

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

24 September, 2015

15/0196

SITE INFORMATION

RECEIVED: 19 January, 2015

WARD: Wembley Central

PLANNING AREA: Wembley Consultative Forum

LOCATION: Lanmor House, 370 High Road, Wembley, HA9 6AX

PROPOSAL: Erection of two additional storeys to provide 8 self-contained flats (7 x 2 bed and 1 x 1 bed) above the existing five storey office building(amended description)

APPLICANT: Mr Cohen

CONTACT: Allen Planning Ltd

PLAN NO'S: Please see condition 2.

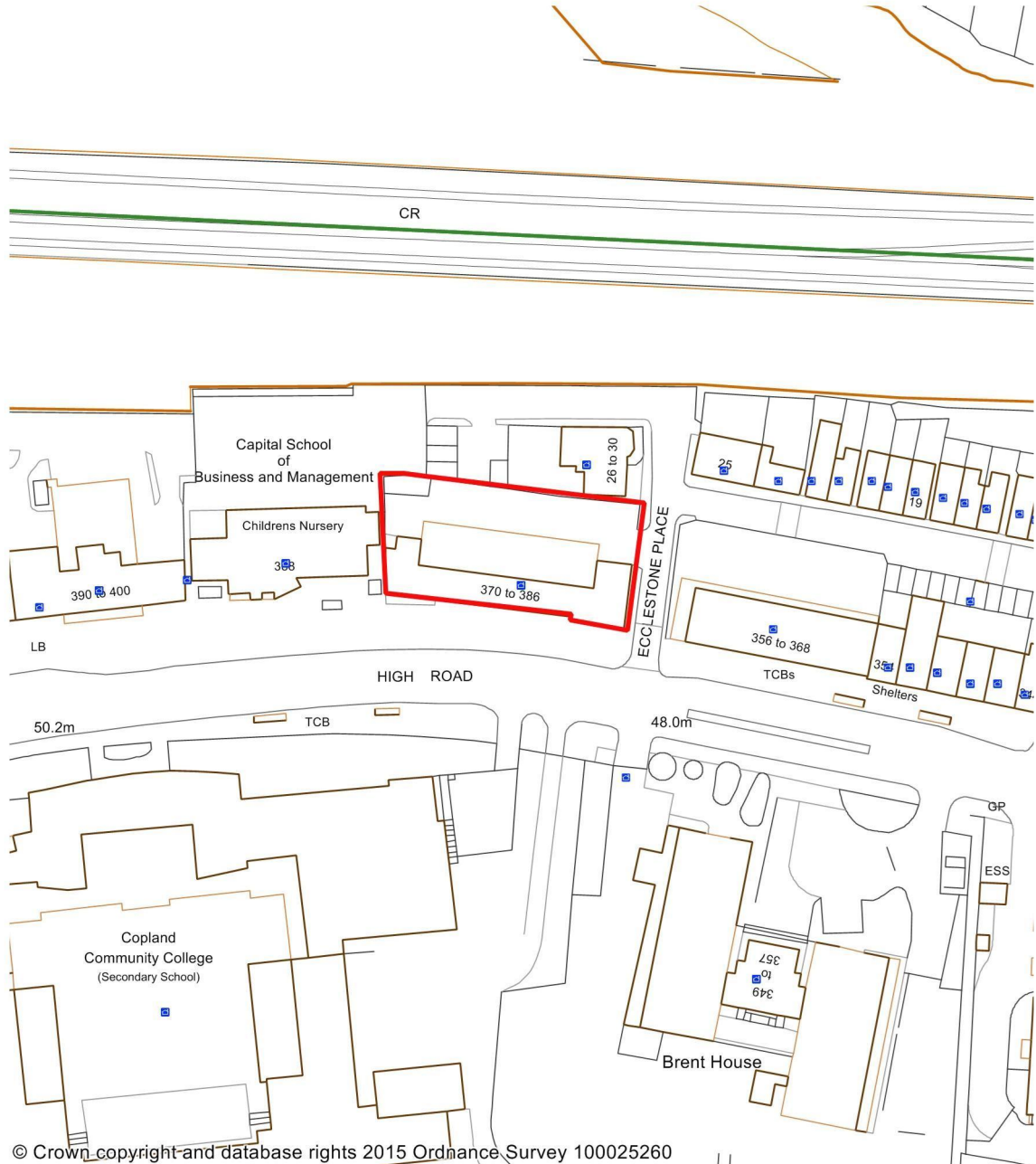
SITE MAP



Planning Committee Map

Site address: Lanmor House, 370 High Road, Wembley, HA9 6AX

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This map is indicative only.

