

**Committee Report  
Planning Committee on 30 November,  
2005**

**Item No.  
Case No.**

**3/07  
05/2513**

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**RECEIVED:** 30 August, 2005

**WARD:** Wembley Central

**PLANNING AREA:** Wembley Consultative Forum

**LOCATION:** Garages N/T 155, London Road, Wembley, HA9

**PROPOSAL:** Demolition of existing garages and erection of a 3-storey, four-bedroom dwellinghouse with provision for off-street parking and refuse storage

**APPLICANT:** Kara Patel

**CONTACT:** MacConvilles London Ltd

**PLAN NO'S:** 7761/001, 7761/002 Rev. F, 7761/003 Rev. F, 7761/004 Rev. F

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**RECOMMENDATION**

Grant consent.

**EXISTING**

The site comprises a block of three garages on the north-eastern side of London Road between a two-storey, semi-detached, interwar dwelling at no. 155 London Road, and a two-storey detached building comprising 2 maisonettes at no. 157-159 London Road, sited at an angle to the site address.

The garages have been vacant/used for storage for a number of years and are not apparently used as associated off-street parking provision for any of the adjoining residential premises.

The site has a width of 9.5m on the front boundary. However, by virtue of its relationship with nos. 157/159 London Road, it narrows down to 6m for its 18m-long rear garden.

**PROPOSAL**

Demolition of existing garages and erection of a new 2-storey, pitched-roof, gable-ended house measuring 5.8m in width and with a maximum height of 9.7m. The building would have a depth of 8.8m along its main rear elevation and would provide a pitched-roof, single-storey rear element with an additional projection of 1.9m adjacent to the boundary with no. 155 London Road. The building would provide an additional, pitched-roof element on its eastern elevation, set back 250mm behind the main front elevation (facing no. 157/159), with a width of 2m and a total height of 7.75m. This would have a depth of 4.1m and would terminate at the point where, due to the intersection with the common boundary to the east, the site narrows in width.

Following the tapering nature of the boundary, a single-storey triangular element would infill the awkward gap between this element and the main rear corner.

**HISTORY**

A full planning application for the demolition of garages and erection of a 3-storey, four-bedroom

dwellinghouse with provision of off-street parking and refuse storage was refused under reference 05/0742 and dated 17th of June 2005. The decision notice contained the following reasons for refusal:

- 1 The proposed development, by virtue of its width, depth, gable-ended roof style, excessive proportions of the front roof slope, incoherent fenestration between ground and first-floor level and recessed balcony at rear, would not relate to the massing shape or general character of the streetscene, resulting in a loss of visual amenity and being contrary to policies BE2, BE7, BE9 and H12 of the Adopted London Borough of Brent Unitary Development Plan 2004, as well as the provisions of the Council's Supplementary Planning Guidance 17: "Design Guide for New Development".
- 2 The proposed dwelling, by virtue of its projection behind the rear elevation of the neighbouring properties at no. 157 and 159 London Road, would result in significant detriment to the occupiers of these units by way of an overbearing impact and general loss of daylight and outlook, being contrary to Adopted London Borough of Brent Unitary Development Plan 2004 policies BE2, BE9 and H21 as well as the guidance contained within Supplementary Planning Guidance No. 5 "Altering and Extending Your Home"
- 3 The proposed detached dwelling, by virtue of the excessive area of hard surfacing on the frontage and the substandard depth of the parking area, would result in significant detriment to the visual appearance of the area as well as detriment to the safety of pedestrians and the free flow of traffic on the adjacent highway contrary to policy BE7 and TRN3 of the Adopted London Borough of Brent Unitary Development Plan 2004 and Supplementary Planning Guidance No. 5 "Altering and Extending Your Home".

A full planning application for the demolition of existing garages and erection of a two-storey detached building with accommodation in roofspace to provide 2 no. two-bedroom flats, provision of 2 car-parking spaces and bin stores, was refused under reference 04/1962 and dated 18th of August 2005.

