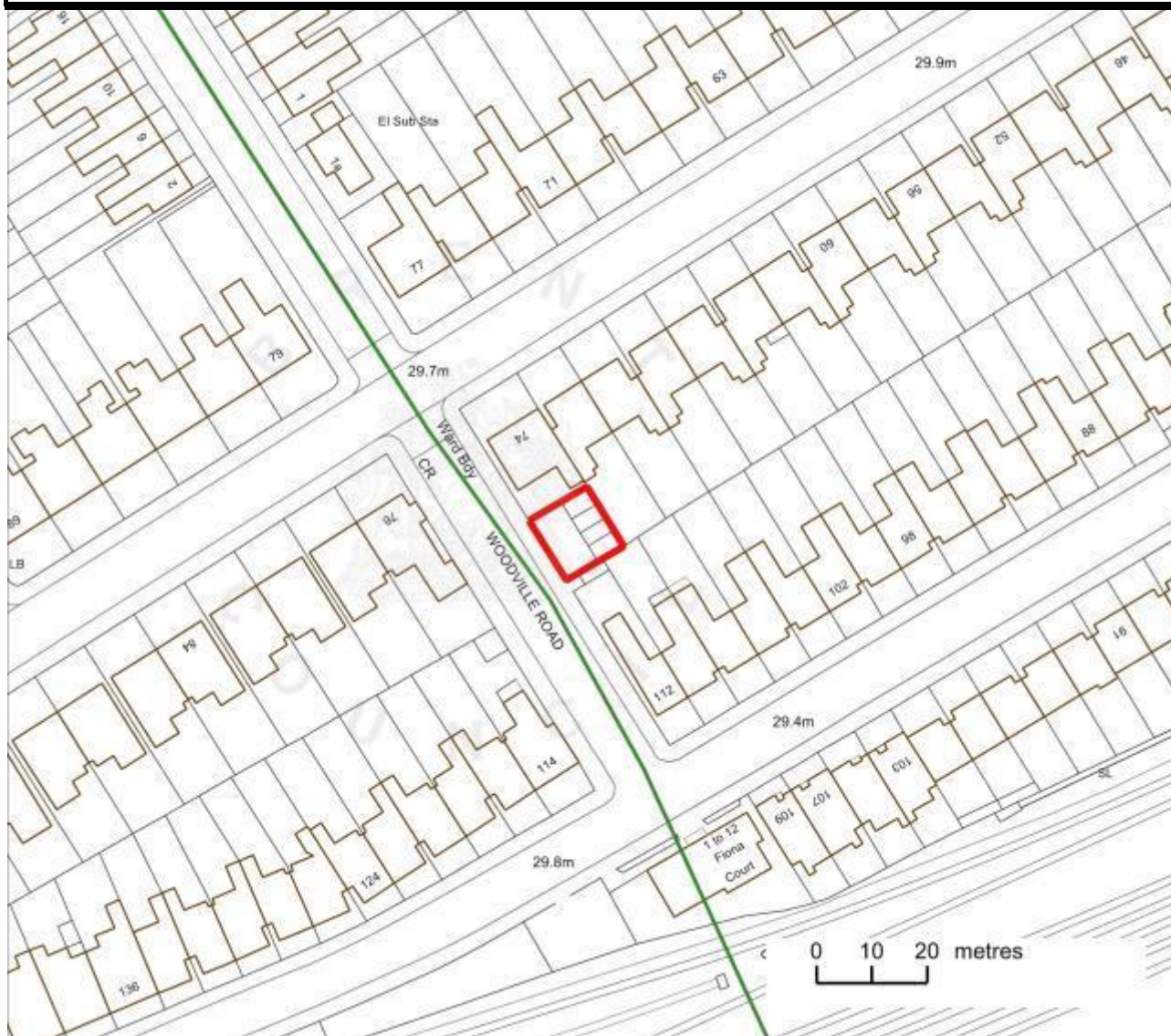




Planning Committee Map

Site address: Garages opposite 2, Woodville Road, London, NW6

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This map is indicative only.

RECEIVED: 15 January, 2013

WARD: Kilburn

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: Garages opposite 2, Woodville Road, London, NW6

PROPOSAL: Demolition of existing 3 single storey garages and erection of a proposed two-storey dwellinghouse with basement fronting onto 2 Woodville Road with associated landscaping.

