

# COMMITTEE REPORT

Planning Committee on  
Item No  
Case Number

2 July, 2015  
04  
14/3127

## SITE INFORMATION

**RECEIVED:** 20 August, 2014

**WARD:** Northwick Park

**PLANNING AREA:** Wembley Consultative Forum

**LOCATION:** 114 Elms Lane, Wembley, HA0 2NP

**PROPOSAL:** Proposed conversion of 114 Elms Lane into 4 self-contained flats (1 x 3-bed, 2 x 2-bed and 1 x 1-bed), including a lower ground floor basement and alterations to the rear elevation consisting of the installation of new windows and doors, erection of 2-storey side extension and installation of x6 rooflights, demolition of existing lean-to conservatory extension, and the erection on the garden and parking area to the side of 114 Elms Lane of two detached 3-bedroom dwellinghouses, formation of a new vehicle crossover onto Elms Lane, off-street parking for 8 cars, secure cycle parking, refuse and recycling bin storage, private and communal amenity space and associated hard and soft landscaping works to the site frontage (as amended)  
**N.B. This is a revised description.**

**APPLICANT:** FAB Homes

**CONTACT:** Rackham Planning

**PLAN NO'S:** (See Condition 2)

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# SITE MAP



## Planning Committee Map

Site address: 114 Elms Lane, Wembley, HA0 2NP

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This map is indicative only.

