

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

**Item No.
Case No.**

**2/06
05/2775**

RECEIVED: 14 October, 2005

WARD: Brondesbury Park

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: 2-120 even, 4A and garages R/O, Clarendon Court, Sidmouth Road, London, NW2

PROPOSAL: Creation of 12 self-contained flats (8 x 2 bed and 4 x 3 bed), comprising a mansard roof extension to the existing buildings facing Staverton Road and Chambers Lane with 4 dormer windows to the front, and 4 dormer windows, 4 rooflights and 1 replacement enclosed staircase extension, with balconies, to the rear of each block and a mansard roof extension to the existing buildings facing Sidmouth Road, 10 dormer windows each to the front of the larger blocks facing Sidmouth Road, 10 dormer windows, 14 rooflights and 2 replacement enclosed staircase extensions to the rear of each of the larger blocks, provision of 14 additional parking spaces, 10 cycle storage sheds, alterations to hardstandings and associated landscaping (as incorporated by letter received on 16 November 2005 and accompanied by a statement in support of the planning application dated September 2005 and a report on sunlight and daylight dated February 2005 and as revised by plans received on 16 November 2005 and clarified by further letter dated 17 November 2005).

APPLICANT: Clarendon Court (London) Freehold Limited

CONTACT: Apcar Smith Planning

PLAN NO'S: 5144/001A, 5144/002D, 5144/003B, 5144/004C, 5144/005C, 5144/006C, 5144/007A, 5144/008C, 5144/009C, 5144/010D, 5144/011B, 5144/012B, 5144/013D, 5144/014D, 5144/015C, 5144/016C, 5144/017B
Ordnance Survey Extract

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
- Payment of £14,000 towards non-car access or highway safety or parking controls within the area to be payable on commencement of the development.
- Payment of £79,200 towards the provision and improvement of education facilities within the Borough (to

be paid in the following proportions at the following stages to allow for payment by instalments if the development is phased): 16% shall be paid prior to first occupation of any of the residential units to be created in block 1 (which currently contains unit numbers 2-20); 34% shall be paid prior to first occupation of any of the residential units to be created in block 2 (which currently contains unit 22-60); 34% shall be paid prior to first occupation of any of the residential units to be created in block 3 (which currently contains unit numbers 62-100); and 16% shall be paid prior to first occupation of any of the residential units to be created in block 4 (which currently contains unit numbers 102-120)

EXISTING

Clarendon Court comprises four separate blocks of residential accommodation containing 60 flats laid out over five floors. The blocks are all of the same design with a mansard style pitched roof - steeply pitched on the lower part and less steeply pitched above. The existing fourth floor accommodation is contained within the lower part of the roof space.

The two long blocks have their main frontage to Sidmouth Road. One of the short blocks has its main frontage to Staverton Road and the other has its main frontage to Chambers Lane. Each of the blocks are set back from their respective streets by driveways and landscaping.

There are a total of 22 garages to the rear of the site with vehicular access from Sidmouth Road.

PROPOSAL

The application proposes the creation of 12 self-contained flats (8 x 2 bed and 4 x 3 bed) comprising a mansard roof extension to existing buildings facing Staverton Road and Chambers Lane with 4 dormer windows to the front and 4 dormer windows, 4 rooflights, 1 replacement enclosed staircase extension with balconies to the rear of each block and mansard roof extension to existing buildings facing Sidmouth Road, 10 dormer windows each to the front of the larger blocks facing Sidmouth Road, 10 dormer windows, 14 rooflights, 2 replacement enclosed staircase extensions to the rear of each of the larger blocks, provision of 14 additional parking spaces, 10 cycle storage sheds, alterations to hardstanding and associated landscaping.

HISTORY

A planning application was received on 29 March 2005 Ref: 05/0804 for extension to the roof of the premises involving the installation of dormer windows to create 12 self-contained flats (4 x 3 bed and 8 x 2 bed), replacement fire escape stairs and 14 associated car parking spaces. The scheme was due to be considered at the Planning Committee meeting of 28 June 2005 with a recommendation for refusal by officers due to the bulk, scale and appearance of the dormers and rooflights, unacceptable bulk and appearance of the fire escape enclosures and inappropriate stacking between the residential units.