SELECTED SITE PLANS

SELECTED SITE PLANS

Proposed Floor Plans

0. The work of all independent agencies to the extent of their professional responsibility shall be subject to the review and approval of the City Engineer.

All drawings shall be prepared in accordance with the City of Los Angeles Department of Public Works, Division of Building and Construction, and shall conform to the City of Los Angeles Building Code.

SCHEDULE OF ACCOMMODATION

- APT 1: 2 bed - 81sqft
- APT 2: 2 bed - 81sqft
- APT 3: 2 bed - 81sqft
- APT 4: 1 bed - 50sqft
- APT 5: 2 bed - 81sqft
- APT 6: 2 bed - 81sqft
- APT 7: 2 bed - 81sqft
- APT 8: 2 bed - 70sqft
- 7 no 2 bed apt
- 1 no 1 bed apt
- 870 1068



6th FLOOR



5th FLOOR

JUL 13 PLANNING APPROVALS SON
 JUN 18 ARCHITECTURE SON
 JUN 18 ARCHITECTURE SON

I&P
 ARCHITECTS
 URBAN DESIGNERS
 PLANNERS
 PROJECT MANAGERS
 LANDSCAPE ARCHITECTS
 97 JARVIS

1000 Wilshire Blvd, Suite 1000
 Los Angeles, CA 90017
 Tel: 213.480.1100
 Fax: 213.480.1101
 www.iandp.com

Proposed Front Elevation



ARCHITECTS
INTERIORS
PLANNING
PROJECT MANAGEMENT
LANDSCAPE ARCHITECTS
1911 1010

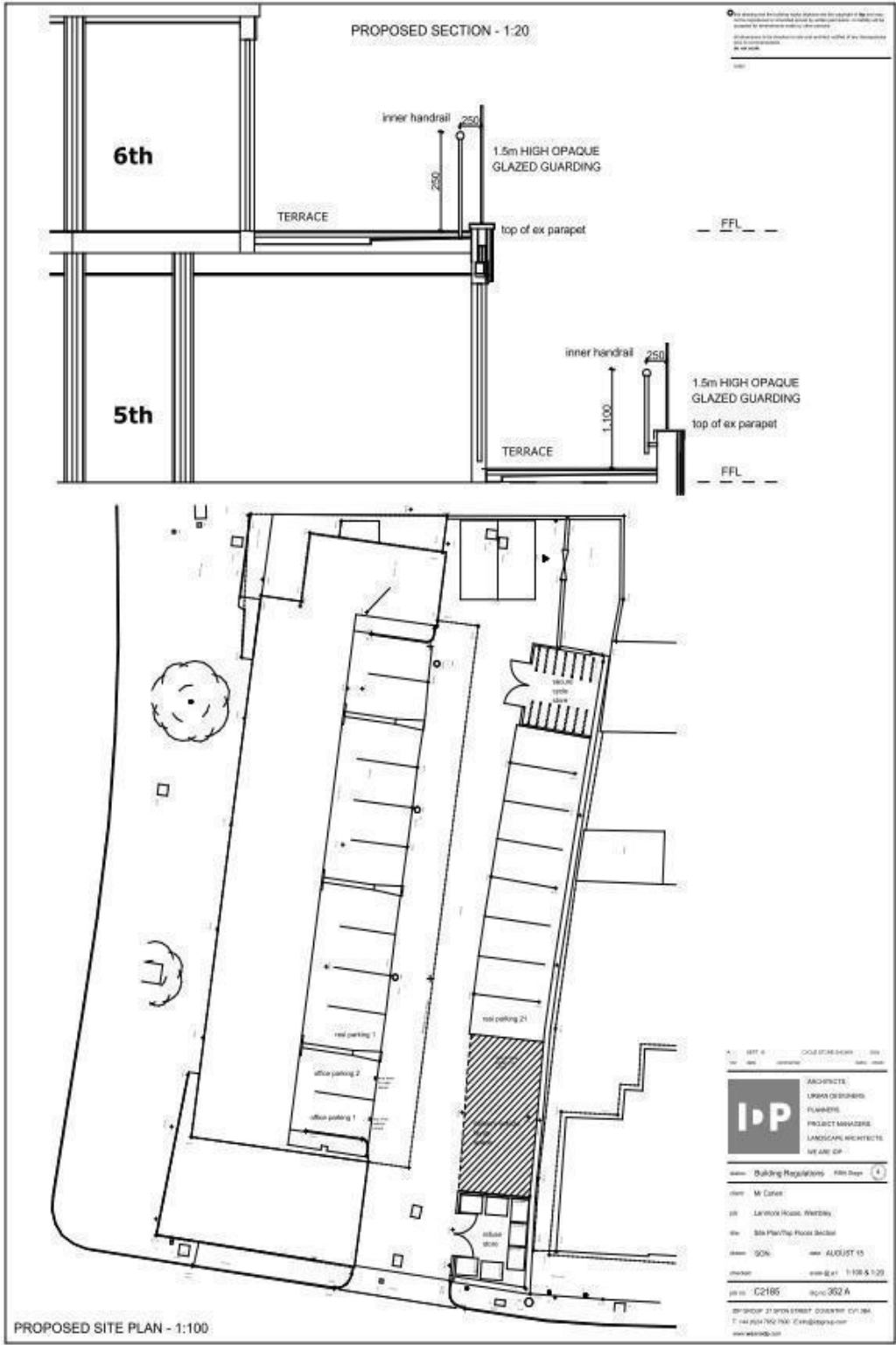
OPTION ONE | FRONT ELEVATION

Drawing Sheet 14.07.2113

