

RECEIVED: 27 January, 2006

WARD: Sudbury

PLANNING AREA: Wembley Consultative Forum

LOCATION: 1 Dalmeny Close, Wembley, HA0 2EU

PROPOSAL: Demolition of existing garage, erection of 2-bedroom bungalow, resiting of existing crossover, formation of additional crossover, hardstandings, alterations to existing front boundary treatment

APPLICANT: Brent Housing Ltd

CONTACT: Andrew Rogers: Planning

PLAN NO'S: DC100A; DC101; DC00; DCEX; Site Plan (scale 1:1250); sketch drawing

RECOMMENDATION

Refuse Consent

EXISTING

The site is located at the end of a row of paired semi-detached bungalow properties on the east side of Dalmeny Close, a cul-de-sac leading South off Harrow Road, located between number 1 Dalmeny Close and the rear of 635 Harrow Road. The opposing west side of the street is characterised by a row of semi-detached, 2-storey houses of similar style and size.

The site is presently occupied by a detached garage associated with number 1 Dalmeny Close and the private amenity space for this property, which is overgrown with vegetation, including trees and shrubs. A low brick wall, with piers, borders the front and side of the site with the 635 Harrow Road boundary. A vehicular crossover is in place presently to serve the garage of the existing dwellinghouse.

PROPOSAL

The applicant seeks consent to demolish the existing garage and erect a detached, 2-bedroom bungalow with associated amenity space and one car-parking space to the front.

HISTORY

A Full Planning Application under reference 05/2515 for the demolition of the existing garage and erection of a 2-bedroom bungalow with room in the roofspace, provision of one vehicular parking space and landscaping to front, was withdrawn by the applicant on 25/10/2005.

A Full Planning Application under reference 04/2223 for the demolition of the existing garage and erection of a single-storey dwellinghouse on land adjacent to 1 Dalmeny Close was refused on 07/09/2004 with the following reasons attached:

- 1 The proposed detached bungalow dwellinghouse with a floorspace of 61.6 square metres that is considerably below the minimum floorspace of 75 square metres specified in Supplementary Planning Guidance 17 'Design Guide for New Development' would provide an inadequate standard of amenity for the prospective occupants contrary to policies H12 and BE9 of the Unitary Development Plan 2004 adopted by the London Borough of Brent.

- 2 The provision of a kitchen window in the side elevation of the proposed dwellinghouse sited very close to the site boundary and garage building at the bottom of the garden of the neighbouring house in Harrow Road would provide a poor standard of lighting and outlook to the prospective occupants of the proposed dwelling contrary to the provisions of Supplementary Planning Guidance 17 'Design Guide for New Development' and policy BE9 of the adopted London Borough of Brent Unitary Development Plan 2004.
- 3 The siting of the proposed bungalow 1 metre from the existing bungalow would provide an unsatisfactory level of lighting and outlook to the kitchen window in the side elevation of 1 Dalmeny Close to the detriment of the amenities of the occupiers of this existing property and contrary to policy BE9 in the adopted London Borough of Brent Unitary Development Plan 2004 and the provisions of Supplementary Planning Guidance 17 'Design Guide for New Development.'
- 4 The proposed detached bungalow located at the entrance into this road involves the overdevelopment of a restricted site resulting in a dwelling with a siting, design and massing that is unrelated to the character and appearance of the adjacent semi-detached bungalows on this side of Dalmeny Close to the detriment of the visual amenity of the locality and contrary to policies BE2, BE7, BE9, H12 and H17 in the adopted London Borough of Brent Unitary Development Plan 2004 and the provisions of Supplementary Planning Guidance 17 'Design Guide for New Development.'
- 5 The provision of the pedestrian side access to the property would offer an unsafe means of access to the property and would detract from the amenities of the occupiers of the neighbouring property due to a loss of privacy and hence would be contrary to policies BE5 and BE9 of the adopted London Borough of Brent Unitary Development Plan 2004 and the provisions of Supplementary Planning Guidance 17 'Design Guide for New Development.'