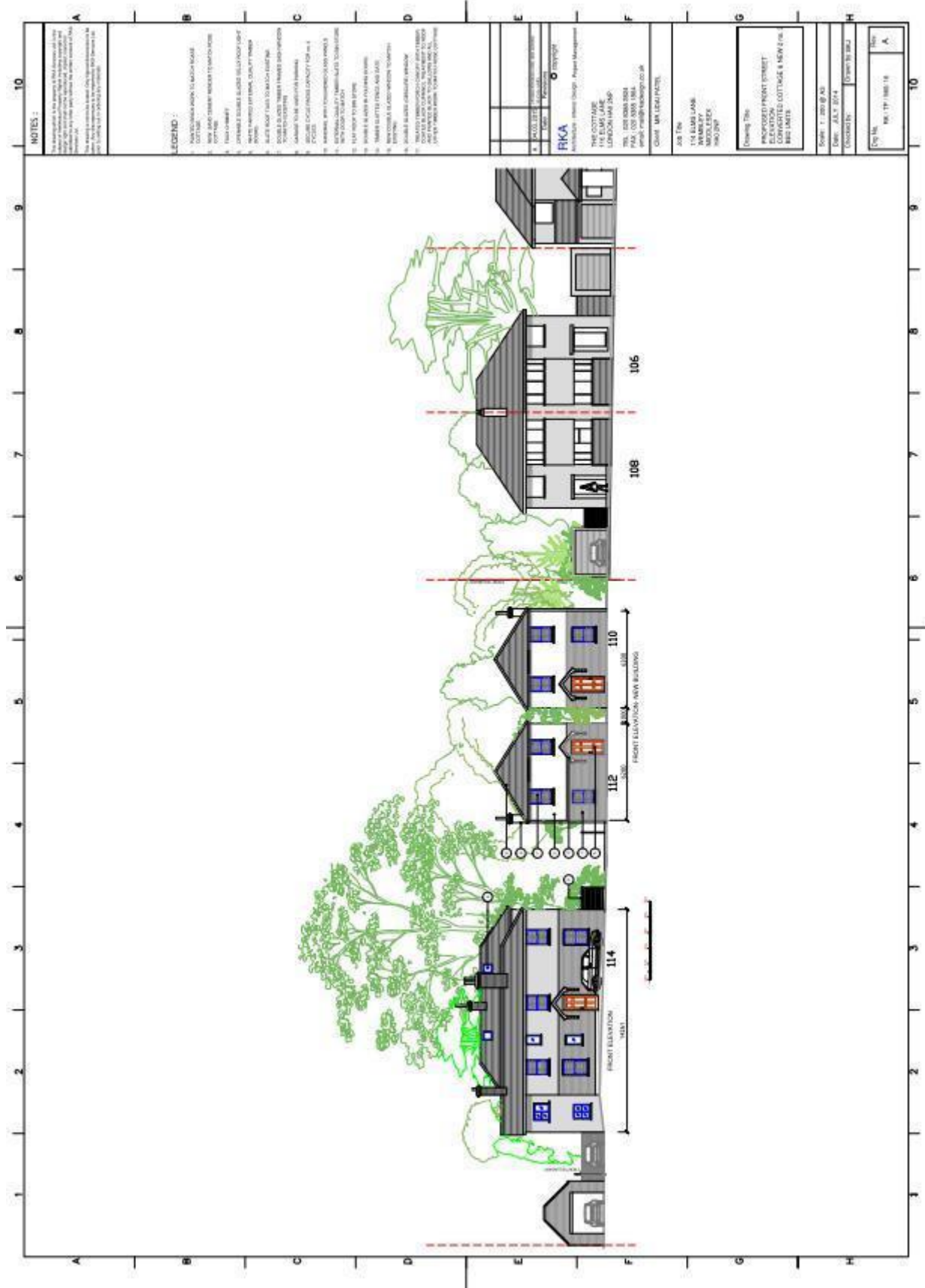
# SELECTED SITE PLANS

## SELECTED SITE PLANS

### Proposed Site Plan



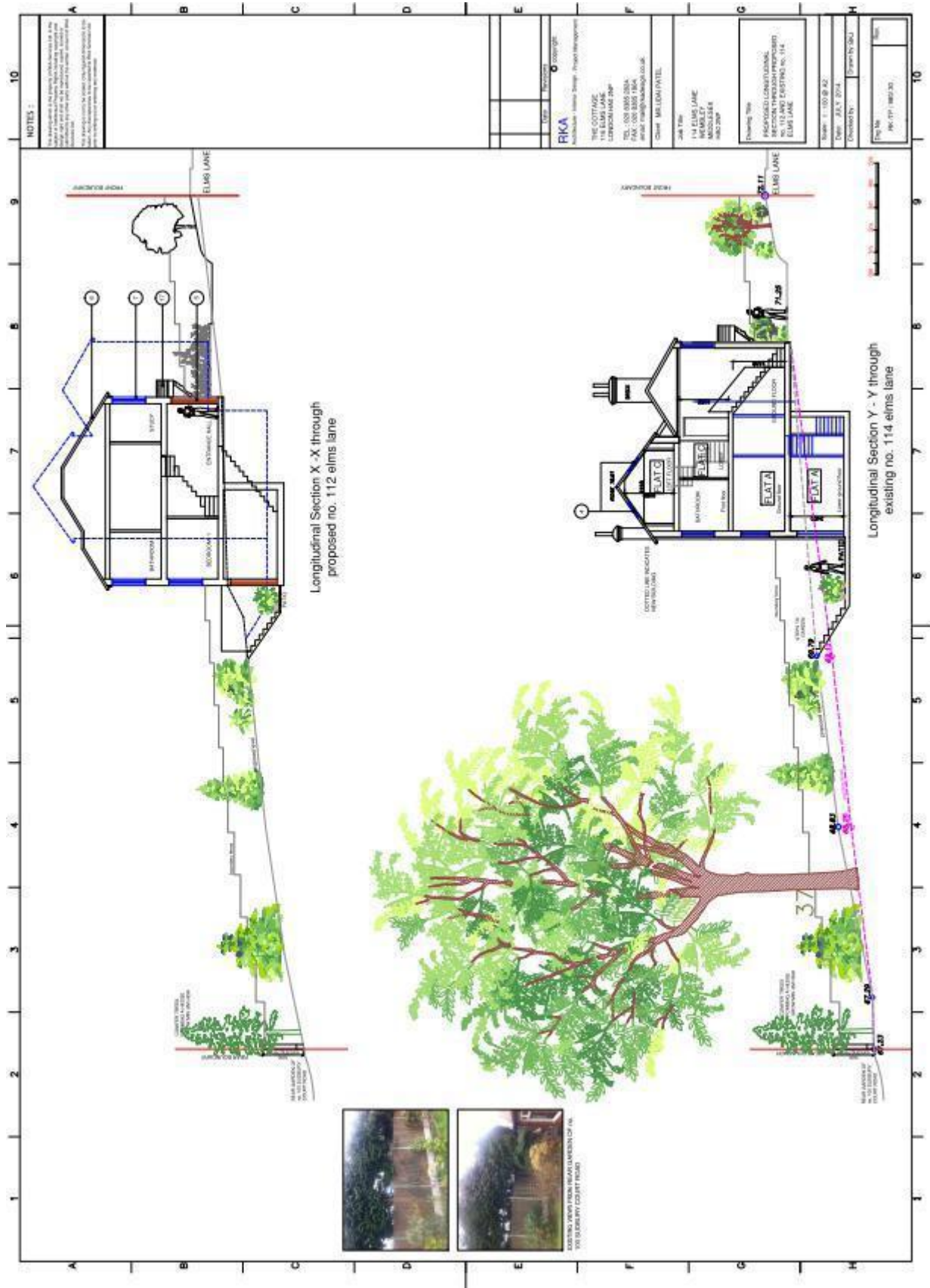
# Proposed Street View







# Proposed Section





## RECOMMENDATIONS

Approve, subject to the conditions set out in the Draft Decision Notice.

### A) PROPOSAL

Proposed conversion of 114 Elms Lane into 4 self-contained flats (1 x 3-bed, 2 x 2-bed and 1 x 1-bed), including a lower ground floor basement and alterations to the rear elevation consisting of the installation of new windows and doors, erection of 2-storey side extension and installation of x6 rooflights, demolition of existing lean-to conservatory extension, and the erection on the garden and parking area to the side of 114 Elms Lane of two detached 3-bedroom dwellinghouses, formation of a new vehicle crossover onto Elms Lane, off-street parking for 8 cars, secure cycle parking, refuse and recycling bin storage, private and communal amenity space and associated hard and soft landscaping works to the site frontage (as amended)

**N.B. This is a revised description.**

### B) EXISTING

No. 114 Elms Lane is a Locally Listed Building situated within the Sudbury Cottages Conservation Area (SCCA), a large hardsurfaced parking area exists to the south of this building, with access to this provided directly from Elms Lane by one of two existing crossovers that serve the site. Neighbouring residential properties to the north are within the SCCA, the semi-detached housing to the south of the site and existing housing on the opposite side of Elms Lane are both outside of the SCCA.

There is a change in levels across the site from west to east with the land falling away from the existing property down the garden. There are also existing protected trees on the site.

### C) AMENDMENTS SINCE SUBMISSION

The scheme that was initially submitted in August 2014 proposed the conversion of 114 Elms Lane into 4 flats, and the erection of a new block of five flats adjacent to this. This scheme could not be supported due to a range of concerns with the new building and the scheme has since been amended resulting in the following changes:-

- The conversion of 114 Elms Lane into 4 flats is still proposed, and the new build block of 5 flats has been omitted and replaced by a proposal for two detached, three-bedroom dwellinghouses.

Alterations to the frontage layout, accommodating 8 parking spaces off-street.

### D) SUMMARY OF KEY ISSUES

**Principle of development** – The conversion and alteration of a Locally listed building and infilling of this gap site in the Sudbury Cottages Conservation Area through the erection of x2 detached houses is considered to pay appropriate respect to the local heritage asset and this form of development would preserve the character of the designated area.

**Impact on character of the area** – The size, scale, layout and design proposal is considered to result in a visually acceptable development which has an acceptable impact on the character of the area and the streetscene. The design of the new build takes certain reference from the neighbouring building.

**Standard of residential accommodation** – The proposal is considered to achieve an acceptable size, quality and standard of accommodation for future occupiers in all units proposed.

**Impact on neighbouring amenity** - Due regard has been had to the relationships that will be created to existing residential neighbours. In this regard it is considered the very modest extension to 114 Elms Lane, and the two new dwellings will not result in loss of amenity through overlooking, loss of privacy, light or outlook.

