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Planning Design Statement

Redevelopment of site to provide 8 residential apartments:

57 Braemar Avenue, Wembley

Prepared by
KVMA Ltd

On behalf of
The Monsma Family



1.0 Introduction

This statement is put forward in support of this planning application following submission of a pre-application enquiry in April 2021 for redevelopment of the site.

This statement has been written to ensure that the principle of this proposed development provides a scheme which has been considered against the relevant policies and guidance as stated in Government advice.

The property is located on Braemar Avenue, Wembley, and is directly adjacent to the locally listed One Tree Hill Open Space. The site is located within an Air Quality Management Area as defined in the London Plan 2021. The aim within this document is to demonstrate the key factors which have influenced the layout and proposed density of the scheme.



2.0 Development Description

This scheme proposes demolition of the existing 3 bedroom dwelling and erection of 8 apartments to comprise the following; 1 x ground floor 3 Bedroom and 1 x 2 bedroom apartment each with private garden space, 1 x 3 bedroom, 1 x 2 bedroom and 4 x 1 bedroom apartments with private balconies and shared amenity space to the rear. The development includes off street parking for 4 cars, this will include electric charging points, secure cycle storage for 12 cycles and communal bin storage.

3.0 Site Analysis

The site is an end plot located at the west end of Braemar Avenue and directly adjacent to One Tree Hill park. The host property is a double fronted early 1900's villa which occupies a large wide rectangular shaped plot of approximately 723 square meters in area.

The existing dwelling is a large 3 double bedroom property with single storey garage to the side, which is approximately 210 square meters gross external area (GEA), situated over two floors.

The property is unusual in that it remains almost entirely in its original condition with no extensions or alterations. Unfortunately, the dwelling has fallen into a state of disrepair that requires significant remedial works to update the accommodation. It is also considered that the general size of property (in terms of GEA when compared to modern standards), far exceeds the requirements of a modern 3 bedroom home, and therefore more efficient use of the land can be made.

The general character of the local area is typical of early 1900's suburban design, the majority of properties have all been largely extended, with rooms in the roof to provide additional habitable accommodation.

The only neighbouring property (located on the east common boundary) has had a significant two storey rear extension, including a large outbuilding to the rear garden which is also a common form of development in the local area.

The property forms a boundary with One Tree Hill Park, the treatment of which is a close board timber fence, which is in a poor state of repair and has since been secured with Heras fencing.

Braemar Avenue is a no-through road, the property has off street parking on the drive for 2 cars. A single residents permit space is also located on the public highway, directly to the front of the dwelling.

The property is not located within a Conservation Area, nor is it a listed building.

4.0 Pre Application Response

A pre-application enquiry was submitted in April 2021, a meeting and full response from Brent Planning was received in May 2021.

The advice concluded that the principle of development and provision of 8 apartments is acceptable. However, it was highlighted that some alterations to the proposals would be required to fully comply with current policy. A summary of the relevant comments and amendments are detailed as followed:

Basement Carparking:

Following pre-app comments, and based on the LPA's SPD, the basement parking provision has been omitted from the scheme. It was felt that the provision of such infrastructure in this suburban location would not be appropriate, whilst also preventing the design opportunity to provide garden space and residential accommodation across the full width of the site at ground floor level. The amendments have resulted in off street car parking for 4 cars along the frontage (as suggested in the pre-app response as being sufficient). In addition, the bin and cycle storage has been relocated to the front of the site providing better direct access from the main entrance of the flats.

Layout:

As previously described, the main alteration to the scheme is that residential accommodation and garden space now occupies the full width of the site. Comments and concerns were also raised regarding the building line position which was pushed forward of the building line of no.55 at first floor level (it was noted to be in line with no. 49). The revised building position has been amended to be more in-line with the neighbouring property, no. 55.

The floor layouts have also been amended to design out the sole north facing apartment. All apartments now benefit from being dual aspect with the majority enjoying views of the park and rear gardens, all with private balcony space.

Given the alterations to the building location on the site, the rear projection has been pushed slightly further into the rear garden. However, this projection is limited to the less than half of the overall building width, and an area of 324 msq garden space is retained to the rear. The building frontage also provides an area of 120 msq combined soft and hard landscaped areas. Therefore at c.40% built/developed site area, it is felt that the building to plot ratio is acceptable.

The layout and context elevation drawings also demonstrate that the 1:2 and 45 degree guidance can be met in terms of scale, massing and outlook.

Trees:

A tree survey and Arboriculture Impact Assessment is submitted with the application. The report demonstrates that both trees proposed for removal are in poor condition and recommended for removal. The single young Hawthorn T3, is self-seeded and could be better placed as part of a replanting proposal. Replacement tree planting is indicatively shown, a detailed landscape scheme will be submitted at the appropriate stage to deal with the soft and hard landscaping proposals.