The decision notice contained the following reasons:

- 1 The proposed development, by virtue of its width, depth, gable-ended roof style, inappropriate set-down to the east, lack of a front bay at both ground-floor and first-floor levels, excessive hardsurfacing on the front elevation and relationship with the neighbouring properties at both 157 and 159 London Road, would be out of scale with the neighbouring buildings, would not relate to the general character of the row and would be an overdevelopment of this site, which would have a detrimental impact on the streetscene by way of loss of visual amenity, as well as resulting in significant overshadowing and loss of outlook for the occupiers of numbers 157 and 159 London Road, contrary to policies BE2, BE6, BE7, BE9, H12, H14 and H17 of the Adopted London Borough of Brent Unitary Development Plan 2004, and the provisions of the Council's Supplementary Planning Guidance 5: "Altering and Extending Your Home" and Supplementary Planning Guidance 17: "Design Guide for New Development".
- 2 The proposal would be an undesirable form of development, detrimental to the prospective occupiers, the occupiers of neighbouring properties and the visual amenity and character of this residential area, by virtue of the substandard floor areas of both the flat and maisonette, and the lack of direct access to the rear garden for the occupiers of the larger, family-sized unit on the upper floors. The proposal is therefore contrary to policies H18 and H21 of the Adopted London Borough of Brent Unitary Development Plan 2004, and the provisions of Supplementary Planning Guidance 17: "Design Guide for New Development".

A full planning application for the demolition of existing garages and the erection of a three-storey building comprising 3 two-bedroom flats, under reference 03/1104, was withdrawn by the applicant on the 26th of June 2003.

An outline application for the demolition of 3 garages and the erection of 1 no. 2-storey detached dwellinghouse at the side adjoining no. 157/159 London Road, Wembley, under reference 01/3080, was **approved** on the 3rd of September 2001.

## **POLICY CONSIDERATIONS**

- STR11 Which seeks to protect and enhance the quality and character of the Boroughs built and natural environment and resist proposals that have a harmful impact on the environment and amenities.
- BE2 Proposals should be designed with regard to local context, making a positive contribution to the character of the area, taking account of existing landforms and natural features. Proposals should improve the quality of the existing urban spaces, materials and townscape features that contribute favourably to the area's character and not cause harm to the character and/or appearance of an area or have an unacceptable visual impact on Conservation Areas.
- BE3 Proposals should have regard for the existing urban grain, development patterns and density and should be designed that spaces between and around buildings should be functional and attractive to their users, layout defined by pedestrian circulation taking the form of urban blocks, particular emphasis on prominent corner sites, entrance points and creating vistas, respect the form of the street by building or responding to the established line of frontages, unless there is clear urban design justification. Development layouts should also make explicit the movement framework by prioritising movement by foot, cycle and public transport, encourage convenient pedestrian access to important civic areas by retaining existing or providing new routes and linkages which contribute to the permeability of the areas, minimise traffic conflicts between vehicles, pedestrians and cyclists by ensuring clear delineation of routes and unencumbered entrances and circulation and integrate the proposed development with public transport and car parking facilities.
- BE5 Development should be understandable, free from physical hazards and to reduce opportunities for crime, with a clear relationship between existing and proposed urban features outside and within the site. Public, semi-private and private spaces are clearly defined in terms of use and control, informal surveillance of public and semi-private spaces through the positioning of fenestration, entrances etc., front elevations should address the street with, where possible, habitable rooms and entrances, with private areas to the rear and significant areas of blank wall and parking should be avoided on back edge of pavement locations, entrances should be overlooked by development with good lighting and visible from the street, rear gardens should not adjoin public space, parking spaces are provided within view and if not made safe in other ways and are not normally accessible via rear gardens of residential properties and access ways are through or adjoining a site are overlooked by development, provided with good lighting, set away from cover, provide clear sightlines and not run next to rear gardens.
- BE6 High standard of landscaping required as an integral element of development, including a design which reflects how the area will be used and the character of the locality and surrounding buildings, the retention of existing trees, shrubs and hedgerows particularly where they form part of the character of the area, new planting of an appropriate species, size, density of planting with semi-mature or advanced nursery stock, new integrally designed structural landscaping on appropriate larger sites, boundary treatment (fencing, railings ) which complement the development and enhance the streetscene, screening of access roads and obtrusive development from neighbouring residential properties.
- BE7 A high quality of design and materials will be required for the street environment. Within residential areas, the following will be resisted (both for existing and new developments) where they would detract from the character of the area and where planning permission is required:-
- (a) the excessive infilling of space between buildings and between buildings and the road;
  - (b) the loss of paving, front walls, railings or hedges of character and common to the street, which should be restored or reproduced where practical;
  - (c) hard surfacing occupying more than half of a front garden area; and
  - (d) forecourt parking, where this would cause (b) or (c) and where such parking would detract from the streetscape or setting of the property, or create a road/pedestrian safety problem.
- BE9 Creative and high-quality design solutions specific to site's shape, size, location and development opportunities Scale/massing and height should be appropriate to their setting and/or townscape location, respect, whilst not necessarily replicating, the positive local design characteristics of adjoining development and satisfactorily relate to them, exhibit a consistent and well considered application of principles of a chosen style, have attractive front elevations which address the street

