

 **Planning Committee Map**  
Site address: 311 East Lane, Wembley, HA0 3LG  
© Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

**RECEIVED:** 19 September, 2013

**WARD:** Sudbury

**PLANNING AREA:** Wembley Consultative Forum

**LOCATION:** 311 East Lane, Wembley, HA0 3LG

**PROPOSAL:** Conversion of single family dwellinghouse into 3 self-contained flats, erection of single-storey and two-storey side and rear extensions, conversion of garage into habitable room, erection of rear dormer window and provision of 3 off-street car-parking spaces to the front with associated soft landscaping (as amended).

**APPLICANT:** Mr Harbhajan Singh

**CONTACT:** Mr Robert Piancentini

**PLAN NO'S:**  
See Condition 4

---

## **RECOMMENDATION**

Approve

## **EXISTING**

The subject property is a semi-detached dwellinghouse with side and rear extensions located on East Lane, adjacent to the Vale Farm Sports Ground. The subject site is not within a Conservation Area, nor is it a listed building. East Lane is designated as a London Distributor Road.

## **PROPOSAL**

Conversion of single family dwellinghouse into 3 self-contained flats, erection of single-storey and two-storey side and rear extensions, conversion of garage into habitable room, erection of rear dormer window and provision of 3 car-parking spaces at front with associated landscaping (as amended by revised plans).

## **HISTORY**

### **07/0376 - Granted on 20/06/07**

Conversion of single family dwellinghouse into 3 self-contained flats, conversion of garage into habitable room, erection of single-storey and two-storey side and rear extension, alterations to existing rear extensions, erection of rear dormer window and provision of 3 car-parking spaces at front with associated landscaping (as amended by plans received 6th June 2007).

*N.B. This planning permission has now lapsed.*

## **POLICY CONSIDERATIONS**

National Planning Policy Framework 2012

### London Plan 2011

Policy 3.5 (Table 3.3)

### LDF Core Strategy 2010

CP17 - Protecting & Enhancing the Suburban Character of Brent

CP21 - A Balanced Housing Stock

### Brent UDP 2004

### *Built Environment chapter:*

BE2 - Local Context

BE7 - Streetscene

## BE9 - Architectural Quality

### *Housing chapter:*

H12 - Residential quality and Layout considerations

H17 - Flat Conversions

H18 - The quality of flat conversions

H19 - Flat conversion - Access & Parking

### *Transportation chapter*

TRN23 - Parking standards - Residential development standards

PS14 - Parking Standards (Use Class C3)

PS16 - Cycle parking standards

Supplementary Planning Guidance 5 - "Altering and extending your home"

Supplementary Planning Guidance 17 - "Design guide for new developments".

## **CONSULTATION**

Neighbour consults sent on 03/10/13, and to date no representations have been received.

### *Brent Transport Comments:-*

The application site is located on the southern side of EL, a local Distributor road. The site lies outside any CPZ except on Wembley Event days, and has fairly low accessibility with a PTAL rating of Level 2.

The existing dwelling attracts a car parking allowance of 1.6 car spaces. This is the full standard set out in PS14 of the UDP-2004, which is applied when sites have fairly low PTAL ratings and are not subject to a regular CPZ.

The proposed dwellings can be permitted 1.0 car space for the 1-bed flat, 1.2 car spaces for the 2-bed flat and 1.6 car spaces for the 3-bed flat. The overall standard for the site will be 3.8 car spaces therefore, which is deemed a significant parking increase for the site.

Currently, the extensive hardstanding and double garage mean that six cars can in theory be parked off-street at the site, which is very excessive for the existing single dwellinghouse.

Following development however, the amount of car parking at the site will be restricted to three off-street car spaces. Transportation will generally assess parking demand at 75% of the maximum standard, meaning that a provision of three car spaces would be necessary here to prevent overspill car parking on East Lane. Providing car parking on East Lane is not acceptable as this is a distributor road. Bays are available on-street but the increase in use of the bays is discouraged, while Policy TRN23 of the UDP-2004 states that on-street parking can only be considered in mitigation of parking demand on local access roads.

