



Planning Committee

Tuesday 13 January 2015 at 7.00 pm

Conference Hall - Brent Civic Centre, Engineers Way,
Wembley, HA9 0FJ

Membership:

Members

Councillors:

Marquis (Chair)
Colacicco (Vice-Chair)
Agha
S Choudhary
Filson
Hylton
Kansagra
Mahmood

Substitute Members

Councillors:

Chohan, A Choudry, Conneely, Duffy,
Ezeajughi, W Mitchell Murray and M Patel

Councillors

Colwill and BM Patel

For further information contact: Joe Kwateng, Democratic Services Officer
020 8937 1354, joe.kwateng@brent.gov.uk

For electronic copies of minutes, reports and agendas, and to be alerted when the minutes of this meeting have been published visit:

democracy.brent.gov.uk

The press and public are welcome to attend this meeting

Members' briefing will take place at 6.15pm in Boardrooms 7 and 8

Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

ITEM	WARD	PAGE
1. Declarations of personal and prejudicial interests Members are invited to declare at this stage of the meeting, any relevant financial or other interest in the items on this agenda.		
2. Minutes of the previous meeting (to follow)		
Extract of Planning Code of Practice		
NORTHERN AREA		
3. Bowling Club and Collins Lodge, King Edward VII Park, Park Lane, Wembley (Ref. 14/4208)	Wembley Central	5 - 16
4. Northwick Park Hospital, Watford Road, Harrow, HA1 3UJ (Ref. 14/4508)	Northwick Park	17 - 26
SOUTHERN AREA		
5. 233 Willesden Lane, Willesden, London, NW2 5RP (Ref. 14/1176)	Brondesbury Park	27 - 36
6. 11A, 11B, 13A & 13B Buller Road, London, NW10 5BS (Ref. 14/2801)	Queens Park	37 - 44
7. 227B, 229B, 231B & 233B, All Souls Avenue, London, NW10 (Ref. 14/3871)	Brondesbury Park	45 - 52
8. Car Park, Ainsworth Close, Neasden, London NW10		53 - 62
9. Any Other Urgent Business Notice of items to be raised under this heading must be given in writing to the Democratic Services Manager or his representative before the meeting in accordance with Standing Order 64.		

Site Visit 10 January 2015

SITE VISITS – SATURDAY 10 JANUARY 2015

Members are reminded that the coach leaves the Civic Centre at **9.30am**

REF.	ADDRESS	ITEM	WARD	TIME	PAGE
14/4208	Bowling Club and Collins Lodge, King Edward VII Park, Park Lane, Wembley	3	Wembley Central	9:35	5 - 16
14/2801	11A, 11B, 13A & 13B Buller Road, London, NW10 5BS	6	Queen's Park	10.15	37 - 44
14/3871	227B, 229B, 231B & 233B, All Souls Avenue, London, NW10 3AE	7	Brondesbury Park	10.35	45 - 52
14/1176	233 Willesden Lane, Willesden, London, NW2 5RP	5	Brondesbury Park	10:55	27 - 36
14/4076	Car Park, Ainsworth Close, Neasden, London	8	Dollis Hill	11:25	53 - 62

Date of the next meeting: Wednesday 11 February 2015

The site visits for that meeting will take place the preceding Saturday 7 February 2015 at 9.30am when the coach leaves the Civic Centre.



Please remember to switch your mobile phone to silent during the meeting.

- The Conference Hall is accessible by lift and seats will be provided for members of the public on a first come first served principle.

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EXTRACT OF THE PLANNING CODE OF PRACTICE

Purpose of this Code

The Planning Code of Practice has been adopted by Brent Council to regulate the performance of its planning function. Its major objectives are to guide Members and officers of the Council in dealing with planning related matters and to inform potential developers and the public generally of the standards adopted by the Council in the exercise of its planning powers. The Planning Code of Practice is in addition to the Brent Members Code of Conduct adopted by the Council under the provisions of the Local Government Act 2000. The provisions of this code are designed to ensure that planning decisions are taken on proper planning grounds, are applied in a consistent and open manner and that Members making such decisions are, and are perceived as being, accountable for those decisions. Extracts from the Code and the Standing Orders are reproduced below as a reminder of their content.

Accountability and Interests

4. If an approach is made to a Member of the Planning Committee from an applicant or agent or other interested party in relation to a particular planning application or any matter which may give rise to a planning application, the Member shall:
 - a) inform the person making such an approach that such matters should be addressed to officers or to Members who are not Members of the Planning Committee;
 - b) disclose the fact and nature of such an approach at any meeting of the Planning Committee where the planning application or matter in question is considered.
7. If the Chair decides to allow a non-member of the Committee to speak, the non-member shall state the reason for wishing to speak. Such a Member shall disclose the fact he/she has been in contact with the applicant, agent or interested party if this be the case.
8. When the circumstances of any elected Member are such that they have
 - (i) a personal interest in any planning application or other matter, then the Member, if present, shall declare a personal interest at any meeting where the particular application or other matter is considered, and if the interest is also a prejudicial interest shall withdraw from the room where the meeting is being held and not take part in the discussion or vote on the application or other matter.
11. If any Member of the Council requests a Site Visit, prior to the debate at Planning Committee, their name shall be recorded. They shall provide and a

record kept of, their reason for the request and whether or not they have been approached concerning the application or other matter and if so, by whom.

Meetings of the Planning Committee

24. If the Planning Committee wishes to grant planning permission contrary to officers' recommendation the application shall be deferred to the next meeting of the Committee for further consideration. Following a resolution of "minded to grant contrary to the officers' recommendation", the Chair shall put to the meeting for approval a statement of why the officers recommendation for refusal should be overturned, which, when approved, shall then be formally recorded in the minutes. When a planning application has been deferred, following a resolution of "minded to grant contrary to the officers' recommendation", then at the subsequent meeting the responsible officer shall have the opportunity to respond both in a further written report and orally to the reasons formulated by the Committee for granting permission. If the Planning Committee is still of the same view, then it shall again consider its reasons for granting permission, and a summary of the planning reasons for that decision shall be given, which reasons shall then be formally recorded in the Minutes of the meeting.

25. When the Planning Committee vote to refuse an application contrary to the recommendation of officers, the Chair shall put to the meeting for approval a statement of the planning reasons for refusal of the application, which if approved shall be entered into the Minutes of that meeting. Where the reason for refusal proposed by the Chair is not approved by the meeting, or where in the Chair's view it is not then possible to formulate planning reasons for refusal, the application shall be deferred for further consideration at the next meeting of the Committee. At the next meeting of the Committee the application shall be accompanied by a further written report from officers, in which the officers shall advise on possible planning reasons for refusal and the evidence that would be available to substantiate those reasons. If the Committee is still of the same view then it shall again consider its reasons for refusing permission which shall be recorded in the Minutes of the Meeting.

29. The Minutes of the Planning Committee shall record the names of those voting in favour, against or abstaining:
 - (i) on any resolution of "Minded to Grant or minded to refuse contrary to Officers Recommendation";
 - (ii) on any approval or refusal of an application referred to a subsequent meeting following such a resolution.


STANDING ORDER 62 SPEAKING RIGHTS OF THE PLANNING COMMITTEE

- (a) At meetings of the Planning Committee when reports are being considered on applications for planning permission any member of the public other than the applicant or his agent or representative who wishes to object to or support the grant of permission or support or oppose the imposition of conditions may do

so for a maximum of 2 minutes. Where more than one person wishes to speak on the same application the Chair shall have the discretion to limit the number of speakers to no more than 2 people and in so doing will seek to give priority to occupiers nearest to the application site or representing a group of people or to one objector and one supporter if there are both. In addition (and after hearing any members of the public who wish to speak) the applicant (or one person on the applicant's behalf) may speak to the Committee for a maximum of 3 minutes. In respect of both members of the public and applicants the Chair and members of the sub-committee may ask them questions after they have spoken.

