

RECEIVED: 28 March, 2006

WARD: Sudbury

PLANNING AREA: Wembley Consultative Forum

LOCATION: 114-118A & Land R/O 114-118, Harrowdene Road, Wembley, HA0 2JF

PROPOSAL: Outline application for demolition of 4 dwellings and 2 detached garages and redevelopment of the site for residential purposes at a density of 80 dwellings per hectare (with access off Harrowdene Road to be determined at this stage).

APPLICANT: Clearview Homes Ltd

CONTACT: W J Macleod Architect

PLAN NO'S: 06/3050/1 - Showing Proposed Access.

RECOMMENDATION

Refusal

EXISTING

The application site (0.35 hectare) currently comprises a pair of two-storey semi-detached houses (No. 114 and 116 Harrowdene Road) with two-storey side extension and distinctive front porch and a pair of semi-detached bungalows (No. 118 and 118A Harrowdene Road) with an attached car port to the side of No. 118A, and pair of detached garages located at the side of No. 118 Harrowdene Road. The site has a frontage to Harrowdene Road of 47 metres, widening to 59 metres on the rear boundary and a depth of 57-78 metres. The rear boundary of the site has a line of tall conifers forming a dense screen alongside the public footpath abutting the adjoining Silverlink Railway, Bakerloo Underground and Network Rail lines. The site is situated on the east side of Harrowdene Road which is predominantly a residential road comprising mixture of terraced, semi-detached and detached houses and blocks of flats of different sizes, design and era. To the south of the site are the small terraced and semi-detached two storey 1980's houses facing Harrowdene Road and served by the cul-de-sac Harwood Close. To the north are semi-detached and detached two storey houses with deep rear gardens backing onto the footpath and railway. It should also be noted that Harrowdene Road is a Local Distributor Road in the adopted Unitary Development Plan 2004 which runs north-south between Harrow Road (HA9) and East Lane.

PROPOSAL

The proposal involves demolition of the buildings and seeks outline planning permission for a residential development at a density of 80 dwellings per hectare (which would lead to construction of approximately 20 to 30 dwellings depending on the layout of the development on site and size of the units) with only access to be determined at this stage. The plan indicates (4.8m wide) access off Harrowdene Road positioned approximately in the middle of site on Harrowdene Road frontage, a 1.8m wide footway on the north side of the access road, kerb radii of 6m and sight-lines of 4.5m x 90m on either side of the access road.

HISTORY

The following planning history is relevant to the proposal:

Vacant land r/o 114-118 Harrowdene Road

23/06/1976 Use of vacant site for a youth club and erection of single storey building – Refused (ref:

H1690 1160).

23/04/1961 Greenhouse – Approved (ref: 21979A 8345)

15/11/1955 Use of land for nursery garden – Approved (ref: 21979 4666)

118A Harrowdene Road

12/05/1971 Erection of car port – Approved (ref: C4035 645)

19/07/1944 Erection of single storey side extension – Approved (ref: 94/0927)

POLICY CONSIDERATIONS

Policy Context

Adopted Unitary Development Plan 2004

Strategic

STR14 - New development will be expected to make a positive contribution to improving the quality of the urban environment in Brent by being designed with proper consideration of key urban design principles relating to: townscape (local context and character) urban structure (space and movement), urban clarity and safety, the public realm (landscape and streetscape), architectural quality and sustainability.

STR18 - A minimum of 9,600 additional dwelling units (including conversions and change of use) shall be provided, subject to the maintenance of a quality environment, between 1997 and 2016.

STR19 - New housing development should be located on sites which reduce the need for travel and preference given to the development of previously used urban land.

STR20 - Where suitable and practical, housing development (according to the criteria set out in the plan) on sites capable of accommodating 10 or more units, or 0.3 hectares or over, should include the maximum reasonable proportion of affordable housing consistent with achieving the plan's affordable housing provision levels.

Environmental Quality

BE2 - Design should have regard to the local context, making a positive contribution to the character of the area. Account should be taken of existing landform and natural features, the need to improve the quality of existing urban spaces, materials and townscape features that contribute favourably to the area's character and the opportunity for improvement or variety in an area of poor uniform character. Proposals should not cause harm to the character and/or appearance of an area. Application of these criteria should not preclude the sensitive introduction of innovative contemporary designs.

