

RECEIVED: 1 June, 2006

WARD: Preston

PLANNING AREA: Wembley Consultative Forum

LOCATION: 20 Conway Gardens, Wembley, HA9 8TR

PROPOSAL: Retention and completion of front boundary wall & gates to side of property

APPLICANT: Mr D Patel

CONTACT: M Burnand

PLAN NO'S: Unnumbered drawings revision "B" received 1st June 2006

RECOMMENDATION

Grant consent

EXISTING

The site property is the last dwelling on the northern side of Conway Gardens and is located at the head of this cul-de-sac and adjacent to the railway lines serving the Bakerloo and Silverlink Lines. Adjacent to the boundary of the property is a pedestrian access way over the railway lines to Northwick Park.

The property has been extended by single storey extensions to side and rear. A single storey detached rear outbuilding exists in the base of the garden.

The frontage treatment of the area is predominantly low brick walls although the semi detached dwellings opposite the site have open frontages.

PROPOSAL

This application proposes the retention of the existing brick walls and piers and the completion of the boundary treatment through the provision of wood panels between the piers as well as the installation of side hung timber vehicular gates, as well as an additional pedestrian gate within the wall.

HISTORY

A planning application under reference 05/3626 was refused on the 9th of February 2006 for the *retention and completion of front boundary wall and gate and installation of roller-shutter door to side of property: for the following reason:*

- 1 The proposed development located adjacent to the footbridge over the railway between Conway Gardens and Northwick Park, by virtue of the height, design, appearance and materials to be used in the provision of a roller-shutter door more usually found in a commercial area, and the associated brick piers and support structure, and the nature of the timber panels between the piers in the boundary wall, would be out of keeping with, and detrimental to, the appearance and character of the dwellinghouse at this site and the residential area within which it is situated, and would detract from the streetscene. This development would therefore be contrary to policies BE2, BE7, BE9 and H21 of the adopted London Borough of Brent Unitary Development Plan 2004.

A planning application under reference 05/1033 was approved on the 1st July 2006 for the *retention of a modified single-storey rear conservatory and detached outbuilding in rear garden of dwellinghouse*

A planning application under reference 05/0264 was refused on the 4th of April 2006 for *retention of a single storey rear conservatory and a single-storey detached outbuilding to rear garden of dwelling-house* with the following reason attached:

1. The single storey rear extension by virtue of its excessive depth on the boundary with no. 18 Conway Gardens and in conjunction with the single storey side extension, results in an excessive and over-dominant extension to the property, to the detriment of the outlook, sunlight, daylight of No. 18 Conway Gardens, as well as providing a significant overbearing impact on the occupiers of this dwelling and being out of scale and character with the original dwelling and the area, contrary to policies BE2, BE9 and H21 of the Adopted Unitary Development Plan 2004 as well as the intentions of Supplementary Planning Guidance No. 5 "Altering and Extending Your Home".

A full planning application under reference C7703 3002 was granted planning permission on the 19th of May 1972 for the erection of a single storey side extension.

POLICY CONSIDERATIONS

Adopted London Borough of Brent Unitary Development Plan– 2004

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.

BE6 - A high standard of landscape design is required as an integral element including boundary treatments which complement the development and enhance the streetscene.

BE7 High quality of design and materials required for the street environment.

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.

Brent Supplementary Planning Guidance

SPG 5 "Altering and Extending Your Home" Adopted 31st October 2001

Provides comprehensive and detailed design guidance for extensions to residential properties and seeks to raise the design quality of extensions, protect the character of properties and streets and balance the presumption in favour of development against the impact of proposals on the amenities of surrounding properties.

CONSULTATION

The Transportation Team were consulted, they referred to the requirement of the site to accommodate up to 2 vehicles. They noted that the site currently has space for 1 vehicle on the front forecourt and were generally in favour of the proposal as it would result in 1 additional offstreet parking space which would alleviate parking congestion on the highway.

A condition was suggested to space the piers at the site access at least 6.6m apart to comply with visibility splays for vehicles exiting the site to see pedestrians passing the site giving access to and from the footbridge over the railway.

14 Neighbouring properties were consulted in relation to this application on the **3rd of July 2006**.

2 objections were received. However 2 letters of support have also been submitted suggesting it would be an improvement and offer privacy.

The objections were on the following grounds:

- That the materials and height do not respect the character of the area and the wall should be amended to a close boarded timber design as previously existing.
- Concerns over the provision of an additional pedestrian gate in the fence/wall so close to the main entrance of the dwelling.
- Concerns relating to excessive onstreet parking and resultant difficulties for emergency services.
- Objectors also consider that the site had good public transport access via a bus in Windermere Avenue which was contrary to Transportation comments.
- It affects the safety and free movement of pedestrians and children cycling, which at times there are high numbers.
- Condition requiring applicant to use car port is necessary to relieve congestion in the cul - de - sac that hamper everyday service vehicles and refuse collection.
- Assess in relation for other applications at site and don't approve until all other works are completed.
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- It affects the safety and free movement of pedestrians and children cycling, which at times there are high numbers.

REMARKS

The development is already partially existing onsite and comprised of red bricks with grey detailing, reaching to slightly over 1m in height. A raised section of the wall adjacent to the footbridge sits at approximately 2m. Several piers to a similar height have also been erected. The wall is curved to the shape of the curtilage of the site, reflecting the circular head of the cul-de-sac.

Whilst the fence and wall would be visible within the street scene, the area which is the subject of the development is between the last dwelling at the head of the cul-de-sac and the brick wall between the site and railway land and lies in front of the side garden of this dwellinghouse. This has the character of a return frontage, rather than the traditional front boundary of a dwelling house. In the interests of the privacy of the residents and to screen this garden area a high means of enclosure is appropriate.

Whilst the comments of the Transportation Team are noted in relation of the sightlines for the entrance, the vehicular or access is situated in the same location as the vehicular access through a previously existing timber panel fence was gained. The development does not appear to result in circumstances which would significantly reduce the safety of pedestrians going to or coming from the railway footbridge.

Considering alters or the location of the site at the head of a cul-de-sac where vehicular traffic can be expected to be relatively slow moving, the proposed wall and gates would not result in a greater impact on the free flow and safety of traffic than previously existed onsite and this would not constitute a reason for refusal.

The design and materials, particularly the use of timber as part of the wall, as well as its use in the pedestrian and vehicular gates, would provide a coherent and appropriate form of development which would relate to the character of the dwelling and the streetscene.

It is however recommended that a condition requiring details of the wood to be used within the development, as well as drawings showing the detailed design of the gates be submitted to the planning authority within 2 months of the date of permission, be attached.

With regard to other issues raised by the objectors, the provision of a pedestrian gate is not considered to be inappropriate. The applicant cannot be required by a planning condition to use the vehicular access and car port within the site. Consideration of this application is not dependant on or necessarily related to other development at this site, so should be considered on its merits.

Subject to the above, it is considered that the proposed development addresses the reasons for refusal detailed in the previous application and that this development can be recommended for approval.

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 completed not later than the expiration of 6 months beginning with the date of this permission.

Reason: In the interests of the visual amenity and character of the locality.

- (2) 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,

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.

- (3) Detailed drawings of the proposed gates as well as samples of the wood to be used in the gates and fence shall be submitted to and approved by the Local Planning Authority within 3 months of the date of this consent and shall be implemented in accordance with these approved details.

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

INFORMATIVES:

- (1) The applicant is advised that failure to undertake the works described within the time period stated above, may result in further action by the local planning authority Enforcement Section.

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: 20 Conway Gardens, Wembley, HA9 8TR

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