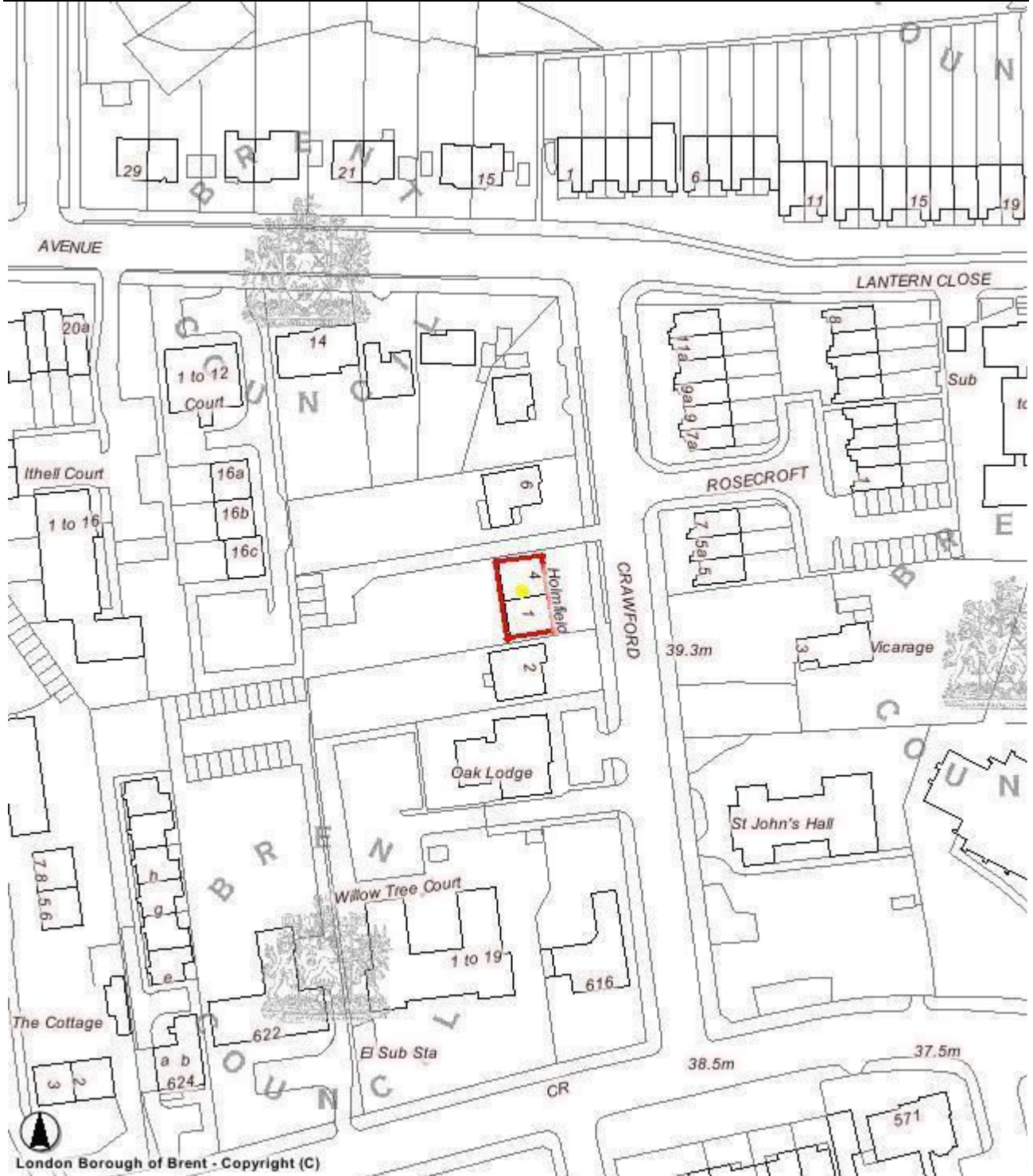




Planning Committee Map

Site address: 1-4 inc, Holmfield, Crawford Avenue, Wembley, HA0 2HT

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100025260



This map is indicative only.

