

**Committee Report  
Planning Committee on 30 November,  
2005**

**Item No.  
Case No.**

**2/03  
05/1020**

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**RECEIVED:** 31 March, 2005

**WARD:** Brondesbury Park

**PLANNING AREA:** Kilburn & Kensal Consultative Forum

**LOCATION:** 189 Willesden Lane, London, NW6 7YN

**PROPOSAL:** Outline application for redevelopment of the site to provide 6 self-contained flats and 1 dwellinghouse (only details of siting to be determined at this stage)

**APPLICANT:** London & District Housing Ltd

**CONTACT:** D Peddar

**PLAN NO'S:** 050322/01B.

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#### **RECOMMENDATION**

Grant planning permission subject to the completion of a satisfactory Section 106 or other legal agreement and delegate authority to the Director of Environmental Services 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.
- Payments of £1,000 per 1-/2- bed unit and £1,500 per 3-/4- bed unit towards non-car access and highway safety improvements in the area;
- The provision of a footway, and an access road, within the site to be provided to adoptable standards.

#### **EXISTING**

The application site relates to a large detached house situated on the southern side of Willesden Lane. The house is arranged over three storeys and is finished in red brickwork with a red tiled roof. The rear garden measures 57m in length and is bounded by the garden of no. 191 Willesden Lane to the west and by an adopted road, Bembridge Close to the east, which serves a row of 5 houses together with the flats at Beechworth which is a 6 storey block of flats.

There is an existing vehicular access to the front of the house together with a small car parking area.

The area is residential in character with Willesden Lane featuring a mixture of architectural styles and heights. A large number of the existing Victorian houses have been redeveloped to provide flatted developments.

#### **PROPOSAL**

Planning permission is sought for the demolition of 189 Willesden Lane and the erection of a building containing 6 self contained flats. Although the application is submitted in outline form, including details of siting only, an indicative plan shows that within the proposed new building it is proposed to accommodate 3 x 2 bedroom and 3 x 1 bedroom flats. To the rear of the site, within the rear garden, proposals involve the erection of a detached house, although this element is also submitted in outline form only.

## **HISTORY**

This site has had a recent planning history. The essential difference between the two 2004 planning applications listed below relates to the design of the proposed frontage block of flats and the detached house to the rear.

04/2504 - Demolition of No.189 and erection of a 4 storey block of 7 flats and the erection of a detached house to the rear. This proposed a contemporary design.

04/2793 - Demolition of house, erection of a proposed four-storey block of flats, consisting of 3 no. one-bedroom flats, 4 no. two-bedroom flats to front of site and a two-storey townhouse to rear of property. This proposed a traditional design.

Both applications were considered by the Council's Planning Committee on 30 November 2004. At this meeting, Members refused consent for both schemes for the following identical reasons:-

1. The proposed development would be prejudicial to the potential redevelopment of no. 191 Willesden Lane, resulting in a lost opportunity to maximise the re-use of urban land and to provide a development of an appropriate density. In view of the scope for a comprehensive redevelopment of this site and 191 Willesden Lane, the proposal is considered to result in the artificial subdivision of sites with the effect of avoiding the requirement to provide affordable housing, contrary to Policy H2 of the Brent Unitary Development Plan 2004 and the advice contained within Planning Policy Guidance Note 3 "Housing"

2. The proposed development by reason of the height, scale, siting, massing and design of the 4 storey block of flats would be harmful and out of context with the local character of the area and would be detrimental to the appearance of no. 191 Willesden Lane and the streetscene as a whole, contrary to Policies BE2 and BE9 of the Brent Unitary Development Plan 2004 and the guidance contained within Supplementary Planning Guidance No. 17 "Design Guide for New Development".

The applicants have appealed both of these decisions and have asked that the matter be considered at an Informal Hearing. At the time of drafting this report, no date has yet to be fixed for the Hearing.

05/0393 - Outline application for erection of 1 dwellinghouse (only details of siting to be determined at this stage). A report into this application appears elsewhere on this Agenda.

## **POLICY CONSIDERATIONS**

BE2 - Proposals should be designed with regard to their local context, making a positive contribution to the area, taking account of existing landform, and the need to improve existing urban spaces and townscape.

BE3 – Proposals should have regard for the existing urban grain, development patterns and density and should be designed to ensure that spaces between and around buildings should be functional and attractive and respect the form of the street. Layouts should be defined by pedestrian circulation with development layouts prioritising movement by foot, cycle and public transport.