at ground level with well proportioned windows and habitable rooms and entrances on the frontage, wherever possible, be laid out to ensure the buildings and spaces are of a scale, design and relationship to promote the amenity of users providing satisfactory sunlight, daylight, privacy and outlook for existing and proposed residents and use high quality and durable materials of compatible or complementary colour/texture to the surrounding area.

- H11 A net addition of at least 9,650 (480 per year) new dwellings (13,510 including vacancies and non-self contained dwellings) should be provided between 1997 and 2016 (of which at least 4,800 of the new dwellings should be affordable), subject to suitable locations (Policy STR19) and the maintenance of a quality environment.
- H8 Development should not result in the net loss of residential accommodation where such accommodation can still be used, with or without adaptation, for permanent residential purposes; or loss of land within the boundary of sites in housing use to non-housing uses. Where a development entails demolition or other loss of dwellings, comparable replacement will be required. Specific exceptions to this policy are set out in the Community Facilities chapter.
- H12 The layout and urban design of residential development should comply with policies in the Built Environment chapter, and in addition they should:
- (a) Have a site layout which reinforces or creates an attractive and distinctive identity, appropriate to its locality, creating a clear sense of place;
  - (b) Have housing facing onto streets and defining roads;
  - (c) Have access and internal layout which achieves traffic safety where cars are subsidiary to cyclists and pedestrians, normally preventing vehicles from travelling greater than 32 Kph (20 mph). Cul-de-sacs should only be used in parts of development sites that cannot be serviced in any other way. Gated communities will not be permitted.
- H13 The primary consideration in determining the appropriate density of new residential development will be achieving an appropriate urban design which makes efficient use of land (particularly on previously used sites) and meets the amenity needs of potential residents. The most dense developments will be appropriate in those parts of the Borough with good or very good public transport accessibility. Surrounding densities should be at least matched unless this would harm residential amenity. The density of a site should also have regard to the context and nature of the proposal, the constraints and opportunities of the site and the type of housing proposed.
- H16 Where frontage redevelopment is proposed within an existing residential area the streetscene. The spacing around the development should be compatible with the character of the surrounding area.
- TRN3 Where a planning application would cause or worsen an unacceptable environmental impact from traffic generated it will be refused, including where:
- (a) The anticipated level of car generation/attraction is greater than the parking to be provided on site in accordance with the Plan's standards and any resulting on-street parking would cause unacceptable traffic management problems; and/or
  - (b) The proposal would have unacceptable environmental problems such as noise or air quality (especially affecting air quality management areas); and/or
  - (c) The development would not be easily and safely accessible to pedestrians and/or cyclists; and/or
  - (d) Additional traffic generated would have unacceptable consequences in terms of access/convenience for pedestrians and/or cyclists; and/or
  - (e) The proposals would produce unacceptable road safety problems; and/or
  - (f) The capacity of the highway network is unable to cope with additional traffic without producing unacceptable levels of traffic congestion – especially where this would hinder the ability of the Strategic Road Network and/or London Distributor Roads to cope with through trips, or would introduce through traffic onto local roads; and/or
  - (g) The proposal would cause a significant increase in the number and/or the length of journeys made by the private car.
- TRN11 Developments should comply with the minimum standards in PS16 with cycle parking situated in convenient, secure and where appropriate sheltered locations
- TRN35 Access to parking areas and public transport for disabled persons and others with mobility difficulties. Designated parking spaces set aside for the exclusive use by disabled permit holders.
- PS14 Residential parking standards - Maximum of 1.2 spaces per for 2 bedroom units. Spaces should be

unallocated as far as possible.