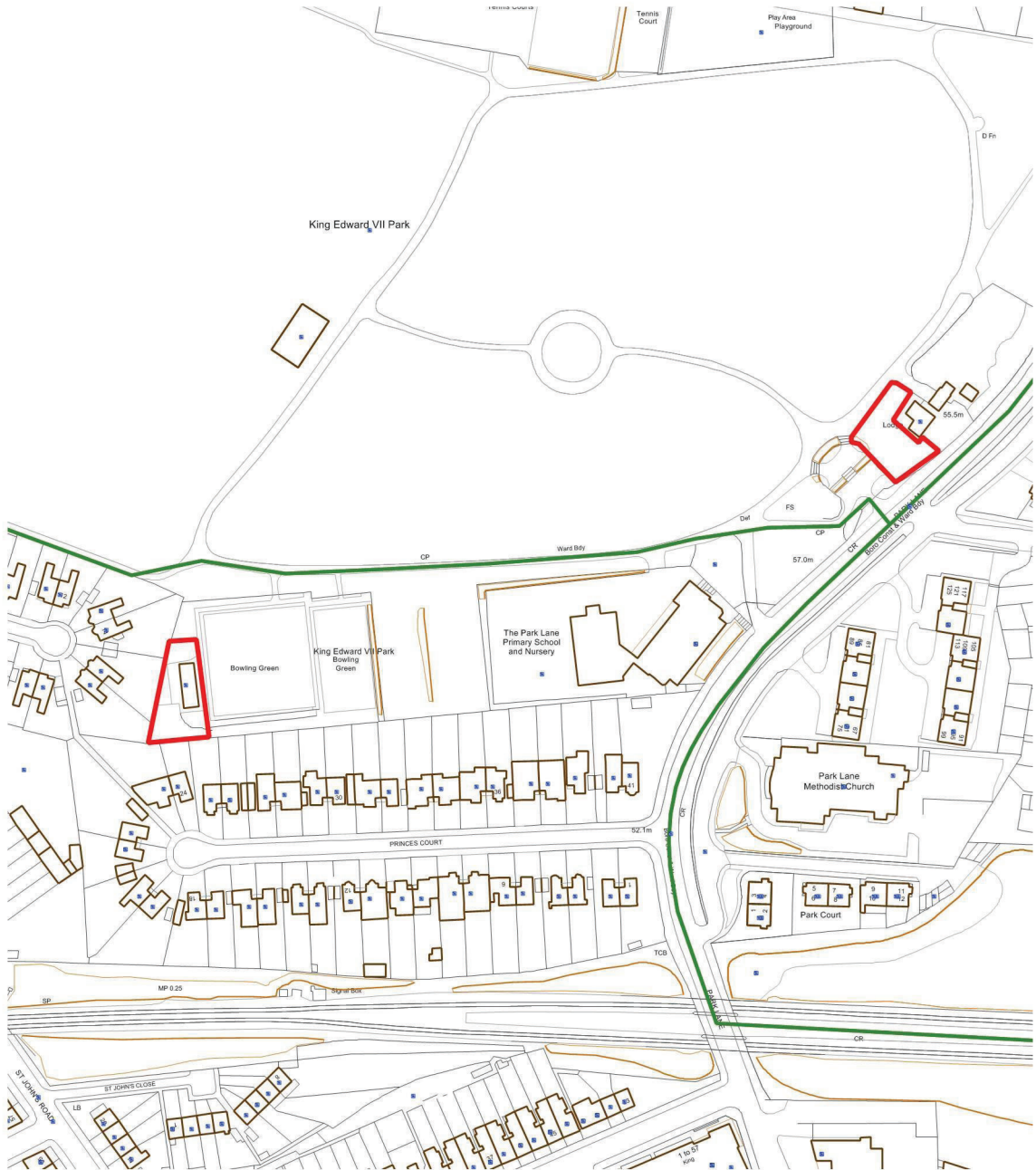
- (b) Persons wishing to speak to the Committee shall give notice to the Democratic Services Manager or his representatives prior to the commencement of the meeting. Normally such notice shall be given 24 hours before the commencement of the meeting. At the meeting the Chair shall call out the address of the application when it is reached and only if the applicant (or representative) and/or members of the public are present and then signify a desire to speak shall such persons be called to speak.
- (c) In the event that all persons present at the meeting who have indicated that they wish to speak on any matter under consideration indicate that they agree with the officers recommendations and if the members then indicate that they are minded to agree the officers recommendation in full without further debate the Chair may dispense with the calling member of the public to speak on that matter.

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 **Planning Committee Map**

Site address: Bowling Club and Collins Lodge, King Edward VII Park, Park Lane, Wembley

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This map is indicative only.

RECEIVED: 29 October, 2014

WARD: Wembley Central

PLANNING AREA: Wembley Consultative Forum

LOCATION: Bowling Club and Collins Lodge, King Edward VII Park, Park Lane, Wembley

PROPOSAL: Change of use of the bowling pavillion and adjoining land (Use class D2) into a primary school (Use class D1) also including the erection of a single storey classroom block, and part change of use of the land adjoining Collins Lodge (Use class C3) into parkland (Use class D2)

APPLICANT: London Welsh School

CONTACT: Mr Gwyn Richards

PLAN NO'S:
Refer to Condition 2

RECOMMENDATION

Grant Consent subject to conditions as set out after paragraph 38 of this committee report.

CIL DETAILS

Brent's CIL came into force on 1 July 2013. A charging schedule has been produced that sets out the differential rates of CIL to be determined by the land use of a proposed development. This application relates to an education use (use class D1) and has zero charge (£0).

The Mayor's CIL came into force on 1 April 2012. It also has a charging schedule of £35 per sqm for applicable floorspace in Brent. Once again as the application relates to an education use (use class D1) it has a zero charge (£0).

CIL Liable?

Yes/No: No

EXISTING

The application relates to two parcels of land located within King Edward VII Park. These are outlined in red on the site plan submitted with the application. The first of these parcels of land is the Bowling Pavilion located on the southern side of the park, adjacent to residential rear gardens on Princes Court and Keswick Gardens. The second parcel of land is land within the curtilage of Collins Lodge. The Lodge is located at the south eastern end of the park, close to the entrance from Park Lane.

DEVELOPMENT SCHEDULE

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain
assembly and leisure	77	0	77	0	0
non-residential institutions	0	77	-77	58	135

TOTALS in sqm

Totals	Existing	Retained	Lost	New	Net gain
	77	77	0	58	135

PROPOSAL

Change of use of the bowling pavillion and adjoining land (Use class D2) into a primary school (Use class D1) also including the erection of a single storey classroom block, and part change of use of the land adjoining Collins Lodge (Use class C3) into parkland (Use class D2)

HISTORY

09/1684: Full Planning Permission sought for demolition of existing shed and toilet block and erection of new toilet block towards the west boundary of the site - Granted, 25/08/2009.

POLICY CONSIDERATIONS

National Planning Policy Framework 2012 (NPPF)

Paragraph 72 of the NPPF attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities, and requires Local Planning Authorities to take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

Paragraph 74 of the NPPF

The London Plan 2011

Policy 3.18: Education Facilities

Policy 7.18: Protecting Local Open Space and Addressing Local Deficiency

Policy 7.21: Trees and Woodlands

Brent's Core Strategy 2010

CP18 Protection and enhancement of Open Space, Sports & Biodiversity

Brent's UDP 2004

BE9: Architectural Quality

CF7 New Schools

TRN22 Parking Standards - Non Residential Developments

Supplementary Planning Guidance

SPG17 "Design Guide for New Development"

CONSULTATION

Consultation Period: 04/11/2014 - 25/11/2014

Site Notice: 14/11/2014 - 05/12/2014

21 neighbours consulted - three objections received on the following grounds:

- Increase in noise levels especially when pupils play outside, which is against the Human Rights Act and NPPF
- Adversely impact on tranquil character of Kings Edward VII Park
- Parking problems already exist with parents for nearby primary school parking in Princes Close. The new school will make parking congestion even worse.
- Loss of trees and greenery
- Loss of light to and outlook from neighbouring properties and rear gardens on Princes Close.
- Loss of open space and fails to comply with paragraph 74 of the NPPF and Brent's Core Strategy 2010
- Alternative sites should have been considered for the relocation of the school

Wembley Central Ward Councillors - no comments received.

Preston Ward Councillors - no comments received.

Tokynton Ward Councillors - no comments received.

Internal Consultations

Transportation - no objections raised subject to a condition being secured for a School Travel Plan to be provided achieving a PASS rating.

Environmental Health - no objections raised. Due to the small scale size of the school no additional information or environmental health related planning conditions are required.

Landscape - no objections raised subject to tree protection measures being secured and a landscape buffer along the boundary with Princes Court with appropriate species - see remarks section below.

Parks Services - no objections raised. Further details are discussed in remarks section below.

REMARKS

Introduction

1. This application relates to the change of use of the bowling pavilion and adjoining land (Use class D2) into a primary school (Use class D1) together with the erection of a single storey classroom block. The application also includes a land swap with part change of use of the land adjoining Collins Lodge (Use class C3) into parkland (Use class D2), to re-provide accessible public open space. The land swap area is 555sqm which is of the same area as the bowling pavilion and adjoining land.

Relocation of the London Welsh School

2. The London Welsh School (Ysgol Gymraeg Llundain) is a primary school which offers Welsh language based education for children aged 4 to 11. It accommodates 20 to 40 pupils, and currently has 30 pupils. The school has been based in Brent since 1958 where it was first established in Willesden. The school has since relocated to buildings in the grounds of Stonebridge Primary School over 10 years ago, where it is currently operating from. However, to facilitate the proposed expansion of Stonebridge Primary School, the school is required to vacate its current site by summer 2015. The London Welsh School is therefore seeking new accommodation in Brent to meet the needs of its pupils.

3. Following on from the London Welsh School being informed that they are required to vacate their current premises in September 2014, the school has looked at a number of possible relocation options. As part of the supporting information for this application, a list of alternative sites for consideration has been provided. Over 100 alternative sites and buildings have been considered by the School's Charity Board and a "Plan B Working Group" of parents. There were four educational based criteria to assist in narrowing down the search which are set out below:

- 140 sq m of internal space
- Flexible space to enable two or three spaces to facilitate two class teaching
- 400sqm of external play area
- D1 use (or if Planning advice suggests such a use is feasible)
- In North West, North or West London

4. All of the sites listed in the background information (almost all within the same D1 Use Class as a School Use) were dismissed as un-viable, un-realistic or un-affordable after a comprehensive assessment either based on a visit to the site, advice from agents, vendors or planning authorities. The main reasons for these properties being unsuitable were :

- unaffordable for the school which is a Registered Charity with very limited funds ;
- unsuitability of the buildings to being converted to a two class primary school to comply with basic educational requirements ;
- no external play area, again to comply with basic educational requirements ;
- Being too far from the school families and the geographical focus of the Welsh speaking community in terms of daily travelling and a sustainable future for the School
- Restrictive use, tenancy, planning or listed building issues
- Inappropriate location for a School, for example in an industrial park, traffic gyratory etc.
- Premises already rented for periods which makes block booking for school hours unfeasible

5. The bowling pavilion at King Edward VII Park was considered a good location of the relocation of the school as the accommodation can be readily converted , and is within short distance of pupils who live in Brent or Ealing.

Education Need for re-providing the London Welsh School

6. The Welsh language was once widely spoken as a majority language in Wales. However in the nineteenth century the language experienced a steep decline. By 1911 Census it had become the minority language in Wales and the rapid decline in the number of speakers continued through the Twentieth century. Today, only 16% of the population of Wales are fluent in Welsh (around 320,000 people). The census of 2011 showed a continued decline.

7. The long term future of the Welsh language is under significant threat, with UNESCO classifying Welsh as "Vulnerable" in its list of Endangered World languages. The decline in such minority languages is of concern to the European Union and the Council of Europe's Charter for Regional or Minority Languages if aimed at protection of regional and minority languages.