BE5 - Development should be designed to be understandable to users, free from physical hazards and reduce the opportunities for crime, incorporating the aims of both "Secured by Design" and "Designing Out Crime".

BE7- High quality of design and materials are required for the street environment. In existing residential areas, the excessive infilling of space between buildings, between buildings and the road, boundary treatments of character common to the street should be restored and reproduced and hard surfacing / forecourt car parking which detracts of the street scene, setting of the property of road safety will be resisted.

BE9 - New buildings and extensions should be designed to embody a creative and high quality design solution specific to the site's shape, size and development opportunities. Scale / massing should be appropriate with respect to setting and townscape location.

H1 – A net addition of at least 9600 dwellings should be provided between 1997 and 2016 subject to suitable locations and maintenance of a quality environment.

H8 - Development should not result in the net loss of residential accommodation, where such accommodation can still be used. The loss of family housing, without replacement, will be resisted.

H12 – Layout and urban design of residential development should reinforce / create an attractive / distinctive identity appropriate to the locality creating a clear sense of place, with housing facing streets, have access and internal layouts which achieves traffic safety where cars are subsidiary to cyclist and pedestrians. On street parking is to be maximised as opposed to cartilage parking, and avoids excessive tarmac to enable landscaping and provide quality open landscaping areas appropriate to the character of the area.

TRN1 - Planning applications will be assessed as appropriate for their transport impact, including cumulative impacts on the road network, and all transport modes including public transport, walking and cycling.

TRN11 - Developments shall comply with the Councils minimum cycle parking standard (PS16); with parking situated in a convenient, secure, and where appropriate sheltered location.

TRN23 - Parking for residential development should not provide more parking than the levels as specified in PS14. Lower standards apply for affordable housing and units with good and very good public transport accessibility. Exceptionally, 'car-free' housing developments may be permitted in areas with good and very good public transport accessibility where occupation is restricted by condition to those who have signed binding agreements not to be car owners. Such persons will not be granted residents parking permits.

### **Brent Supplementary Planning Guidance**

#### **SPG 17 "Design Guide for New Development" Adopted October 2001**

Provides comprehensive and detailed design guidance for new development within the borough. The guidance specifically sets out advice relating to siting, landscaping, parking, design, scale, density and layout.

### **SUSTAINABILITY ASSESSMENT**

Not applicable.

### **CONSULTATION**

There are currently two planning applications relating to this site, with a report into the second application appearing elsewhere on this agenda. For the avoidance of doubt, the third party representations are repeated in both reports, given that the points raised in certain cases relate to both proposals.

A total of 7 letters have been received from 1, 4 Bembridge Close, 20 Garfield Court, 34, 35, 36 and 37 Beechworth objecting to the proposals for the site. In addition, 3 letters have been received from Carringtons, the Managing Agents for Beechworth and the five houses in Bembridge Close, one of which attached a petition signed by 22 leaseholders.

The points raised include:-

- would lead to a loss of light, outlook and privacy.
- Bembridge Close is already used for car parking by non-residents.
- Bembridge Road should be converted to a private road.
- Too much building proposed for a small space.
- car parking is likely to be a big problem. Insufficient car parking is proposed.
- size and design of the building.
- loss of trees.

The Managing Agents have made specific points about the status of Bembridge Close.

- up until recently it was assumed that Bembridge Close was a private road in the ownership of leaseholders. Came as shock that it was a public road under the control of the Council.
- concern expressed about the absence of care and maintenance taken by the Council over the years.
- surely it must be clear to the Council that for all practical purposes Bembridge Close is a private road?
- what is proposed will result in a reduction in property values, increase in noise pollution and decrease in available car parking.

#### TRANSPORTATION ENGINEER

Raises no objections to the proposal. A detailed discussion of the highway implications of the proposal follows later in this report.

#### LANDSCAPE DESIGNER

There are no Tree Protection Orders on site. The trees to the rear boundary are one Hornbeam, two Horsechestnut and one Oak, all of which must be retained and protected throughout development.

There is sufficient amenity space proposed, though the area needs to attain a garden-like quality to become useful for the residents. This can be achieved through the addition of some small trees, garden beds and outdoor furniture and could be the subject of a condition.

An indication of those trees to be protected during development and the design of the front garden should be conditioned. Trees/shrubs can be planted to screen the front garden from the road and the parking area.