RECEIVED: 9 August, 2011

WARD: Sudbury

PLANNING AREA: Wembley Consultative Forum

LOCATION: 1-4 inc, Holmfield, Crawford Avenue, Wembley, HA0 2HT

PROPOSAL: Extension to roof to create 1 x 2-bedroom self-contained flat (Revised Scheme)

APPLICANT: Mr N Patel

CONTACT: Whymark & Moulton

PLAN NO'S:
See condition 2

RECOMMENDATION

Grant planning permission subject to the completion of a satisfactory Section 106 or other legal agreement and delegate authority to the Head of Area Planning, or other duly authorised person, to agree the exact terms thereof on advice from the Borough Solicitor

SECTION 106 DETAILS

The application requires a Section 106 Agreement, in order to secure the following benefits:-

- Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance
- A contribution of £6,000 (£3,000 per bedroom), due on material start and index-linked from the date of committee for Education, Sustainable Transportation or Open Space & Sports in the local area

And, to authorise the Director of Environment and Culture, or other duly authorised person, to refuse planning permission if the applicant has failed to demonstrate the ability to provide for the above terms and meet the policies of the Unitary Development Plan and Section 106 Planning Obligations Supplementary Planning Document by concluding an appropriate agreement.

EXISTING

Situated on Crawford Avenue, the subject site comprises a two storey building containing four purpose-built maisonettes. The building dates from the 1960s. The property is not situated within a conservation area. Surrounding uses are predominantly residential. Properties in Crawford Avenue are a mixture of styles and ages and sizes. The general housing stock on the western side of Crawford Avenue consists of large blocks containing a number of residential units or large detached dwellinghouses with generous plot sizes.

The application site has previously been granted consent for a new residential block to the rear of the main frontage buildings. This building will contain 6 flats.

PROPOSAL

The applicant proposes the re-construction of the roof to create a two bedroom flat, including raising the eaves height by 300 mm and the ridge by 500 mm (excluding ridge tiles), construction of two side and two rear dormer windows, two roof lights within the front roof plane, internal alterations to one existing first floor maisonette and other associated changes to the site and

building including the provision of a refuse storage area within the frontage, cycle storage within the rear garden and changes to the layout of the external amenity spaces for existing and proposed dwellings.

HISTORY

10/2144 – Refused 1/10/2010. Appealed. Appeal dismissed.

Extension to roof to create 2 self-contained flats (Scheme 1).

Reasons for refusal:

1. The proposed roof extension to form a mansard roof would, by virtue of its design, bulk and massing, result in an incongruous addition which has a significant detrimental impact on the character of the existing building and the street scene, contrary to policies BE2 and BE9 of Brent's Unitary Development Plan 2004.
2. The proposed vehicular crossovers, by virtue of excessive width and loss of on-street parking spaces, is considered prejudicial to the free and safe flow of traffic and pedestrians on the adjoining highway and footpath contrary to policy TRN3 and TRN15 of the Brent Unitary Development Plan 2004 and Supplementary Planning Guidance 3 'Forming an access onto a public road'.
3. The proposed parking area by virtue of an excessive amount of hardsurfacing to the site frontage and the loss of the existing grass verge would be detrimental to the setting of the property and the visual amenity and character of the street scene contrary to policies BE2, BE7 and TRN15 of the Brent Unitary Development Plan 2004.
4. In the absence of a legal agreement to control the matter, the development would result in additional pressure on transport infrastructure and education, without any contribution towards sustainable transport improvements or school and nursery places and increased pressure for the use of existing open space, without contributions to enhance open space or sports, or to towards the improvement the environment. As a result, the proposal is contrary to policies TRN3, TRN4, TRN10, TRN11, CF6 and BE7 of Brent's adopted Unitary Development Plan 2004.
5. In the absence of a legal agreement to ensure that future residents are not eligible for on-street parking permits, the development would result in additional pressure on on-street parking that would prejudice the free flow of traffic and conditions of safety along the neighbouring highway. As a result, the proposal is contrary to policies TRN3 and TRN23 of Brent's adopted Unitary Development Plan 2004.

10/2132 – Refused 18/10/2010. Appealed. Appeal dismissed.

Extension to roof to create 2 self-contained flats (Scheme 2)

Reasons for refusal: Identical to those for 10/2144 save for the reference to the roof type within reason no. 1.