APPLICANT: Tansy Ltd

CONTACT: Groves Natcheva Architects

PLAN NO'S:

1054/P/100/001 Proposed Lower Ground and Ground Floor Plan
1054/P/100/002 Proposed Roof Plan
1054/P/100/003 Proposed Section AA and BB
1054/P/100/004 Proposed North and West Elevation
1054/P/100/005 Proposed East and South Elevation
1054/P/100/006 Existing Site Plan
1054/P/100/007 Existing West Elevation
1054/P/1250/001 Site Location Plan
Design and Access Statement Dated November 2012
Details of OKAWOOD Timber Louvers
GNA Daylight Study 2

MEMBERS CALL-IN PROCEDURE

In accordance with Part 5 of the Constitution and Section 10 of the Planning Code of Practice, the following information has been disclosed in relation to requests made by Councillors for applications to be considered by the Planning Committee rather than under Delegated Powers

Name of Councillor

Councillor Mary Arnold

Date and Reason for Request

10/04/2014

The application is for an innovative design based on a new house in Donaldson Rd on the other side of Brondesbury Rd, just nearby.

It fills an unsightly area of disused garages between Victorian housing and will raise the standard of housing in the associated streets.

It is important that the committee has a chance to take a holistic view of the application – both the benefits of good quality design and a modern approach to much needed housing which is sympathetic to the area.

Details of any representations received

The applicant (who lives locally)

Name of Councillor

Councillor James Denselow

Date and Reason for Request

10/04/2014

The application is for an innovative design based on a new house in Donaldson Rd on the other side of Brondesbury Rd, just nearby.

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It is important that the committee has a chance to take a holistic view of the application – both the benefits of good quality design and a modern approach to much needed housing which is sympathetic to the area.

Details of any representations received

The applicant (who lives locally)

Name of Councillor

Councillor Tayo Oladapo

Date and Reason for Request

10/04/2014

The application is for an innovative design based on a new house in Donaldson Rd on the other side of Brondesbury Rd, just nearby.

It fills an unsightly area of disused garages between Victorian housing and will raise the standard of housing in the associated streets.

It is important that the committee has a chance to take a holistic view of the application – both the benefits of good quality design and a modern approach to much needed housing which is sympathetic to the area.

Details of any representations received

The applicant (who lives locally)

RECOMMENDATION

Refusal

EXISTING

The existing site contains a row of three garages which are all currently vacant. It was most recently used as a builders yard. It is located on Woodville Road which is a side street between Brondesbury Road and Brondesbury Villas. It is not listed but it is within the Kilburn Conservation Area.

PROPOSAL

See description above.

HISTORY

12/3235. Conservation Area Consent sought for the demolition of existing 3 single storey garages and erection of a proposed two-storey dwellinghouse with basement fronting onto 2 Woodville Road with associated soft landscaping. Under consideration elsewhere on this committee agenda.

H3809/3342. Full planning permission sought for the conversion of five self-contained flats and erection of three garages. Granted 1976.

POLICY CONSIDERATIONS

NPPF 2012

The National Planning Policy Framework (NPPF) was published on 27 March 2012 and replaces Planning Policy Guidance and Planning Policy Statements with immediate effect. It includes a presumption in favour of sustainable development in both plan making and decision making. It is considered that the saved policies referred to in the adopted UDP and Core Strategy are in conformity with the NPPF and are still relevant. The NPPF states that good quality design and a good standard of amenity for existing and future occupants of land and buildings are required. Of particular reference to this CAC application, the NPPF outlines policies for the historic environment and heritage assets. It emphasises the importance of being able to assess the significance of heritage assets that may be affected by a development.

Accordingly, the policies contained within the adopted SPG's, London Borough of Brent Unitary Development Plan 2004 and Core Strategy 2010 carry considerable weight in the determination of planning applications and appeals.

London Plan 2011

London Plan Housing SPG 2012

London Borough of Brent Core Strategy 2010

CP17 Protecting and enhancing the Suburban Character of Brent

London Borough of Brent Unitary Development Plan 2004

BE2 Townscape: Local Context & Character
BE3 Urban Structure: Space & Movement
BE5 Urban Clarity & Safety
BE6 Public Realm Landscape design
BE7 Public Realm: Streetscape
BE9 Architectural Quality
BE25 Development in Conservation Areas
BE27 Demolition and Gap Sites within Conservation Areas
H12 Residential Quality - Layout Considerations
TRN3 Environmental Impact of Traffic
TRN15 Forming an Access to a Road
TRN23 Parking Standards - Residential Developments

Supplementary Planning Guidance 17:Design Guide For New Development

CONSULTATION

All neighbouring properties have been notified by letter, a site notice was installed outside of the site and a press notice was served.

No objections received.

Internal consultation letters were sent to Highways and Environmental Health.