#### REMARKS

##### INTRODUCTION.

This application is submitted in outline form, meaning that siting of the buildings is the only matter for consideration at this time. All other matters (eg: design, landscaping, external appearance and means of access) are for consideration at the time of a future Reserved Matters submission.

Members will note that the proposal to erect flats and a new house on the site formed part of the two schemes submitted under 04/2504 & 04/2793 which were refused consent in November last year and are currently at appeal. From the "History" section of this report, it should be noted that neither of the reasons for refusal related to the detached house to the rear of the site. The problems set down in the formal notice of decision related to:-

1. potentially prejudicing the development of the adjacent site at No.191 Willesden Lane.
2. design and appearance of the frontage block, relating poorly to what is around.

##### STATUS OF BEMBRIDGE CLOSE

The Management Company acting on behalf of the leaseholders of Beechworth and Bembridge Close have made a number of comments about the legal status of the road which runs down the side of No.189 Willesden Lane. Specifically, they state that they were "shocked" when they found out that the road was not, in fact, a private road and that even accepting that it may not be private, it should be considered as such.

The duty of the Planning Service is to determine applications submitted to it on the particular planning merits of the case and, normally, matters relating to questions of ownership do not come into the final assessment of any development. If there is a dispute about the legal status of any piece of land, it is a matter for the parties to resolve between themselves.

However, in this case, having checked the situation with the Council's Transportation Service Unit Director, it is a matter of fact that Bembridge Close was adopted on 7th May 1975 and has continued to have this status since that time.

##### POLICY CONSIDERATIONS

There are no site specific policies in the adopted UDP that apply to this site.

The area is characterised by a variety of residential buildings and, therefore, the proposed land use for residential accommodation is considered to be acceptable, in principle. The primary considerations in assessing the proposal relate to the design, height and siting of the proposed development, and the impact

on the amenities of future occupants of the proposed flats and existing properties in compliance with SPG17. A further consideration, as evidenced by one of the reasons for refusal in the 2004 decisions, concerns the impact of the development on the adjoining site and its development potential. The transportation implications of the proposed development also need to be considered.

Willesden Lane's original character has changed over time with the loss of many of the original detached Victorian properties and their replacement with a variety of flatted developments. For information, the site immediately to the east of the site fronting Willesden Lane, Beechworth, is a six storey 1960's block of flats, whilst to the west is Garfield Court, another development of flats.

#### COMPREHENSIVE DEVELOPMENT

The site adjacent to the application site is No.191 Willesden Lane. It is almost identical, in terms of style and appearance, to No.189 and in considering applications in 2004, your Officers took the view that as both sites are similar, featuring relatively narrow frontages and surrounded by a number of flatted developments, they could be considered as one potential development parcel.

Until last year, No.191 was in use as a home for mentally handicapped adults and it is owned by the Council. Discussions with the Council's Core Property and Housing Departments have indicated that the Council may be willing to sell the site as surplus to their requirements and last year Officers advised the applicant of this development opportunity in order to provide a comprehensive development of both sites together. The matter remains unresolved at this time and, whilst the comprehensive development of the site might be something that the Council aspires to, there remains the need to determine this application on its merits.

Accordingly, in assessing the current scheme, regard has to be taken to the impact on No.191 and its future development potential, whilst at the same time acknowledging that this application is submitted in outline form only. The applicant has now submitted a plan that shows an access link off Bembridge Close and across the rear of the site, providing access to the proposed dwelling and possibly land at No.191. It is considered that with this information the applicant has indicated that the current proposal would not be prejudicial to the potential development of No.191. In the event that a consent were to be granted here, it would still be possible for discussions to take place on a more comprehensive approach between the parties.

#### SITING, DESIGN & LAYOUT OF THE FRONTAGE BLOCK.

The outline proposal involves the demolition of the existing Victorian dwelling at No.189 Willesden Lane and the erection of a building to provide a total of 6 self-contained flats. Siting is the only matter for consideration at this time. The proposed building would occupy a similar footprint to the existing house, and would be built on a building line similar to the adjacent building at No.191. To the rear of the site the building is shown as been sited so as not to impinge on the nearest rear facing window at No.191.