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 - High quality of design and materials required for the street environment. In existing residential areas, the excessive infilling of space between buildings and between buildings and the road, the loss of paving, front walls, railings or hedges of character to the street which should be restored or reproduced where practical, the hardsurfacing of more than half of the front garden area and forecourt parking detracting from the streetscene or setting of the property or creates a road/pedestrian safety problem, will be resisted.

BE9 - New buildings should have an appropriate design solution specific to the site's shape, size, and 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 and landscape 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 have a direct relationship with the street at ground floor 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.

Environmental Protection

EP2 - Noise sensitive development will be permitted unless its users would suffer noise levels above acceptable levels and if this cannot be acceptably attenuated, necessary noise insulation will be secured by condition.

Housing

H1 - A net addition of at least 9,650 (480 per year) new dwelling (13510 including vacancies and non-self-contained dwellings) should be provided between 1997 and 2016(of which at least 4800 of the new dwellings should be affordable), subject to suitable location (STR19) and the maintenance of a quality environment.

H2 - Housing development in the Borough capable of providing 15 or more units gross, or 0.5 Ha or more in size (irrespective of the number of units) should where suitable according to policy H3, include provision for affordable housing on site (other than where policy H4 applies). This should contribute towards the Borough wide target for affordable housing and available to Borough residents (both initial and subsequent occupiers). The artificial subdivision of site will affect of circumventing this policy will not be permitted. The Council will encourage provision of affordable housing on suitable sites below the threshold set out in policy. The tenure of different elements of a scheme should not be apparent from the siting, design and layout.

H3 - In assessing the scale of affordable housing required of sites above the size threshold, the maximum reasonable proportion of affordable housing will be sought and secured (generally 30-50% of units on suitable sites) having regard to Boroughwide targets, exceptional development costs, suitability of site for affordable housing, walking distance to shopping centre and local services, public transport accessibility, housing needs of the local area, site specific targets and costs of achieving other planning objectives.

H8 - Development should not result in a net loss of residential accommodation where it can be used for residential purposes. Where development entails demolition or other loss of dwellings, comparable replacement will be required.

H9 - On developments capable of 15+ units, or of 0.5 Ha irrespective of the number of units, a mix of family

and non-family units will be required, having regard to local circumstances and site characteristics. Special regard will be had to affordable housing developments designed to meet the needs of a particular priority group.

H10 - New residential development should be self-contained.

H11 - Housing promoted on previously developed land.

H12 - Layout and urban design of residential development should reinforce/create an attractive/distinctive identity appropriate to the locality, housing facing streets, have access and internal layout achieving traffic safety with cars subsidiary to cyclists and pedestrians, normally preventing vehicles travelling more than 32 kph (20 mph), with cul-de-sacs only used in parts of development sites that cannot be serviced in any other way, appropriate car parking and cycle parking, where dedicated on-street parking is maximised as opposed to in curtilage parking and avoids excessive tarmac and hard landscaping and provides an amount and quality of open landscaped areas appropriate to the character of the area, local availability of open space and needs of prospective residents.

H13 - The appropriate density will be determined by 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 in areas with good and very good public transport accessibility. Surrounding densities should at least be matched unless it would harm residential amenity. The density should have regard to the context and nature of the proposal, the constraints and opportunities of the site and type of housing proposed.

H14 - Planning permission would be refused where development would under utilise a site, where there are no pressing considerations to protect the character of an area.

H15 - Backland development will require special regard to the density and height of the proposal which should be subsidiary to the frontage housing, the privacy and outlook from existing dwellings and in particular gardens, any proposed demolition of dwellings or parts of dwellings to form accesses and if this would create an unattractive breach in a consistent street frontage this will not be permitted, access arrangements which would cause significant nuisance to neighbouring properties will not be permitted, that sufficient garden depth and area is retained by existing dwellings commensurate with their size and character, the effect and cumulative impact of the development on the loss of garden habitat

H16 - Frontage development must make an equal or greater contribution to the character and quality of the streetscene. The spacing around development should be compatible with the character of the surrounding area.

Transport

TRN1 - Planning applications will be assessed, as appropriate, for their transport impact, including cumulative impacts on the environment and on the road network, and all transport modes, including: public transport, walking and cycling.