However, following the Members site visit on 25 June 2005 and prior to the Committee, the applicants were advised that given the late stage in the determination of the scheme any revisions to submitted plans could only take place outside the life of the current application. The applicants agreed to work with officers towards an acceptable solution to the scheme and in the meantime withdrew the application.

At the Committee Members resolved that they would have been minded to refuse the development if the application had not been withdrawn by the applicant.

00/1585 - Details pursuant to condition 4 (details of the materials used on surface ramp) of full planning permission reference 00/0417 granted on 02/05/2000 for installation of wheelchair access ramp to front entrance of block of flats - Granted 25 August 2000.

00/0417 - Installation of wheelchair access ramp to the front entrance block of flats - Granted 2 May 2000.

POLICY CONSIDERATIONS

The following policies and standards contained within the Council's Adopted Unitary Development Plan 2004

are considered to be relevant to consideration of the application. Specific issues relate to urban design, impact on adjoining occupiers and highway considerations.

Unitary Development Plan 2004

BE2 - Proposals should be designed with regard to their local context, making a positive contribution to the character of the area.

BE3 - relates to urban structure, space and movement and indicates that proposals should have regard for the existing urban grain, development patterns and density in the layout of development sites.

BE5 - Proposals should, amongst other things, clearly defined public, private and semi-private spaces in terms of their use and control.

BE6 - High standard of landscaping required as an integral element of development, including a design which reflects how the area will be used and the character of the locality and surrounding buildings, boundary treatments to complement the development and enhance the streetscene.

BE7 – A high quality of design and materials will be required.

BE9 - Creative and high-quality design solutions (for extensions) specific to site's shape, size, location and development opportunities Scale/massing and height should be appropriate to their setting and/or townscape location, respect, whilst not necessarily replicating, the positive local design characteristics of adjoining development and satisfactorily relate to them, exhibit a consistent and well considered application of principles of a chosen style, have attractive front elevations which address the street at ground level with well proportioned windows and habitable rooms and entrances on the frontage, wherever possible, be laid out to ensure the buildings and spaces are of a scale, design and relationship to promote the amenity of users providing satisfactory sunlight, daylight, privacy and outlook for existing and proposed residents and use high quality and durable materials of compatible or complementary colour/texture to the surrounding area.

H12 - Layout and urban design of residential development should reinforce/create an attractive/distinctive identity appropriate to the locality, housing facing streets, have access and internal layout where cars are subsidiary to cyclists and pedestrians, appropriate car parking and cycle parking ,where dedicated on-street parking is maximised as opposed to in curtilage parking and avoids excessive tarmac and provides an amount and quality of open landscaped area appropriate to the character of the area, local availability of open space and needs of prospective residents.

H14 - The appropriate density will be determined by achieving an appropriate urban design which makes efficient use of land, particularly on previously used sites and meets the amenity needs of potential residents. The most dense developments will be in areas with good and very good public transport accessibility. surrounding densities should at least be matched unless it would harm residential amenity. The density should have regard to the context and nature of the proposal, the constraints and opportunities of the site and type of housing proposed.

H17 - Frontage redevelopment in residential areas must make an equal or greater contribution to the character and quality of the streetscene. The spacing around the development shall be compatible with the character of the surrounding area. If extending beyond the rear boundaries of neighbouring properties it should not have a detrimental effect on its residential amenities.

TRN23 - Parking for residential development should be to the standard specified in PS14.

OS7 - The provision of new or extended open space will be sought on appropriate sites in local public open space deficiency areas when redevelopment takes place.

CF6 - Contributions to build new school classrooms and associated facilities will be required where new housing development would worsen or create a shortage of school places. The payments will apply to new housing developments capable of development for 10 or more units that contain two or more bedrooms.

Supplementary Planning Guidance(SPG) 3 - "Forming an Access onto a Road"

Supplementary Planning Guidance(SPG) 17 - "Design Guide For new Development"

SUSTAINABILITY ASSESSMENT

In view of the nature of the development, no formal sustainable assessment has been made on the development. Officers considered that opportunities to influence greater sustainability were limited in this instance as the proposals effectively constitute an improvement to amenity provision, internal loft extensions with dormers in addition to improved circulation and access by virtue of the enclosed balconies. The scale of the sustainability requirements for these improvements could be effectively controlled through changes being made to the Building Requirements in April 2006.