The two applications which were refused in November 2004 proposed the erection of a four storey building accommodating a total of 7 self-contained flats. Although one proposed a contemporary treatment of the building, with the other adopting a more traditional design approach, Officers were concerned that, in both instances, the design, scale and mass of the proposed flats gave cause for concern. The height of the main roof of the proposed flats would have exceeded the height of No.191 by 300mm, while the lift overrun would exceed the height of the adjacent building by some 1.2m. This difference in height, together with the massing, would also have been accentuated by the bulk of the flats, together with its forward projection which would have dominated, and have been harmful to, the character and appearance of the adjacent property at No.191.

As a result, it was considered that the proposals would have been contrary to Policy BE2 of the UDP (which seeks to ensure that proposals are designed with regard to their local context, making a positive contribution to the character of the area) and policy BE9, which seeks to ensure that new buildings are designed to be of a scale, massing and height that is appropriate to their setting.

The application is now submitted in outline form including details of the siting of the proposed building only. The applicant has argued that, as a result, matters such as the height, design and appearance of the development are not matters for the Planning Authority to consider at this stage. The applicant originally indicated that it remained his intention to seek (outline) consent for a total of 7 self-contained flats.

However, your Officers have consistently argued that is necessary to have additional information about the proposal in order to allow it to be determined. Specifically, when the Planning Committee refused planning permission for the erection of a four-storey block of flats in November 2004, one of the reasons for refusal stated that:-

*"The proposed development by reason of the height, scale, siting, massing and design of the 4 storey block of flats would be harmful and out of context with the local character of the area and would be detrimental to the appearance of no. 191 Willesden Lane and the streetscene as a whole".*

As a result, the Council would now need to be convinced that the provision of seven residential units, as originally proposed, could be provided in a building that would be acceptable, in terms of its height, scale, siting and massing. It would be inappropriate if the Council approved an outline scheme for 7 self-contained flats only to find that when the reserved matters application was submitted in the future it transpired that the only way to provide those units resulted in a building that had the same problems that had previously been considered unacceptable by the Council.

It is for this reason that more than just an indicative floor plan has been sought in order to demonstrate how 7 flats could be provided in a building, to allow consideration as to whether, or not, the building was likely to be acceptable in terms of height, scale etc. What this exercise confirmed to your Officers was that the building was likely to result in the same sort of problems that were identified in the previous 2004 applications, with a number of similarities between the two schemes.

As a result of this exercise it has been recognised that it is not possible to provide seven flats in a building that does not create the type of problems previously identified as been unacceptable in previous applications and a reduction in the number of flats to 6 has now been formally submitted. This change allows a smaller, less tall, building with a total of two flats per floor, arranged over three floors, and the final design of the building, and its roof, a matter that would be considered at a later date. It is considered that these changes mean that there is a level of assurance that a building could be built here that could provide 6 flats accommodated in a building that could relate acceptably to what is around.

The 2004 Committee report specifically discussed the siting of a new frontage block on the site. It stated:-

*"In terms of the impact of the layout and design upon the character of the area and Willesden Lane, it is considered that the siting of the flats are generally acceptable".*

#### SITING, DESIGN & LAYOUT OF THE REAR DETACHED HOUSE.

As indicated above, the proposed detached house was not mentioned in the formal notices of decision issued last November. Notwithstanding this fact, your Officers have negotiated an improvement to the 2004 scheme in that whereas the house was previously the whole width of the site, the dwelling proposed at this time would be set in a metre from both flank boundaries (siting of the building is the only matter for consideration at this time) meaning that its visual appearance would be significantly improved.

The 2004 Committee report specifically discusses the siting of a new building on the site. It states:-

*".....it could be considered that the new dwelling within the rear garden represents backland development, which in many cases is usually unacceptable. However, given the 31m distance between the house and flats, the existence of the side access road, Bembridge Close and the properties at nos. 1-5 Bembridge Close which signifies a building line, the scheme could accommodate some form of development in this location".*

In these circumstances, it is considered that it would be difficult to argue that the siting of a new building on the site would be unacceptable, particularly given that the changes to the proposal, in terms of overall width of the building, have resulted in an improvement on the previous scheme.

#### LANDSCAPING AND AMENITY SPACE

In terms of the level and quality of communal amenity space, the proposed development is considered to continue to comply with the requirements of SPG17, which requires 20 square metres per flat and 50 square metres for each house.

The planning application indicates that a total of three 1, and three 2 bed units are proposed for the new building requiring a total of 120 square metres of communal amenity space for the flats and at least 50 square metres for the proposed house to the rear of the site. The rear communal garden exceeds this total by a significant degree, as does the garden area for the new house, and the proposal is, therefore, considered to be acceptable.