09/3080 – Granted 16 November 2009

Proposed erection of two-storey residential block at rear of site, forming 6 two-bedroom flats at ground- and first-floor level and rear balconies with provision of 6 additional car-parking bays and 6 cycle spaces to side, with landscaping and associated amenities, subject to a Deed of Agreement dated 13/11/2009 under Section 106 of the Town and Country Planning Act 1990 (as amended)

POLICY CONSIDERATIONS

NATIONAL

Draft National Planning Policy Framework

Planning Policy Statement 1 – Delivering Sustainable Development

Planning Policy Statement 12 – Local Spatial Planning

Planning Policy Guidance 13 – Transport

Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation

REGIONAL

The Mayor of London

The London Plan 2011

Local

Brent Local Development Framework Core Strategy 2010

CP 1 Spatial Development Strategy

CP 2 Population and Housing Growth

CP 5 Placemaking

CP 6 Design & Density in Place Shaping

CP 15 Infrastructure to Support Development

CP 18 Protection and Enhancement of Open Space, Sports and Biodiversity

CP 21 A Balanced Housing Stock

Brent Unitary Development Plan 2004

Strategy

Policies

BE2 Local Context & Character

BE3 Urban Structure: Space & Movement

BE4 Access for disabled people

BE5 Urban clarity and safety

BE6 Landscape design

BE7 Streetscene

BE8 Lighting and light pollution

BE9 Architectural Quality

H12 Residential Quality – Layout Consideration

H13 Residential Density

H14 Minimum Residential Density

TRN3 Environmental Impact of Traffic

TRN11 The London Cycle Network

TRN23 Parking Standards – Residential developments

TRN34 Servicing in new developments

Appendix TRN2 Parking and Servicing Standards

CF6 School Places

Brent Council Supplementary Planning Guidance and Documents

SPG17 Design Guide for New Development

SPD Section 106 Planning Obligations

SUSTAINABILITY ASSESSMENT

Not applicable.

CONSULTATION

Consultation letters sent: 26 August 2011

Consultation letters were sent to 88 adjoining and nearby owners and occupiers.

Two letters of objection were received, noting the following issues:

- 6 flats are to be built in the garden. What more does he want?
- Overdevelopment of site;
- Detrimental to character of area;
- Building will be too high and too close to existing properties. Will be higher than surrounding properties;
- Impact on privacy. Windows in roof will give occupants direct view of properties on opposite side of Crawford Avenue;
- Impact on parking and congestion as Crawford Avenue is a busy cut through road and it is already difficult to find parking spaces;
- Road is becoming a concrete jungle and has changed substantially since the objector first moved to their property;

- Impact on already stretched local services and facilities (healthcare and education);

Internal and external consultees:

Transportation: No objection (Transport comments are discussed in more detail in the Remarks section of the report).

Landscape Design: The scheme is acceptable in principle, but a full landscaping scheme is required.

REMARKS

This application follows the refusal of two previous applications for extensions to the roof of this building to provide additional residential units. Those two applications were appealed and both appeals were dismissed.

2010 applications: First reason for refusal

The primary reasons for refusal related to the design, appearance and massing of the roof as reconstructed to provide the flats.

The previous proposals looked to create a Mansard type of roof (reference 10/2144) or a pitched roof with half hip roof ends (sometimes referred to as Dutch hips), increasing the ridge height of the roof by 0.75 and 1.0 m and also increasing the visual mass of the roof through the proposed form.

In relation to the proposed form of the roof, the Inspector specified:

In both cases, the designs would look out of proportion with the existing simple elevations of the building. Due as well to the width of the building, both alternative designs would substantially increase the bulk of the roof which would have an uncomfortable appearance in the street-scene, adjoining the two smaller-scale neighbouring dwellings. Although the ridge height in both schemes would be lower than that of Oak Lodge nearby (but not adjoining) to the south, the building would become higher and much bulkier than the immediately adjoining buildings.

The applicant looked to address these issues by proposing a hipped roof, increasing the ridge height by approximately 1 m. However, following discussion with your officers, the applicant has reduced this to 0.5 m above the existing ridge (excluding the ridge tiles), reducing the number of units proposed from 2 to 1.

The retention of a hipped roof form (albeit with raised eaves and ridge) significantly reduces the visual mass of the proposal from that proposed within the 2010 applications.

In terms of the height of the ridge, your officers have compared the proposal with the heights shown within the Streetscene elevation from the 2010 applications and the 2009 application relating to the adjoining property, No. 6 Crawford Avenue. The previous applications relating to the site show the maximum height of properties on this side of Crawford Avenue (from south to north) at 9.97 m (Oak Lodge), 8.5 m (2 Crawford Avenue), 8.9 m (subject site) and 9.4 m (6 Crawford Avenue). The application for No. 6 Crawford Avenue details the height of No. 6 at 9.4 above ground level, with ground level for No. 6 Crawford Avenue shown as 0.3 m above ground level of Holmfield.