TRN2 - Development should benefit and not harm the operation of the public transport network, and should be located where the public transport accessibility is sufficient to service the scale and intensity of the use.

TRN3 – Proposals that cause or worsen an unacceptable environmental impact from traffic will be refused, including where car generation is greater than the parking to be provided on site in accordance with the standards and any resulting on-street parking would cause unacceptable traffic management problems, the proposal would have unacceptable environmental problems such as noise or air quality, the development would not be easily and safely accessible to pedestrians and/or cyclists, additional traffic would have unacceptable consequences for access/convenience of pedestrians and/or cyclists, it produces unacceptable road safety problems, the capacity of the highway network is unable to cope with additional traffic without producing unacceptable congestion especially through traffic, there is a significant increase in the number/length of journeys made by private car.

TRN4 - Where transport impact is unacceptable, various measures will be sought at the applicants expense to try to mitigate the effects, including public transport improvements, on street parking controls or restrictions, improved pedestrian and cycle facilities, traffic calming, road safety and highway improvements, management measures to reduce car usage. Such measures should be necessary for the scheme to go ahead and be related to the development, should be consistent with any existing or proposed parking

controls and Local Area Transport Strategy covering the area and not unacceptably divert traffic problems elsewhere.

TRN10 -The walkability of the public environment should be maintained and enhanced, especially to key destinations such as schools, shopping centres and public transport and for those with mobility difficulties. New development should have safe walking routes which are overlooked, convenient and attractive, within the site and to surrounding facilities and areas. These should normally be along streets, or where not practical or desirable overlooked pedestrian routes. There should be level access at pedestrian crossing points.

TRN11 - Changes or additions to the highways will be assessed for their impact on cycling examining the coherence, directness, attractiveness safety and comfort of routes. Measures to improve conditions for cyclists will be assessed in the following order of declining preference; traffic reduction, traffic calming, junction treatment and traffic management, redistribution of the carriageway and off road provision. Developments should comply with the minimum standards in PS16 with cycle parking situated in convenient, secure and where appropriate sheltered locations.

TRN12 - In considering traffic management measures, and in assessing planning applications, priority will be given to road safety issues - particularly those affecting the convenience and safety of vulnerable road users such as pedestrians and cyclists.

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.

TRN17 - Additional road space will be resisted unless, inter alia, it is necessary to provide access to or circulation within a development site.

TRN23 - Parking for residential development should not provide more than the levels in standard PS14. Lower standards apply for developments of affordable housing.

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 space per 1 bedroom unit, 1.2 spaces per 2 bedroom unit, 1.6 spaces per 3 bedroom unit and 2 spaces per 4+ bedroom units. This can be reduced by up to 50% for affordable housing.

PS15 - 1 Wheelchair space per disabled unit next to the dwelling.

PS16 - 1 cycle parking space per unit

Supplementary Planning Guidance 17

Supplementary Planning Guidance 17 on 'Residential Design Standards' sets out the Council's minimum design standards to ensure that development does not prejudice the amenities of the occupiers of neighbouring properties or the occupiers of the application site. The design standards set out include; minimum distances required between properties to ensure adequate privacy levels are maintained; a minimum rear garden depth; minimum amenity space requirements and habitable room size standards for new housing.

CONSULTATION

The following have been consulted on the proposal:

- Nos. 87, 1 to 12 Everton Court, 93, 95, 97, 99, Flat 1 to 11, 1A, 9A & 10A at 99, 100, 1 to 11 Wade Court, 102, 103, 104, 105, 106, 106A, 108, 108A, 109, 110, 110A, 111, 112, 112A, 113, 114, 115, 116, 117, 118, 118A, 119, 120, 121, 122, 123, Flat 1 to 5 at 124, 126, 128 and 130 Harrowdene Road.
- Nos. 1, 2, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31 and 33 Harwood Close,
- Ward Councillors

In total 13 letters (from 97, 104, 108A, 112, 112A, 122 & 123 Harrowdene Road; 1, 3, 7 & 23 Harwood Close, Councillor Paul Lorber and Bob Wharton) have been received raising objections to the proposal on

the following main grounds:

Councillors

The application is not very clear in that it does not specify what “density of 80 dwellings per hectare” means in terms of development on site. There are also grave concerns regarding the demolition of 4 houses and the creation of another development with an access point onto the extremely busy and congested Harrowdene Road- especially since the impact of the development at No. 100 Harrowdene Road is still to be assessed. If this scheme is allowed, the north end of Harrowdene Road would have four access roads serving backland development and would also add to traffic congestion on a very busy and congested East Lane at its junction with Harrowdene Road, therefore traffic issue needs to be carefully examined particularly taking account of the design of the access road and the bellmouth. The proposed access is 4.8m wide. An HGV serving the site will take up more than half the proposed carriage width, increasing the risk of a jam at the entrance of the site. It is suggested that as the Fire and Police Station are located near the south end of Harrowdene Road, which is an important route for them, that they being emergency services should be consulted on the proposal.

Local Residents

The development would be in the back garden of properties in Harwood Close and would result in loss of trees, open space, view, outlook, light and privacy for residents in Harwood Close. Harrowdene Road is already over-crowded, very busy and congested with heavy traffic and will not be able to cope with extra traffic, congestion and parking problems that this development would generate. The development would also result in increased crime, smell, dirt, noise, disturbance, air and other pollution and would affect the quality of life for the residents in the area who are already adversely affected by other recent development in the close vicinity. The development would affect the character of the area and house prices in the vicinity. The proposal has no merit other than it is a profit making scheme for the applicant. The proposal would also be unsafe for pedestrians and children.

Network Rail – requires all plant, scaffolding and crane relating to the development to be positioned in a way that in the event of failure, it will not fall onto Network Rail land. It also want to be consulted on details of landscaping along the railway corridor and any alterations to ground levels, drainage and fencing within 10m of their boundary as it may have impact on the stability of the railway. It suggests that Noise and Vibration assessment be carried out in accordance with PPG 24 as residential amenity will need to be addressed. All proposed buildings and structures should be set-back 2m from the boundary with the operation rail or at least 5m from overhead power lines and if the works are proposed adjacent to the railway, it would be appropriate for them to be served with a notice under Party Wall Act 1996.

Landscape – Has no principal objections to the proposal provided the access point is moved to the north in order retain one of the tree “Malus” served with Tree Preservation Order (TPO) in the frontage of No. 116 Harrowdene Road. It suggests that rear boundary of the site lined with conifer, forming a dense screen would be desirable to retain as the basis of acoustic barrier/screen for any development. It also suggest that in addition to standard landscape and tree protection conditions, a further condition be applied requiring a tree survey to be submitted, indicating trees to be retained and removed, prior to any further consent being granted.

Environment Agency – no response to this application has been received.

Thames Water – With regards to “Waste” the developer would be required to pay for any diversions of existing sewers or raising mains crossing the site. With regards to “Surface Water Drainage” the applicant is recommended to ensure that new connections to the public sewerage system do not pose an unacceptable threat of surcharge, flooding or pollution, the proposal is in line with advice from the DETR and to ensure the separation of foul and surface water sewerage on all new developments. With regards to “Water Supply” it informs that this comes within the area covered by the Three Valley Water Company.

Transportation – No Transportation objections subject to a Section 106 Agreement confirming payment in the sum of £1,000 per 1 or 2 bedroom dwelling, £1,500 per 3+ bedroom dwelling, towards improving non-car access, highway safety improvements and new parking controls.

Some technical highway matters require conditioning. The carriage width should be 5.5m, the footway widths 2m. Redundant crossovers will need to be removed to the satisfaction of the Director of Transportation, and a condition preventing reversing from the site onto the Local Distributor Road should be addressed.

REMARKS

This is an outline planning application (accompanied by only one plan drawing no. 06/3050/1 showing the proposed access) seeking planning permission for the following 3 main issues:

- 1 Demolition of existing residential bungalows and two-storey houses with their associated garages, structures on the site.
- 2 Redevelopment of land for residential at 80 dwellings/hectare (with no plans to indicate the nature of the proposed development, its siting, design, height, amenity space and off-street parking provision).
- 3 Proposed access into the site off Harrowdene Road.

The Proposed Use of Land

The proposal to redevelop the site for residential purposes would not involve a change of use of land as the existing and proposed use would both fall within same Use Class C3. The proposed use of land for residential purposes therefore in principle is considered to be acceptable.