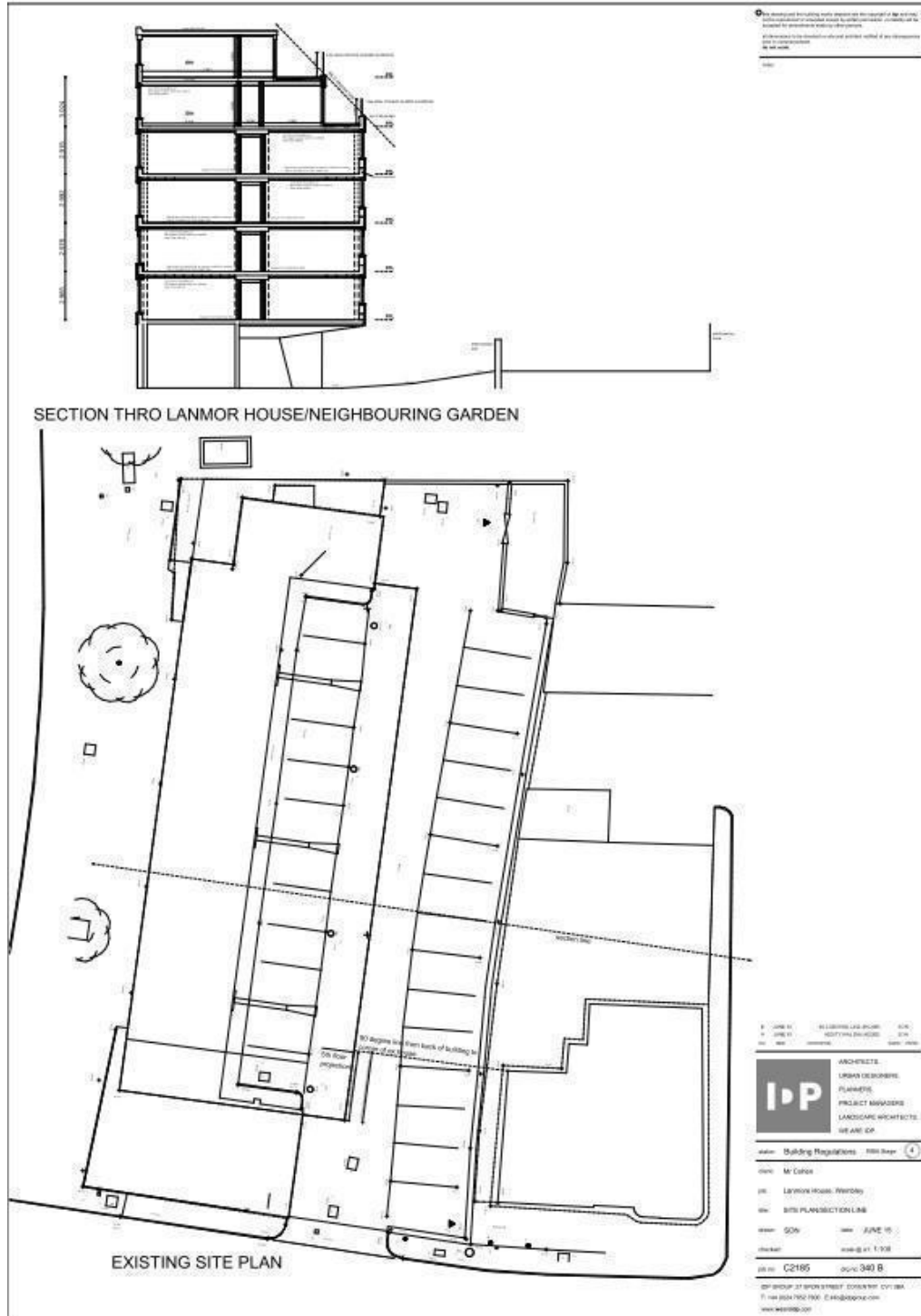
Proposed Rear Elevation



Proposed Site Plan & Section



Section





RECOMMENDATIONS

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

A) PROPOSAL

The application seeks planning permission for the erection of two additional storeys to provide 8 self-contained flats (6 x 2bed and 2 x 1bed).

B) EXISTING

The application site is located on the north-western corner of High Road, Wembley (a London distributor road) and Ecclestone Place (a one-way local residential access road).

The site is a five-storey office block (2,170m²), with a car park at the rear for 29 cars, accessed via a 6.2m wide crossover with 2m kerb radii onto Ecclestone Place. Pedestrian access is taken directly from High Road.

The surrounding area is mixed in nature in terms of uses and is made up of a variety of property types. The building is not a listed building and is not located within a conservation area.

C) AMENDMENTS SINCE SUBMISSION

- additional two floors being moved forward in order that they are “flush” with the High Road (front) elevation;
- set back from the rear elevation of proposed fifth floor and sixth floor;
- set back to proposed fifth and sixth floors provide for balcony/terraces amenity for the intended residents.

D) SUMMARY OF KEY ISSUES

Principle: The application site is located within Wembley Town Centre as identified in the development plan, within which additional residential development on the upper floors of buildings is considered to be an acceptable Town Centre use.

Design and massing: It is considered that the proposed size, siting, design and use of materials will deliver an acceptable quality of design, satisfying UDP policies BE2 and BE9, as well as the principles of the NPPF.

Quality and mix of units: The unit sizes meet the minimum standards set out in the London Plan and all habitable rooms are provided with sufficient outlook. Sufficient amenity space is also proposed within the development.

Neighbours and surrounding occupiers: Overall, it is considered that the development would not have a significant overbearing impact, result in overlooking, loss of light or overshadowing to neighbouring properties. The proposal would therefore maintain a satisfactory standard of environment at the adjoining properties.

Transport and parking: Sufficient car parking, cycle parking and service area is provided within the application site in accordance with policy.