**Transportation Impacts** – The proposal is considered acceptable in transportation terms. The number of parking spaces to be provided off-street fully meets maximum adopted parking standards for the 6 units proposed, so the scheme is not reliant on having to park on-street to meet standards. The impact of the additional vehicle movements generated by the proposal is not considered to cause harm to the free flow and movement of vehicles on the local highway network.

### E) MONITORING

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.



## Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Dwelling houses	291	291		282	573

## Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING ( Flats ú Market )										
EXISTING ( Houses )										
PROPOSED ( Flats ú Market )	1	2	1							9
PROPOSED ( Houses )			2							2

## **RELEVANT SITE HISTORY**

### **13/2264 - Refused on 08/10/13**

Conversion and extension of 114 Elms Lane from a dwellinghouse into 1 x 3-bed, 2 x 2-bed and 1 x 1-bed self contained flats, including alterations to the existing roof of part of the existing building, and the erection on the garden and parking area to the side of 114 Elms Lane of a new 4 storey building (including lower ground level and accommodation in the roof) providing 1 x 3-bed and 4 x 2-bed flats. Proposal includes 7 off-street parking spaces, refuse and recycling storage, bicycle storage, private and communal garden space and landscaping.

### Reason(s):-

The proposed extensions to 114 Elms Lane, and alterations proposed to the main roof resulting in the extrusion of the existing rear hipped dual pitch will result in unsympathetic alterations that will obscure the historic configuration of the original unusual rear roof form. As a result this will be harmful to the character, appearance and architectural integrity of this Locally Listed Building. These unsympathetic alterations would also be detrimental to the character of the Sudbury Cottages Conservation Area. This is contrary to UDP policies BE2, BE9, BE24, BE25 and BE26, as well as Core Strategy policy CP17.

The proposed new build, by reason of its unsympathetic architectural composition, its footprint, scale, bulk and massing, in particular its excessive bulk when viewed from the rear, and the lack of articulation to the building would result in an inappropriate form of development which is considered to be incongruous with surrounding suburban patterns of development, detrimental to the setting, character and appearance of the Sudbury Cottages Conservation Area, and the visual amenities of the area generally. It would fail to preserve or enhance the character of the area, and accordingly it is considered this is contrary to policies BE2, BE9 and BE25 and BE27 of Brent's Unitary Development Plan 2004 and Brent Core Strategy policy CP 17.

The proposed ground floor 'link' extension fails to complement the existing Locally Listed building and is considered to represent a poor design feature that would neither preserve or enhance this buildings special character. This is contrary to UDP policies BE2, BE9, BE24, BE25 and BE26, as well as Core Strategy policy CP17.

Insufficient levels of off-street parking are proposed to satisfy likely parking demand, which is likely to result in increased demand for on-street parking along Elms Lane, which due to its narrow width is unable to safely accommodate additional on-street parking without resulting in conditions detrimental to the free and safe flow of traffic and pedestrians. This is contrary to UDP policies TRN3, TRN23 and TRN24.

The frontage to the proposed scheme presents a hard environment dominated by car parking, and due to the insufficient provision of soft landscaping fails to provide an adequate landscape setting for the Locally Listed building or development as a whole. This is to the detriment of the character and appearance of the Sudbury Cottages Conservation Area and to the streetscene environment generally. This is is contrary to UDP Policy BE7, BE25 and BE28, and Brent Council's Domestic Vehicle Footway Crossover Policy.

## **CONSULTATIONS**

### **Round 1 of consultation;-**

A total of 33 properties were notified on 27 August 2014 on the original scheme submitted. In response to this

7 objections were received.

Site and press notices were both displayed.

**Summary of objections;-**

This was in response to the original scheme that proposed conversion of 114 Elms Lane into four flats, and erection of a new block of five flats.

Point of objection	Response
1. Inadequate parking being provided, which will lead to overspill parking on Elms Lane and Sudbury Court Rd.	This is discussed in paragraphs 27-38
2. Will result in further traffic congestion locally.	This is discussed in paragraphs 27-38
3. Loss of existing trees.	One tree will be removed on site and a replacement tree will be secured through condition. This is discussed in paragraphs 25 & 26
4. Loss of privacy for neighbouring occupiers.	This is discussed in paragraphs 7, 9 & 22-24
5. Will lead to over population.	The proposal will lead to 6 residential units on this site. This is not considered to be an overly dense proposal in this suburban location.
6. Increased risk of subsidence if trees are removed.	Only one tree is proposed to be removed. This is to the front of the site and is not close to any neighbouring buildings.
7. Additional noise and disturbance for existing residents.	Inevitably there will be some noise and disturbance associated with construction works. Upon completion it is not considered that this would cause harm to neighbouring residents, as this will continue to be a residential use and would be no different to the existing use of 114 Elms Lane.
8. Proposed drawings and Heritage Statement fail to show the context with or make reference to no's 96 & 98 Sudbury Court Rd, both of which are Grade II Listed.	It is noted that there is no explicit reference made in the applicants submission to the neighbouring Grade II Listed properties. Notwithstanding this due regard has been had to the impact of the proposals and the resultant relationships. This is discussed in paragraph 23.
9. Impact of proposed 2-storey extension to 114 Elms Lane on no's 96 & 98 Sudbury Court Rd will lead to loss of privacy.	This is discussed in paragraphs 23 & 24.
10. Proposed new block of flats is contrary to Core Strategy CP17 and doesn't protect or enhance the suburban character and the wider Conservation Area.	This is discussed in paragraphs 5 - 19
11. Will cause harm to existing locally listed building (114 Elms Lane)	This is discussed in paragraphs 5 - 19

**Round 2 of consultation;-**

Due to the significance of the revisions that have been made to the scheme a second round of consultation was undertaken. A total of 36 properties were notified on 1 May 2015. In response to this second round the same seven properties who had objected previously confirmed that they still object, plus two further objections were received resulting in a total of 9 objections.

Further site notices were displayed on 6 May 2015 and a press notice on 7 May 2015

**Summary of objections;-**

In response to the revised plans, proposing x2 detached dwellinghouses a large number of the earlier objections and the grounds for objection have been re-confirmed.