POLICY CONSIDERATIONS

London Borough of Brent Adopted Unitary Development Plan 2004
(Hereafter referred to as "*The UDP*")

- STR 11 Which seeks to protect and enhance the quality and character of the Borough's 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.
- BE3 - Proposals should have regard for the existing urban grain, development patterns and density and should be designed that spaces between and around buildings should be functional and attractive to their users, layout defined by pedestrian circulation taking the form of urban blocks, particular emphasis on prominent corner sites, entrance points and creating vistas, respect the form of the street by building or responding to the established line of frontages, unless there is clear urban design justification. Development layouts should also make explicit the movement framework by prioritising movement by foot, cycle and public transport, encourage convenient pedestrian access to important civic areas by retaining existing or providing new routes and linkages which contribute to the permeability of the areas, minimise traffic conflicts between vehicles, pedestrians and cyclists by ensuring clear delineation of routes and unencumbered entrances and circulation and integrate the proposed development with public transport and car parking facilities.
- BE5 - Development should be understandable, free from physical hazards and to reduce opportunities for crime, with a clear relationship between existing and proposed urban features outside and within the site. Public, semi-private and private spaces are clearly defined in terms of use and control, informal surveillance of public and semi-private spaces through the positioning of fenestration, entrances etc., front elevations should address the street with, where possible, habitable rooms and entrances, with private areas to the rear and significant areas of blank wall and parking should be avoided on back edge of pavement locations, entrances should be overlooked by development with good lighting and visible from the street, rear gardens should not adjoin public space, parking spaces are

provided within view and if not made safe in other ways and are not normally accessible via rear gardens of residential properties and accessways are through or adjoining a site are overlooked by development, provided with good lighting, set away from cover, provide clear `sightlines and not run next to rear gardens.

- BE6 - High standard of landscaping required as an integral element of development, including a design which reflects how the area will be used and the character of the locality and surrounding buildings, the retention of existing trees, shrubs and hedgerows particularly where they form part of the character of the area, new planting of an appropriate species, size, density of planting with semi-mature or advanced nursery stock, new integrally designed structural landscaping on appropriate larger sites, boundary treatment (fencing, railings) which complement the development and enhance the streetscene, screening of access roads and obtrusive development from neighbouring residential properties.
- BE7 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 are sought. 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.
- H1 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.
- H11 Housing will be promoted on previously developed urban land which the Plan does not protect for other land uses.
- 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.
- TRN 3 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.
- TRN14 New highway layouts, visibility splays and accesses to and within development should be designed to a satisfactory standard in terms of safety, function, acceptable speeds, lighting and appearance (see Policies BE3 & H12). For a site with a new road network the proposal should have efficient internal circulation as well as integrating with the existing road network in a convenient manner; including for emergency service vehicles, pedestrians, cyclists and, where appropriate, buses.
- PS14 - Residential parking standards - Maximum of 1.2 spaces per for 2 bedroom units. Spaces should be unallocated as far as possible.

Brent Supplementary Planning Guidance

- *SPG5 Altering and Extending your Home*
- *SPG3 Forming an Access onto a Road*
- *SPG17 Design Guide for New Development*

CONSULTATION

- Consultation period 9th February to 2nd March in which 13 properties and Council Ward Members were consulted. Additionally, internal consultation with Transportation, and Landscape Teams was undertaken.
- Eight objections were received from neighbouring occupants of Dalmeny Close on the grounds that the proposal was not in keeping with the character of the street, would lead to a loss of landscaping and trees, an increase in crime and would result in a devaluation of properties on the street. Concern was also expressed over a loss of parking, increased noise and vibration and that the site is not sufficiently large enough to accommodate the building.
- Landscape has replied, stating they have no objections regarding the proposal, but requested landscape conditions requiring tree planting, details of materials for the hardstandings and details of all shrubs proposed for the front garden
- Transportation has responded and has no objections, subject to the provision of visibility splays at the entrance.

REMARKS

The main issues regarding this development are whether the site can accommodate the unit proposed, would the proposal respect the character of the area and the amenities of neighbouring occupiers and would it also address issues raised in previous applications?

The proposed new dwellinghouse is adjacent to an end-of-street, semi-detached bungalow at 1 Dalmeny Close and is on a similar level with this and surrounding properties.

Supplementary Planning Guidance 17 provides detailed advice with regard to new residential development and specifies the minimum floor areas for new dwellings. For two-bedroom, four-person dwellinghouses, the minimum floor area required is 85 square metres. However, the second bedroom in the proposed unit appears capable of accommodating only one occupier and whilst SPG 17 does not provide guidance as to floor areas for 3-occupant houses, a flat of the same occupancy would require a floor area of only 55m². Therefore through the interpretation of relevant guidance, as the proposed dwelling measures 60.68 square metres, it would result in an appropriate floor area.

Habitable rooms have not been arranged in a manner compliant with SPG17, as the bedrooms are located to the front of the dwelling, however, this is consistent with the layout of the adjacent bungalow properties.

SPG 17 also provides guidance relating to private amenity space. It specifies that houses suitable for family accommodation should have private amenity space totalling at least 50 square metres. In this respect the proposed rear garden, which measures 100 square metres, more than meets this requirement. The proposal also has a reasonably sized front-garden area (some of which would be utilised for parking).