8. The London Welsh School is the only Welsh speaking school outside of Wales apart from Ysgol yr Hendre in Trelew in Patagonia, Argentina. The re-provision of the school at the bowling pavilion site will allow the continued long term future of the London Welsh School, meeting the needs of the Welsh speaking community in Brent.

Loss of the bowling pavilion

9. The bowls clubs that used the pavilion and bowling green disbanded at the end of the summer 2013 as they had less than 8 members, all ageing, and it was not possible for them to continue. Bowls generally is not attracting the numbers that it used to, being a game predominantly attracting older people. Most bowls clubs in London have declining memberships. There has been no interest in use of the bowling pavilion by other groups as the sports teams that use the pitches have access to the changing rooms located in the centre of the park. The Sports and Parks Service would not want to have a building in the park that becomes derelict through lack of use.

10. The Sports and Parks Service have advised that there is no reason for the Council to maintain the bowling green given that it is not attracting a user group. It is the intention to maintain the former bowling green as a grassed area of public open space but not for any formal sports as the area is not large enough. It is noted that the park already has football pitches, tennis courts and a MUGA. However, as is the case with existing the pitches and courts, the Council is considering whether this area, or part of the area, could be booked by local groups such as Park Lane Primary School, nursery groups, the Welsh School. This would provide an additional external play area for the Welsh School to that as shown within the application site, possibly for around 1.5 to 2 hours a day. The feasibility of undertaking works to better incorporate the former bowling green with the existing public open space is being considered by the Head of Sports and Parks and it is anticipated that works would be funded in whole or in part from existing S106 reserves allocated for improving public open space, subject to feasibility and Member approval, in the next financial year. Such works are proposed to take place next financial year.

11. In light of the lack of demand for the bowling pavilion as described above, it is considered that the relocation of the London Welsh School to the site is an appropriate use that will ensure the continued use of the pavilion building.

Replacement public open space at Collins Lodge

12. Policy CP18 of Brent's Core Strategy 2010 seeks to protect public open space. This is also reinforced in policy 7.18 of the London Plan 2011 and paragraph 74 of the NPPF. The change of use of the pavilion building and the adjacent land from parkland to a school, will result in the loss of public open space. The area to be lost is 555sqm. This application proposes a land swap with 555sqm of land within the curtilage of Collins Lodge to be opened up as public open space within the park. A lodge house is defined as a dwellinghouse (use class C3) and the new parkland falls within use class D2. The land swap ensures that the loss of public open space is reprovided elsewhere within the park so that there is not a net loss. This would need the objectives of policy CP18.

13. In terms of the future of The Lodge, it has become vacant and the Council will look to market the site for a use appropriate for its park location, possibly as a park café. This would be subject to a separate planning application in the future. Sports and Parks will look to remove the fence along the paths that separates the

lodge from the rest of the park which will open up the area and bring this area back into the public open space.

Conversion of the pavilion together with the design and sitting of new classroom block

14. The existing pavilion will be used for one of the classrooms for the London Welsh School. The pavilion building was built around 2000 as a result of the former pavilion being fire damaged (there is a building control record ref: BR/00/1230/1). No external alterations are proposed to the existing pavilion building.

15. The second classroom is proposed to be accommodated within a new classroom block which will be sited at the southern end of the site, along the boundary with Princes Court. The building will be a portakabin which measures around 14.5m wide by 3.9m deep. It will have a flat roof that is just over 3m high. The building is proposed to be clad in vertical timber cladding so that it is more in keeping with the park setting. Further details of external materials both for the walls and roof are recommended to be conditioned to any forthcoming consent.

16. Revised plans were submitted during the course of the application to relocate the new classroom block 4m away from the boundary with the residential rear gardens on Princes Court. This was required to reduce the impact upon the amenities of the residents on Princes Close, and allowing trees within the site to be retained together with a significant landscape buffer to be provided to screen the new classroom building from the residential rear gardens of properties on Princes Close. Further discussions on residential amenity and trees/landscaping is set out below.

17. Behind the pavilion building is an existing area of hard surfacing that will be used as a play area for the school.

Neighbouring amenity

18. As discussed above, the new classroom building has been resited further away from the boundary with the rear gardens of Princes Court to reduce the visual impact of the classroom building and allow a landscape buffer to be provided.

19. In terms of noise and disturbance, as the school is of a small scale (maximum 40 pupils), no objections have been raised by officers in Environmental Health nor have they recommended any environmental health related planning conditions. It is recommended that a condition is secured to restrict the maximum number of pupils attending the school to 40 pupils.

20. The new classroom block proposes small windows on the rear and side elevations. To ensure that there is not a loss of privacy or noise and disturbance from the new classroom building, it is recommended that a condition is secured for these windows to be obscured glazed and non opening. The existing pavilion has high level windows and a single door on the rear elevation. The play area will also be provided within the hard surfaced area to the rear of the existing pavilion. Taking into account the existing landscape screen along the Keswick Gardens boundary, the small scale use of the school and restriction hours of use as discussed above, the use of the pavilion as a school classroom together with play area to the rear is not considered to adversely impact on the amenities of nearby residential occupiers on Keswick Gardens or Princes Close. Given that the small scale of the building and the restricting in the hours of use, scale of the school use is comparable with the use of the building as a pavilion.

21. The school is proposed to be open Mondays to Fridays 0800 to 1600 during school term times. Given the proximity of nearby residential gardens, it is recommended that a condition is secured to restrict the opening hours to that as set out above.

Trees and landscaping

22. A tree survey has been provided. The Council's tree officer has visited the site and advised that the retention and removal of the trees/shrubs identified in the tree survey is acceptable. Trees to be retained include the Norway Maple, Holly and privet hedge along the boundary with Princes Court. They have requested for a tree protection plan to be conditioned to any forthcoming consent, that protects the roof of T1 and the existing hedge throughout the duration of the construction.

23. The new classroom building will be set in 4m from the boundary with residential gardens on Princes Court. To allow the new classroom building to be screened, a landscape buffer is proposed. A basis statement has been provided setting out the main principles and an indicative list of species. This includes a

mixture of native hedging to include Hawthorn, Holly, Viburnum lantana (Wayfaring tree), Viburnum opulus (Guelder Rose) and Prunus spinosa (Blackthorn). These are to be planted as a double row of 90/120cm bare rooted plants approximately 5 per linear metre. If planting is to be carried out outside traditional planting time (October-March), container grown stock is required. The hedge is to be interspersed with a few native trees, perhaps every 4 metres but none beneath the overhang of the retained Norway Maple (T1). The native trees include Mountain Ash (Sorbus aucuparia) and Crab Apple (Malus domestica), planted as 10-12cm girth heavy standards. The indicative landscape scheme is considered acceptable as it will involve native species that will enhance the biodiversity of the site and provide an appropriate setting with the adjoining parkland.

24. A landscape management plan is also required to be provided with regards to the establishment and future maintenance of the hedgerow. This will include the mixed hedge as being maintained at a height of approximately 3 metres and that the hedge and trees are regularly watered throughout the growing season for the first two years following planting.

25. Full details of landscaping and a landscape management plan are recommended to be conditioned to any forthcoming consent.

Transportation considerations

Car parking - school use

26. The parking allowance for the proposed D1 use, for the school, is given in standard PS12 of the UDP. The allowance for the school is 1 space per 5 workers and the maximum additional visitor student parking should be 20% of the employee parking with a minimum provision of 1 space. The proposed school will have 6 employees and therefore a total allowance of 2 spaces, including the visitor parking, is permitted.

27. The application proposes no off-street parking and the nearest surrounding streets do have on-street restrictions. However, there are nearby pay and display car parks and the site also has good access to public transport.

28. Consideration needs to be given to the impact of overspill parking, but with parking spaces unavailable along Park Lane and with the surrounding streets being located within a CPZ, there is little scope for vehicles to park on-street in the area. As such, it is considered that parents are likely to travel by public transport. The design and access statement states that most parents' car share with 10 vehicular journeys are made for drop off, at the current school in Stonebridge. It is noted that the site is accessible by public transport being PTAL 4 at the access to the park from St John's Road and PTAL 5 at the access to the park from Park Lane; the current Stonebridge Primary School is PTAL 2.

29. The application is not accompanied by a school travel plan however, the applicant has advised in their Design and Access Statement that they are willing to commit to a school travel plan. A Travel Plan would help to mitigate any impact this school may have on the local area, and it is thus recommended that a full Travel Plan be conditioned to any forthcoming consent.

30. In conclusion, the proposed school is relatively small and it is not envisaged that drop off and pick up times will be detrimental to highway and pedestrian safety due to the site being located away from the public highway, with no vehicular access into the park. Officers in Transportation have advised that In fact, this is likely to encourage parents to travel by public transport or park the car and walk their child into school.

Cycle parking

31. 2 cycle parking spaces are proposed, which does comply with Policy PS16.

Refuse facilities

32. The school will have two 120 Litre lockable wheelie bins located concealed to the north of the Bowling pavilion. One for normal refuse and one for recyclables.

33. The applicant has advised that the refuse is placed in black bin bags within the school and placed for storage in the wheelie bins. At present, the parents have a rota system of removing the bin bags as however there may be scope to incorporate the refuse collection with the existing collection arrangement within the Park or with the nearby Park Lane Primary School. It is therefore recommended that further details of the management of refuse collection for the school is conditioned to any forthcoming consent.

Change of use of part of Collins Lodge to Parkland

34. Officers in Transportation have advised that as this area of land will remain ancillary to the park use and of a small scale, this is not of concern in transportation terms.