The site is located within a residential area comprising terrace, semi-detached, detached and block of flats of varying size, design, materials and erected at various times. The proposal would result in the loss of existing 4 dwellings on the site. However, the loss of these residential dwellings is considered to be acceptable in accordance with the Council's policy H8 in the adopted UDP 2004 as the net gain (according to 80 dwellings/hectare) would be approximately 28 dwellings and provided these family sized properties were reprovided within the development. The removal of dwellings from the streetscene in Harrowdene Road will affect its character, but this is a road of mixed residential developments from different eras and hence styles and the provision of a gap to form the access and different form of frontage development is not considered to be significant enough to warrant a refusal for this reason.

The Proposed Access

The redevelopment of the site at a density of 80 dwellings/hectare will lead to construction of approximately 20 to 30 new dwellings depending on the nature and layout of the development on site. The proposed access required for the new development is designed broadly in line with the guidance as set out in the Council's Supplementary Planning Guidance (SPG) 13 relating to "Layout standards for access roads" and/or Design Bulletin (DB) 32 relating to "Residential Roads and Footpaths – Layout Consideration". The submitted plan states that the proposed carriage way would be 4.8m wide which is the standard for roads serving up to 25 dwellings. However, the site may accommodate a larger number of dwellings and therefore a carriage width of 5.5m would be more appropriate.

The plan proposes 1.8m wide footway on only the north side of the access road. The proposed footway width is considered to be above the guidance standard for medium-sized developments. However, it would not be wide enough to allow wheelchairs and pushchairs to pass and therefore it is suggested that the proposed footway be increased to 2m in width. There is also a need for 2m wide footway on the south side of the access road unless there is a clear reason not to do this. So far the developers have not given any reason for the proposed plan.

The proposal to provide kerb radii of 6m on either side of the access road is considered to be acceptable in line with the guidance and general practice. The proposed sight-lines of 4.5m x 90m on both sides of the access road have been preserved. Harrowdene Road is a very straight and level road which is helpful from a perspective of visibility.

The proposed location of the access is suitable, being 53m from Harwood Close junction and over 15m (i.e. 19m) from the Sovereign Grove junction (on opposite side of Harrowdene Road).

The applicant's agent was informed regarding various changes required to the proposed access plan and also regarding the financial contribution required for the proposal to satisfy the transportation requirements. However, so far no response has been received. The proposal therefore fails to achieve a satisfactory vehicular/pedestrian access to the site and that as there is no written confirmation agreeing to pay the sum required as a financial contribution towards improving non-car access, highway safety improvements and new parking controls in the area, it is considered that the proposal would have an unacceptable transport impact in the area which will not be mitigated to enable the development to go ahead. The proposed development is therefore considered to give rise to conditions (such as traffic, congestion and parking

problems in the area) which are prejudicial to the free flow of traffic on the adjoining highway contrary to the Council's policies TRN1, TRN3 and TRN 4 in the adopted Unitary Development Plan 2004. The proposal in its current form therefore is unacceptable and can not be supported on transportation grounds.

It should also be noted that there are two trees "Laburnum" and "Malus" in the frontage of existing dwellinghouse No. 116 Harrowdene Road which are served with Tree Preservation Order (TPO) and are likely to be affected by the proposed access. The Laburnum is a short lived tree with a life expectancy of less than 25 years and therefore its removal can be allowed. However, Malus being a better specimen, suitable for its location with a life expectancy of more than 25 years must be retained and therefore the proposed access point needs to be moved to the north in which case the proposed access would be brought closer to the Sovereign Grove (on opposite side of Harrowdene Road) which may not be acceptable on transportation grounds.

The plan submitted for consideration is incorrect in that it is showing the site frontage on Harrowdene Road to be approximately 36m wide. However, the Council's Ordnance Survey Map indicates this site frontage to be approximately 46m wide.

Other Issues Relevant to the Application

The proposal for residential development at 80 dwellings per hectare would lead to construction of approximately 20 to 30 dwellings. The application therefore is a major development and in accordance with the Council policies H2 and H3 relating to "Requirement for Affordable Housing" and "Proportion of Affordable Housing Sought" in the adopted UDP 2004 is considered to be a site capable of providing 15 or more units and should therefore include provision for 50% affordable housing on-site.