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	2180	2180		655	655

Monitoring Residential Breakdown

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

RELEVANT SITE HISTORY

15/2750 - Non material amendment (amendments to the size of approved windows) of full planning permission reference 14/3019 dated 14/10/2014 for External cladding and re-arrangement of the fenestration to include replacement of windows to building. **Granted 28/07/2015.**

14/4811 - Prior approval for change of use of the second, third, fourth and part of first floor from offices (Use Class B1) to residential (Use Class C3) involving the creation of 26 self-contained flats (16 x 2bed and 10 x 1bed). **Prior Approval Required and Approved 03/02/2015.**

14/3019 - External cladding and re-arrangement of the fenestration to include replacement of windows to building. **Granted 14/10/2014.**

14/1700 - Prior approval for change of use of the second, third, fourth and part of first floor from offices (Use Class B1) to residential (Use Class C3) involving the creation of 30 self-contained flats. **Prior Approval Required and Approved 30/06/2014.**

CONSULTATIONS

The owner/occupiers of 68 properties were notified of the application on 27 January 2015. The same owner/occupiers were notified regarding the revised plans on 9 July 2015.

Two representations were received objecting to the proposal, as well as a petition with 12 Signatures from 9 properties also objecting, on the following grounds:

Point of objection	Response
1. By reason of its size and siting the extension is an un-neighbourly form of development that would have an adverse impact on the amenity of neighbouring properties by reason of an overbearing effect and loss of privacy.	The impact on residential amenity is discussed in paragraphs 19-25 of the report below.
2. The scale and bulk would be out of keeping with the design and character of existing dwellings and is inappropriate and unsympathetic to the appearance and character of the local environment.	The design, massing and impact on the local environment is discussed in paragraphs 5-12 of the report below.
3. Will reduce the amount of legitimate car parking on the site which will adversely affect the amenity of surrounding properties through increased roadside parking.	The Council's transportation department have been consulted on the application to assess such issues and their response is included in the report below. The impact on parking is discussed in paragraphs 26-31 of the report below.
4. The proposal will result in a loss of light to surrounding residential properties.	The impact on residential amenity is discussed in paragraph 19-21 of the report below.
5. The proposals will result in increased noise and disturbance to nearby residential properties.	The impact on residential amenity is discussed in the report below. It is accepted that residential accommodation will be likely to have a different pattern of usage however in view of the amenity assessment set out in the report and the sites location in a town centre, it is not considered that noise and disturbance would be significant.

Transportation

There are no objections on transportation grounds to this proposal, subject to the provision of a sum of at least £8,500 towards sustainable transport improvements through the CIL.

POLICY CONSIDERATIONS

National Planning Policy Framework 2012

The London Plan 2011

- 3.3 Increasing Housing Supply
- 3.5 Quality and design of housing developments
- 5.3 Sustainable Design and Construction
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture

Brent Core Strategy – July 2010

- CP2 – Population and Housing Growth
- CP17 – Protecting & Enhancing the Suburban Character of Brent
- CP21 – A Balanced Housing Stock

Brent UDP 2004

- BE2 – Townscape: Local Context & Character
- BE6 – Landscape Design
- BE7 – Public Realm: Street scene
- BE9 – Architectural Quality
- H10 – Containment of dwellings
- H12 – Residential Quality Layout Considerations
- H18 – Quality of Flat Conversions
- H19 – Flat Conversions – Access and Parking
- TRN 23 – Parking standard Residential Developments.

Supplementary Planning Guides

- SPG17 – Design Guide for New Development

DETAILED CONSIDERATIONS

Background

1. The application site has a complex planning history with a number of schemes being granted consent in recent years. There is currently planning permission in place for the external cladding and re-arrangement of the fenestration to the building including the replacement of windows. In addition to this planning permission, there are two prior approval consents in place for the change of use of the second, third, fourth and part of first floor from offices (Use Class B1) to residential (Use Class C3). One scheme is for the creation of 30 self contained units (14/1700) and the other is for the creation of 26 units (14/4811). Works have commenced on site.
2. The application has been submitted on the basis that the existing floors of accommodation in the building are in office use. However, as detailed above, prior approval has been granted to change the use of part of the existing building from office to residential. The agent has advised that some internal works have been carried out in relation to conversion of the building to residential including the installation of stud walls, electrical and drainage works. This application has been assessed in view of the use of the existing building as an office but with consideration given, in particular with regard to transportation matters, should the change of use to residential be completed and occupied in accordance with prior approval legislation. The applicant will be advised by way of informative that if this planning permission is granted, works cannot commence on site until the prior approval scheme currently under construction has been completed and occupied. If works for the prior approval change of use and this planning application are carried out as one building operation, the development as a whole would need planning permission with policy requirements for a major development such as affordable housing and sustainability becoming applicable .

