

Supplementary Information

Planning Committee on 24 September, 2015

Agenda Item 03

Case No. 15/0196

Location Lanmor House, 370 High Road, Wembley, HA9 6AX
Description 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)

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Members visited the site on Saturday. Clarification is provided below on a number of matters raised:

- Current works & future of site

Planning permission has been granted for the external cladding of the building and these works have been implemented. The agent has advised that some internal works are also being carried out in relation to the conversion of the building to residential, including the installation of stud walls, electrical and drainage works.

As set out in the report, 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.

In terms of the future of the site, the existing building could be retained in office use with the two floors or residential as proposed or be predominately residential if a prior approval scheme is completed and occupied.

- Height of development and impact on streetscene

The proposed building will measure 23m high. For reference Fairgate (390-400 High Road) measures c. 31m high and Brent House Annex measures c. 15m high. In this context the proposal is considered to relate to the scale of development in the locality.

The subject unit already accommodates a substantial building, with other large buildings located further along the High Road. Whilst the additional storeys would change the appearance and scale of the building when viewed from Ecclestone Place, the building is already of a significantly different scale and appearance and is consequently not considered to detract from the street scene.

- Impact on neighbouring amenity

The existing building is a substantial feature with existing parapets over the sections on the rear elevation that currently infringe the 45 degree line. The proposal has not increased the height of the parapet features and has set the additional floors back within this line of sight, behind the existing parapets. The additional elements visible from the communal amenity area would be the obscure glazed panels to the balconies which are lightweight in appearance. The impact on residential amenity, this would be modest given the set back of the proposed additional height to the building and is not considered to result in a significantly detrimental impact on the occupiers of the residential properties to the rear.

The inclusion of the inner handrail results in a situation where future occupants will not be able to lean 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. As detailed above, prior approval has been granted to change the use of much of the building to residential and these works can proceed in any event.

-Parking

A total of 23 car parking spaces and a servicing bay are proposed. 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.

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). The provision within the site significantly exceeds the maximum standards for any of the potential situations at the site, ensuring that there will not be any impact on the local highway network.

There will be 2 dedicated parking bays for the existing ground floor office area, these will be fitted with lockable, drop down hinged bollards to stop others from parking in them. The remaining spaces are for the residential units and will be allocated to specific apartments. The following condition is recommended in the event that the conversion of much of the existing building to residential under prior approval is not carried out:

In the event that the existing building remains in office use, a revised car parking layout and details of management arrangement shall be submitted to and approved in writing by the local planning authority prior to occupation of the development hereby approved. The layout shall increase the provision of parking for the office accommodation and shall be marked out in managed in accordance with the approved details thereafter.

Reason: To ensure parking is provided to accord with the uses within the building.

The transportation team have not suggested a car free scheme condition as the parking provision within the application site will exceed the standards required for the development.

- Bin Storage

Given the gradient of Eccelstone Place and the increase in ground level towards the residential properties to the rear of the application site, it is recommended that the height of the bin store enclosure is restricted to be no higher than the sill level of the window in that building where it projects forwards of the building line. The outlook would not therefore be significantly effected by the treatment. Additionally, it is noted that the separation of the side access to the residential properties would help off-set the visual impact of this element on the occupiers of those properties.

The revised condition should read:

Within 3 months of commencement of development, details of the means of enclosure of the refuse store (to be no higher than the window sill height of the neighbouring residential property where it projects forwards of the building line of the property to the north on Eccelstone Place) 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.

Given the location of the bin store in close proximity to the site entrance and the highway, the store is appropriately located for the refuse collection team. The refuse storage is sufficient in size to meet requirements for the proposal combined with the implementation of the prior approval conversion from office to residential.

Recommendation: Grant planning permission subject to conditions set out on the decision notice and additional conditions detailed above.