The application contains no information to suggest whether any affordable housing would be provided and therefore it raises concern about the acceptability of the proposal in principle and whether it would contribute towards the Boroughwide target for affordable housing. The proposal therefore is failing to comply with the Council's policy H2 and H3 in the adopted UDP 2004.

This outline application being a major application (providing 15 or more residential units) is also required to submit a "Sustainability Checklist" to assess the proposed development sustainability in accordance with the Council's policy BE12 relating to "Sustainable Design Principles" in the adopted UDP 2004. However, the application failing in its requirement to submit "Sustainability Checklist" also raises a concern regarding the acceptability of the proposal in principle and whether the proposed development would be sustainable or not?

The proposed site after demolition of existing buildings on site would result in almost a rectangular piece of land and with the proposed access being positioned approximately in the middle of the frontage could result in development/buildings being on Harrowdene Road frontage and at the rear of the site. If the development occurs at the rear and as the rear of the site abuts rear gardens of neighbouring houses (No. 110, 110a, 112, 112a & 120, 122) in Harrowdene Road and (Nos. 1 to 9) in Harwood Close, the occupiers of these neighbouring properties would be most likely to be affected. As the application provides no plans/information regarding the existing situation on the site and the proposed in terms of layout and nature of the development on site, its storey height, design and its relationship with its neighbouring properties along with its amenity space and parking provision, it is difficult to assess the implication of the proposal on the streetscene and the amenities of the occupiers of the neighbouring properties and whether the development would provide suitable accommodation for its future occupiers. The application therefore would fail to comply with the Council's policies BE2, BE3, BE6, BE7, BE9 and H12 - "Residential Quality - Layout Consideration", H15 - "Backland Development", H16 - "Frontage Development" and TRN23 - Parking Standards - Residential Developments" in the adopted UDP 2004.

The rear boundary of the site currently abutting Network Rail line is lined with conifers forming a dense screen and an acoustic barrier between existing dwellings. However, as there is no information as to whether existing trees would be removed or retained on site and as there is no noise and vibration assessment carried out in accordance with PPG24, it is difficult to assess the implication of the proposal on the amenity of the future occupants of this new development. The proposal therefore would fail to meet the requirements of the policy EP2 - "Noise and Vibration" in the adopted UDP 2004.

It should be noted that revised plans and adequate information were requested to consider this outline application appropriately. However, so far no revised plans/information has been forthcoming.

RECOMMENDATION: Refuse Consent

CONDITIONS/REASONS:

- (1) The proposed access road and footpath to serve this development have an inadequate width and will require the removal of 2 trees, the subject of a Tree Preservation Order to the detriment of the visual amenities of the locality and the free flow of traffic and conditions of pedestrian and general highway safety on the neighbouring highways contrary to the Councils policies, BE2, BE3, BE6, H12, TRN1, TRN3 TRN4 TRN12, TRN14, and TRN16 in the adopted Unitary Development Plan 2004.

- (2) The proposal failing to provide "sustainability checklist" to assess the sustainability of the development, failing to give any indication as to whether any affordable housing would be provided, failing to provide measures to safeguard the residents from noise and vibration from the railway to the rear ,failing to provide adequate plans/information relating to existing site situation and the proposed in terms of layout, nature and type of the development on site whether as a replacement development it makes an equal or greater contribution to the streetscene and provides similar sized units within the development, its indicative storey height and design, its relationship with neighbouring properties and provision for amenity space and parking, it is difficult to assess the proposal's acceptability on the site and its full implication on the amenities of the occupiers of the neighbouring properties and whether the development would be sustainable and provide suitable accommodation for its future occupiers. The proposal as such is considered to be contrary policies BE1, BE2, BE3, BE5, BE6, BE7, BE9, BE12, EP2, H1, H2, H3, H8, H9, H12, H13, H15, H16, TRN1, TRN3, TRN4, TRN10, TRN11, TRN12, TRN14, TRN16, TRN23, TRN34, and TRN35 in the adopted Unitary Development Plan 2004.

INFORMATIVES:

None Specified

REFERENCE DOCUMENTS:

1. Adopted Unitary Development Plan 2004.
2. 13 Letters of objections from Ward Councillor Paul Lorber and Bob Wharton and from neighbouring residents in Harrowdene Road and Harwood Close.
3. Supplementary Planning Guidance 13 relating to "Layout standards for access road".
4. Supplementary Planning Guidance 17 relating to "Design Guide for New Development".