Principle

3. The application site is located within Wembley Town Centre as identified in the development plan, within which additional residential development on the upper floors of buildings is considered to be an acceptable Town Centre use.
4. The National Planning Policy Framework (NPPF) has a presumption in favour of development in sustainable locations alongside the re-use of previously developed brownfield land which includes optimising development, and therefore the principle of residential development is acceptable in this location, subject to site-specific policies and considerations.

Design and massing

5. Paragraph 56 of the NPPF attaches great importance to the design of the built environment adding that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Paragraph 57 states that *"it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes."*
6. The existing building is a 1970s purpose built office block which forms part of the north side of the High Road. The building is 5-storey with a brick finish. Buildings in this locality vary in age, form and appearance; there is no special character or predominant architectural form to replicate.
7. The proposed extension has been designed to integrate with the existing building as well as to incorporate modern detailing. The flat roof and continuation of existing elevations results in a form of development that ties in appropriately with the subject building and street scene. The terraces, window openings, cladding and brick work will create a much more modern finish to the building which will result in a visual improvement to the existing subject building, street scene and wider locality.
8. The resultant building would be higher than those directly adjoining the site and on the opposite side for the road, however, within the wider locality and street scene there are higher buildings and the overall scale is considered to be acceptable for this location. The proposed height for the building responds to the Wembley Link SPD brief for the site which confirms that it is suitable for accommodating a building with a 4 - 8 storey envelope. It also accords with the advice in saved UDP Policy BE10 that high buildings are appropriate in the Wembley Regeneration Area.
9. Planning permission exists for the external cladding and re-arrangement of the fenestration to include replacement of windows to the existing building under ref: 14/3019. The proposed materials would tie in with those approved under this planning application and will result in a considered approach to the overall appearance of the subject building.
10. Whilst it is noted that the residential properties in Ecclestone Place are of a certain design and are characteristic of their time (constructed 1906), the existing building is of a different scale and design and the alterations proposed are not considered to detract from their character or appearance.
11. The applicant has stated that the proposal has been designed using sustainable construction and design techniques. Whilst the scheme is not defined as a major proposal, as it falls beneath the 10 dwelling threshold, it is the applicant's intention to use a wide range of environmental performance measures within the overall design.
12. It is considered that the proposed size, siting, design and use of materials will deliver an acceptable quality of design, satisfying UDP policies BE2 and BE9, as well as the principles of the NPPF.

Quality and mix of units

13. The schedule of accommodation is detailed below:

Apt 1. 2 bed - 3person - 61m²
Apt 2. 2 bed - 3person - 61m²
Apt 3. 2 bed - 4person - 70m²

Apt 4. 1 bed - 2person - 50m²
Apt 5. 2 bed - 3person - 61m²
Apt 6. 2 bed - 3person - 61m²
Apt 7. 2 bed - 3person - 61m²
Apt 8. 2 bed - 4person - 70m²

= 8 no total

14. The plans correlate with the figures above and demonstrate that the unit sizes meet the minimum standards set out in the London Plan and that all habitable rooms are provided with sufficient outlook. In isolation the floor plan layouts of the units are generally acceptable.
15. All of the proposed flats have access to external amenity space, with a communal terrace on the sixth floor and private terraces for two flats on the fifth floor. Flats 1, 2, 3, 6, 7 and 8 have access to the communal terrace which provides 120sqm of amenity space. Flat 4 has a private amenity terrace of 28sqm and Flat 5 has a private amenity terrace of 27sqm. The amenity provided is in accordance with the GLA's Housing Design Guide (20sqm per unit).
16. The stacking of the proposed units is considered to be acceptable and will result in an appropriate relationship between the different floors of the building. All of the proposed units will have an appropriate level of outlook and sufficient daylight and sunlight will reach the living spaces.
17. Privacy screens have been incorporated into the development around the private terraces to ensure that no overlooking occurs between the units within the development. The separation distances to surrounding properties will ensure that the units are not unacceptably overlooked.
18. Regarding the access arrangement Brent's UDP requires residential units to have a separate entrance to other non-residential activities in a building and in the proposed arrangement this is achieved through the use of the stairwell and lift at the western end of the building providing access for the residential units. The commercial space will use the entrance at the eastern end of the building.