CONSULTATION

Letters were sent to the following occupiers: 44, 45, 54, 55 - 63 (inc) Chambers Lane, NW10, 1-10 (inc) Sidmouth Parade, Sidmouth Road, NW10, 23, 25, 27, 27A, 27B, 44 Sidmouth Road, NW10, 46, 48, 73, 75, 75A Staverton Road, NW2 and 2-120 (evens) Clarendon Court, Sidmouth Road, NW2.

In addition Local Ward Councillors were also consulted in connection with the proposed development.

9 letters of **objection** have been received from the occupiers of Nos. 50, 106, 116, Clarendon Court (Residents of the Application) Sidmouth Road, NW2 (Residents of the Application Site) and 58, 59, 61, 61A and 62 Chambers Lane and 6A Sidmouth Parade, Sidmouth Road, NW2
Their objections are summarised as follows:

- Concern about any loss of amenity space
- Out of character with the area
- Noise and disturbance
- Loss of security
- Overlooking
- Exacerbation of parking problems
- Increase in crime and anti-social behaviour
- Severe strain on local services

18 letters in **support** of the application have also been received from the occupiers of Nos. 2, 16, 18, 20, 26, 28, 30, 32, 42, 64, 68, 70, 76, 80, 96, 98 Clarendon Court, Sidmouth Road, NW2 and Nos. 2 and 9 Sidmouth Parade, Sidmouth Road, NW2

REMARKS

This inter-war building comprises four separate blocks of residential accommodation containing 60 flats laid out over five floors. Each of the blocks currently has two external metal fire escape stairs which are clearly visible from the rear of the other Clarendon Court blocks, the Clarendon Court amenity space and the rear of nearby properties on Chambers Lane and Staverton Road.

The 22 garages to the rear of the site are accessed via Sidmouth Road and the access to the garage blocks sub-divides the rear amenity space which is laid out in two open grassed areas.

On the opposite side of Clarendon Court on Sidmouth Road is Sidmouth Parade a four storey block with ground floor commercial units and three storeys of residential accommodation above. The other properties within the vicinity are predominantly two storey residential dwellings.

The application proposes the creation of 12 self-contained flats (8 x 2 bed and 4 x 3 bed) by altering the site mansard to existing buildings facing Staverton Road and Chambers Lane, 4 dormer windows to the front and four dormer windows, 4 rooflights, 1 replacement enclosed staircase extension with balconies to the rear of each block and mansard roof extension to existing buildings facing Sidmouth Road, 14 rooflights, 2 replacement enclosed staircase extensions to the rear of each block, provision of 14 additional parking spaces, 10 cycle storage sheds, alterations to hardstanding and associated landscaping.

Design:

The blocks are all of the same design with a mansard style pitched roof. The intention is to alter the mansard roof of all four residential blocks by raising the lower face of the mansard up to purlin level and increasing its pitch by 6 degrees, in turn the top section of the mansard is being reduced in pitch by 4

degrees. The overall height of the roof will remain as existing at 7.4m to the smaller garden blocks A and D and 7.85m to the longer blocks fronting Sidmouth Road.

New dormer are also to be introduced in the upper section only of the roof and will sit within a single roof plane. In addition low profile rooflights are to be installed to the upper part of the roof above the new dormers to the rear.

Revised plans submitted now show the proposed roof gable positioned at the same level as the existing gable as opposed to having it stepped down.

The scheme also involves the removal of the existing two steel rear fire escape staircases each to blocks A and D and their replacement with a single enclosed circular steel rear fire escape to be erected from ground level projecting 2.3m above the new ridge line of blocks A and D and measuring 3m in width. The new enclosed fire escapes will have windows to match the existing and will be in render with open balconies and steel railings with timber handrails similar in appearance to the existing steel staircases. The proposed stairs will be of a sympathetic design which will not detract from the appearance of the residential blocks.

Two existing rear fire escapes to each to the remaining larger residential blocks are also to be removed and replaced by similar circular enclosed rendered staircases measuring 2.5m wide and projecting 1.9m above the new ridge line of these blocks. Rear windows are also incorporated within these enclosures.

The enclosed fire escapes include new steel construction corridors accommodating bins and the recycling of storage and these are accessed from the kitchens of each residential unit. This element of the development will project some 2.0m from the rear walls of the larger residential blocks, reduced to 1.8m on the smaller blocks A and D.