<b>Point of objection</b>	<b>Response</b>
1. Loss of privacy to neighbouring properties on Sudbury Court Rd..	This is discussed in paragraphs 7, 9 & 22-24
2. Plans do not show the context with properties on Sudbury Court Rd.	Notwithstanding this full consideration has been had to the relationship between the application property and neighbouring properties in assessing the proposed extension and conversion into 4 flats.
3. The revised scheme still has insufficient parking.	Transportation officers have confirmed that the proposal for 8 off-street parking spaces full satisfies adopted parking standards for this development, as set out in PS14 of the UDP (2004). This is discussed in paragraphs 27-38
4. Proposal would harm the character of the SCCA.	see above

### **Statutory Consultees;-**

*Ward Councillors for Northwick Park Ward;-*  
No comments received.

### *Transportation;-*

In response to the amended scheme proposing x2 detached dwellinghouses Officers have no objection on transportation grounds, subject to

- (i) any existing gates that open outwards onto the Public Highway should be removed and replaced.
- (ii) a revised site layout plan shall be submitted showing details of front boundary treatments, with regard to pedestrian visibility splays (2m x 2m above a height of 0.8m) at the vehicle accesses and the properties shall not be occupied until the associated crossover works have been completed fully to the satisfaction of the Local Highway Authority. This further information would be secured through condition.

A detailed discussion of the transport and parking related matters is contained within the 'remarks' section below.

*Regulatory Services (Environmental Health);-*  
They had no comments to make.

### *Landscape Design;-*

It is considered that the tree survey is realistic, and the loss of T5, a Cherry tree protected as T4 on the Sudbury Cottages Tree Preservation Order is acceptable due to its poor condition. A suitable replacement must be provided for this in the front garden. Details of this must be provided as part of a detailed landscape plan, which should confirm all planting species, hard materials, boundary treatments and details of level changes. This further detail would be secured as part of a landscape condition.

## **POLICY CONSIDERATIONS**

### **National Planning Policy Framework 2012**

#### **LDF Core Strategy 2010**

Policy CP17 - Suburban Character  
CP21 - A Balanced Housing Stock

#### **Brent UDP 2004**

- *BE2 Local Context*
- *BE3 Urban Structure*
- *BE6 Public Realm: Landscape Design*
- *BE7 Streetscene*
- *BE9 Architectural Quality*
- *BE24 Locally Listed Buildings*
- *BE25 Development in Conservation Areas*
- *BE26 Alterations & Extensions to Buildings in Conservation Areas*
- *BE27 Demolition & Gap Sites in Conservation Areas*

- *BE28 OpenSpace in Conservation Areas*
- *H11 Housing on Brownfield Sites*
- *H12 Residential Quality – Layout Considerations*
- *H13 Residential Density*
- *H14 Minimum Residential Density*
- *H17 Flat Conversions*
- *H18 Quality of Flat Conversions*
- *H19 Flat Conversions - Access & Parking*
- *TRN3 Environmental Impact of Traffic*
- *TRN10 Walkable Environments*
- *TRN11 London Cycle Network*
- *TRN15 Forming an Access to a Road*
- *TRN23 Parking Standards – Residential Developments*
- *TRN24 On-Street Parking*
- *TRN34 Servicing in New Development*
- *PS14 Parking Standards – Residential Developments*
- *PS16 Cycle Parking Standards*

### **Supplementary Planning Guidance**

- *SPG17 Design Guide for New Development*
- *SPG3 Forming a Vehicle Crossover*

Domestic Vehicle Footway Crossover Policy (DVFCP) - 2008

## **DETAILED CONSIDERATIONS**

### **Context;**

1. The site is within the SCCA, which is also subject to an Article 4 Direction. The Conservation Area boundary is the southern site boundary, shared with no 108 Elms Lane which is immediately south of the site and outside the Conservation Area. National, regional and local planning policies seek to protect such designated areas from unsympathetic or harmful development. Core Strategy Policy CP17, seeks to protect and enhance the suburban character of Brent from inappropriate development. The infilling of plots with out of scale buildings that do not respect the settings of existing dwellings will not be acceptable, and UDP policy BE25 states that new developments in Conservation Areas should preserve or enhance the character or appearance of the area.
2. 114 Elms Lane which is the application property (known locally as Rose Cottage) is Locally listed. UDP policy BE24 states that the special character of buildings on the local list will be protected and enhanced.

### **Character appraisal of Sudbury Cottages Conservation Area (SCCA);-**

3. The Conservation Area was designated on 11 February 1993, and contains only a small number of properties (12 in total):

Elms Lane no's 114-116 and Sudbury Court Road no's 95-110.

4. The Conservation Area seeks to preserve what remains of this part of the historic core of Sudbury. 114 Elms Lane (Rose Cottage) dates back to the 18th century. The special character of the area is based not only on the design of buildings and that of open space but also on their street settings and the street scenes. The properties within the Conservation Area are a variety of different types of dwelling, which it is felt gives a sense of rural character. It is recognised that 114 Elms Lane (together with 116) have a character distinctively different from other properties due to the age, scale and architectural details.

### **Proposed conversion of 114 Elms Lane into 4 self-contained flats and 2-storey side extension;**

5. This is a locally listed cottage which it is proposed to extend and convert into 4 self-contained flats. The original building has been extended to the rear and side, and modified internally since its original construction in the 18th century. The existing two-storey extension to the property at the northern end, along with the lean-to conservatory at the southern end are more modern additions. The rear extension pre-dates both of these. A number of internal alterations have also been carried out over time. The property is large enough in principle to be converted into flats when judged against UDP policy H17.