Neighbours and surrounding occupiers

19. The additional floors would be sited flush with the front elevation of the building, however, they would step in from the rear elevation as they increase in height in order to reduce the visual impact when viewed from the rear. Whilst this increases the prominence of the proposal in the street scene, it is considered acceptable in the locality and would not adversely impact on any properties on the High Road due to the separation distances between them and the subject building.
20. The relationship of the existing building is such that it would not currently comply with the Council's 45 degree line rule taken from the rear boundary of the application site. The proposed additional storeys would continue to fail this guideline though have been set back to ensure that much of the new development would be obscured by the existing building. The proposal has not increased the height of the parapet features to the existing building and has set the additional floors back within this line of sight behind the existing parapets. The visible elements would be the obscure glazed panels which are lightweight in appearance and are not considered to result in a significantly detrimental impact on the occupiers of the residential properties to the rear. Additionally the properties to the rear are principally oriented at a 90 degree angle from the subject building and therefore the front and rear windows of these units do not face the application site.
21. A section plan (352 A) has been submitted with the application which shows a balustrade within the terraces to the rear which will help prevent overlooking from occurring. The inclusion of the balustrade results in a situation where future occupants will not be able to lean on or directly look over the obscure glazed panels, minimising the chance of views into the amenity space and residential properties to the rear. It should be noted that the amenity space of the residential properties to the rear is a communal rear garden and not private amenity space, therefore the privacy levels of this space are already lesser than that of a private garden.
22. It is considered that the alterations to the building would not adversely affect the levels of natural light received at other neighbouring residential properties in Ecclestone Place. Neither would the proposal result in a loss of outlook for these properties or create a sense of enclosure for existing residents due to the separation distances between them.

23. The properties either side of the application site would not be significantly affected in terms of loss of light. The buildings are generally in a linear type of development and it is expected that side facing windows would receive a slightly lesser amount of light as a result. The proposal would not impact on the front or rear windows of these properties and the resultant relationship would therefore be acceptable.
24. The use is considered acceptable for the locality and will not have any undue impacts on the occupiers of surrounding properties. Whilst there may be intensification in the number of people within the building, it would not be disproportionate to the building or locality and would be of an appropriate level for the area.
25. Overall, it is considered that the development would not have a significant overbearing impact, result in overlooking, loss of light or overshadowing to neighbouring properties. The proposal would therefore maintain a satisfactory standard of environment at the adjoining properties.