The proposal would increase the height of the building, including the ridge tiles, to 9.6 m, which would result in a building that likely to be below the height of Oak Lodge and No. 6 Crawford Avenue, but an increase in the height above No. 2 Crawford Avenue from 0.4 m at present to 1.1 m as proposed (including ridge tiles).

The proposal still increases the building to a height that is above that of one of the immediately adjoining properties, but the maximum height would be approximately equivalent to that of No. 6 Crawford Avenue. This, in conjunction with the change to a hipped roof design which significantly reduces the visual mass from that previously proposed, results in a scheme that your officers

consider to be acceptable with regard to the general massing of the roof.

The increase in eaves height results in a space of approximately 0.3 m from the top of the first floor windows to the bottom of the eaves. Your officers consider that this is acceptable in principle, but requires careful attention to the selection of materials (to be secured through condition).

A side dormer window is proposed on each side roof plane and two dormers are proposed at the rear of the property. The size and design of these dormers is considered to be acceptable, with the rear dormer windows half the average width of the new rear roof plane, and the side dormers acceptable in their size, siting and design.

In terms of the first reason for refusal from the 2010 applications, your officers consider that the proposal is now appropriate with regard to the design, bulk and massing of the roof as proposed.

2010 applications: second and third reasons for refusal

The applicant no longer proposes parking spaces within the frontage (and the associated hard surfacing, access to the highway and so forth). As such, your officers consider that the proposal adequately addressed the second and third reasons for refusal.

2010 applications: fourth and fifth reasons for refusal

These were included previously due to the absence of a Section 106 agreement for the site as planning permission was refused. The fifth reason for refusal was withdrawn by the Council prior to the determination of the appeal following discussion with Transportation.

Quality of accommodation

The applicant now only proposes one unit within the roofspace due to the reduced floorspace associated with the revised roof design.

The floorspace for this unit meets the minimum standards set out within the recently adopted London Plan 2011, which are more onerous than the SPG 17 requirements.

The proposal results in a reduction in floorspace for one first floor flat. However, this is considered to be acceptable by your officers.

Whilst the side dormer windows will be obscured glazed with high level openings only, outlook is provided to the front and rear, ensuring adequate outlook and maintaining an acceptable level of privacy as defined within SPG17.

The proposal results in an element of the living room being above the bedroom of one first floor flat. This relates to the living element of the living room rather than the kitchen part of it. The applicants have committed to the incorporation of insulation in excess of Building Regulations to address this stacking issue. This approach has been accepted previously in situations where it relates to a relatively small element of the bedroom below, and where the stacking issue does not relate to the kitchen or bathroom which are likely to be associated with higher noise levels associated with toilets, washing machines etc. Further details are to be secured through condition.

The proposal demonstrates that the external amenity space for the existing and proposed units will be above the 20 square metre per unit minimum set out within SPG17. This involves private space for the ground floor units (to ensure their privacy) and communal space to the rear of this.

Adequate levels of cycle storage are proposed adjacent to this amenity space.

Refuse storage is provided in the frontage to ensure compliance with the Council's guidance in relation to waste collection. Details of screening for the bin storage area will be secured through condition.

Transportation

The proposal now only provides one 2-bedroom unit within an area with good public transport accessibility (PTAL of 4) and a CPZ. As such, the proposal increases the parking standard by 0.7 spaces. Crawford Avenue has not been designated as a Heavily Parked Street. Your officers do not consider it necessary to secure a "parking permit restriction" for the site.

As discussed previously, cycle storage is to be provided adjacent to the external amenity area (and accessed via this area). Your officers consider this to be acceptable and recommend that further details are required through condition to provide cycle storage for the existing and proposed units.

Landscaping

The application no longer proposes significant changes to the frontage of the site. However, a bin storage area is incorporated and the rear of the site is to be reconfigured to provide the amenity space. Your officers accordingly recommend that a condition is attached regarding the details of landscaping.

Discussion of objections

6 flats are to be built in the garden. What more does he want?

This application proposes the provision of an additional unit within the roof. Your officers cannot comment on any other applications that may or may not be submitted. Your officers have considered this application having regard to approved scheme for the rear of this site and No. 2 Crawford Avenue.

Overdevelopment of site

Your officers consider that "overdevelopment" is manifested primarily in built form in relation to the context of the site. The form of the proposed development has been discussed previously in this report. The LDF Core Strategy 2010 introduced a policy regarding the importance of the suburban character of Brent. However, you officers do not consider that this proposal compromises that character.