In relation to overlooking, one window is proposed facing north (towards Harrow Road). As this would serve a toilet however, it could be acceptable, subject to conditions requiring it to be obscure-glazed and opening only at high level.

Impact on 1 Dalmeny Close

The proposal provides no windows on the side elevations, with fenestration facing front and rear. There are two windows serving a kitchen and one window serving a bathroom on the flank elevation of number 1 Dalmeny Close facing the site is less than 1 metre from the boundary.

As a kitchen is defined within the UDP as being a primary room and the window in the side elevation of this property provides the sole outlook and natural light for this room, by virtue of the height of the proposed development (including the half gable design) and its proximity, the development would result in a significant overbearing impact for the occupants of No. 1 Dalmeny Close, with a resultant impact on the enjoyment of their dwelling and would be contrary to policy BE9 of the Adopted Unitary Development Plan 2004.

The new dwelling would project 1.5m to the rear of No. 1 Dalmeny Close and have the same front building line as this neighbouring property. It consequently therefore would have no adverse impact in terms of overlooking, overshadowing or over-dominance for the occupiers of this neighbouring dwelling.

Impact on other neighbours

The original drawings submitted with the application showed the northern elevation of the building to be in close proximity to the site boundary and failed to depict a guttering system. Clarification of the situation was requested and amendments were received. The amended scheme involved a reassessment of the boundary and the movement of same, some 200mm north. Having compared this to Ordnance Survey Plans, it appears that this boundary would be inconsistent with the situation on site which appears to have been accurate originally and that the guttering and eaves to the north would extend over the boundary.

Impact on Streetscene

The proposed development would replicate the hipped-roof style and angles of pitch of the adjacent semi-detached pair of bungalows as well as retaining the recessed main entrance door found on neighbouring dwellings, although the layout is harder.

The development proposes a detached bungalow adjacent to a semi-detached pair and replicates the roof height of the neighbouring bungalow on the forward section, but the overall roof is lower and truncated on

the south side next to No. 1. This roof treatment would be out of character with the design, scale, appearance and nature of the pairs of semi-detached properties along this street and provides a cramped form of development to the detriment of the streetscene.

The cramped nature of the resultant development is emphasised by the loss of the garage/parking space to the side of No. 1 which is a common feature of the semi-detached bungalows on the east side of Dalmeny Close. The proposal necessitates a parking space being formed to the front of the existing and proposed dwellings which is not characteristic of the streetscene.

Clarification was sought as to the guttering treatment on this elevation. However, this was not clarified and there is remaining concern over how this would be implemented and its resultant visual impact.

Parking and Highway Safety

As the proposed dwellinghouse would be located within a Controlled Parking Zone and in proximity to Harrow Road bus services and Wembley Town Centre, it could be deemed less reliant on car transportation. There already exists a vehicular crossover to the front of the site which was used by the residents of No. 1 Dalmeny Close to access the garage on site. It is proposed to use this crossover to access the parking space proposed in the front garden of the new dwellinghouse. This is acceptable in terms of parking standards and highway safety as one parking space would be required for a two-bedroom residential unit, which is 5.4m deep and 3.25m wide. A new access is proposed to provide a parking space in front of the bedroom of the existing house, which is adequate in transportation terms, but not, as outlined above, in the interests of the streetscape.

Trees and Landscaping

No trees of note exist on site. Brent Council's Landscape Team require a landscaping scheme to be submitted subject to the scheme meeting with an approval.

Conclusion

The width of the site is inadequate to accommodate a house of a size, design and scale commensurate and in character with the surrounding houses on this side of Dalmeny Close.

RECOMMENDATION: Refuse Consent

CONDITIONS/REASONS:

- (1) The siting of the proposed bungalow 1 metre from the existing bungalow would provide an unsatisfactory level of lighting and outlook to the kitchen window in the side elevation of 1 Dalmeny Close to the detriment of the amenities of the occupiers of this existing property and contrary to policy BE9 in the adopted London Borough of Brent Unitary Development Plan 2004 and the provisions of Supplementary Planning Guidance 17: "Design Guide for New Development".
- (2) The proposed detached bungalow prominently located at the entrance into this road involves the overdevelopment of a restricted-width site which, due to the staggered side elevation and unsatisfactory roof design, results in a dwelling with a siting, design and massing that is unrelated to the character and appearance of the adjacent semi-detached bungalows on this side of Dalmeny Close and with a requirement to provide frontage parking for the existing and proposed dwellings, will be detrimental to the visual amenity of the locality and contrary to policies BE2, BE7, BE9, H12 and H16 in the adopted London Borough of Brent Unitary Development Plan 2004 and the provisions of Supplementary Planning Guidance 17: "Design Guide for New Development".
- (3) Due to the angle of the boundary with the property to the North in Harrow Road, the side elevation and the hipped roof over the dwelling is stepped. This is out of keeping with the nature of the existing pairs of bungalows and will be prominently sited at the entrance into the cul-de-sac when entering from Harrow Road, a matter which is emphasised by the proposed dwelling projecting deeper into the site than the existing pairs of bungalows. The result is an undesirable form of development, detracting from the visual amenity of the locality.