Response to objections raised

35. A summary of the objections raised and responses to these objections is set out in the table below:

Objection raised	Response
Increase in noise levels especially when pupils play outside, which is against the Human Rights Act and NPPF	The impact on neighbouring amenity in terms of noise and disturbance is discussed in paragraphs 18 to 21 above
Adversely impact on tranquil character of Kings Edward VII Park	The school will allow the continued use of the former bowling pavilion so that it does not remain vacant and fall into disrepair. The setting of the parkland will be retained and enhanced with new boundary landscaping
Parking problems already exist with parents for nearby primary school parking in Princes Close. The new school will make parking congestion even worse	Parking considerations are discussed in paragraphs 26 to 30 above
Loss of trees and greenery	This is discussed in paragraphs 22 to 25 above
Loss of light to and outlook from neighbouring properties and rear gardens on Princes Close.	The impact on neighbouring amenity in terms of the new classroom block is discussed in paragraphs 15 and 16 above
Loss of open space and fails to comply with paragraph 74 of the NPPF and Brent's Core Strategy 2010	This matter is discussed in paragraphs 12 and 13 above
Alternative sites should have been considered for the relocation of the school	The report makes reference to alternative sites being considered. This is discussed in paragraphs 2 to 5 above

Conclusions

36. In conclusion, it is considered that the change of use of the former bowling pavilion into the London Welsh School will ensure that this building does not become derelict, and is an appropriate use within the park. To ensure that there is no net loss of public open space, part of the curtilage of Collins Lodge will be opened up for public open space.

37. The school will have a maximum of 40 pupils. As such, due to the small scale operation of the school, it is not considered to adversely impact on the amenities of neighbouring occupiers or the local highway network. Suitably worded conditions will be secured to any forthcoming consent. The new classroom block has been resited to minimise the impact on neighbouring occupiers, with a landscape scheme to be conditioned to ensure that the parkland setting is maintained and enhanced.

38. Approval is accordingly recommended subject to the conditions as set out below.

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

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

National Planning Policy Framework
London Plan 2011
Brent Unitary Development Plan 2004
Brent Core Strategy 2010
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
Open Space and Recreation: to protect and enhance the provision of sports, leisure and nature conservation
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 on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

- (2) The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

Existing Floor plan of Bowling Club Pavilion
Existing Elevation of Bowling Club Pavilion
Location Plan for Bowling Club
Location Plan for land adjoining Collins Lodge
EX1
PR1 Rev A
PR2
L1

Landscaping Scheme Overview
Statement on Alternative Sites
Supporting Statement

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

- (3) The windows on the rear and side elevations of the new classroom block shall be constructed with obscure glazing and non-opening and shall be permanently returned and maintained in that condition thereafter unless the prior written consent of the Local Planning Authority is obtained.

Reason: To minimise interference with the privacy of the adjoining occupiers.

- (4) The total number of pupils on site shall not exceed 40 unless an application is firstly submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the amenities of nearby residential occupiers and in the interests of the local highway network.

- (5) The primary school shall only operate between the hours of 0800 to 1600 Mondays to Fridays.

Reason: In the interests of the amenities of nearby residential occupiers.

- (6) The cycle stands as shown on plan ref: PR1 Rev A shall be installed prior to first occupation of the primary school hereby approved, and thereafter permanently retained throughout the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of providing adequate cycle parking facilities.

- (7) Details of materials for all external work for the new classroom block (including details of cladding to elevations, roofing material, window and doors materials) together with samples where appropriate, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out in accordance with the approved details.

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

- (8) Prior to commencement of any works on site, a Tree Protection Plan showing the method of protecting the retained trees shown on plan L1 throughout the construction period shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be carried out in full accordance with the approved tree protection measures throughout the construction period.

Reason: In the interests of protecting trees of amenity value.

- (9) Prior to commencement of works on site, full details of landscaping within the site shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include:

- (a) full details of soft landscaping (including species, location, numbers and densities)
- (b) details of areas of hardstanding and pathways including hardstanding to be retained and any new or replacement hardstanding
- (c) details of any play equipment or external seating
- (c) details of any external lighting within the school site including any external lighting to be attached to the pavilion or new classroom block

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 in similar positions by trees and shrubs of similar species and size to those originally planted unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the locality in the interests of the amenities of the occupants of the development and to provide tree planting in pursuance of section 197 of the Town and Country Planning Act 1990.

- (10) Further details of the location/design of the refuse store and management of refuse collection from the school site shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of works on site, and thereafter fully implemented in accordance with the approved details.

Reason: In the interests of providing adequate refuse collection facilities.

- (11) Prior to the first occupation of the primary school hereby approved, a School Travel Plan of sufficient quality to score a PASS rating using TfL's ATTrBuTE programme, to incorporate targets for minimising car use, monitoring of those targets and associated measures to meet those targets, shall be submitted to and approved in writing by the Local Planning Authority and shall be fully implemented as approved and adhered to thereafter.

Reason: In the interests of reducing reliance on private motor vehicles.

- (12) Prior to occupation of the primary school the existing fence enclosing the park around the Collins Lodge shall be removed.


Reason: To ensure that there is no loss of accessible park to the public.

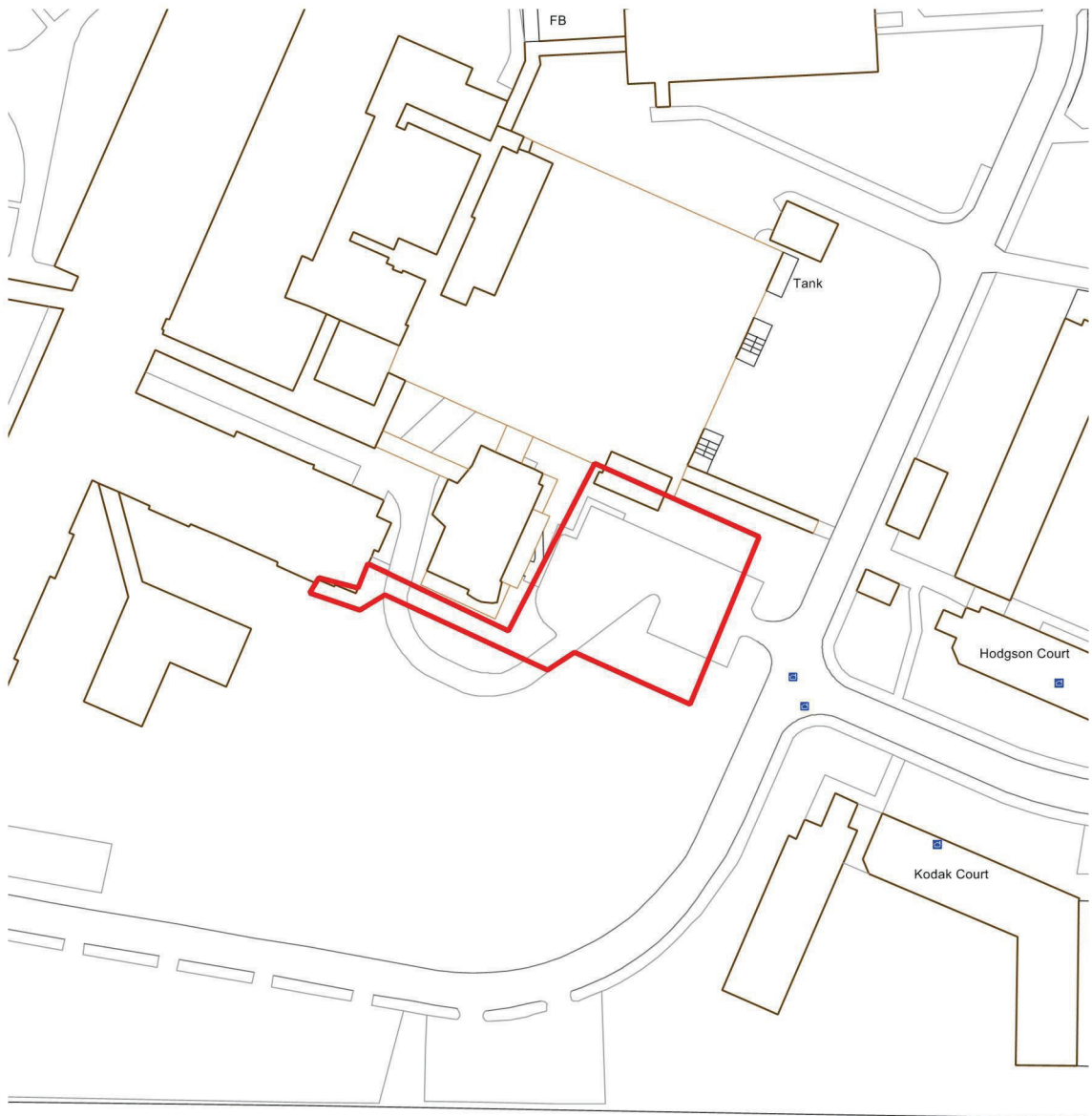
INFORMATIVES:

None Specified

Any person wishing to inspect the above papers should contact Victoria McDonagh, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5337

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	Planning Committee Map
Site address: Northwick Park Hospital, Watford Road, Harrow, HA1 3UJ	
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This map is indicative only.