Ecology:

As outlined in the pre-application advice a preliminary assessment has been carried out, the report demonstrates that no protected species have been identified within the property or on the site with low risk for roosting potential.

Transport:

A technical highways note has also been provided in support of the application which concludes that that no severe residual cumulative impacts will result from the proposed development.

5.0 Community Involvement

In line with government advice, informal discussions have been carried out with neighbours with respect to redevelopment of the site. Given the poor condition of the property and site, the proposed development has been welcomed.

6.0 Development

The principle, in terms of the development of previously developed land (in this case residential land), is generally considered acceptable. The property is located within a residential area, a number of single dwellings in the local area have also been converted into two or more apartments, or houses of multiple occupation.

The following paragraphs will justify the proposals in terms of the use and density, particularly in terms of scale and massing within the site setting.

Use

The existing residential use will be maintained. The proposal is to increase the number of dwellings whilst maintaining the important requirement for a 3 bedroom family unit (including private rear garden space). The obvious benefit will be making best use of the available land, including the provision of additional dwellings to Brent's housing stock.

Policy DMP 17 of Brent Development Management Policies and emerging Local Plan policy BH11 states that conversion of a family sized home to two or more dwellings will only be allowed in the following circumstances:

The existing home is 130sqm or more, and the new development results in at least one, three bedroom dwelling with direct access to garden/amenity space. The proposal meets these conditions and therefore the principle of development should be considered acceptable.



| Accommodation Schedule | | |
|------------------------|------|------|
| Flat 1 | 3b6p | 95m2 |
| Flat 2 | 2b3p | 62m2 |
| Flat 3 | 1b2p | 50m2 |
| Flat 4 | 2b4p | 82m2 |
| Flat 5 | 1b2p | 51m2 |
| Flat 6 | 3b5p | 99m2 |
| Flat 7 | 1b2p | 58m2 |
| Flat 8 | 1b2p | 56m2 |
| Total 8 Units | | |
| 12 Cycle Spaces | | |
| 4 Car Parking Spaces | | |

Amount/Scale

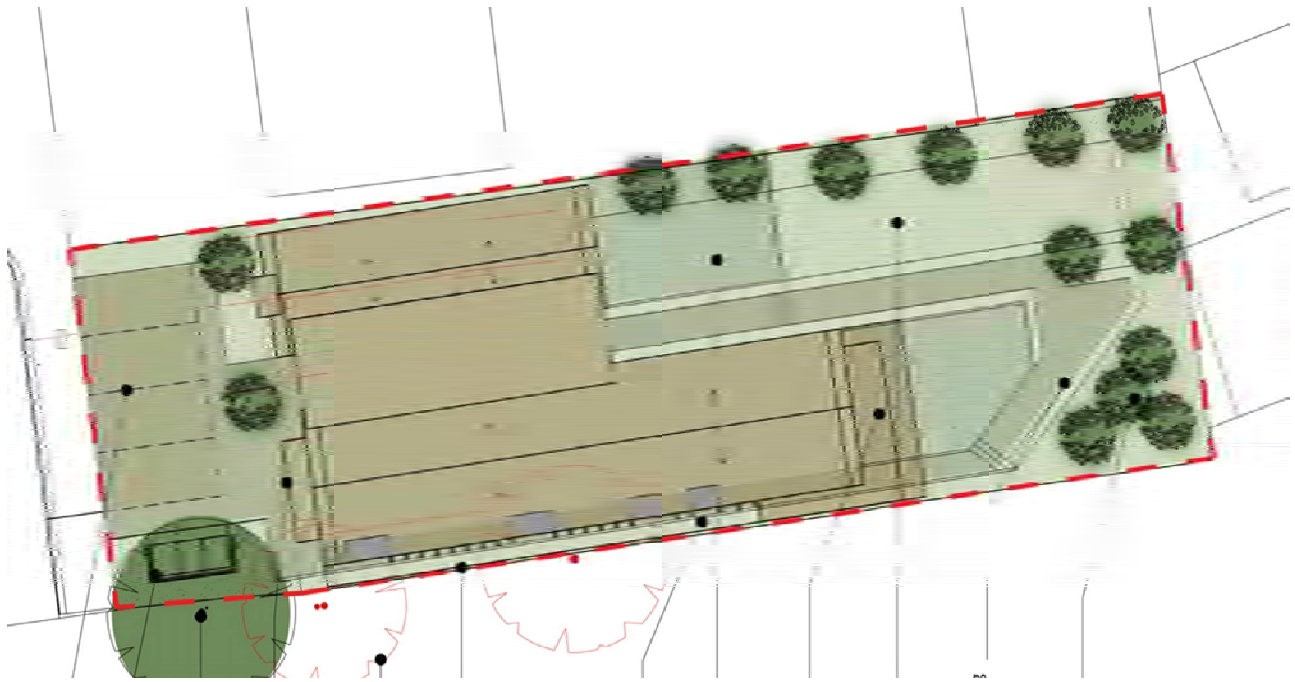
The host property has not been extended and remains almost original in its entirety. No permitted development rights have been removed, it is therefore considered that the existing dwelling could be extended considerably to provide additional habitable floor area.