6. This proposed conversion into flats would comprise of 1 x 3-bed, 2 x 2-bed and 1 x 1-bed flats.
7. In order to achieve this number of flats it is proposed to erect a modest sized two-storey side extension, set behind the existing two-storey side addition. This extension will project 3.9m at a width of 2.3m and will serve flats A and C. This extension would have a dual pitch roof, set below the existing roof, with a white render finish. The roof design is sympathetic to the original character of this locally listed building and externally this is in keeping with the existing character. It would not be visible from the streetscene, but would be visible from a neighbouring property on Elms Lane (116) and from the rear of properties which adjoin the site along Sudbury Court Road (no's 96-100). There is a levels difference, adjoining properties on Sudbury Court Road are at a lower level, however given its size, scale and design is not considered this extension would cause any visual harm or harm the residential amenity to neighbouring properties. This is a more subservient addition which has been sensitively designed when compared to previous proposals. It is considered this would have an acceptable impact on the architectural integrity of the locally listed building, and the Conservation Area.
8. The front elevation of the existing property will be enhanced through the replacement of existing windows in a poor state of dis-repair. Timber framed replacements are proposed, and a replacement door. Further detail of these replacements will be secured through a planning condition to ensure the architectural integrity of the building is protected.
9. It is proposed to open up the existing basement level, and in turn alterations are proposed to the rear facade that would see the installation of patio doors at this level to serve lower ground floor accommodation. The new openings would be at a level lower than existing garden level. Steps up to garden level are proposed and additional landscaping is being proposed to the top of the sunken patio areas in order to minimise the prominence and visual impact of these alterations to the rear facade of the building as viewed from neighbouring properties to the north and north-east of the site.
10. The conversion of the loft results in the proposal to install 6 rear facing rooflights. Due to their siting it is considered these will not have a significant impact on the host building and they will not impact on the streetscene. In the event that permission is granted these rooflights would be subject to a planning condition to ensure that they are installed flush with the roofslope, and that conservation area style rooflights are installed.

*Quality of accommodation;-*

11. Each of the flats are sufficiently sized in order to meet London Plan minimum space standards for residential development.
  - Flat A 3-bed/4 person unit = 88 sqm
  - Flat B 1-bed/2 person unit = 63 sqm
  - Flat C 2-bed/3 person unit = 65 sqm
  - Flat D 2-bed/3 person unit = 65 sqm
12. The internal layout will ensure that all flats have reasonable light and outlook to them, and the flats generally achieve the correct stacking of like-for-like rooms above and below each other. Each flat will benefit from an appropriate amount of external amenity space also.
13. SPG17 standards require a minimum of 20m<sup>2</sup> per flat, and a minimum of 50m<sup>2</sup> for family sized accommodation. The family unit will have direct access to a private patio area (25 sqm). Normally we would seek 50sqm, however the the plans submitted demonstrate that the overall quantum of useable communal amenity space is broadly in line with SPG17 minimum requirements for the site as a whole. There is a generous area of communal space that will make up for the shortfall in private amenity space. Officer's are satisfied that the amenity space offer as a whole will be acceptable. In quantum, quality and layout terms, the amenity space provision is considered to meet SPG17 guidelines.

**Proposed new build x 2 detached houses adjacent to 114 Elms Lane;-**

14. The original scheme proposed a block of five flats arranged over three levels to be built to the south side of 114 Elms Lane. Officers raised concerns with the size, scale, and design of this building within the Conservation Area and the parking requirements generated for this flattened development. This form of development could not be supported and has since been amended to the current scheme which proposes two detached family dwelling houses to the south side of 114 Elms Lane. Each new house proposed is a 3-bedroom dwelling.
15. The houses are proposed to be built on an area of the site which is mostly laid as hardsurfacing, this is

an oversized car park that serves 114 Elms Lane. It does not make a positive contribution to the streetscene or the character of the Conservation Area.

16. The proposed type and design of detached housing will act as a transition between the Conservation Area, and the distinctively different character displayed by 114 Elms Lane and the more typical two-storey suburban housing that exists to the south of the site (106 & 108 Elms Lane).
17. A good level of separation is proposed so that 114 Elms Lane retains a spacious setting. This is important given the spaciousness currently displayed, its local listing, and its Conservation Area designation. The proposed pair of detached houses respect their setting adjacent to the locally listed building, and the gaps proposed between existing and proposed buildings and the site boundary to the south demonstrate that this will not result in a cramped form of development. This is important as it is in keeping with the established patterns of development where spacing between buildings locally is a characteristic.
18. The footprint of these two houses is considered to pay respect to the surrounding urban grain and patterns of development. In plan form these appear subservient to the scale of 114 Elms Lane and they are comparable to 106 and 108 Elms Lane. This is appropriate, as new development should not be unduly dominant when considered in the context of its setting adjacent to 114 Elms Lane and it should be mindful of local character.
19. The scale and massing of the two detached houses does pay attention to their local context. The eaves height will be slightly lower than 114 Elms Lane, so too will the roof ridge. This results in a scale of development that is subservient to 114 Elms Lane. The design of these dwellings does take reference from the locally listed cottage, namely through the arrangement of fenestration, materials, proportions of window openings and porch canopy detailing for these houses. In design terms this would respect the character, appearance and detailing of 114 Elms Lane. For these reasons it is considered that these houses would have an acceptable impact on the streetscene environment and are respectful to their setting adjacent to a locally listed building, within a designated area.

*Quality of accommodation;-*

20. The floor area of the proposed new build housing will meet with the minimum internal floor area standards specified within the London Plan for three bedroom, five person accommodation. The accommodation is proposed over three floors, a lower ground floor is proposed which takes advantage of the levels change from front to back across the site. This lower level will be used as a kitchen/dining rooms, with direct patio door access to a sunken outdoor terrace. Much like the arrangement at 114 Elms Lane, stepped accessed is proposed from private patio areas up to natural garden level.
21. SPG17 standards require a minimum of 50m<sup>2</sup> for family sized accommodation. The plans submitted demonstrate that the quantum and layout of useable amenity space is in line with SPG17 minimum requirements.