RECEIVED: 18 November, 2014

WARD: Northwick Park

PLANNING AREA: Wembley Consultative Forum

LOCATION: Northwick Park Hospital, Watford Road, Harrow, HA1 3UJ

PROPOSAL: Erection of part 4 to 5 storey building constructed over an existing substation and car parking located near Block J, providing ward accommodation on first, second and third floors along with an IDAR Unit, plant area, with ancillary cafe on the ground floor, a linked bridge to Block E, reconfiguration of parking area and associated landscaping

APPLICANT: North West London Hospitals NHS Trust

CONTACT: desM

PLAN NO'S:
Refer to Condition 2

RECOMMENDATION

To:

- (a) Resolve to Grant Planning Permission, subject to an appropriate form of Agreement in order to secure the measures set out in the Section 106 Details section of this report and subject to conditions listed after paragraph 75, or
- (b) If within a reasonable period the applicant fails to enter into an appropriate agreement in order to meet the policies of the Unitary Development Plan, Core Strategy and Section 106 Planning Obligations Supplementary Planning Document, to delegate authority to the Head of Planning, or other duly authorised person, to refuse planning permission

SECTION 106 DETAILS

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

1. Payment of the Council's legal and other professional costs in a) preparing and completing the agreement and b) monitoring and enforcing its performance
2. A detailed 'Sustainability Implementation Strategy' shall be submitted to the Local Planning Authority and approved in writing prior to material start. This shall demonstrate:
 - a. How the development will achieve BREEAM 'Very Good';
 - b. How the scheme will achieve a minimum CO2 reduction of 19 % from 2013 TER (regulated) including a minimum of reduction of 13% through on-site renewables (after "be lean" and "be clean" measures have been applied) or other such revised measures as approved by the Council which achieve the same levels of CO2 reduction
 - c. The applicant shall implement the approved Sustainability Implementation Strategy and shall thereafter retain those measures.
3. On completion, independent evidence (through a BRE Post-Construction Review and completion certificates) shall be submitted on the scheme as built, to verify the achievement of BREEAM 'Very Good'
4. If the evidence of the above reviews shows that any of these sustainability measures have not been implemented within the development, then the following will accordingly be required:
 - a. The submission and approval in writing by the Local Planning Authority of measures to remedy the omission; or, if this is not feasible,
 - b. The submission and approval in writing by the Local Planning Authority of acceptable compensatory

measures on site; or otherwise pay to the Council a sum equivalent to the cost of the omitted measures to be agreed by the Local Planning Authority, to be used by the Council to secure sustainability measures on other sites in the Borough.

5. Join and adhere to the Considerate Contractors Scheme

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

CIL DETAILS

Brent's CIL came into force on 1 July 2013. A charging schedule has been produced that sets out the differential rates of CIL to be determined by the land use of a proposed development. This application relates to a hospital (use class C2) and has zero charge (£0).

The Mayor's CIL came into force on 1 April 2012. It also has a charging schedule of £35 per sqm for applicable floorspace in Brent. Once again as the application relates to a hospital which is a medical use (use class C2) it has a zero charge (£0).

CIL Liable?

Yes/No: No

EXISTING

This application relates to Northwick Park Hospital located off Watford Road close to the Borough boundary with Harrow. The main vehicular access to the hospital is from Watford Road and there is also a pedestrian access from Northwick Park Underground Station.

The main hospital buildings are located to the central and western areas of the site with key worker accommodation to the east. The hospital site forms part of a Site Specific Allocation for the Hospital Site which relates to the wider redeveloped hospital site. The southern end of the site known as Duckers Pond is designated as Metropolitan Open Land and a site of Grade I Importance of Nature Conservation.

To the north of the hospital site is the University of Westminster Campus. To the south is Metropolitan Open Land and Public Open Space.

DEVELOPMENT SCHEDULE

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain
residential institutions	0		0	3953	3953

TOTALS in sqm

Totals	Existing	Retained	Lost	New	Net gain
	0		0	3953	3953

PROPOSAL

Erection of part 4 to 5 storey building constructed over an existing substation and car parking located near Block J, providing ward accommodation on first, second and third floors along with an IDAR Unit, plant area, with ancillary cafe on the ground floor, a linked bridge to Block E, reconfiguration of parking area and associated landscaping

HISTORY

There have been numerous application for the hospital site including new buildings, extensions, ancillary

services/infrastructure and facilities to support the functioning of the hospital. A summary of the more recent applications are set out below:

14/3006: Full Planning Permission sought for erection of a seven storey extension (service tower) to the rear of Ward G at Northwick Park Hospital - Granted, 24/09/2014.

12/1615: Full Planning Permission sought for demolition of existing single storey building and the erection of a part 1, part 2 and part 3 storey building in order to provide a new accident and emergency department on land adjacent to blocks G and E of Northwick Park Hospital. Proposal includes a partial realignment of the existing site access road the creation of new access roads, new ambulance and public drop off areas, pedestrian ramps and footpaths, plant room, new retaining walls and landscaping, and subject to a Deed of Agreement dated 13th May 2014 under Section 106 of the Town and Country Planning Act 1990, as amended - Granted, 15/05/2014.

12/2734: Full Planning Permission sought for erection of three new 22m boiler flues at the main boiler house at Northwick Park Hospital. The flues serve three combined oil and gas boilers which are to be refurbished and fitted with economizers which will save energy and reduce emissions - Granted, 04/12/2012.

11/2127: Full Planning Permission sought for 3-storey extension and alterations to Block J to provide new operating theatres and associated plant room. Work includes building an undercroft over existing parking area and subject to a Deed of Agreement dated 14th November 2011 under Section 106 of the Town and Country Planning Act 1990, as amended - Granted, 14/11/2011.

11/2306: Full Planning Permission sought for erection of electrical substation and generators to hospital site - Granted, 03/11/2011.

POLICY CONSIDERATIONS

Regional policy guidance

The London Plan 2011 and Revised Early Minor Alterations to the London Plan published on 11 October 2013

The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London to 2031. London boroughs' local plans need to be in general conformity with the London Plan, and its policies guide decisions on planning applications.

Chapter 5 - London's Response to Climate Change

Policy 5.2: Minimising Carbon Dioxide Emissions
Policy 5.3: Sustainable Design and Construction
Policy 5.6: Decentralised Energy in Development Proposals
Policy 5.7: Renewable Energy
Policy 5.9: Overheating and Cooling
Policy 5.13: Sustainable Drainage

Local policy guidance

Brent's Core Strategy 2010

The Council's Core Strategy was adopted by the Council on 12th July 2010. As such the policies within the Core Strategy hold considerable weight. The relevant policies for this application include:

CP19: Brent Strategic Climate Change Mitigation and Adaption Measures

Brent's Unitary Development Plan 2004

In addition to the Core Strategy, there are a number of policies which have been saved within the Unitary Development Plan (UDP), which was formally adopted on 15 January 2004. The saved policies will continue to be relevant until new policy in the Local Development Framework is adopted and, therefore, supersedes it. The relevant policies for this application include:

Built Environment

BE2: Townscape - Local Context & Character
BE6: Public Realm - Landscape Design
BE9: Architectural Quality
BE12: Sustainable Design Principles
BE17: Building Services Equipment

Environmental Protection

EP2: Noise & Vibration

Community Facilities

CF12: Northwick Park Hospital/Higher & Further Education (HFE) Zone

Open Space, Sport & Recreation

OS3: Development on MOL
OS12: Development on SSSIs and Sites of Metropolitan and Borough (Grade I) Nature Conservation Importance

Transport

TRN11: The London Cycle Network
TRN22: Parking Standards - Non Residential Developments

Brent's Site Specific Allocations DPD adopted July 2011

The above document forms part of Brent's Local Plan and sets out the planning policies and guidance for the future development of over 70 key opportunity sites around the borough. One of these site is known as 15 (Northwick Park Hospital).

CONSULTATION

Consultation Period: 28/11/2014

Site Notice: 05/12/2014 - 26/12/2014

Press Notice: 04/12/2014 - 25/12/2014

374 neighbours consulted - no comments received.

External Consultation

Northwick Park Ward Councillors - no comments received

London Borough of Harrow - no comments received

The Environment Agency - Proposal to take on board the advice set out within the Environment Agency Flood Risk Standing Advice (FRSA) as the site is in Flood Zone 1 and the application site is less than 1 hectare.

Sudbury Court Residents' Association - no comments received

Internal consultation

Environmental Health - No objections subject to conditions being secured to any forthcoming consent relating to noise levels from any mechanical/electrical plant.

Landscape - No objections raised subject to condition being secured for details of species of new trees and details of areas of hardstanding.

Transportation - No objections raised on transportation grounds.

REMARKS

Background

1. This application relates to a new four to five storey building to be used as a Treatment and Assessment Unit (TAU) Ward Block. It is located at the eastern end of the hospital site between the new Emergency Department and the new theatre block. On the opposite side of the access road is the key worker accommodation in Kodak Court and Hodgson Court.
2. The TAU Ward Block will be built as a linked extension to the new Emergency Department and also connected to the main Hospital circulation with a link bridge to Block E at first floor level. The new building is for clinical ward accommodation to cope with the changes in patient demographics and influence if the merger with Ealing Hospital. The hospital has also been under-capacity with respect to winter pressures and bed capacity constraints, and this proposal for additional beds will considerably relieve these pressures.

Design, layout and appearance

3. The new TAU Ward Block will contain 2 floors of acute ward accommodation (24 bed spaces on each floor) with the top floor designed to deal with Infectious Diseases (15 bed spaces). A plant room is also proposed at roof level. The ground floor level will also serve as a discharge route for patients from both the new Emergency Department and the TAU Ward Block where patients will be held who have been cleared for discharge and awaiting transportation home. The ground floor will include a small cafeteria for discharged patients.
4. The acute ward accommodation will be accommodated on the 1st and 2nd floors with the Infectious Diseases ward accommodation on the 3rd floor. All three floors are based on a 'race track' layout with interconnecting bed lifts and two staircases. The bed spaces are positioned around the perimeter of the building to maximise the opportunity for natural daylight and in particular views to the south.
5. The undercroft area at ground floor will provide access for 3 ambulance bays, Fire Appliances together with patient pick up.
6. When viewed from the street, the building will read as four storeys with the fifth floor set back to minimise its appearance from the street. The building will be higher than the neighbouring Emergency Department and Theatre Block but is considered acceptable in its scale given its location within the Hospital Site and the higher main hospital buildings behind at eight to nine storeys high. The three floors that accommodate ward accommodation will be 4.2m high from floor to floor. This is to accommodate the Department of Health guidance on floor to ceiling heights and sufficient space in the ceiling voids to facilitate the substantial engineering services required in a highly services hospital building.
7. The existing hospital buildings are predominantly white painted rendered elevation with longitudinal fenestration and broadly flat. The proposal for the new building has been designed to contrast with its neighbours. The elevations have been configured to reflect the same longitudinal fenestration but with a positive colour to the external walls and the south facing walls have an environmental screen to reduce the heat gain to the building and also to provide additional texture on the main elevation on contrast to the adjoining smooth surfaces. The ground floor has been kept more neutral with glass panels to the patient holding area matching the glass panels of the Emergency Department. It is recommended that further details of the external materials are conditioned to any forthcoming consent together with the louvre screening to the plant equipment at roof level

Sustainability and Flood Risk

8. Achieving sustainable development is essential to climate change mitigation and adaptation. The most recent relevant policy framework includes Brent's adopted Core Strategy 2010 policy CP19 Brent Strategic Climate Change Mitigation and Adaptation Measures and the London Plan 2011 policies within Chapter Five London's Response to Climate Change.