New metal rail boundary walls 2m in height are also to be built between the existing residential blocks on the Chambers Lane, Sidmouth and Staverton Road frontages and it is not considered that these will have an adverse impact in the street.

Officers consider that the general scale and alterations to the mansard roof are acceptable and would not create additional bulk to the blocks or detract from the street scene in general. Furthermore the dormers installed within a single roof plane would not adversely affect the proportion and balance of these premises or appear incongruous in the street scene.

Residential Design Standards:

The Council's Supplementary Guidance Note 17 (SPG17) provides guidance on minimum standards for residential development and seeks to promote high quality amenity for occupiers, providing satisfactory sunlight, daylight, privacy and outlook for existing and proposed residents. The minimum required floor space for a two bedroom flat as specified in Supplementary Planning Guidance Note 17 is 65sqm for a 2 bedroom/4 person flat, and 80sqm for a 3 bedroom (5/6 person) flat.

In respect of the size of the accommodation proposed all of the proposed units generously comply with the space standards set out in the SPG17.

The proposals involve the following mix of residential units:

- 2 x 2 bedroom - 71 sqm
- 2 x 2 bedroom - 74 sqm
- 4 x 2 bedroom - 79 sqm
- 4 x 3 bedroom - 85 sqm

All bedroom and living/dining rooms with kitchens enjoy the benefit of natural light. Vertical stacking between the proposed units on the fifth floor and the existing units on the fourth floor however is not entirely satisfactory in some instances whereby bedrooms of flats on the fourth floor will be situated below living rooms or kitchens of the proposed flats and vice versa.

The need for achieving successful stacking in order to minimise the transmission of noise between flats is well recognised by the Council and officers consider that notwithstanding the submitted plans Building Regulations controls would mitigate the transmission of noise between units in particular the relationship between kitchens and bedrooms or living rooms.

Highways:

The site is bounded by Sidmouth Road, Chambers Lane and Staverton Road. The site has moderate accessibility to public transport with a Public Transport Accessibility Level (PTAL) of 2. Chambers Lane is

considered a Heavily Parked Street. Controlled Parking Zones are in operation along both Sidmouth Road and Staverton Road.

Currently 22 single garages for the 60 existing flats are provided within the rear of the site. The garages are accessed via an internal 5m wide accessway from Sidmouth Road. The parking standard for the proposed scheme would be 1.2 spaces for the 2 bed units and 1.6 spaces for the 3 bed units. (standard PS14 is applicable). The development proposes 14 additional parking spaces, 2 spaces short of the required amount, to be located in front of the existing garages. However the 14 spaces each measuring 2.4m by 4.8m are considered acceptable as each of the new units will be provided with at least one space.

The refurbished garages are provided with forecourt depths measuring 6.8m and this is satisfactory as it will allow vehicles to enter and exit the garages in a safe and efficient manner.

The existing access way would also allow vehicles to enter and exit at the same time.

New tarmac and landscaping are proposed to the front drive of the site and this "stop and drop" area will not be increased in size or used as a permanent parking area.

The scheme also indicates 10 cycle storage sheds to be located at the side of the smaller blocks A and D adjacent to the existing garages and these are capable of accommodating 30 bicycles.

In the event of any approval the Highway Engineer recommends that a financial contribution of £14,000 (£1500 per 3 bed unit and £1000 per 2 bed unit) is sought towards the improvement of no-car access and/or parking controls within the vicinity of the site.

Amenity:

With regard to amenity space SPG17 refers to a minimum of 20sqm being provided for each unit in a block of flats. As such a total of 1400 sqm would be required for the total site (72 residential units) Although the application drawing states that there will be 1490 sqm of communal amenity space provision indicated as garden area and terraces, the actual usable amenity area is approximately 1000sqm. The amenity space is further reduced by the introduction of the parking spaces in front of the garages and the total amenity area provided equates to some 14 sqm per residential unit.

Whilst officers acknowledge this shortfall, the quality of the external space, with its hedgerows and planted timber pergolas to the rear of the parking spaces, private seating areas located throughout the site in addition to designated terraced areas to each block, enhances and improves the site to a degree that in this instance on balance justifies the non compliance with SPG17 standards on amenity provision.