INFORMATIVES:

None Specified

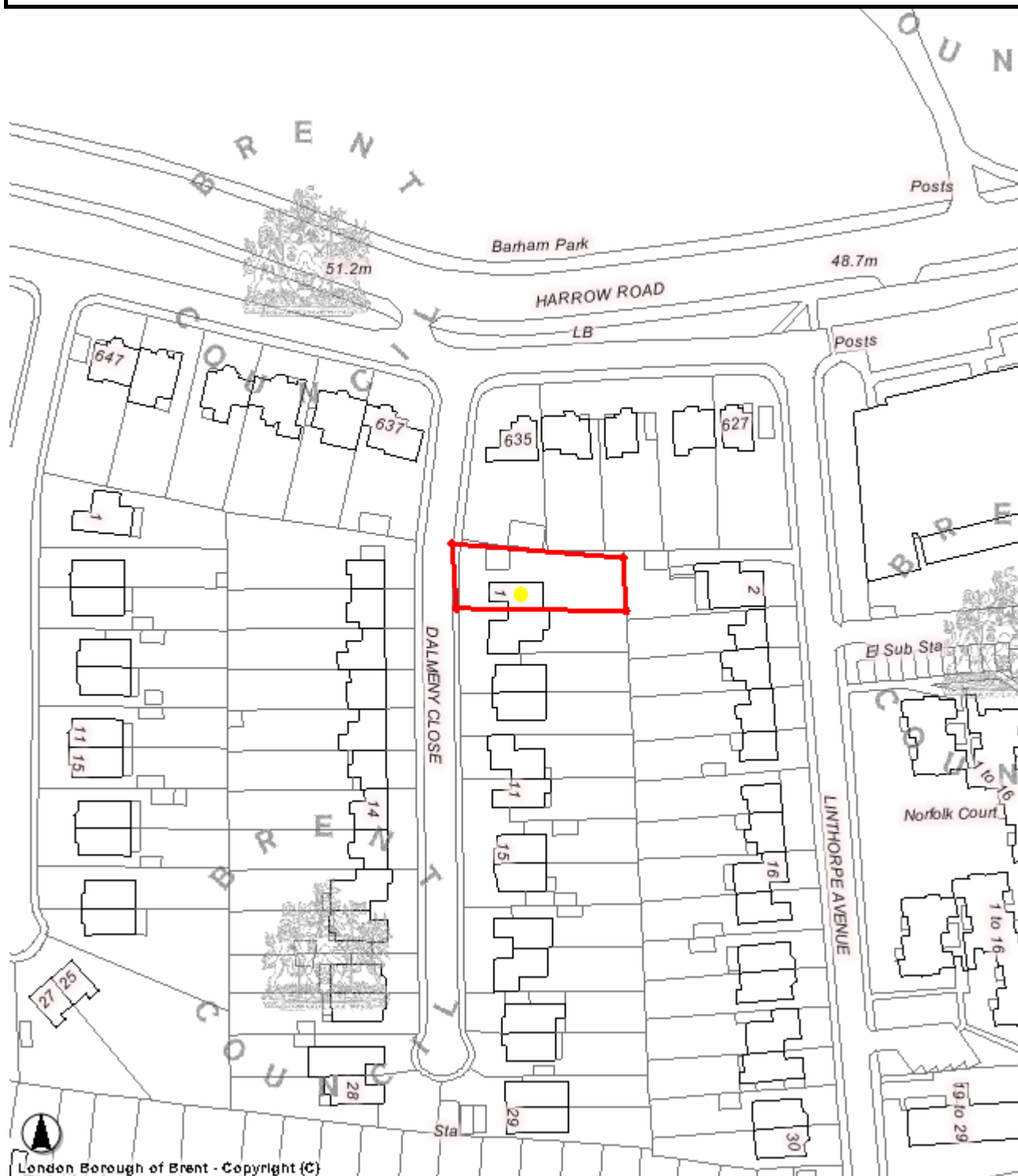
Any person wishing to inspect the above papers should contact Ian Hyde, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5222



Planning Committee Map

Site address: 1 Dalmeny Close, Wembley, HA0 2EU

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