Compliance with Brent policies

9. In support of the objective of satisfying Core Strategy policy CP19 Brent Strategic Climate Change Mitigation and Adaptation Measures, a Sustainable Development Statement has been submitted predicting the scheme will achieve BREEAM 'Very Good'. Policy CP19 seeks to achieve BREEAM 'Excellent' for new commercial buildings. The Sustainable Development Statement explains why BREEAM 'Excellent' has not been achieved.

10. The scheme was originally proposed to achieve a potential score of 63.8%. This has since been reviewed by the applicant and the predicted score increased to 69.87% just falling short of the 70% required for 'Excellent.' The main areas where the scheme falls short of BREEAM 'Excellent' is discussed within the Sustainable Development Statement and includes:

- Visual Comfort - the design of the building does not provide an good view out for the building users; the support services areas (offices, consultation rooms etc) do not have views out. As such, the exemplary level criteria can not also be met as the scheme is unable to achieve the 80% daylighting criteria. In planning terms, there is no policy requirement for outlook or daylight for hospitals and the new building will be required to meet minimum hospital requirements.
- Indoor Air Quality - Natural ventilation is unable to be provided to the site due to the requirements to meet patient occupant comfort and specailist treatment wards.

11. Having viewed the BREEAM pre assessment, your officers are of the view that the maximum level that the scheme can reasonably achieve is "Very Good". Whilst this is below the policy requirement, given the nature of the use and the site it is considered that this is the maximum level that can reasonably be achieved. It is recommended that BREEAM 'Very Good' is secured as part of the Section 106 agreement.

Compliance with London Plan 2011

12. The scheme includes measures to minimise the impact of this proposal on, and mitigate for the effects of, climate change and your officers consider the proposal to be in accordance with the energy hierarchy as required by London Plan 2011 policy 5.2 Minimising carbon dioxide emissions part (a): (i) be lean: use less energy; (ii) be clean: supply energy efficiently; (iii) be green: use renewable energy.

13. The application is supported by an Energy Strategy. In summary, the proposal does not meet the criteria of London Plan policy 5.2 for 35% improvement on Part L 2013 Building Regulations as a carbon saving of only 19% is achieved. The Energy Report has been reviewed by an independent energy consultant, and based on their recommendations, this shortfall is not considered significant to justify a reason for refusal and this is explained in more detail below.

- Lean measures

The building will be constructed using a range of passive design features, including enhances thermal performance over and above minimum Building Regulations and low energy efficient lighting. This would result in a reduction in carbon emissions by 5%.

- Clean measures

The new building will be connected to the recently refurbished/extended Block J which has a modern gas fired heating plant. This building will be connected to the district heating system in Block J. This will result in a carbon reduction of 1%. This meets the second step in the London Plan Decentralised Energy policy for local decentralised energy.

- Green measures

Both photovoltaics and Solar hot water have been considered. Due to the high load of hot water used by the facility, Solar Hot Water is proposed, meeting a 13% carbon reduction.

14. In the majority of cases where there is a shortfall on the carbon emission reduction target, a carbon reduction offset is required such as a purchase of some form of green energy or funding for further green initiatives. In this case, the applicant has advised that this option would not be available for the NHS who rely upon central government for any financial contribution. Given the benefits provided by the improved hospital facility, it is considered that no further contribution is secured.

15. It is recommended that a 19% improvement on Part L 2013 Building Regulations carbon is secured as part of the Section 106 Agreement.

Flood Risk

16. This site is in Flood Zone 1 and is under a hectare and therefore falls under cell F5 of the Environment

Agency's Flood Risk Standing Advice (FRSA). The main flood risk issue at this site is the management of surface water run-off and ensuring that drainage from the development does not increase flood risk either on-site or elsewhere. In response to the Environment Agency's Flood Risk Standing Advice (FRSA), the agent has advised that existing drainage system is capable of handling the quantity of run-off from the development, prior to discharge to the existing sewer network. The introduction of SUDS is therefore not considered necessary, and furthermore would result in considerable disruption to the existing buildings below the modular ward block.

Noise considerations

17. An Environmental Noise Survey has been submitted with the application that considers the impact of existing plant equipment including the substation and plant room in the theatre blocks and how this could affect internal noise levels in the wards. This survey concludes that the new TAU building will not be adversely impacted on by noise or vibration from existing plant equipment. It also considers the noise from plant equipment proposed from the new TAU building, which has been designed to not increase existing levels of background noise at nearby noise sensitive facades. Officers in Environmental Health have reviewed this survey and recommend that a condition is secured to ensure that the required noise levels set out in the Environmental Noise Survey are achieved.

Transportation

18. The car parking allowance for hospitals is given in standard PS12 of the adopted UDP 2004. The parking requirement for disabled people is given in standard PS15 whilst bicycle parking requirements are given in standard PS16. The parking allowance for hospitals is up to a maximum of 1 space per 5 beds, which would give the proposed building an allowance of approx. 12 parking spaces and additional 20% to be provided for visitors.

19. The proposal will result in the loss of 10 parking spaces, including 3 disabled bays, and these will be replaced with ambulance bays. The hospital has various car parks located across the hospital site, with the main multi-storey car park and an extensive pay and display and staff permit system is in operation to manage parking demand across the hospital as a whole. Therefore the loss of 10 parking bays is acceptable and will not lead to overspill of parking on public highways. The hospital has an existing Travel Plan which is to be reviewed as part of the new Emergency Department. Officers in Transportation have not requested a further review of the Travel Plan specifically for this proposal, although there is a general requirement for the hospital to regularly review its Travel Plan.

20. However, officers in Transportation have raised concerns with the loss of disabled bays and have advised that they should be retained unless there is evidence that the spaces in this area are surplus to demand. It is recommended that a condition is secured to either show the retention of the disabled bays or to provide evidence to show that these spaces are surplus to demand.

21. The proposal also includes a café/waiting area which has a floor area of 125m². The café will require a 'transit' sized loading bay as set out in PS20 of the UDP-2004. The drawings do not show a servicing bay however, there is an access to the south of the site, adjacent to the café, where servicing can occur without blocking the ambulance bays.

Landscaping and external lighting

22. The location of the new TAU building currently contains hardstanding and is surrounded by buildings. There is therefore limited scope to provide new landscaping. The scheme does however proposed new tree planting between the accesses to the undercroft area.

23. The location of the site is within the built up area of the Hospital, and a considerable distance away from the Metropolitan Open Lane and Grade I Site of Importance for Nature Conservation. As such, it is not considered that the proposal will adversely impact on either the Metropolitan Open Land and Grade I Site of Importance for Nature Conservation. There is an opportunity for the new trees to be nature species to enhance biodiversity within the site and such details are recommended to be conditioned to any forthcoming consent.

24. External lighting is proposed to light up the ground floor areas both for safe vehicular circulation and to assist patient pick up requirements. External lighting is also proposed to highlight the principal elevations. It is recommended that further details of the external lighting including the position of the lighting, lux levels and spillage are conditioned to any forthcoming consent.

Conclusions

25. In conclusion, the proposed TAU Ward Block will assist the hospital in meeting its service requirements and providing improved facilities for patients. In design terms the new building is considered acceptable and it is not considered to be of a scale that adversely impacts on the safety of the adjoining highway. Whilst the new building does not meet the required sustainability targets set out in the London Plan and Brent's Core Strategy, your officers are of the view that the scheme has reasonably achieved the maximum targets appropriate for the use of the site as a hospital.

26. Approval is accordingly recommended subject to the completion of a satisfactory Section 106 Agreement and conditions as set out below.

RECOMMENDATION: Grant Consent subject to Legal agreement

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

London Plan 2011
Brent Core Strategy 2010
Brent Unitary Development Plan 2004

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
Community Facilities: in terms of meeting the demand for community services
Site-Specific Policies

CONDITIONS/REASONS:

(1) The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

(2) The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

1224 P 100 Rev P1
1224 P 106 Rev P1
1224 P 201 Rev P1
1224 P 202 Rev P1
1224 P 460 Rev P1
1224 P 461 Rev P1
1224 P 462 Rev P1
1224 P 463 Rev P1
1224 P 464 Rev P1
1224 P 465 Rev P1
1224 P 470 Rev P1
1224 P 471 Rev P1
1224 P 408 Rev P1

Supporting Statements

Design and Access Statement
Planning Energy Statement Rev A1 prepared by Troup ByWaters and Anders
Planning Sustainable Development Statement Rev A2 prepared by Troup ByWaters and Anders

Environmental Noise Level Survey prepared by AAD

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

- (3) Noise levels from any mechanical/electrical plant shall not exceed the following criteria:

Noise Emissions Criteria Period	Plant Noise level Criteria to be achieved 1m from the Windows of Any Noise Sensitive Buildings
Daytime (07:00hrs to 23:00 hrs)	40 dB L _A EQ or less
Nighttime (23:00hrs to 07:00 hrs)	40 dB L _A EQ or less

Reason: To protect the amenity of future occupants of the ward from noise arising from plant.

- (4) Details of materials for all external work for the new TAU Ward and louvers to the plant equipment at roof level, including samples where appropriate, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out in accordance with the approved details.