The revised front layout demonstrates that it is possible to provide three off-street spaces that will be independently accessible, due to the existing crossover width. Furthermore it is also possible to provide soft landscaping improvements to the frontage as required by UDP policy BE7 and the Domestic Vehicle Footway Crossover Policy (DVFCP) 2008. This landscaping will not amount to 50%, but this does represent an improvement and has been balanced against the more pressing need to provide three off-street spaces.

In summary the revised front parking layout can be supported on Transport grounds, subject to further details of cycle parking to serve each flat being secured by condition. This front garden layout and parking arrangement is the same as planning permission 07/0376.

### *Landscape Comments:*

No objection raised.

### *Environmental Health Comments:-*

Advised that the conversion originally proposed would result in the poor stacking of units above and below each other, with potential for noise disturbance. The plans have since been amended and the internal layout reverts back to the layout approved by planning permission 07/0376.

## **REMARKS**

### Background:-

1. Planning Committee granted permission for the conversion of this dwelling house into 3 self-contained

flats, conversion of garage into habitable room, erection of single-storey and two-storey side and rear extension, rear dormer window and provision of 3 car-parking spaces on the frontage with associated landscaping, on 19 June 2007. This permission (07/0376) was never implemented and has lapsed. The current application seeks permission for the same development as previously approved.

2. During the planning process amendments to this proposal have been sought. These are:
  - The layout of the proposed flats amended so that the family unit is located on the ground floor and has direct access to the rear amenity space, with smaller 1 and 2-bed flats on the upper floors.
  - Amended parking layout showing three off-street parking spaces on the frontage, with associated soft landscaping.

These amendments are consistent with earlier planning permission 07/0376.

Conversion of house into flats and quality of resulting accommodation, etc:-

3. The original dwelling house has an existing floor area of over 110sqm and is therefore considered appropriate for conversion into self-contained flats as it complies with UDP policy H17 which states that a minimum floor area of 110sqm is required on conversion schemes. Each of the proposed flats do comply with the minimum internal space standards set down in the 2011 London Plan (Policy 3.5/table 3.3). In fact these standards are significantly exceeded in two of the three flats.

	London Plan Standard.	Provided.
Ground floor 3-bed flat	100 m2	132 m2
First floor 1-bed flat	50 m2	50 m2
First/Second floor 2-bed flat	70 m2	92 m2

4. The internal layout has been revised to ensure the family sized unit is located on the ground floor with direct access to private rear amenity space. There is adequate rear amenity space provided for each of the units, over 50sqm for the family unit and over 20sqm for the two smaller flats in the form of a shared communal area to the rear. Furthermore the site is located immediately adjacent to Vale Farm Open Space which provides further opportunity for outdoor space. Bin storage is provided along the communal side passage.
5. The provision of a 3-bed family flat to minimum standards ensures there is no loss of family housing here. This satisfies Core Strategy policy CP21.

Parking & front garden layout:-

6. The parking allowance for the present 3-bedroom dwelling house is in the order 1.6 spaces. The parking allowance for the new dwelling units will be in the order of 1 space for the 1-bedroom unit, 1.2 spaces for the two bedroom unit and 1.6 spaces for the 3-bedroom unit. The total spaces for the converted property will then be 3.8 spaces. At least 3 spaces should be provided off-street for the new units, as was the case in the 2007 approval. There is an existing crossover with a width of 6.65m while the existing front forecourt is entirely hardsurfaced.
7. As on street parking can be restrictive close to the site and can result in a traffic hazard on East Lane, which is a local distributor road, the maximum parking standard has been sought for the proposed flats. Therefore three off-street parking spaces are proposed within the forecourt with an increase in the proportion of soft landscaping also to be provided. The parking space positioned close to the ground floor habitable room window (car space 3) will be allocated to the ground floor flat only, in the interests of amenity. While there is adequate screening between the other two parking spaces and the nearest ground floor habitable room window to maintain amenity. Ramped access is also proposed to be installed.
8. In view of the above consideration, while the proposed parking layout does not fully accord with the recommendations of SPG3 due to the angled entrance to car space 3 this works with the existing crossover arrangements, and it can be considered an improvement on the existing situation given the increase in the proportion of soft landscaping and boundary treatments and improvements in pedestrian safety as a result of the reduced and more controlled parking arrangements. It should be noted this front layout is also entirely consistent with the layout approved in the 2007 consent.