**Impact on amenity of neighbouring properties;-**

22. The southernmost detached dwelling is to be set in from the boundary shared with 108 Elms Lane by 2m. On the southern side of the boundary the neighbouring property is then set in approximately 4.2m, with a garage in between. There are no habitable flank wall windows facing towards the application site that will be affected. Furthermore the siting of these houses, and their footprint respect the building lines of this neighbouring housing. As such there are no concerns with the resultant relationship to the rear. Outlook and privacy will not be compromised for the occupiers of 108 Elms Lane.
23. Sudbury Court Road properties (no's 96 to 100) all share a boundary with the site, rear gardens adjoin the application site. These neighbouring properties (and gardens) are at a lower level due to the level changes between Elms Lane and Sudbury Court Road. The proposed two-storey extension will be set behind the existing two-storey addition at the northern end of 114 Elms Lane. The existing flank wall to the property is set in 2.6m from the boundary shared with 96 & 98 Sudbury Court Road. The proposed extension would not project any closer than this finishing in line with the existing flank wall, therefore not significantly altering the existing long standing relationship between existing building and neighbouring gardens. A first floor flank wall window is proposed to be installed in the extension facing north, and this will be conditioned to ensure that this is obscurely glazed so that there is no overlooking of neighbouring properties north of the site. This will safeguard the privacy of neighbouring properties. A rooflight is proposed facing north, however due to the angle of this within the roofslope it should not result in direct overlooking towards the rear of neighbouring properties. Due regard has been had to the fact that both 96 and 98 Sudbury Court Road are statutory Grade II Listed, however given the aforementioned relationship

it is not considered this modest extension will affect the setting or harm the architectural integrity of these pair of Listed buildings.

24. The alterations proposed to the rear facade of 114 Elms Lane will result in new openings at lower ground floor level. These openings face west, looking down the garden they do not face towards properties north or north west, situated on Sudbury Court Road. It is not considered these will cause overlooking or loss of privacy for neighbouring properties. Additionally two rear facing rooflights and one side facing (to the north) rooflights are proposed. Given the angle of these within the roof it is not considered they will result in direct overlooking or loss of privacy for neighbouring occupiers, they are very much included to provide natural daylight and sunlight to rooms proposed within the roofspace at 114.

#### **Landscaping and trees;-**

**25.** Landscape Officers are generally satisfied with the overall approach across the site, however it is requested that further details should be provided by the applicant to confirm the following;-

- That a suitable replacement tree must be provided in the front garden. Details of this must be provided as part of a detailed landscape plan.
- With regards to new planting, confirmation be provided of all new plant species, size, position and spacing.
- Details of all hard materials, type, colour and finish
- Further details of all level changes, boundary treatment, storage facilities and external lighting.

26. The proposed works to the site frontage will see new planting and additional soft landscaping which will represent an improvement to the streetscene when judged against the existing treatment. The current layout with the amount of harsurfacing does not contribute positively to the Conservation Area. One tree in the frontage will be removed, this is a Cherry tree protected as T4 on the Sudbury Cottages Tree Preservation Order. Landscape officers advise that its removal is acceptable due to its poor condition, however a suitable replacement tree must be provided for this in the front garden and this will be secured through condition.

#### **Transportation - parking & access;-**

**27.** This revised application seeks to convert the existing building into 4 flats (1 x 1-bed, 2 x 2-bed and 1 x 3-bed) and to erect a pair of detached houses, both are 3-bedroom dwellings. This represents a significant reduction in the number of units proposed as the original scheme was for 9 units.

28. A 5.2m wide crossover towards the southern end of the site provides access to a large block paved car park for about six cars, whilst a 4m crossover at the northern end provides access to a parking space at that end of the site, with a carriage driveway also provided along the front of the building connecting the two crossovers. As such, 9-10 cars could be accommodated within the site at present.
29. The site has previously had an application (13/2264) for 9 new self-contained flats and 7 off street parking spaces. This application was refused (in part) due to the insufficient number of off street parking spaces being provided, and the narrow width of Elms Lane not being able to accommodate on street parking.
30. The site has low access to public transport services (PTAL 2), with close access to bus routes 245 and 182 on Watford Road and 92 on Harrow Road, but no nearby railway stations therefore full parking standards apply.
31. Elms Lane is a local access road. It is a narrow road (5m wide), so on-street parking on the road is restricted to the western side only. Elms Lane is defined as a heavily parked street, with recent parking surveys from 2013 confirming this. There are no parking restrictions along Elms Lane or the nearby Sudbury Court Road, however there are waiting restrictions at the junctions of Elms Lane with both St.Georges Close and Sudbury Court Road.
32. Car parking allowances for dwelling houses are given in standard PS14 of the UDP. Disabled parking and bicycle parking requirements are given in standards PS15 and PS16 respectively. Brent's Domestic Vehicle Crossover Policy is also applicable.
33. The proposed conversion of 114 Elms Lane into 4 flats and the erection of a pair of 3-bedroom dwellings will result in an overall parking standard of 8.2 spaces for the site. This is based on maximum parking standards, as set out in the adopted UDP (2004). Critically this does represent a significant reduction in

the parking standard when compared against the 9 unit all flatted scheme which has now been superseded. This flatted scheme generated a parking standard of 11.4 spaces, with just 9 off-street spaces proposed, so there was a reliance on having to park on-street to meet the full standard which would not be acceptable in this location given the existing parking levels and the narrow width of Elms Lane.