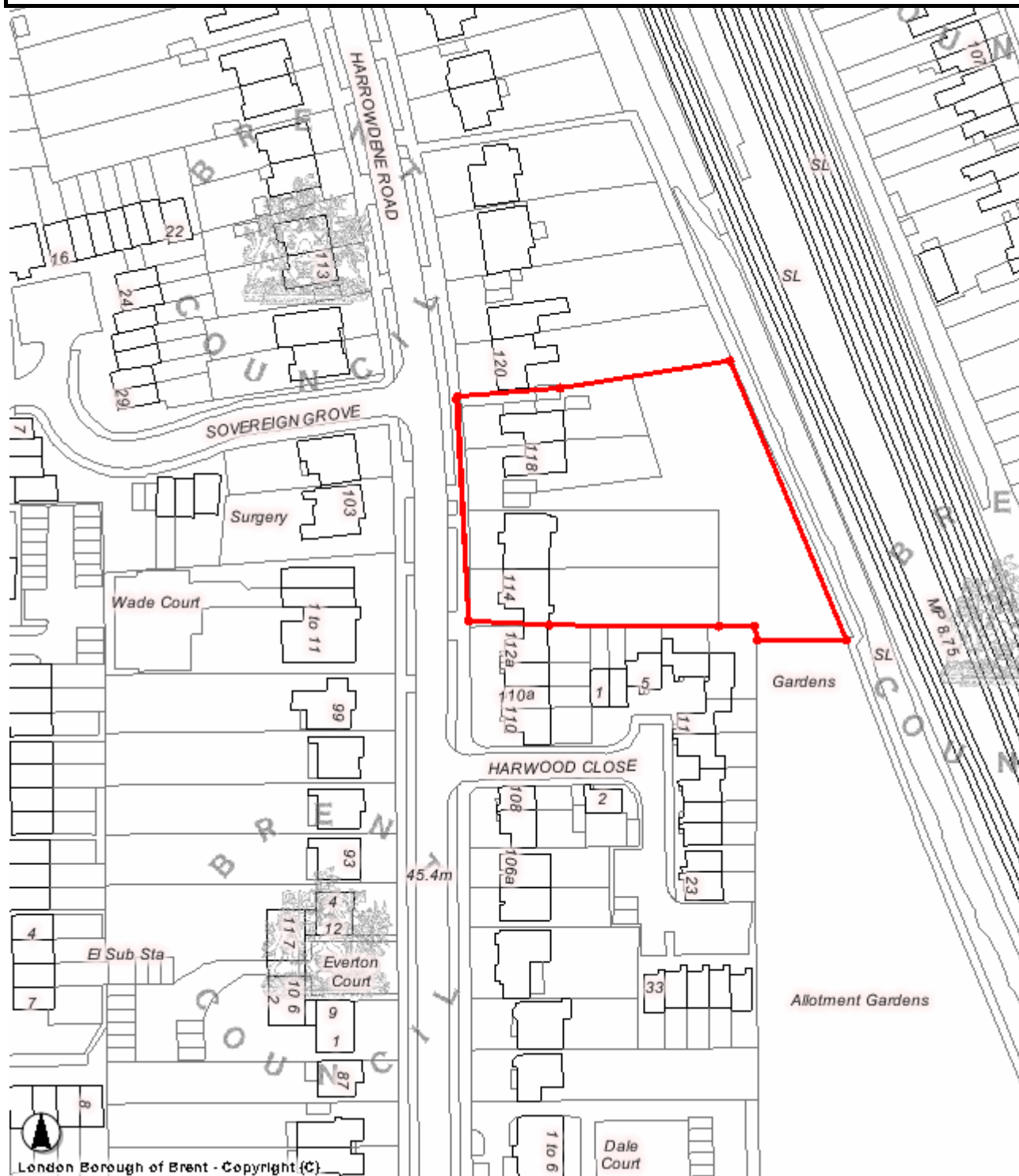
Any person wishing to inspect the above papers should contact Mumtaz Patel, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5244



Planning Committee Map

Site address: 114-118A & Land R/O 114-118, Harrowdene Road, Wembley, HA0 2JF

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