Proposed Extensions.

9. The proposed conversion involves the conversion of the existing garage into a habitable room and the erection of a first floor side to rear extension directly above, single storey rear extension beyond this,

alterations to the existing single storey rear infill on the boundary with No.313 and erection of a rear dormer window extension.

10. The proposed ground floor rear extension will not extend beyond the rear wall of the existing single storey rear extension, therefore will not impact on the attached neighbour. Works are proposed to alter the existing infill conservatory, its depth will remain the same but the height of this will increase from 3.1m to 3.4m which is the same as the neighbouring property so it will not cause harm. The first floor side to rear extension is set behind the main front wall 1.5m and has a depth of 3.4m beyond the main rear wall of the dwelling house, this projection complies with the 2:1 rule set out in SPG 5, so will not unduly harm the amenity of the neighbouring property. This side extension will be 3.5m wide, which is less than the internal width of the main front living room so proportionally this is acceptable. The roof of the extension is set down from the original roof's ridge line thus making the extension appear subservient to the existing dwelling house. The proposed rear dormer window at 2.2m wide is of a size compliant with SPG5 specifications, is centrally positioned and is not considered to have a significant detrimental impact on the amenity of the neighbouring property and the character of the dwelling house. The proposed windows are in keeping with the style and proportions of those that are existing.
11. On balance the proposed extensions are SPG5 compliant and will be in keeping with the character and appearance of the original dwelling and will not result in undue harm to neighbouring amenity.

#### Conclusion

12. The proposed conversion of the dwelling house into three flats and the erection of the proposed extensions is considered, on balance be in compliance with the relevant policies in the 2011 London Plan, Brent's UDP 2004 and the guidance provided in SPG 5 and SPG 17, accordingly approval is recommended, subject to the recommended conditions.

**RECOMMENDATION:** Grant Consent

#### **REASON FOR GRANTING**

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

National Planning Policy Framework 2012  
London Plan 2011  
LDF Core Strategy 2010  
Brent's Unitary Development Plan 2004  
Supplementary Planning Guidance 5: 'Extending and Altering 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  
Transport

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

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

- (3) Details of all fencing, walls, gateways, bin enclosure and means of enclosure to sub-divide the

rear amenity spaces, including a low dwarf wall to the front boundary shall be submitted to and approved by the Local Planning Authority before the development hereby approved is completed and the work shall be carried out prior to first occupation, in accordance with the details so approved, and subsequently maintained to the satisfaction of the Local Planning Authority.

Reason: To ensure a proper standard of separation from, and standard of amenity with respect to, neighbouring property.

- (4) The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

As Existing Location Plan  
Existing Site Plan  
Drg RAP/13/22 - Proposed Site Plan  
Existing elevations  
Existing roof plan & section  
Drg 1 - Existing Ground Floor Plan  
Drg 2 - Existing First Floor Plan  
Drg 3A - Proposed Ground Floor Plan  
Drg 4A - Proposed First Floor Plan  
Drg 5A - Proposed Loft Floor  
Drg 6 - Proposed Roof Plan  
Drg 7 - Typical Section  
Proposed Elevations

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

- (5) Car space 3 is solely for the use of the occupiers of ground floor flat C.

Reason; In order to protect the amenity of the prospective occupiers.

- (6) No windows or glazed doors (other than any shown in the approved plans) shall be constructed in the flank wall(s) 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.

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

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

- (8) The fontage layout works hereby approved shall be fully completed, and the off-street parking spaces shall be provided prior to first occupation of the flats.

Reason; To ensure satisfactory parking provision, in the interests of maintaining free flow and safe movement of vehicles on the adjoining highway.

- (9) Three secure, weatherproof cycle parking spaces shall be provided prior to the commencement of work on site. Thereafter the development shall not be occupied until the cycle parking spaces have been laid out and these facilities shall be retained.

Reason: To ensure satisfactory facilities for cyclists.

#### **INFORMATIVES:**

- (1) The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website

[www.communities.gov.uk](http://www.communities.gov.uk)

- (2) 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 Gary Murphy, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5227