34. The revised frontage layout accommodates 8 off-street spaces which does fully satisfy adopted parking standards for this revised scheme. Five of the spaces will be accessed via the existing crossovers and one via the existing garage at the northern end of the frontage. Spaces marked '1' and '2' on plan will be accessed via a new proposed crossover (4.2m) towards the southern end of the frontage. This new crossover is considered to be acceptable on Transportation grounds.
35. The applicant had previously submitted a Transport Statement (TS) for the all flatted scheme (9 flats). To recap the transport statement, written by Transport Planning Associates (TPA), shows a swept path analysis of all the accesses. Figure 3.1 does show all vehicles leaving the site in forward gear with majority of the vehicle manoeuvres occurring within the site. This is confirmed as acceptable by Transportation officers.
36. TPA have carried out a survey of the surrounding streets on 15<sup>th</sup> July 2013 between 20:00 - 20:30. The results of this survey show 18 parking spaces on Elms Lane (between Sudbury Road and Rowan Close) out of which 8 spaces were used. Transportation have also carried out a recent parking survey of the borough (2013) which showed 13 vehicles parked overnight along this section of Elms Lane, demonstrating that there is additional capacity. As the street is narrow, parking can only occur on one side of the road and therefore transportation considered parking spaces on the western side of the carriageway only, as did TPA. Parking on the eastern side of the carriageway on Elms Lane near the junction of Sudbury Court Road is restricted by double yellow lines.
37. One of the main concerns expressed by local residents is the impact that this proposal will have on traffic, congestion and parking on-street, caused by overspill parking. Residents who have objected to the proposal have submitted photographs to evidence the traffic congestion that is at times experienced along Sudbury Court Road, close to the existing width restriction. The estimated trip generation, into and out of this site is 2 cars during peak hours, which is not considered to be significant enough in terms of additional traffic generated to have a material impact on the local highway network. This position is supported by Transportation officers. The likelihood is that this adjoining road is being used as a cut through route to and from Watford Road during peak times, and Transportation have advised that it is the case that resident's can put a request to Transportation to have additional controls introduced to calm traffic flows and assist with congestion on-street. However implementation of any further controls is not considered necessary to make the proposal acceptable in planning terms. In conclusion then, 8 off street parking spaces have been proposed for the 6 residential units, this is greater than a ratio of 1:1. The maximum parking standard (8.2 spaces) generated by the number and type of units proposed can be fully met by the provision of 8 off-street spaces and therefore Transportation officers are of the view that overspill of parking on the surrounding heavily parked streets should not occur. It would be unreasonable to require parking levels above and beyond the number provided as this is consistent with adopted parking standard PS14.
38. UDP Policy TRN23 requires the impact of overspill parking on the street to be assessed where full parking standards are not being proposed. Given the overall level of parking spaces proposed within the site this scheme does not conflict with this policy.
39. The drawing does not show if a new front boundary wall will be provided along Elms Lane. There is a requirement to provide visibility at all the accesses for pedestrian safety as set out in the guidance SPG-3 and there should be no obstruction over the height of 0.8m above road level. Further details of the height of the front boundary wall/fence should be submitted for approval, and secured through condition.
40. Secure cycle parking spaces (1 per flat) is proposed for the conversion of 114 Elms Lane, and a refuse bin store area is indicated in between existing and proposed buildings, set back from the street frontage. Further details of secure and wetherproof cycle storage and a means by which to screen the bin enclosure area(s) will be secured by condition to ensure an accetable visual impact. Collection of refuse will be direct from Elms Lane which is no different to the existing collection arrangements for this and all other properties within the street.

#### **Summary;-**

Overall the proposed development is considered to result in a visually acceptable development which it is



considered has an acceptable impact on the Locally listed building (114 Elms Lane) and pays appropriate regard to its location within the SCCA reflected through the siting, scale and design of the proposed new houses. The proposal will not cause undue harm to the amenity of neighbouring occupiers. Careful consideration of the transportation impacts has been given, and the number of parking spaces proposed within the site fully satisfies adopted standards. The proposal accords with national, regional and local planning policy and makes efficient use of a previously developed site. On balance it is considered this revised scheme has suitably addressed the reasons for refusal on planning application 13/2264. It is accordingly recommended for approval, subject to attached conditions.

## CIL DETAILS

This application is liable to pay **£68,523.13\*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible\*\* floorspace which on completion is to be demolished (E): 29 sq. m.  
 Total amount of floorspace on completion (G): 573 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Dwelling houses	573	291	253	£35.15	£200.00	£10,242.77	£58,280.36

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	258	
<b>Total chargeable amount</b>	<b>£10,242.77</b>	<b>£58,280.36</b>

\*All figures are calculated using the formula under Regulation 40(6) and all figures are subject to index linking as per Regulation 40(5). The index linking will be reviewed when a Demand Notice is issued.

\*\***Eligible** means the building contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development.

**Please Note : CIL liability is calculated at the time at which planning permission first permits development. As such, the CIL liability specified within this report is based on current levels of indexation and is provided for indicative purposes only. It also does not take account of development that may benefit from relief, such as Affordable Housing.**

# DRAFT DECISION NOTICE



# Brent

## DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

### DECISION NOTICE – APPROVAL

Application No: 14/3127

To: Mr Stuart Rackham  
Rackham Planning  
10 Knole Close  
Almondsbury  
Bristol  
South Gloucestershire  
BS32 4EJ

I refer to your application dated 06/08/2014 proposing the following:  
Proposed conversion of 114 Elms Lane into 4 self-contained flats (1 x 3-bed, 2 x 2-bed and 1 x 1-bed), including a lower ground floor basement and alterations to the rear elevation consisting of the installation of new windows and doors, erection of 2-storey side extension and installation of x6 rooflights, demolition of existing lean-to conservatory extension, and the erection on the garden and parking area to the side of 114 Elms Lane of two detached 3-bedroom dwellinghouses, formation of a new vehicle crossover onto Elms Lane, off-street parking for 8 cars, secure cycle parking, refuse and recycling bin storage, private and communal amenity space and associated hard and soft landscaping works to the site frontage (as amended)  
**N.B. This is a revised description.**

and accompanied by plans or documents listed here:  
(See Condition 2)  
at 114 Elms Lane, Wembley, HA0 2NP

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

#### Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

National Planning Policy Framework 2012  
Brent Core Strategy 2010  
Brent Unitary Development Plan 2004  
Council's Supplementary Planning Guidance 3 - Formation of Vehicle Access  
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  
Transportation

- 1 The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

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

RK/TP/980/01 revA  
RK/TP/980/02  
RK/TP/980/03  
RK/TP/980/04  
RK/TP/980/05  
RK/TP/980/06  
RK/TP/980/07 revA  
RK/TP/980/08 revA  
RK/TP/980/09  
RK/TP/980/10 revA  
RK/TP/980/11 revA  
RK/TP/980/12 revA  
RK/TP/980/13 revA  
RK/TP/980/14 revA  
RK/TP/980/15 revA  
RK/TP/980/16 revA  
RK/TP/980/17 revA  
RK/TP/980/18 revA  
RK/TP/980/19 revA  
RK/TP/980/21  
RK/TP/980/25 revA  
RK/TP/980/27 revA  
RK/TP/980/30

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

- 3 The maximum width of the new vehicular access at the edge of the public highway shall be 4.2 metres.

Reason: To ensure that the construction of the access does not prejudice conditions or safety for pedestrians on the adjoining highway.

- 4 The parking spaces shown on the approved plans shall be fully laid out on site prior to first the occupation of any of the residential units hereby approved and shall be permanently retained and used solely in connection with the approved units within the site thereafter.