Transportation object to the proposal on the following grounds:

The proposed access will not provide suitable pedestrian visibility splays, and will thereby endanger highway and pedestrian safety contrary to Policies TRN3 and TRN10 of the UDP 2004. In addition the proposed double gates result in an inadequate size of car parking space and should be replaced with a suitable sliding gate to provide off-street parking which complies with Policy TRN23 of UDP 2004. Lastly the chosen access will not maximise on-street parking bays contrary to the Domestic Vehicle Footway Crossover Policy (2008).

Landscape Design are concerned that the proposed amenity space will be shady and enclosed. This is slightly compensated for by the proposal for an extensive green roof but does not provide useable outside space.

Environmental Health have no objection to the proposed development subject to conditions being attached to any permission in relation to site contamination and air quality management.

REMARKS

Principle of Development

1. The main considerations when considering whether the proposed development is acceptable or not are:
 - Whether the proposed demolition of the garages within the Conservation Area is acceptable
 - Whether the proposed building would preserve or enhance the character of the Conservation Area.
 - Whether the proposed development would have an acceptable impact on the amenity of neighbouring residents.
 - Whether the proposed development provides an acceptable quality of residential accommodation.
 - Whether the proposed development would have an acceptable impact on local highway conditions.

Application Process

2. This application was submitted in February 2013 following some pre-application advice in which the Council highlighted its concerns with the proposed development. These related to the relationship of the proposed building to the neighbouring flats at No. 74 Brondesbury Road and the need for the proposal to comply with SPG17. The applicants submitted the application and Council officers sought to work with the applicants to revise the proposals to come up with an acceptable scheme. Despite revisions being made to the proposed development it has unfortunately not been possible to develop a scheme which addresses the Council's concerns and satisfies all parties. The applicants have now requested that the application be determined on the original plans that were submitted in 2013 rather than those that have been produced since that time.

Demolition of existing building

3. Policy BE27 of Brent's UDP 2004 states that consent will not be given for the demolition of a building in a conservation area unless the building positively detracts from the character or appearance of the Conservation Area. Any replacement buildings should be seen as a stimulus to imaginative, high quality design and an opportunity to enhance the area.
4. The existing buildings are not original and were constructed as garages for the flats at 74 Brondesbury Road when the building was converted into 5 separate flats. The garages were then sold separately from the flats and became occupied as a builders yard. The existing buildings located in the rear garden are of a poor quality and design and detract from the open character of the property. As such the proposal is considered to be in accordance with the first part of policy BE27, although the Conservation Area Consent application also found on this committee agenda is recommended for refusal for the reasons set out. An assessment of the quality of the proposed replacement building in terms of the impact on the character and appearance of the Conservation is set out in the section below.

Character and appearance of the Conservation Area

5. Policies, BE2, BE3, BE7, BE9 and BE25 are the central policies in relation to the design and appearance of the replacement building. These seek to ensure that the character of the Conservation Area is preserved or enhanced and that any replacement building is of a size, scale and design which is appropriate to its setting and townscape location and that respects the positive local design and landscape characteristics.
6. The site is located in what would have originally been the rear garden of No. 74 Brondesbury Road which is the corner property on the junction of Brondesbury Road and Woodville Road. The existing garages are not original and were constructed to provide off-street parking for the flats within the Brondesbury Road property. The garages are sited towards the back of the site, away from the back of the public footpath. The site is located within the Kilburn Conservation Area.
7. The character appraisal for the Kilburn Conservation Area notes that the special character of the area is based not only on the design of buildings and that of the open space but also on their street setting and the street scenes. It also states that the area benefits from long vistas along tree lined roads to the horizon, creating attractive views. The prevalent material is yellow stock brick.
8. The existing garages are not original and their most recent use as a building storage yard is not considered to be appropriate within a residential location such as this. As such their demolition is acceptable provide that the replacement building is of an acceptable standard.
9. The proposed building is a modern flat roofed structure with the accommodation arranged over the basement and ground floor level. While the accommodation is arranged over basement and ground level

a square lantern roof type structure constructed of glazing and wood panels will be used to provide additional daylight through to the living space on the ground floor.