Notwithstanding the submitted plans however a condition has been imposed requesting further details of landscaping on the site further reiterating the importance that officers place on external space provision on this scheme.

Education:

Policy CF6 (School Places) within the UDP necessitates the requirement for education contributions given that the scheme comprises 12 units of which 8 x 2 bed and 4 x 3 bed residential units are to be created. As such the applicant has agreed the financial contribution of £79,200 towards education facilities in the area. (£4,800 nursery, £61,200 primary and £13,200 secondary school).

The applicant has requested that the development is phased as the project is designed to finance communal works and given the substantial monies involved the applicant states that they would have difficulty in providing the money all at once. In this regard, the Council has agreed to this request and has agreed to the following:

- 16% of the education contributions shall be paid prior to first occupation of any of the residential units to be created in block 1 (which currently contains unit numbers 2-20); 34% shall be paid prior to first occupation of any of the residential units to be created in block 2 (which currently contains unit 22-60); 34% shall be paid prior to first occupation of any of the residential units to be created in block 3 (which currently contains unit numbers 62-100); and 16% shall be paid prior to first occupation of any of the residential units to be created in block 4 (which currently contains unit numbers 102-120)

The section 106 Agreement has been worded to take account of the above.

Impact on Adjacent Properties:

The proposal is not considered to have a detrimental impact on adjacent neighbouring occupiers in terms of

loss of privacy or outlook . There is a distance of at least 32m between the large application blocks fronting Sidmouth Road to the rear gardens of the residential dwellings at Chambers Lane and Staverton Road. A distance of 78m is also maintained between the smaller application blocks A and D. Sidmouth Parade opposite from the site on Sidmouth Road is a part three storey/ four storeys building and will also suffer no detriment to amenity.

In addition all new windows to the block immediately adjacent to No. 45 Chambers Lane are to be sited to the front and rear of the roof looking into the Sidmouth Road and the rear garden of the application premises respectively and consequently there will be no additional overlooking into this property.

The Report on Sunlight and Daylight submitted by the applicant also concludes that the new units will not have a significant effect on the existing residential accommodation within the blocks.

Response to Representations:

The proposals have been welcomed by a large number of the residents.

Objections raised from some residents include the fact that the two directors of the application premises did not fully consult with the residents of the blocks about the proposed plans, loss of amenity space, exacerbation of parking problems increased noise and disturbance, the development being out of character with the area and increase in crime.

With regards to the amount of amenity space provision and car parking spaces, these issues are discussed above. There is no evidence to substantiate the claim that there will any increase in crime nor significant increase in noise and disturbance.

Although internal consultation amongst residents is not considered to be a planning matter, the applicant has in the meantime confirmed in writing that a full internal consultation exercise has taken place over a period of two years with the 60 lessees and he says that everyone has had an opportunity to vote on the matter.

Conclusion:

The submitted scheme now overcomes the previous concerns in the withdrawn application under reference: 05/0804.

The withdrawn scheme showed the dormers set within two roof planes as opposed to the current submission with dormers positioned wholly within the upper plane of the mansard roof.

The proportions and details of the dormers now reflect the appearance of the existing premises.

The fire escape enclosures with previously solid rendered balconies have now been amended within the current scheme and are shown with open steel rail balconies and timber handrails thus reducing their bulk and mass.

The amenity space provision has been increased from 1200sqm to be in excess of 1400 sqm within the current proposal.

The parking spaces have now been repositioned to enable a 6.8m forecourt depth in front of the garages to be maintained to allow adequate manoeuvring of vehicles as opposed to the 6m previously indicated on plan.

Although the vertical stacking arrangement between units still does not altogether comply with SPG17 standards it is considered that on balance given that Building Regulations standards will mitigate the transmission of sound between units and that the application complies with council policy and standards in all other respects, it would be difficult to justify refusing the application on this basis alone.

Officers consider that the current scheme overcomes all the concerns previously raised and that there will be no conflict with Council policies and guidance with regard to design, bulk and appearance of the development, flat layout, and parking.

The applicant has stated that the development project will provide finance to significantly improve the premise. The monies raised will be used to re-point the building, repainting its exterior, refurbishment of the existing dormers, chemically cleaning of all faces of the building, refurbishment and redecoration of all communal entrance doorways, entrance halls and communal stairwell and includes other communal works. The list is by no means exhaustive and it is anticipated that the completed development will make a positive contribution to the general environment as a whole.