Reason: To ensure that the approved standards of parking/garage provision are maintained in the interests of local amenity and the free flow of traffic in the vicinity.

- 5 The detached houses hereby approved shall not be occupied until the associated crossover works at the southern end of the site have been completed fully to the satisfaction of the Local Highway Authority.

The proposed vehicular crossover shall be carried out at the cost and applicants expense, in compliance with a scheme to be submitted to and approved in writing by the Local Highway Authority, with the works carried out and completed in accordance with these approved details, prior to the first occupation of the new detached houses hereby approved.

Reason: In the interests of highway and pedestrian safety in the locality, in pursuance of Section 278 of the Town and Country Planning Act 1990.

- 6 The window(s) on the first floor of the building (114 Elms Lane) as extended shall be constructed with obscure glazing and with openings at high level only (not less than 1.8m above floor level) and shall be permanently maintained in that condition thereafter unless the prior written consent of the Local Planning Authority is obtained.

Reason: To minimise interference with the privacy of the adjoining occupier(s).

- 7 The roof-lights installed at 114 Elms Lane shall be detailed to be flush with the existing roof covering.

Reason: In the interest of visual amenity of the Sudbury Cottages Conservation Area and this Locally Listed building.

- 8 No further extensions or buildings shall be constructed within the curtilage of the x2 new detached dwellinghouse(s) subject of this application, notwithstanding the provisions of Class(es) A, B, C, D & E of Part 1 Schedule 2 of the Town & Country Planning (General Permitted Development) Order 1995, as amended, (or any order revoking and re-enacting that Order with or without modification) unless a formal planning application is first submitted to and approved by the Local Planning Authority.

Reason(s):

In view of the restricted nature and layout of the site for the proposed development, no further enlargement or increase in living accommodation beyond the limits set by this consent should be allowed without the matter being first considered by the Local Planning Authority. To prevent an over development of the site and harm to the Conservation Area and undue loss of amenity to adjoining occupiers.

- 9 Any existing gates/doors opening outwards onto the Public Highway should be removed in accordance with Section 153 of the Highways Act 1980 and plans for a new gate/doors should be submitted for planning approval prior to commencement of the residential units hereby approved.

Reason;- In the interests of pedestrian and highway safety.

- 10 Details of materials for all external work to 114 Elms Lane and the x2 detached houses hereby approved, including shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out in fully accordance with the approved details thereafter unless otherwise agreed in writing by the Local Planning Authority.

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



11 (a) Prior to commencement of development, detailed section drawings of all proposed windows (including replacement timber windows to 114 Elms Lane) shall be submitted to and approved in writing by the Local Planning Authority.

(b) Prior to commencement of development further details of the replacement front door to 114 Elms Lane shall be submitted to and approved in writing by the Local Planning Authority.

The works shall be carried out in full accordance with the approved details thereafter unless otherwise agreed in writing.

The proposed replacement timber windows to 114 Elms Lane shall replicate the sash design of the originals. Such replication shall include the proportions and size of the glazed areas including glazing bars which must be externally mounted, thickness of the sills, even profiles and sightlines.

Reason: In the interests of the visual amenities of the Sudbury Cottages Conservation Area and this Locally Listed building.

12 Prior to commencement of development further details shall be submitted to and approved in writing by the Local Planning Authority showing details of front boundary treatments, with regard to pedestrian visibility splays (2m x 2m above a height of 0.8m) at the vehicle accesses.

Reason;- In the interests of pedestrian and highway safety.

13 Notwithstanding any details of landscape works referred to in the submitted application, a scheme for the detailed landscape works and treatment of the surroundings of the proposed development (including species, plant sizes, planting densities including the number and location of new trees) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any site clearance, demolition or construction works on the site. Any approved planting, turfing or seeding included in such details shall be completed in strict accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. Such a scheme shall include but not limited to the following:-

(a) proposed walls, fences and gates and any other form of boundary treatment or means of enclosure indicating materials and finished heights;

(b) further details of screen planting along the northern site boundary;

(c) adequate physical separation, such as protective walls and fencing between landscaped and paved areas;

(d) provision for the satisfactory screening/enclosure of bin store(s)

(e) details of the proposed arrangements for the maintenance of the landscape works.

(f) a suitable landscape plan showing details of all species, size, density, number and location of all new planting (including further details of any new trees which shall include but is not limited to a replacement tree in the front garden) within the site

(g) details of any external lighting

(h) details of secure and weatherproof cycle parking enclosure

(i) details of all hardsurfacing materials (type/colour/finish)

(j) details of the level changes across the site shall be demonstrated when submitting further details

Any planting that is part of the approved scheme that within a period of *five* years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced with others of a similar size and species and in the same positions, unless the Local Planning Authority first gives prior written consent to any variation.

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the locality in the interests of the amenities of the occupants of the development and to provide tree planting in pursuance of section 197 of the Town and Country Planning Act 1990.

- 14 No works shall commence on site prior to a detailed Tree Protection Plan and Arboricultural Method Statement being submitted to and approved in writing by the Local Planning Authority which:
- (i) adhere to the principles embodied in BS5837:2012
  - (ii) indicate exactly how and when the retained trees, hedges and shrubs on-site or off-site near the site boundaries will be protected during the construction phases; and
  - (iii) show all root-protection zones

The development shall be carried out strictly in accordance with the agreed details thereafter unless otherwise agreed in writing.

Reason: To ensure a satisfactory appearance and setting for the proposed development and to ensure that it enhances the visual amenity of the Sudbury Cottages Conservation Area

## 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 If the development is carried out it will be necessary for a crossing to be formed over the public highway by the Council as Highway Authority. This will be done at the applicant's expense in accordance with Section 184 of the Highways Act 1980. Should Application for such works should be made to the Council's Safer Streets Department, Brent House, 349 High Road Wembley Middx. HA9 6BZ Tel 020 8937 5050. The grant of planning permission, whether by the Local Planning Authority or on appeal, does not indicate that consent will be given under the Highways Act.
- 3 The applicant is advised that the two new detached houses hereby approved will also be subject to the existing Article 4 Order that applies to the Sudbury Cottages Conservation Area.

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