PS16 1 cycle parking space per unit.

### **Brent Supplementary Planning Guidance**

**SPG5:** "Altering and Extending Your Home"

**SPG17:** "Design Guide For New Development"

**SPG 17:** "Design Guide for New Development"

### **CONSULTATION**

The following were consulted on the proposal:

The Transportation Team were consulted in relation to this application; they had no objection to the scheme, but specified the following conditions:

1. The access shall be 3m wide and will be over a dropped kerb to be constructed at the owner's expense. Any dropped kerb that remains disused should be reinstated to the Council's development standards for kerb and pavement.
2. Visibility spays shall be provided at the access as shown in Fig. 3 in SPG3. There should be no obstruction over the height of 600mm, as there might be children visiting the community centre.

Twenty-two adjoining properties were consulted in relation to this application.

Two letters of objection were received, referring to impacts on parking, privacy, outlook and the character of the area.

### **REMARKS**

This site was granted outline planning permission in 2002 for one 2-storey, detached, residential dwelling.

Two applications, one proposing the erection of a 3-storey, 4-bedroom dwelling and the other, the erection of two 2-bedroom flats, were refused in 2005 due to the intensity of their proposed use, the relationship of the buildings to neighbouring buildings and their inappropriate design. Previous to these refusals, an application for the erection of a three-storey building containing two 3-bedroom flats was withdrawn by the applicant in June 2003 after the Planning Service had indicated that it would be unacceptable for similar reasons.

The application currently under consideration has been revised to address the issues raised by previous applications and is considered to be acceptable for the reasons detailed below.

#### Proposed Use

The development would also provide an additional unit of accommodation on the site in accordance with the intentions of the London Borough of Brent Unitary Development Plan 2004 and in particular, policy H1 of the Plan, which seeks to provide a net addition of 9,650 dwellings by 2016 (480 per year).

The site is located within a residential area between 2 x 2-storey residential, pitched-roof, gable-ended units of residential accommodation. Outline permission 01/3080 (approved 03/09/2002) concluded that the existing garages onsite were not being used for dwellings and that a 2-storey building could be erected on this site.

Due to the history of the site and in view of adopted Council policy, the development would be acceptable in principle.

#### Residential Amenity

The footprint of the proposed development as laid out on site shows that:

In relation to No. 155 London Road, the proposal would have similar proportions to the existing building. Its main front elevation would be in line with the established building line of the street and it would be of a similar depth to its neighbour. Its rear garden would be narrower at 5m, but quite long, at 18m, to provide adequate amenity.

No. 155 London Road has one window in its side elevation, however, as this serves a secondary room, it is not considered that loss of light due to the development would significantly reduce the amenities of neighbouring occupiers.

The proposal would project by a single-storey conservatory behind the main rear elevation of No. 155 London Road, however, this would be at ground-floor level only and its depth at 1.8m behind the neighbouring property would be in compliance with Supplementary Planning Guidance No. 5. The height of this element's glazed roof, whilst slightly greater than planning guidance, at 3.2m (average), would be mitigated by virtue of the limited projection.

Nos. 157/159 have 2 doors and 3 windows in the western flank wall facing the proposed development. The windows on this elevation serve secondary rooms and would not result in an undue loss of outlook, visual amenity or a loss of light for the occupiers of this unit.

By virtue of its orientation, the northern elevation of 157/159 would face towards the proposed house. The 2-storey element of the scheme would terminate to the rear of the main rear elevation of No. 155/157, but its depth of 1.3m behind its neighbour would be less than the 2.8m distance between the closest point of the extension and the centre of the nearest habitable-room window. In this respect, the development would be in compliance with the 2:1 rule contained in Supplementary Planning Guidance No. 5.

The single-storey rear projecting element of the proposal adjacent to No. 155 London Road would be visible to the occupiers of No. 157/159 London Road. Members should note, however, that the impact of this element would be mitigated by the distance between its closest point and the nearest habitable-room window (some 5m) on Nos. 157/159, as well as its single-storey nature. Due to these factors, the rear projection of the single-storey element is not considered to result in a significant loss of visual amenity outlook or a significant level of detriment to visual amenity for these neighbouring occupiers. However, a condition requiring a scheme for a boundary treatment on the boundaries with both neighbouring properties is recommended to be attached to any approval document, both to preserve the privacy of neighbouring occupiers and to restrict any loss of visual amenity as a result of the development.