The proposed scheme will provide 8 dwellings, situated over 3 floors, the upper floor will make use of room in the roof space. It is therefore considered that the overall height would be in-keeping with the height of neighbouring buildings. A street elevation and massing model has been provided together with an amenity assessment to demonstrate the acceptability of the development in context with the neighbouring dwelling.

The property is located on a sloping site with the ground floor level currently built up by 1.32 metres above external ground level at the front of the site. The proposed building height will be approximately 11.9 metres to the highest ridgeline. The proposed ground floor level will be reduced by approximately 0.7 metres. The existing ridge level of the host property is approximately 59.12 datum, and 9.6m from local external ground level. The described changes to levels will mean that the proposed ridge level will be proportionate to the existing ridge level (noting a nominal 300mm increase to the highest point) which is demonstrated on the submitted street elevation.

Each flat has been designed to meet the technical housing standards in terms of floor area and individual room size. The scheme includes 4 off street parking spaces, 12 secure cycle spaces and communal bin storage.

The ground floor 3 bedroom, 5 person unit, will have direct access to private garden space which is 50 square meters in area, a limited portion of which is covered by the projecting floor above. Additional private balconies have been provided and communal garden space is provided to the rear of the development which is approximately 220 square meters in area.



Arrangement/Layout

In response to the pre-application enquiry, amendments have been made to improve the siting and layout of the proposed development. The footprint has been designed to make best use of the available land and addresses issues such as amenity of neighbouring dwellings. An amenity assessment is submitted in support of the application to help demonstrate the proposal in context with the neighbouring dwelling no. 55.

All dwellings will meet the minimum national space standards, and those defined in the London Plan 2021.

Access

The proposed parking and vehicle access amendments have been made also in light of the pre-app response. Parking for 4 cars will be provided at the front of the site which will require an extended drop curb and the relocation of a permit space. A separate agreement with the highways authority will be required for these alterations.

Secured internal cycle storage is provided at the front of the site to encourage the use of alternative transport to cars. In addition, a screened light weight timber frame bin store will be located within a landscaped area with direct access to the front of the property and street frontage for bin collections.

Dwellings will have level thresholds affording easier access to all users as prescribed under Part M of the Building Regulations. The dwellings will be compliant with the Equality Act 2010 but this aspect will be covered by the Building Regulations application and in particular Part M and Equality Act compliance requirements.

The layout of a site can have a significant impact on the likelihood of crime and the perceived safety of residents and emphasis will be made on the provision of safe, overlooked and convenient spaces. Natural surveillance of the parking areas and provision of adequate external lighting will further reinforce the sense of safety for the residents.

Landscaping

The existing landscape levels will be reduced and graded to the rear to meet existing levels at the south end of the site. A small retaining wall and soft landscaped area will run along the common boundary with the park to the north half of the site. A detailed landscape scheme will be submitted at the appropriate stage to deal with the soft and hard landscaping proposals. Full consideration will also be given in order to protect the residential amenity of neighbouring properties.

Appearance

The proposed development has been designed to reflect a modern interpretation of the arts and crafts style which is sympathetic to early 1900's domestic architecture in this location. Steep roof pitches, with clear storey windows, clean edge detailing and brick work panels have been selected to help reinforce this approach.

Some examples below demonstrate successful contemporary classical architecture, which have been used to inspire the proposed typology.



A palette of facing brickwork, clay effect tiles and dark metal framed windows are proposed together with some limited areas of timber effect cladding to help break up the elevations. Horizontal features, including the clear storey windows and projecting balconies also help articulate the elevations.





7.0 Conclusion

The scheme demonstrates a need to update the existing accommodation and make better use of the available land. The proposals will benefit local housing stock, whilst retaining family sized accommodation on the site. Overall, the provision of residential development on the site is supported in principle and appropriate amendments have been made following the pre-application enquiry. The proposed scheme will also bring about economic and social benefits to the area.

The proposed development has been designed ensure appropriate levels of amenity will be provided for existing and future residents within and around the site.

There are no heritage assets which would be adversely affected by the development and there are no policies in the local plan or guidance in the London Plan or NPPF which would specifically seek to preclude development on the site.

In light of the above it is considered that the scheme is viable and accords with relevant policies and standards set both locally and nationally. Therefore we consider that the principle of development should be supported by the Local Authority.