ownership levels in the borough there have been occasions where 75% of the parking standard has been considered more appropriate (although in practice it would still leave a short fall of one space on site). However, on-street parking bays at the flank of the property on Hill Drive also provide further parking that can be counted towards the standard, albeit these spaces are marked partly on the footway.
14. The drawing proposes 50% soft landscaping within the front garden which is welcomed and complies with Brent's Crossover Policy.
15. Cycle parking spaces have not been provided. Five spaces should be provided to comply with the London Plan and these should be provided within a secure and covered location to protect against theft and weather. A condition would be recommended on any approval granted to cycle parking is provided.
16. Objections concern highway safety on the junction, suggesting that the proposal would make it worse by reducing visibility. This planning application does not include the enlargement of the property, which has been approved previously, and which the highways officer did not consider to be detrimental to the highway.

Impact on neighbouring amenity

17. As the proposal does not entail any extensions or external alterations that involves new windows, it is considered that the proposal would have an impact on the residential amenity of neighbouring properties, by reason of overbearing, loss of light, loss of privacy or overlooking. As noted above the main alterations to the building have been previously approved, and so the impact is not considered to be materially altered by this proposal. Although there would be more residential units on the site than there has been in the past, it is not expected that 3 flats would generate excessive noise, and the use is considered compatible with the existing character of the area.
18. Construction impacts have been raised by objectors. The majority of the impacts are associated with the development which has already been approved. It is not considered that this proposal would make this substantially worse, and environmental health legislation concerns nuisance.
19. The proposal would be a change of use and would not create additional floorspace. Therefore, there would be no liability for CIL.

Conclusion

20. It is recommended that planning permission is granted. The provision of additional units is supported by planning policy and is not considered to be incompatible with the surrounding area. The 3 units proposed are considered to be high quality, and the external alterations are relatively minor in the context of what has already been approved. Related to this the impact on neighbouring properties is also considered relatively minor. The impact on the highway is considered acceptable.

CIL DETAILS

This application is liable to pay **£0.00*** 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): 0 sq. m.

Total amount of floorspace on completion (G): 227 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
	227	227	0	£200.00	£35.15	£0.00	£0.00

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)	286	
Total chargeable amount	£0.00	£0.00

*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.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 17/1888

To: Mr Sodvadiya
Crazy(World) Limited
33 Chester Road
Ilford
London
IG3 8PT

I refer to your application dated 27/04/2017 proposing the following:
Conversion of existing dwelling into 3 self contained flats with associated internal alterations and provision of front car parking, soft landscaping and bin storage and accompanied by plans or documents listed here:
Please refer to condition 2.
at 62 Dunster Drive, London, NW9 8EL

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: 28/07/2017

Signature:

A handwritten signature in black ink that reads "Alice Lester".

Alice Lester
Head of Planning, Transport and Licensing

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

Brent Core Strategy (2010)
 Brent Development Management Policies (2010)
 Council's Supplementary Planning Guidance 17 - Design Guide for 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):

Location Plan
 62DD (01) E
 62DD (02) A
 62DD (03) A
 62DD (04) B
 62DD (05) A

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

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

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

- 4 The residential units hereby approved shall not be occupied until a minimum of 5 secure and covered cycle parking spaces have been provided on site and made available for the use of the residential units. They shall be retained as such thereafter.

Reason: To ensure satisfactory facilities for cyclists.

- 5 The insulation within the residential units hereby approved shall be designed to achieve the following:

Daytime noise (07:00 - 23:00)	Living rooms and bedrooms	Maximum noise level of 35 dB LAeq (16hr)
Night time noise (23:00 - 07:00)	Bedrooms	Maximum noise level of 30 dB LAeq (8hr)

Reason: To ensure that the residential units are high quality and offer acceptable amenity standards for future residents.

- 6 Prior to the first occupation of the units the bin stores hereby approved shall be provided and made available to residents, and maintained as such thereafter.

Reason: to ensure that the residential units are high quality.

Document Imaged

Any person wishing to inspect the above papers should contact Mandeep Chaggar, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 020 8937 5346