Landscaping is a matter reserved for consideration at a later date, but it is considered that providing that the mature and semi-mature trees within, and adjacent to, the site are protected during construction works, the Council's Landscape Designer considers that sufficient scope exists on site so as to provide for a useful, and

useable, quality landscape treatment of the site, meeting the needs of future residents.

#### IMPACT ON RESIDENTIAL AMENITY.

In terms of the impact upon residential amenity there are two areas of concern. Firstly, the impact upon the living conditions of future occupants of the proposed flats and house, and secondly, the impact of the development upon existing neighbours within Willesden Lane and Bembridge Close.

In terms of the impact on the amenities of future occupants of the proposed flats, (and notwithstanding the fact that this outline proposal includes details of siting of buildings only) the main considerations would be the sizes of each unit, and the relationship between units and adjacent development. The minimum required floor space for a one bedroom flat is 45m<sup>2</sup>, for two bedroom flat (3 person) flat is 55m<sup>2</sup> and for a two bedroom (4 person) flat is 65m<sup>2</sup>. The standard for 4 bedroom houses is 96m<sup>2</sup>.

The proposed 1 bedroom flats shown on the indicative drawings each measure approx. 46m<sup>2</sup>, the 2 bedroom flats measure 70m<sup>2</sup> and the house in the rear garden, which is likely to be two storey, has a ground floor area of approx. 80m<sup>2</sup>. Therefore, all of the units shown comply with the requirements as set out within SPG17 and, on this basis, your Officers are confident that it is possible to develop this number of units, in the form proposed, in a way that meets our adopted guidance.

Dealing with the indicative layout of the proposed flats shown on the submitted drawings, these are virtually identical to those that formed part of the 2004 applications that were ultimately refused permission. The section of the Committee report dealing with this point in relation to the frontage block in November last year stated the following:-

*"There are a number of habitable room windows within the side elevations of the building which serve kitchens. Although this is not desirable, the kitchens on the west side of the building are not self-contained rooms and therefore benefit from light penetrating through from the adjoining living room. On the east side of the building, the kitchens overlook the side access road and are 11m from the side elevation of the flats at Beechworth which do not feature any main habitable room windows within the side elevation. The impact upon the amenities with regard to daylight and outlook is therefore considered to be satisfactory".*

Turning then to the possible impact of the development upon the privacy and amenity of nearby residential properties, the report continued:-

*"It is considered that the scheme would not lead to significant problems associated with overlooking, overshadowing and over dominance, that would be detrimental to the amenities of adjacent properties. As previously mentioned, the windows within the side elevation of Beechworth serve non-habitable rooms, therefore it is considered that the amenities of the flats would not be compromised".*

Given how recently these views were expressed, and the similarities between the 2004 schemes and the current proposal in terms of siting of the buildings and location of windows, it is considered that there is no justification for reaching a different conclusion to that reached in November last year.

#### TRANSPORTATION ISSUES.

The proposal essentially entails the construction of a single dwelling to the rear of the existing dwelling and the construction of a building containing six flats to replace No.189 Willesden Lane. The proposed dwelling is to gain vehicular access off Bembridge Close and it appears on the submitted plan that an area for two hardstanding car parking spaces are to be provided on-site. The existing Willesden Lane crossover is to be reinstated to kerb and channel, whilst five on-site parking spaces are to be provided accessed via Bembridge Close.

The application site has good accessibility to public transport with a PTAL level of 3. Willesden Lane is classified as a London Distributor Road and the site is located within Controlled Parking Zone MA which operates between the hours of 10.00am – 3.00pm, Mondays to Fridays. The site is adjacent to Bembridge Close which the Council's Transportation Engineer has confirmed is an adopted road, maintained by the Council. On-street parking on Willesden Lane is restricted as there are daytime parking and waiting restrictions on the road, close to the site.

Parking Standards for dwellinghouses are set out within Policy PS14 of Brent's UDP, whilst the standards for constructing crossovers are given in SPG3 \_ "Forming an Access onto a Road". SPG13 - "Layout Standards for Access Roads" is also applicable in relation to parking space dimensions.

The plan submitted with the outline proposal indicates a total of 7 on-site parking spaces, 5 for the flats and 2

for the new dwelling. The application does not include detailed floor plans showing the number of bedrooms contained within the proposed dwelling and residential flats, although an indicative sketch indicates that the frontage block would comprise 3 one and 3 two-bed units.