10. The proposed building has an area of 95sqm at the basement level and 61sqm at the groundfloor. This is significantly larger than the existing garages which have a footprint of 45sqm.
11. The proposed groundfloor element will have a flat roof positioned behind a parapet wall at which has a height of 3m. A proposed lantern feature constructed from timber hardwood framed glazing projects 2m above the parapet for full width of the ground floor part of the building and for a depth of 5m from the main front wall on Woodville Road. The building will be constructed in brick to match the characteristics of the main property on Brondesbury Road and will be situated behind a 2m high brick wall of the same material.
12. The proposed building will have a footprint which covers the majority of the site and leaves minimal opportunity for soft landscaping in an area where mature soft landscaping is a prominent feature in the rear gardens of the properties within the Conservation Area and which makes a significant contribution to the streetscape when viewed from Woodville Road. The proposed lantern roof will also appear prominent when viewed from Woodville Road and will have a detrimental impact and is not considered to preserve or enhance the character of the Kilburn Conservation Area. In terms of the buildings presence and contribution to the character of the Conservation Area, although the design philosophy is to implement a modern design the proposal would significantly increase the visual impact of what is on the site. It is considered that the increase in overall height compared to the existing garages, which are set back from the edge of the footpath, and the changes to the appearance of the site, together fail to provide an acceptable quality of development. This point is most clearly demonstrated by the large lantern feature, but the difficulties are not exclusive to this particular element. As such it is considered that the proposal does not achieve what it sets out to on account of its overall scale, appearance and design. Furthermore, it is considered that the proposed replacement building by reason of its excessive coverage of the site, lack of soft landscaping and prominent front lantern feature will fail to preserve or enhance the character of the Kilburn Conservation Area contrary to planning policy BE2, BE3, BE7, BE9 and BE25 of Brent's UDP 2004.

Residential Amenity

12. The main planning policy in terms of residential amenity is BE9 of Brent's UDP 2004. This states that new development should be laid out to ensure that buildings and spaces are of a scale, design and relationship to each other which promotes the amenity of users, providing a satisfactory level of sunlighting, daylighting, privacy and outlook for existing and proposed residents. Further clarification of standards in relation to these matters is set out in SPG 17:Design Guide for New Development.
13. The nearest neighbouring resident property is the three storey building at 74 Brondesbury Road which is in use as 5 self-contained flats. The proposed dwelling house is situated approximately 11m to the south of the main rear elevation of this property and 7m from the rear wall of the existing rear projection to No. 75 (this does not contain a facing window).
14. The proposed building is mainly single storey in size except for the lantern roof which projects 2m above the groundfloor parapet and has a width of 4.2m. Given there are existing garage structures in this space there will be no detriment impact on the residents of the flats at No. 74 in terms of daylight, sunlight and outlook.
15. In relation to privacy SPG 17 states in general there should be a minimum of 20m between directly facing habitable rooms windows on main rear elevations unless it can be maintained through design. The main rear elevation of No.74 Brondesbury Road is situated 11m from the north facing and main elevation of the proposed dwelling house. This would fail to comply with the Council's Design guidelines in relation to privacy.
16. The applicants have proposed to use timber louvres on the proposed north elevation to reduce overlooking and any detrimental impact on amenity of neighbouring residents and the prospective residents of the dwellinghouse. While this may eliminate some overlooking it will not completely remove it and will have no impact on overlooking of the amenity space from No. 74. In addition to this the proposed louvres are not considered to be an acceptable design solution on a building where the main windows to the living space within the proposed residential unit are north facing. As such the proposed residential unit by reason of the inadequate distance between the facing habitable room windows on No 74 Brondesbury Road and the proposed development would result in unacceptable levels of privacy for existing residents of 75 Brondesbury Road and prospective residents of the proposed residential unit,

contrary to planning policy BE9 of Brent's UDP 2004 and SPG 17: 'Design Guide for New Development.'

Quality of Proposed Residential Accommodation

17. The proposed residential unit has a floor space of 130sqm which is well in excess of the minimum floor space standards for a 5 person/3-bed house (97sqm) set out in the London Plan Housing Supplementary Guide and has demonstrated that the dwelling will accommodate the furniture, access, and activity space requirements relating to the declared level of occupancy. This would also comply with the Council's standards set out in SPG 17.
18. The proposed unit is dual aspect and has the main kitchen/living space on the groundfloor and the three bedrooms located at the basement level. The applicants have demonstrated that the proposed development will have acceptable levels of daylight and sunlight for some of the rooms. The main windows through to the habitable rooms on the groundfloor and one of the bedrooms at the basement level face towards the rear elevation of No 74 Brondesbury Road.
19. As set out above recognising that there will be a detrimental impact in terms of privacy the applicants have proposed introducing a timber louvre system which would be situated within the cavity of the double glazing so that it is an integral part of the fenestration. The applicants have not specified the size of louvre or the spacing between timber bars however the examples they have submitted show timber bars fixed close together which will limit outlook from the main living space. While the proposed main windows to the living space are shown to have acceptable levels of daylight and sunlight with the proposed louvres, two of the basement bedrooms are shown to have low levels of daylight and sunlight.
20. The proposed development will provide private amenity space in the form of private courtyard at basement level and a terrace at the groundfloor level this will provide suitable levels of amenity space for the proposed residents. However the majority of this space will be directly overlooked by the neighbouring residential flats in the upper floors of 74 Brondesbury Road. The front terrace is also proposed to act as the off-street parking space for one car.
21. It is considered the proposed development by reason of the inadequate levels of outlook for prospective residents and poor levels of daylight and sunlight to basement level bedrooms as well as the use of the spaces around the proposed buildings will result in a poor quality of residential accommodation contrary to planning policy BE9 of Brent's UDP 2004.

