

**Committee Report**  
**Planning Committee on 3 February, 2010**

Case No.

09/2452

---

**RECEIVED:** 2 December, 2009

**WARD:** Willesden Green

**PLANNING AREA:** Willesden Consultative Forum

**LOCATION:** Workshop 1 rear of 92, Villiers Road, London, NW2 5PJ

**PROPOSAL:** Erection of first-floor extension, installation of external staircase to western elevation and replacement of existing windows with opaque glass blocks to northern elevation of building

**APPLICANT:** James Taylor Construction Ltd

**CONTACT:** Hertford Planning Service

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

---

**RECOMMENDATION**

Approval

**EXISTING**

The application relates to an irregular shaped site with an area of 0.2ha, fronting and accessed from the north-eastern side of Villiers Road. The subject site is occupied by a mixture of two and three-storey commercial/industrial buildings located around a central courtyard. The site is currently being redeveloped in connection with planning permission 07/2744 ('see history'). The surrounding area is predominantly residential and the site is generally bound by the terraced residential properties on Villiers Road, Deacon Road and Sandringham Road.

**PROPOSAL**

Erection of first-floor extension, installation of external staircase to western elevation and replacement of existing windows with opaque glass blocks to northern elevation of building

**HISTORY**

Planning permission 07/2744 was approved on the 27th December 2007 for the following development

*"Change of use from warehousing (Use Class B8) to Class B1, including part demolition of existing building, erection of 3-storey glazed extension forming lift shaft and stairwell access tower, 2 x two-storey glazed extensions forming new atria, first-floor extension forming second storey, internal alterations, installation of new timber-cladding facade to all elevations, provision of 6 car-parking spaces and cycle store & as accompanied by Transport Statement, Green Travel Plan, Record Photographs, Design And Access Statement and subject to a Deed of Agreement dated 27<sup>th</sup> December 2007 under Section 106 of the Town and Country Planning Act 1990, as amended"*

The site is currently under development in connection with the above permission.

Planning permission (08/3199) was also approved, on the 6th February 2009, for the change of use of the adjoining site, formerly a motor repair centre known as Villiers Motors, to a car park, comprising of 13 parking spaces, for use in connection with the subject site. Planning conditions prevent vehicular access from the proposed car-park to the subject site but pedestrian access is provided.

## **POLICY CONSIDERATIONS**

### **London Borough of Brent Unitary Development Plan 2004**

BE2        Townscape: Local Context & Character  
BE9        Architectural Quality  
EMP2      Small and Medium Sized Enterprises

### **Supplementary Planning Guidance 17:- Design Guide For New Development**

## **SUSTAINABILITY ASSESSMENT**

N/A

## **CONSULTATION**

### **External**

Consultation letters, dated 16th December 2009, were sent to 26 neighbouring owner/occupiers. One letter of objection from two different households was received in response. The concerns of the objectors include.

- Effects on the character of the area
- Effects on parking
- Loss of light, privacy and outlook
- Increased noise, smell, dust, traffic

### **Internal**

#### Transportation Unit

Raised no objection to the proposal.

## **REMARKS**

The proposal would involve the erection of a first floor extension above part of an existing single-storey extension to the main building. The proposed extension would act to serve as an extension to the adjoining first floor light industrial unit. The proposal would involve the erection of a spiral stairwell to the western side of the extension to provide access from the extension to the adjoining car-park. The proposal also involves the replacement of a number of windows to the northern elevation with obscured glass blocks.

#### Design & Character

The proposed first floor extension would be set back from the northern edge of the existing single-storey extension, which lies along the site boundary, by approximately 4.25m. On all other sides the proposed extension would match the footprint of the existing single-storey extension below. The proposed extension would have a modest design with a flat roof, punctuated by three roof lights. The walls of the extension would be constructed from brickwork which would match the existing single-storey extension. The rear (northern) elevation, facing the rear of the properties along Deacon Road, would only have one opening, a maintenance access door. The front

(southern) elevations would have four windows which align with the windows on the ground floor. The proposed windows would have a similar style and opening pattern to those on the ground floor.

The proposed first floor extension is considered generally subservient, in terms of overall scale, to the existing development as a whole and the design detail is considered to be generally consistent with the character of the surrounding area. Whilst the proposed extension would be visible from the rear of a number of neighbouring properties it would not be visible from the public realm. Overall it is not considered that the design of the proposed extension would cause any significant harm to the character and appearance of the surrounding area.