The provision of 2 parking spaces for the new dwelling is likely to be acceptable providing that the parking spaces have minimum dimensions measuring 2.4m x 4.8m. However, the provision of 5 parking spaces for the 6 new flats is likely to be insufficient. Under the provisions of Policy PS14 a 1-bed unit generates 1 parking space and a 2-bed unit generates 1.2 spaces. In order for the detailed proposal to be considered acceptable from a transportation perspective in due course sufficient on-site parking would need to be provided and a total of 6 spaces should be provided. Any overspill (0.6 spaces if the mix of units is as shown on the indicative drawings) could be accommodated on-street without impacting on highway safety. Similarly, the reserved matters application would need to have bicycle parking provided to meet adopted standards and this should be drawn to applicants attention in a condition.

The proposal incorporates the construction of a new accessway from Bembridge Close to the rear of No.191 Willesden Lane, indicating that the application proposal will not prejudice the development of the adjacent site. The Transportation Engineer states that the accessway, which would be sited between the proposed detached dwelling and proposed redeveloped No.189 Willesden Lane, would have an acceptable width, allowing 2 vehicles to pass. Access to the proposed dwelling is now provided off this accessway which is also considered appropriate from a technical highway point of view.

A pedestrian footway has now been provided from the Willesden Lane frontage, leading along the eastern boundary of the site, with the new footway constructed within the site itself. It is considered that the proposed footway would provide a reasonable level of pedestrian access to the rear of the site. Car parking spaces 1 & 2 to the front of the site have now been set-back further from the street frontage, allowing for a footway to pass in front of them. However the footway width is still less than 2 metres in certain places and the spaces will, therefore, need to be set back a further 500mm to allow adequate access. The provision of the footway, at the developers expense, would constitute a highway gain for pedestrians wishing to use Bembridge Close, and the Transportation Engineer indicates that the footway should be offered for adoption as a public highway through a Section 38 Agreement.

As with residential developments of this nature, a financial contribution of £1000 per 1-2 bedroom, and £1500 per 3-4 bedroom unit would be sought in order to allow improvements to non-car access and /or parking controls to take place.

**RECOMMENDATION:** Grant Consent subject to Legal agreement

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

Brent's Unitary Development Plan 2004  
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.  
Housing: in terms of protecting residential amenities and guiding new development.

**CONDITIONS/REASONS:**

(1) In the case of any reserved matter, application for approval must be made not later than the expiration of three years beginning with the date of this permission, and

That the development to which this permission relates must be begun not later than whichever is the later of the following dates:

(i) the expiration of five years from the date of this permission; or

(ii) the expiration of two years from the final approval of the reserved matters or, in the case



of approval on different dates, the final approval of the last such matter to be approved

Reason: To conform with the requirements of Section 92 of the Town and Country Planning Act 1990

- (2) Further details of the proposed development shall be submitted to and approved by the Local Planning Authority before any work is commenced and the development shall be carried out and completed in all respects in accordance with the details so approved before the building(s) are occupied. Such details shall include:-

- (a) the layout of the site;
- (b) the design of the building(s);
- (c) the external appearance of the building(s);
- (d) sections of the building(s);
- (e) materials (samples to be submitted for approval) to be used on all external surfaces of the building(s), including car parking spaces and the new footway within the site;
- (g) the means of vehicular and pedestrian access to and movement within the site;
- (h) the landscaping proposals for the site (including the identification of all trees which are to be retained or removed, proposed new tree and shrub planting and surface treatments);
- (i) the provisions for car and bicycle parking to meet adopted Council standards (policies PS14 & PS16);
- (j) the proposed boundary treatment including all fences, walls and gateways;
- (k) the provision of refuse and waste storage and disposal facilities;
- (l) the provision of external lighting

Reason: These details are required to ensure that a satisfactory development is achieved.

- (3) The development hereby approved shall be carried out and completed in all respects in accordance with the proposals contained in the application, and any plans or other particulars submitted therewith, prior to occupation of the building.

Reason: To ensure that the proposed development will be carried out as approved so as to avoid any detriment to the amenities by any work remaining incomplete.

- (4) The remainder of the undeveloped land within the site shall be suitably landscaped in accordance with a scheme to be submitted to and approved 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 and shall be maintained thereafter to the satisfaction of the Local Planning Authority.

Reason: To ensure a satisfactory standard of appearance and that the proposed development enhances the visual amenity of the locality.