Highways

22. The main policies relating to Transportation are TRN3, TRN15, TRN23. These seek to ensure that the proposal has an acceptable impact on pedestrian and highway safety and conditions, that any access is at a safe point with adequate visibility and that there is an acceptable parking provision.
23. The proposed development is located in an area with very good public transport accessibility level (PTAL 5), is within a controlled parking zone which operates 08:30-18:30 Monday to Friday and is within walking distance of the Queens Park Station and ten bus routes locally. Woodville Road is not Heavily Parked.
24. The existing garages are not associated with the existing flats at 74 Brondesbury Road. They were originally completed when planning permission was granted for the conversion of No. 74. A condition was attached requiring the garages to be used "only for the garaging of private vehicles". The applicants have confirmed that since 1976 the garages have been used mainly for private storage and the storage of building equipment. As such the loss of the existing garages would not result in additional on-street parking.
25. The applicants proposed one off-street parking space which is in accordance with the parking standard for a three bedroom house. The proposed parking space would be situated behind the 2m high front boundary wall and will be accessed through a 2.15m wide access point with hardwood double doors. The gates and front boundary wall directly abut the pedestrian pavement on Woodville Road. The position of the access point directly adjacent to the 2m high solid boundary treatment means that there will be very limited visibility of the pedestrian pathway for vehicles exiting the site. This will have a detrimental impact on the safety of pedestrians using the pathway on Woodville Road.
26. The Council's Highways Engineer has objected to the proposals on these grounds as the proposed access will not provide suitable pedestrian visibility splays and will thereby endanger highway and pedestrian safety contrary to Policies TRN3 and TRN10 of the UDP 2004. They also state that the proposed double gates result in an inadequate size of car parking space and should need to be replaced with a suitable sliding gate in order to provide off-street parking which complies with Policy TRN23 of the

UDP 2004.

Conclusion

The proposed dwelling house while it is considered to be a contemporary design fails to provide a development that would be acceptable in visual, and streetscene, terms, fails to provide an acceptable quality of residential accommodation for future occupiers, has a detrimental impact on the amenity of neighbouring residents and results in the creation of inadequate and unsafe parking as set out in the remarks above. Accordingly the application is recommended for refusal for the reasons set out below.

RECOMMENDATION: Refuse Consent

CONDITIONS/REASONS:

- (1) The proposed residential unit by reason of the inadequate distance between the facing habitable room windows on No 75 Brondesbury Road and the proposed development, would have unacceptable levels of privacy for existing residents of 75 Brondesbury Road and prospective residents of the proposed residential unit, contrary to planning policy BE9 of Brent's UDP 2004 and SPG 17: 'Design Guide for New Development.'
- (2) The proposed development by reason of the inadequate levels of outlook, poor levels of daylight and sunlight to basement level bedrooms and lack of usable amenity space around the proposed building will result in a poor quality of residential accommodation contrary to planning policy BE9 of Brent's UDP 2004.
- (3) The proposed development by reason the siting of the vehicular access point, insufficient depth of the parking space and insufficient pedestrian visibility splays will create a dangerous access point detrimental to highway and pedestrian safety contrary to planning policies TRN3 and TRN15 of Brent's UDP 2004.
- (4) The proposed replacement building by reason of its overall height, design, appearance and scale in relation to the site in particular, and the streetscene in general, would fail to preserve or enhance the character of the Kilburn Conservation Area contrary to planning policy BE2, BE3, BE7, BE9 and BE25 of Brent's UDP 2004. These concerns would be exacerbated by the excessive overall coverage of the site area, the absence of any significant soft landscaping and the unduly prominent roof lantern feature.

INFORMATIVES:

None Specified

Any person wishing to inspect the above papers should contact Robin Sedgwick, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5229