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 No.17

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

Open Space and Recreation: to protect and enhance the provision of sports, leisure and nature conservation

Transport: in terms of sustainability, safety and servicing needs

Community Facilities: in terms of meeting the demand for community services.

CONDITIONS/REASONS:

- (1) The development to which this permission relates must be begun not later than the expiration of three years beginning with 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 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,
(a) prior to occupation of the building(s).

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.

- (3) During demolition and construction on site:-

The best practical means available in accordance with British Standard Code of Practice B.S.5228: 1984 shall be employed at all times to minimise the emission of noise from the site.

The operation of site equipment generating noise and other nuisance-causing activities, audible at the site boundaries or in nearby residential properties, shall only be carried out between the hours of 0800 - 1800 Mondays - Fridays, 0800 - 1300 Saturdays and at no time on Sundays or Bank Holidays.

Access to adjoining premises shall not be impeded and machinery associated with such works shall at all times be stood and operated within the curtilage of the site only.

No waste or other material shall be burnt on the application site.

Reason: To limit the detrimental effect of construction works on adjoining residential occupiers by reason of noise and disturbance

- (4) The residential units hereby approved shall only be used and occupied as single residential units and shall not be used for any other purpose.

Reason: To ensure that no separate use commences and that the Local Planning Authority is able to exercise proper control over the development.

- (5) Details of materials for all external work including samples, shall be submitted to and approved by the Local Planning Authority before any work is commenced.

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

- (6) All areas shown on the approved plans shall be suitably landscaped with trees/shrubs/grass in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority prior to commencement of any demolition/construction work on the site, such landscaping work shall be completed during the first available planting season following completion of the development hereby approved.

The submitted scheme shall include details of:

- (a) proposed walls and fencing, indicating materials and heights;
- (b) any screen planting on the boundary;
- (c) adequate physical separation such as protective walls and fencing, between landscaped and paved areas;
- (d) treatment of areas of hardstanding.

Any trees and shrubs planted in accordance with the landscaping scheme which, within 5 years of planting, are removed, dying, seriously damaged or become diseased, shall be replaced to the satisfaction of the Local Planning Authority, by trees and shrubs of similar species and size to those originally planted.

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

- (7) All new external work shall be carried out in materials that match, as closely as possible, 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.

- (8) Notwithstanding the submitted plans the materials to the proposed windows of the buildings shall be in timber and match, as closely as possible, 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.

- (9) All parking spaces, turning areas and footways shall be constructed and permanently marked-out prior to commencement of use of any part of the approved development, or upon further application within such longer period as may be approved in writing by the Local Planning Authority. Such works shall be carried out in accordance with the approved plan(s). They shall, thereafter, be maintained to the satisfaction of the Local Planning Authority and used solely in connection with the development hereby approved.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic, or the conditions of general safety, within the site and along the neighbouring highway.

INFORMATIVES:

- (1) Arrangements should be made to ensure that no surface water from the proposed development will drain onto the public highway.
- (2) The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented as this may involve the use of adjoining land and should also ensure that

all development, including foundations and roof/guttering treatment is carried out entirely within the application property.

- (3) Attention is drawn to S.S. 60 & 61 of the Control of Pollution Act 1974 and to the association British Standard Code of practice B. S.5228: 1984 which sets down statutory requirements for the control of noise during construction and demolition works. The Contractor should also be made aware of the requirements of the Clean Air Act 1956 and 1968 and the Control of Pollution Act regarding the prohibition of site bonfires. The Council's Chief Environmental Health Officer can provide advice and assistance in this regard.
- (4) The development should be constructed with regard to current ICNIRP guidelines for limiting exposure to time-varying electric, magnetic and electromagnetic fields.

REFERENCE DOCUMENTS:

Brent Unitary Development Plan 2005
Supplementary Planning Guidance No. 17 "Design Guide For New Development"
17 letters of support
8 letters of objection

Any person wishing to inspect the above papers should contact Mrs L Sowah, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5232



Planning Committee Map

Site address: 2-120 even, 4A and garages R/O, Clarendon Court, Sidmouth Road, London, NW2

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