The replacement of existing windows, which were conditioned to contain obscured glazing as part of planning permission 07/2744, with obscured glass blocks is considered to be a sympathetic alteration to the character and appearance of the existing building.

### Impact on Neighbouring Residents

The closest residential properties to the proposed extension would be those along the southern side of Deacon Road whose rear boundaries abut the rear wall of the existing single-storey extension on the subject site. The distance between the nearest habitable room windows to these properties and the site boundary would be approximately 6m. On the ground floor these properties already directly face the rear wall of the existing single-storey extension which has a height of approximately 3m.

In terms of direct outlook, the proposal would have little impact on the ground floor habitable room windows to the Deacon Road properties or the gardens of those properties which would remain restricted by the existing ground floor extension. On the first floor, the nearest habitable room windows would directly face the proposed first floor extension. However, as the proposed first floor extension would be set back by 4.25m from the site boundary a gap of approximately 10.25m would be maintained between the nearest habitable room windows and the proposed extension. On balance, this distance is considered sufficient to maintain adequate outlook for neighbouring occupiers.

In terms of daylight and sunlight, the proposed first floor extension would be set below a line of 30 degrees from the nearest ground floor habitable room window and a line of 45 degrees taken from the site boundary in compliance with the guidance set out in SPG17. As such, it is not considered that the proposed extension would have an unreasonable impact on the daylight and sunlight of adjoining occupiers.

In terms of privacy, the proposed extension will not have any openings facing towards the rear of the properties on Deacon Road, other than an access door to be used for maintenance. Providing that a condition is imposed to restrict access to maintenance purposes only then it is considered that the proposed extension would not cause any significant harm to the privacy of neighbouring residential occupiers. The replacement of obscured windows with obscured glass block would maintain existing levels of privacy.

### Transportation Issues

The proposed first floor extension would provide a storage area with approximately 112m<sup>2</sup> of floorspace to the adjoining commercial unit. It has been confirmed by the Council's Transportation Unit that the amount of floorspace to be added would not increase the parking or servicing standard for the site. A Travel Plan was secured, by way of a Section 106 agreement, as part of the original planning permission (07/2744) for the current development of the site. The particulars of the original s106 agreement will remain in force and will require any transport impacts of the proposed extension to be monitored, and addressed through, the Travel Plan alongside the originally approved development. It is therefore considered that the proposed extension would be

unlikely to give rise to a development on the site that would have a significantly increased impact on local transportation, particularly in terms of traffic generation and local parking conditions, beyond that already considered by Members during the determination of the application for the current development of the site.

### Consideration of Objections

The impacts of the proposed development on the character and appearance of the surrounding area, the amenity of neighbouring residential occupiers and traffic and parking in the locality have been addressed in the above report. In terms of any disturbance arising from noise and smells there is little evidence to suggest that the proposed extension, in itself, would have any significant impact beyond that of the current development which has already been considered by Members.

**RECOMMENDATION:** Grant Consent

### **REASON FOR GRANTING**

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

Brent Unitary Development Plan 2004  
Brent Council's Supplementary Planning Guidance 17: Design Guide For New Development

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  
Employment: in terms of maintaining and sustaining a range of employment opportunities  
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 drawings and/or documents:-

- 10010-500
- 10010-501
- 10010-502
- 10010-503
- 10010-30-G
- 10010-31-F
- 10010-32-G
- 10010-33-D

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

- (3) All new external work shall be carried out in materials that match, in colour, texture and design detail those of the existing building.

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

- (4) The maintenance access door within the northern elevation of the approved first floor extension will provide access to the flat roof above unit 3 for emergency and maintenance reasons only and will not be opened for any other reason. The flat roof above unit 3 shall not be used as any form of balcony, amenity or sitting out area and no other openings shall be formed within the northern elevation of the approved first floor extension without prior written approval of the Local Planning Authority.

Reason: To preserve the amenity and privacy of neighbouring residential occupiers along Deacon Road.

**INFORMATIVES:**

None Specified

**REFERENCE DOCUMENTS:**

London Borough of Brent Unitary Development Plan 2004  
Supplementary Planning Guidance 17:- Design Guide For New Development  
One letter of objection (signed by two households)

Any person wishing to inspect the above papers should contact Ben Martin, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5231



# Planning Committee Map

Site address: Workshop 1 rear of 92, Villiers Road, London, NW2 5PJ

Reproduced from Ordnance Survey mapping data with the permission of the Controller of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Brent, DBRE201 2005



London Borough of Brent - Copyright (C)

This map is indicative only.