Transportation and parking

26. This site is located within the Wembley Masterplan area, so revised parking standards as set out in the Wembley Area Action Plan apply. The existing office building is therefore permitted up to one parking space per 400m², giving a total allowance of five spaces. With 29 parking spaces available within the site, standards are currently significantly exceeded.
27. If the majority of the lower floors are converted to residential accommodation following the granting of previous prior approval applications, this would increase the total parking allowance of the existing building to between 11 and 13 spaces, depending upon how many flats are provided.
28. These proposed eight additional flats are each permitted up to 0.4 spaces, thereby increasing the parking allowance of the building by 3.2 spaces. This would take the total parking allowance to either 8 spaces (if the lower floors remain as offices) or 14-16 spaces (if the lower floors are converted to flats). This increase in the total parking allowance, combined with the proposed reduction in parking provision to 20 spaces means that this proposal would reduce the existing overprovision of parking within the site, which is welcomed. With an overprovision of parking still left within the site, there would be no concerns regarding potential overspill of parking onto surrounding roads from these flats.
29. The retained office floorspace will be serviced by 8m rigid vehicles, there is a servicing bay indicated on the proposed site plan which will enable this to be carried from within the application site in accordance with policy. Parking provision for the offices is also provided with 2 spaces being shown on the submitted plan, a Car Park Management Statement has also been submitted stating that 'there will be 2 dedicated parking bays for the existing office, these will be fitted with lockable, drop down hinged bollards to stop others from parking in them'. This is considered acceptable and would ensure sufficient parking provision is retained on site for all users. It is recommended that a condition is imposed to require improved boundary treatment between the car park and the properties to the rear to provide an improved barrier between the car park and the neighbouring amenity space.
30. Standard PS16 requires the provision of at least one secure bicycle parking space per flat. A total of 14 bicycle stands (up to 24 spaces) have now been indicated within the rear of the car park area, surrounded by 2.5m high railings for security. The quality of the bicycle parking thus complies with requirements for residential use, with the number being sufficient to satisfy requirements. Details of the cycle store will be required by condition.
31. The provision of a refuse storage area close to the Ecclestone Place entrance to the site is welcomed and will allow easy collection from the highway without the vehicle needing to enter the site. Details of the refuse store will be required by condition. Pedestrian access from High Road will remain unaltered and is considered acceptable.

Conclusion

32. The proposal would make a more efficient use of a site, in a location which is appropriate for residential use and for which there is significant demand. The proposed additional storeys would be a sensitive addition to this property and wider area and therefore it is recommended that planning permission be granted.

CIL DETAILS

This application is liable to pay **£176,026.58*** 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): sq. m.

Total amount of floorspace on completion (G): 2835 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	2835	2180	655	£200.00	£35.15	£149,714.29	£26,312.29

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)	256	
Total chargeable amount	£149,714.29	£26,312.29

*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: 15/0196

To: Mr Tony Allen
Allen Planning Ltd
21A New Street
Salisbury
Wiltshire
SP1 2PH

I refer to your application dated 19/01/2015 proposing the following:
Erection of two additional storeys to provide 8 self-contained flats (7 x 2 bed and 1 x 1 bed) above the existing five storey office building(amended description)
and accompanied by plans or documents listed here:
Please see condition 2.

at Lanmor House, 370 High Road, Wembley, HA9 6AX

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
London Plan 2011
Wembley Area Action Plan Jan 2015
Brent Local Development Framework Core Strategy 2010
Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance

- 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):

PL002, PL003, PL004, Planning, Design & Access Statement, Car Park Management Strategy, 221B, Schedule of Accommodation, 352A, 340C

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

- 3 Prior to the occupation of the development hereby approved, the 'inner handrail' and opaque glazed guarding shown on approved drawing no. 352A shall be installed to the balconies/terraces in accordance with the approved details and shall be permanently maintained thereafter.

Reason: To maintain and preserve the privacy of adjoining residents.

- 4 The development shall not be occupied until the car parking and service areas shown on the approved plan (352A) have been constructed, surfaced and permanently marked out in full accordance with the approved plan and used in association with the application site.

Reason: To ensure adequate parking provision at all times so that the development does not prejudice the free flow of traffic or the conditions of general safety along the adjacent highway, or the amenities and convenience of existing local residents.

- 5 The brickwork used in the scheme hereby approved shall be Aquarian Cladding FE71-20 unless otherwise agreed in writing by the local planning authority. Details of materials for all other external work, including samples, 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 accordance with the approved details.

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

- 6 Within 3 months of commencement of development, details of the means of enclosure of the refuse and cycle store as well as details of a rear boundary treatment to be (constructed above the existing brick wall to an overall height of 2 metres from the ground level of the site), have been submitted to and approved in writing by the Local Planning Authority. The work shall then be carried out in full accordance with those details prior to occupation.

Reason: To ensure that the overall finish of the development is appropriate and to preserve the residential amenity of nearby properties.

INFORMATIVES

- 1 The applicant is advised that scheme hereby approved cannot commence on site until the prior approval scheme currently under construction has been completed and occupied.
- 2 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

Any person wishing to inspect the above papers should contact Andrew Neidhardt, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1902