#### Design of proposal

The house has an inoffensive, fairly simple and conventional design that follows the rhythm of the terrace. The proposal is of a similar width, height and roof style to that of the neighbouring property at No. 155 London Road. These properties, in conjunction with the front bay and gable features would respect the character of this neighbouring building and properties in the area as such.

The inclusion of large glazed areas on both the front and rear elevation and their separation by wood panelling would create a more contemporary appearance for the building and would provide an attractive and interesting façade.

The articulation of the building, which shifting downward to the east, would respect the lower height of No. 157 London Road and would be in keeping with the character of surrounding properties.

The internal arrangement of the house would allow easy circulation around the dwelling with access to the loft via a staircase within the side projection; this would provide the appropriate 2m head clearance at the top of the stairs, as required under SPG 5.

The development would also provide sufficient storage for its occupiers.

#### Floor area of proposal

The proposed forms a 3-bedroom dwellinghouse which Brent Council Supplementary Planning Guidance No. 17: "Design Guide for New Development" states should have a floor area of 85m<sup>2</sup>; the proposal, with a floor area of 104m<sup>2</sup> would be in significantly in excess of this requirement.

#### Amenity space for the new house

The proposal would be required to allow 50m<sup>2</sup> of amenity space for the unit in order to comply with SPG 17. The rear garden of the site, some 6m in width and over 18m in depth, significantly exceeds the requirements of Planning Guidance in this respect.

### Highways

The proposal would result in one parking space in the front garden area and complies with maximum Council Standards. The parking space is adequately deep and is wide enough that the parking of a vehicle would not result in any obstruction to the main entrance of the dwelling or the bin store.

### Landscape

The proposal would result in a significant improvement in soft surfacing over that existing, the planting along the front and side of the proposed building would equate to approximately 50% of the garden and would significantly improve the visual amenity of the area.

### Conclusion

The proposed development to erect an additional dwelling on this property is acceptable in principle and is compliant with relevant policy and guidance. As such it is considered that a new dwelling on this site would be acceptable.

**RECOMMENDATION:** Grant Consent

### **REASON FOR GRANTING**

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

Brent's 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

### **CONDITIONS/REASONS:**

(1) The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

(2) Details of materials, including samples for all external work to the building, as well as details of any hardsurfacing materials, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced.

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

(3) The development hereby approved shall be carried out and completed in all respects in accordance with the proposals contained in the application, and any plans or other particulars submitted therewith, prior to occupation of the building.

Reason: To ensure that the proposed development will be carried out as approved so as to avoid any detriment to the amenities by any work remaining incomplete.

(4) The development hereby approved shall be used solely as a single family dwelling.

Reason: To ensure that no intensification of the site occurs which may result in detriment to

the amenities of neighbouring occupiers.

- (5) No access shall be provided to the roof of the extension by way of window, door or stairway and the roof of the extension hereby approved shall not be used as a balcony or sitting-out area.

Reason: To preserve the amenity and privacy of neighbouring residential occupiers.

- (6) No windows or glazed doors (other than any shown in the approved plan) shall be constructed in either flank elevation wall 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 and in the interests of good neighbourliness.

- (7) No further extensions or buildings shall be constructed within the curtilage of the property subject of this application, notwithstanding the provisions of Class A, B, C or F of Part 1, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, as amended, unless a formal planning application is first submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent an overdevelopment of the site and loss of amenity to adjoining occupiers.

- (8) Prior to commencement of works on site, a scheme of boundary screening on the common boundary of the site and Nos. 157/159 London Road, and between the site and No. 155 London Road, shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include the height, materials and design of the fencing and shall be implemented entirely in accordance with such details prior to the first occupation of the dwelling.

Reason: In order to ensure that neighbouring occupiers do not suffer a significant loss of visual amenity as a result of the development by way of loss of light, outlook or privacy.