Detrimental to character of area

This has been discussed previously in relation to the form of the proposed development and the layout of the site.

Building will be too high and too close to existing properties. Will be higher than surrounding properties.

The height of the proposed development has been discussed previously. The proposal does not bring the development any closer to the site boundaries.

Impact on privacy. Windows in roof will give occupants direct view of properties on opposite side of Crawford Avenue.

The windows that are no obscured face the front and rear of the site. The objector is concerned about the impact on privacy across Crawford Avenue. There are already windows in the front of the existing property, albeit at ground and first floor level, and this is typical of developments throughout the country. The distance between Holmfield and the buildings on the opposite side of Crawford Avenue is approximately 30 m and as such, this exceeds the distance set out within SPG17 in relation to rear windows of properties which is more onerous than that relating to front windows.

Impact on parking and congestion as Crawford Avenue is a busy cut through road and it is already difficult to find parking spaces.

This has been discussed previously.

Road is becoming a concrete jungle and has changed substantially since the objector first moved to their property.

The new elements of the building are to be situated directly above the existing building and do not increase the footprint of the building.

Impact on already stretched local services and facilities (healthcare and education).

Section 106 contributions are sought towards local infrastructure (physical and social) to help address the potential impacts of the development.

Conclusion

The applicant has made significant amendments to the proposals that were previously refused by the Council, including a change in the roof form proposed, reduction in the height of the extensions from that previously proposed and the removal of the hard surfacing (parking etc) within the frontage that was previously proposed.

Your officers consider that the proposal now addresses the previous reasons for refusal and that the proposal is now acceptable subject to conditions and section 106 contributions.

REASONS FOR CONDITIONS

RECOMMENDATION: Grant Consent subject to Legal agreement

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

Brent Unitary Development Plan 2004

Supplementary Planning Guidance (SPG) 17 - "Design Guide for New Developments".

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
Environmental Protection: in terms of protecting specific features of the environment and protecting the public
Housing: in terms of protecting residential amenities and guiding new development
Transport: in terms of sustainability, safety and servicing needs

CONDITIONS/REASONS:

- (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):

11/077-01;
11/077-02A;
11/077-03A

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

- (3) The windows on the proposed side dormers of the building shall be constructed with obscure glazing and non-opening and shall open at high level only (not less than 1.8m above floor level) and shall be permanently returned and 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 occupiers.

- (4) The area(s) so designated within the site shall be landscaped in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority before any works commence on site, the landscape work to be completed during the first available planting season following completion of the development hereby approved. 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 in the same positions with others of a similar size and species, unless the Local Planning Authority first gives 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.

- (5) Details of materials for all 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) No development shall commence until the applicant submits, for written approval and prior agreement by the Planning Authority, a Sound Insulation Scheme that will adequately noise transmission between dwellings. The approved Scheme shall be implemented thereafter in accordance with the agreed details.

Prior to the occupation of the proposed flats the applicant shall submit in writing to the Local Planning Authority the results of post-completion testing undertaken for review and approval. Where noise transmission between dwellings exceeds levels permitted the applicant shall submit a further noise mitigation scheme and provide verification of the efficacy of each measure.

- (7) Notwithstanding the details referred to in the submitted application, further details of the provision of a minimum of 6 secure and weather proof cycle parking spaces, and also bin-storage, arrangements, including screening shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of work on site. Thereafter the development shall not be occupied until the cycle parking spaces, and bin storage arrangements have been laid out/implemented in accordance with the details as approved and these facilities shall be retained.

Reason: To ensure satisfactory facilities for cyclists, and the interests of residential amenities neighbours.

INFORMATIVES:

- (1) In light of the proposed stacking arrangement (and the potential for noise nuisance from transmission between dwellings) the applicant will be required to submit an insulation scheme which exceeds Part E of the Building Regulations.

It is likely that a successful Scheme/ mitigation plan will be compliant with Robust Details or similar. Where the applicant proposes a different approach they must verify that this will achieve a standard of sound insulation similar to that of Robust Details.

The applicant should be advised that they will be required to undertake all of the above BEFORE the dwellings can be occupied. As a result early communication with the Pollution Team regarding the exact requirements would be prudent if delays are to be avoided.

REFERENCE DOCUMENTS:

Any person wishing to inspect the above papers should contact Avani Raven, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5016