#### **INFORMATIVES:**

- (1) The applicant is informed that all other plans submitted during the lifetime of this application are for indicative purposes only and do not form part of the consent hereby granted. These include:-

- 050322/02a - proposed streetscene (proposed floor plans of 1st, 2nd & 3rd floors only).
- 050322/02b - proposed streetscene.

#### **REFERENCE DOCUMENTS:**

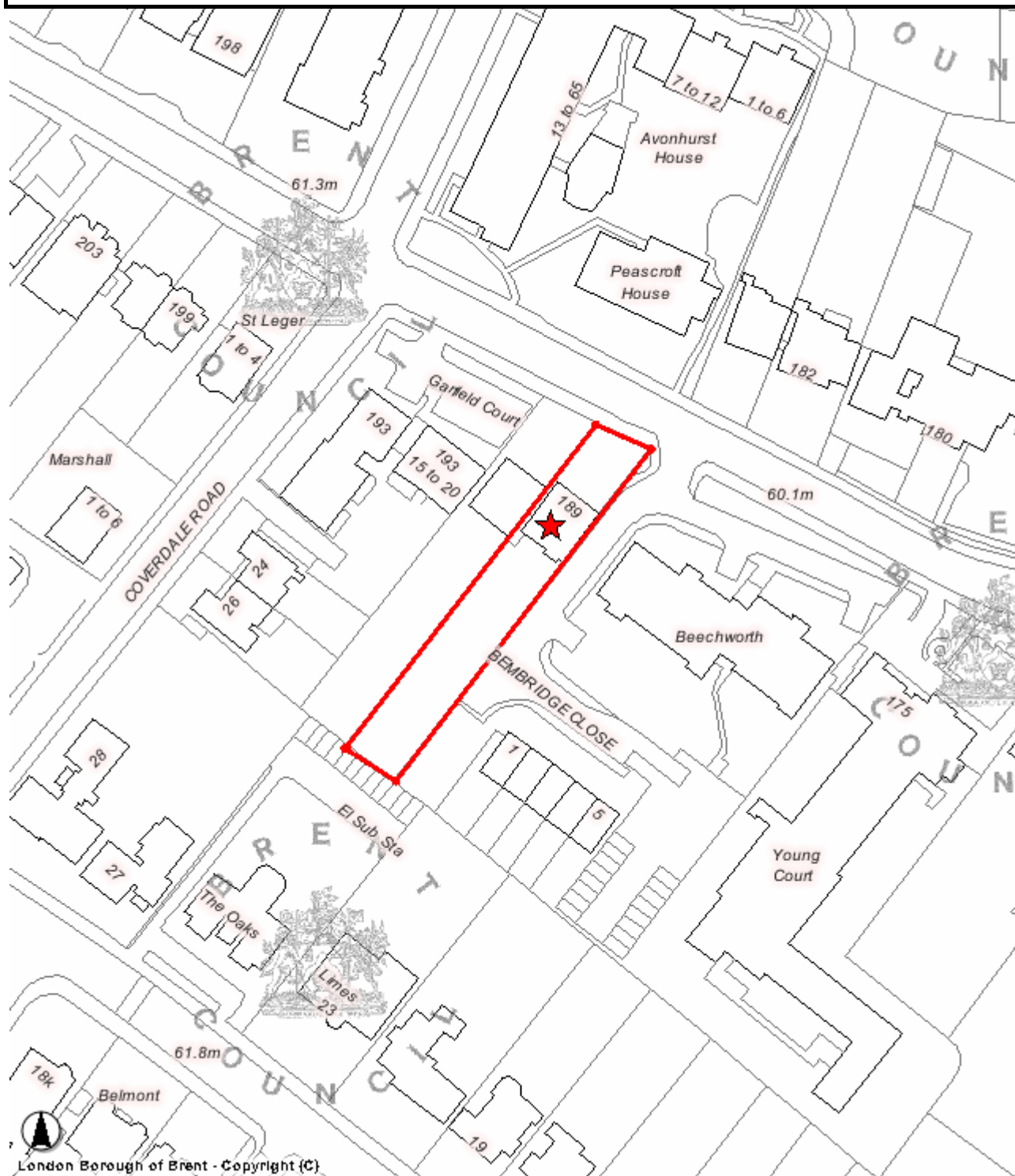
Any person wishing to inspect the above papers should contact Andy Bates, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5377



# Planning Committee Map

Site address: 189 Willesden Lane, London, NW6 7YN

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