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

- (5) Prior to commencement of works on site, further details of hard and soft landscaping within the application site shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include:

- (a) details of the species and size of the new tree planting (to be native species)
- (b) details of any replacement hardstanding within the undercroft area
- (c) details of external lighting including location of the proposed lighting, lux level and spillage diagrams

The external lighting and any replacement hardstanding shall be carried out in full accordance with the approved details prior to first occupation of the TAU Ward Block and the soft landscaping hereby approved shall be planting within the first available planting season following completion of the TAU Ward Block.

Reason: In the interests of the visual amenities of the locality and neighbouring amenity.

- (6) Prior to commencement of works on site, a revised ground floor layout plan shall be provided showing the retention of three disabled bays within the undercroft area. Alternatively, these disabled bays shall either be provided elsewhere within the hospital site, or if surplus to requirement supporting information provided to demonstrate this. This information should also be provided prior to commencement of works on site. The approved undercroft layout and relocation of any disabled bays elsewhere within the site shall be completed in accordance with the approved plans prior to first occupation of the TAU Ward block and thereafter permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of providing a satisfactory development.

INFORMATIVES:

None Specified

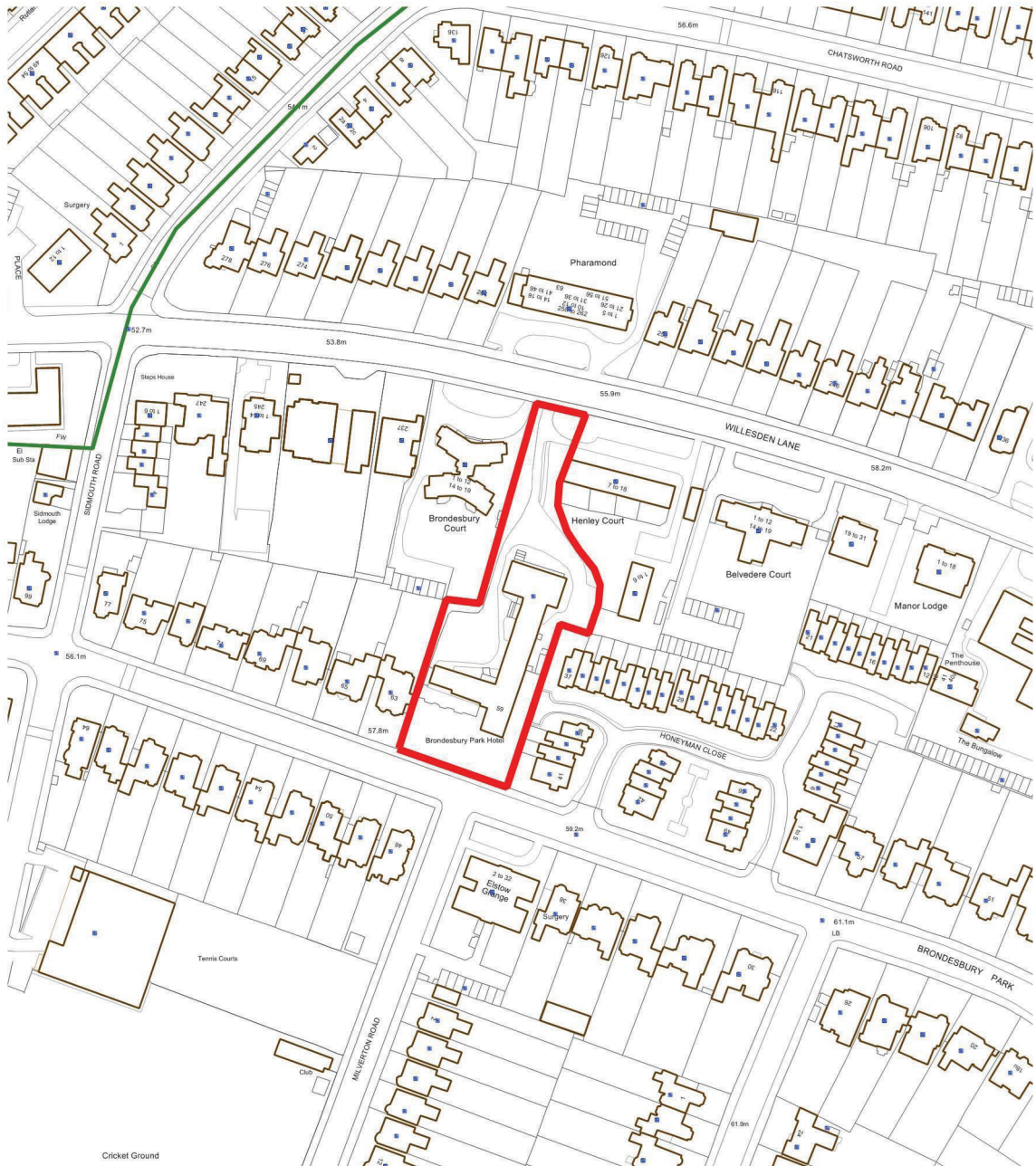
Any person wishing to inspect the above papers should contact Victoria McDonagh, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5337



Planning Committee Map

Site address: 233 Willesden Lane, Willesden, London, NW2 5RP

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This map is indicative only.

RECEIVED: 31 March, 2014

WARD: Brondesbury Park

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: 233 Willesden Lane, Willesden, London, NW2 5RP

PROPOSAL: Outline planning application for demolition of gymnasium block and erection of part 4, part 5 storey extension, creation of additional storey to main building and roof extensions (matters to be determined: layout and scale)

APPLICANT: Mr Roger Erdem

CONTACT: ROH Architects

PLAN NO'S:
See condition 2

RECOMMENDATION

Grant planning permission subject to the conditions set out after paragraph 12 and the completion of a satisfactory Section 106 legal agreement securing planning obligations set out in the Heads of Terms below and delegate authority to the Head of Planning or other duly authorised person to agree the exact terms thereof on advice from the Director of Legal Services and Procurement.

SECTION 106 DETAILS

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

- Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance
- A Travel Plan
- Sustainability measures to include compliance with a 50% score on the Council's Sustainability Checklist, achieve a BREEAM rating of 'excellent' and to provide and adhere to an energy strategy that would result in a reduction in carbon emissions in accordance with the targets set out in policy 5.2 of the London Plan.
- Join and adhere to the Considerate Constructors scheme

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

CIL DETAILS

This application is liable to pay the Community Infrastructure Levy (CIL). The total amount is **£247,147.16** of which **£182,859.38** is Brent CIL and **£64,287.78** is Mayoral CIL.

CIL Liable?

Yes/No: Yes

EXISTING

This building was formerly used as a police section house and is located on the northern side of Brondesbury Park. It also fronts onto Willesden Lane to the north and it is from here that the site benefits from vehicular access. Pedestrian access is gained from both Willesden Lane and Brondesbury Park.

The wing of the hotel facing Brondesbury Park has four upper storeys excluding the basement area, whilst the central wing has two upper floor levels and leads off the Brondesbury Park wing level at right angles. There is a further wing that has been used as a conference centre in the past at the southern end of the building.

The building is currently occupied as "Hillspring Lodge" providing hotel-type occupation predominantly for groups of young people, such as students on organised trips to London. This use is fairly well-established on the site.

DEVELOPMENT SCHEDULE

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain
hotels				1743	1743

TOTALS in sqm

Totals	Existing	Retained	Lost	New	Net gain
				1743	1743

Monitoring Residential Breakdown

Existing

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total

Proposed

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total

PROPOSAL

As above

HISTORY

In September 2013 a planning application (ref 13/2413) was submitted for a similar proposal to that now under consideration. However, as further information in relation to the transport impact of the proposed development was required this application was withdrawn by the applicant prior to determination.

Prior to that other relevant applications on the site include:-

In June 2011 the Council's Planning Committee resolved to grant planning permission (ref 10/0683) for a "Second floor roof extension to form 9 additional bedrooms, conversion of gymnasium block into conference room on lower ground floor, 20 additional bedrooms on two upper floors, formation of external seating area and pedestrian access ramp to north elevation, provision of 19 car parking spaces and 1 coach space, bin store and various external alterations". However, as the necessary s106 agreement was never completed permission was never issued.

In December 2010 planning permission was approved for the "Erection of single storey side extension to existing building". This permission appears to have been implemented.

In November 2001 planning permission was granted for a "Second-floor roof extension to form 9 additional bedrooms, conversion of conference hall into conference room and 20 additional bedrooms on two upper floors, installation of bin store and various external alterations and associated car-parking spaces".

POLICY CONSIDERATIONS

The following planning policy documents are considered relevant to the determination of the application.

National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG)

The London Plan 2011 (as amended 2013)

The London Borough of Brent Core Strategy

The London Borough of Brent Unitary Development Plan 2004 ('saved' policies)

SUSTAINABILITY ASSESSMENT

The applicant has provided a sustainability checklist which implies an indicative sustainability compliance score of 61.1% which is above the required score of 50%. However, in order to ensure that the development does exceed the 50% requirement, as suggested by the indicative score, this will need to be secured within a s106 legal agreement with agreed mitigation should the development fail to achieve the required score.

As the proposal would constitute a major development then policy 5.2 of the London Plan requires that the development achieve a reduction in carbon emissions of 40% above that required by the 2010 Building Regulations. As the proposal is in outline form only the applicant has not been able to demonstrate how this target would be achieved. However, this can be secured through a s106 legal agreement, including provisions to secure financial contributions in-lieu should these targets not be met in full.

Members have heard at recent Planning Committee meetings that Policy CP19 of Brent Core Strategy sets out that new non-residential development should achieve a BREEAM 'excellent' rating. As such, the s106 will require that the proposed development achieves this rating.

CONSULTATION

Public

Consultation letters, dated 3rd June 2014, were sent to 192 neighbouring owner/occupiers and Ward Councillors. The application was also advertised as being in the public interest by way of a site notice displayed on 10th June 2014 and by way of a press notice published on 12th June 2014. 6 objections have been received in response, including an objection from each of the 3 Brondesbury Park Ward Councillors, namely Councillors Davidson, Shaw and Warren.