**INFORMATIVES:**

- (1) The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented, as this may involve the use of adjoining land and should also ensure that all development, including foundations and roof/guttering treatment, is carried out entirely within the application property.

Any person wishing to inspect the above papers should contact Ian Hyde, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5222

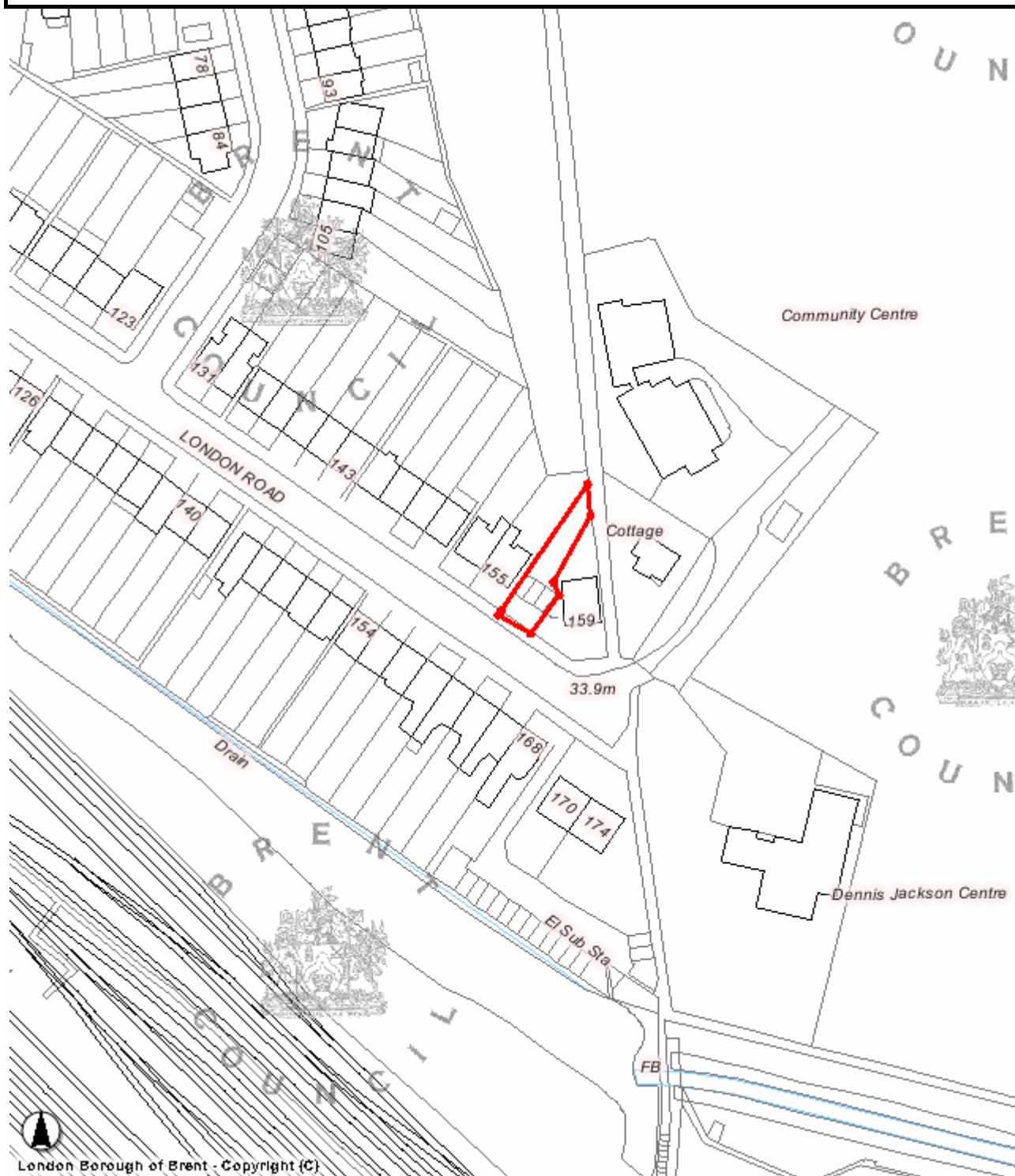




# Planning Committee Map

Site address: Garages N/T 155, London Road, Wembley, HA9

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