In summary the concerns of the objectors relate to the following issues.

- The proposed development would harm the amenity, outlook, daylight and privacy of neighbouring occupiers.
- The proposed development will exacerbate problems of noise levels and nuisance for neighbouring occupiers.
- The proposals will increase parking problems within the vicinity of the site.
- The proposed development will increase problems with litter associated with the site.

Internal

Transportation Unit - No objection to the proposal subject to a condition requiring the marking out of further coach parking and securing a Travel Plan through a s106 agreement.

Environmental Health - No objection to the proposal subject to conditions relating to construction management and air quality.

Statutory Consultees

Thames Water - No objection.

REMARKS

1. The application is made in outline form including the determination of the reserved matters of scale and layout. The applicant is not seeking determination of the reserved matters of appearance, means of access and landscaping.

PRINCIPLE

2. The proposal seeks to demolish part of the existing building and erect new extensions that would result in a net increase of 1749sqm of floor space to the existing hotel use. The part of the existing building to be demolished currently accommodates a former gymnasium block that has been used for functions and events.

The proposed extensions would comprise of the following

- An additional fifth storey to the south wing, fronting Brondesbury Park, comprising of 9 additional bedrooms and 1 additional dormitory.
- An additional third and fourth storey to the east wing, which would cantilever over a new terrace, comprising of 40 additional bedrooms
- A new part 3, part 5 storey block, on the site of the demolished gymnasium block, which would provide 31 additional bedrooms and 6 additional dormitories. The ground floor of this new block would provide a new residents lounge, garden room and reading room.

3. Overall, the proposed development would increase the hotel accommodation as follows:-

	Existing	Proposed (Additional)	Proposed (Total)
Bedrooms	63	80	143
Dormitories	4	7	11

4. Although the proposed development would result in a significant increase in the amount of hotel accommodation provided on the site, as the proposal is an extension to an existing use it is considered that in land use terms the principle of the development can be accepted provided the proposed intensification would not result in unreasonably adverse impacts on neighbouring occupiers and the locality in general, particularly in terms of transport impact.

IMPACT ON ADJOINING OCCUPIERS

5. The surrounding area is predominantly residential and therefore the impact of the proposed scale of the development of the amenity of adjoining occupiers needs to be given careful consideration. The impact on the closest residential properties is considered below.

Henley Court - This development to the north-west of the site comprises of two 3-storey blocks, one fronting Willesden Lane with another block to the rear. At the closest point the proposed development would be approximately 15m from the joint boundary and 23m from the rear residential block. The frontage block would be in excess of 30m from the proposed development. Given the distances between the proposed development Henley Court, which would generally satisfy the guidance contained in SPG17, it is considered that the proposed development would not have an unreasonably adverse effect on the light, outlook or privacy of occupiers of Henley Court.

37 Honeyman Close - The Council previously resolved to grant permission (see History) for an additional third storey along the eastern wing of the existing building. The current proposal would also include a third storey but in this case it would be set back by 3m from the edge closest to 37 Honeyman Close, unlike the previous scheme where the third-storey was brought to the edge, and therefore the relationship would be an improvement on the previous scheme in terms of impact on the outlook and light of that property. It is acknowledged that the current scheme now includes a 4th storey to the eastern wing but this is set 11.5m further back from the proposed third storey and is therefore significantly set in from the boundary with 37 Honeyman Close and would have little impact in the light, outlook or privacy of neighbouring occupiers.

The proposed extension to the north has been stepped down to three-storeys in height, approximately the same as the existing gymnasium block, where it would be closest to 37 Honeyman close in order to ensure that this element of the proposed development would not result in any significantly increased impact on the light and outlook than that of the existing building.

63 Brondesbury Park - The 4-storey southern wing of the existing building lies adjacent to 63 Brondesbury Park, a two-storey detached residential dwelling. The proposed extension is located generally to the side of the neighbouring property, where there are unlikely to be any habitable rooms windows and therefore it is not considered that there is likely to be any significant loss of light, outlook or privacy to occupiers of 63 Brondesbury Park.

NOISE & DISTURBANCE

6. Objectors have highlighted problems of noise and disturbance associated with the current use of the site and have raised concerns that any intensification of the use could exacerbate these problems. Officers from the Council's Noise Team have confirmed that there has been a history of noise complaints regarding the site. In terms of statutory nuisance the primary area of concern has been the levels of disturbance caused during some functions held within the conference hall in the gymnasium block. However, given that the

gymnasium block is to be demolished as part of the proposed development, noise officers have commented that this could actually help prevent further problems relating to this type of noise disturbance.

It is also noted that some complaints have related to the idling of coach engines and general noise associated with the comings and goings of guests however noise officers have confirmed that these issues are less likely to result in a statutory nuisance. Noise officers confirm that they have been working with the hotel management to try to reduce any disturbance caused by these types of activities.

TRANSPORT

7. Given the significant increase in hotel accommodation proposed, the applicant has provided a Transport Statement which seeks to evaluate the likely impact of the proposal on the local transport network. This transport statement has been evaluated by officers in the Council's Transportation Unit and their comments have been incorporated into this report.

8. The Transport Statement includes surveys of the existing movements. In terms of vehicle movements, a total of 23 vehicles were observed entering and leaving the site across the course of the day, of which three were coaches and three were commercial vehicles. The maximum flow in any hour was four arrivals/four departures between 10-11am, with peak hour flows being much lower. As such, even allowing for the fact that the building is almost doubling in the size and factoring in an allowance for the undertaking of the survey during the winter months, the likely impact on traffic flows on the adjoining network is likely to be insignificant.

9. The survey also included a count of car parking accumulation, showing a maximum of three cars and three coaches on the site at any time. As the proposal indicates at least 17 on-site car-parking spaces, including one disabled bay, there are no concerns regarding likely overspill of car parking from the site, with plenty of spare capacity likely to remain even after the additional bedspaces are added. However, the provision of parking for coaches for an extended hotels is of greater concern as the existing bays were fully occupied at certain times of the day. Although the provision of three coach parking spaces would generally satisfy the Council's normal coach parking standards for hotel development, the nature of current use which predominately serves groups of young people, appears to generate a higher demand for groups arriving and departing the site by coach. As such, the Council's Transportation Officers have recommended that further provision of coach parking should be identified on the site, even if this is only to be provided during peak times perhaps through the dual use of car-parking areas for which there appears to be little demand, in order to ensure that coach parking does not overspill onto the nearby highways. As such, any permission should be subject to a condition requiring the submission of further details in relation to the provision of additional coach parking.

10. A draft Travel Plan has been included within the submission. This proposes a number of measures to be implemented by a designated Travel Plan Co-ordinator, aimed at keeping the proportion of car journeys amongst staff and visitors to the hostel to the existing very low levels and increasing the proportion of walking and cycling trips at the expense of public transport trips. Key measures will include publicity of travel options through the website, notice boards and welcome packs. The success of the Travel Plan over five years will be monitored in accordance with standard practice. The Travel Plan is of sufficient quality to score a PASS rating using TfL's ATTrBuTE programme and its implementation should therefore be secured through a s106 Agreement.

CONSIDERATION FOR OBJECTIONS

11. The table below seeks to address the concerns of the objectors.

Objection	Officers Comments
The proposed development would harm the amenity, outlook, daylight and privacy of neighbouring occupiers.	See para 5
The proposed development will exacerbate problems of noise levels and nuisance for neighbouring occupiers.	See para 6
The proposals will increase parking problems within the vicinity of the site.	See para 9. Concerns relating to unauthorised noted but these would be more appropriately dealt with by Council's parking enforcement team.
The proposed development will increase problems with litter associated with the site.	This is predominantly a management issue but additional litter bins around the site can be secured by conditions.

CONCLUSION

12. The proposed development would result in a significant increase in hotel accommodation on the site however in principle this can be accepted provided that the impacts of the development would be acceptable in planning terms. The proposals are presented as an outline application, including consideration of scale and layout, and therefore the main issues are considered to be the likely impact of the proposed development on the amenity of neighbouring occupiers and on the local transport network. Although further detail will be required through reserved matters and by condition overall, it is considered that, on balance, the proposals demonstrate that the level of intensification sought can be achieved without causing unacceptable harm and therefore approval is recommended.

RECOMMENDATION: Grant Consent subject to Legal agreement

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

Brent Unitary Development Plan 2004
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
Environmental Protection: in terms of protecting specific features of the environment and protecting the public
Tourism, Entertainment and the Arts: the need for and impact of new tourists and visitor facilities
Transport: in terms of sustainability, safety and servicing needs

CONDITIONS/REASONS:

(1) In the case of the reserved matters of appearance, landscaping and means of access, 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 three 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) The development hereby permitted shall be carried out in accordance with the following approved drawings:

E-01 Rev P2
E-099 Rev P1
E-101 Rev P1
E-102 Rev P1
E-103 Rev P1
E-106 Rev P1
E-108 Rev P1
L-100 Rev P1
P-01 Rev P2
P-099 Rev P1
P-100 Rev P2
P-101 Rev P1
P-102 Rev P1
P-103 Rev P2

P-104 Rev P2
P-105 Rev P2
P-106 Rev P2
P-107 Rev P2
P-108 Rev P2

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

- (3) Notwithstanding any detail shown on the approved plans, prior to the commencement of the development further details of the provision of parking for coaches, including 3 permanent spaces and 2 overspill spaces, shall be submitted to and approved in writing by the Local Planning Authority. The approved spaces shall be marked out prior to the occupation of the development hereby approved and shall be retained for the lifetime of the development.

Reason: To ensure that appropriate facilities for coach parking are provided as part of the development.

- (4) Prior to the commencement of the development a Construction Method Statement shall be submitted to and agreed by the Local Planning Authority outlining measures that will be taken to control dust, noise and other environmental impacts of the development.

Reason: To safeguard the amenity of the neighbours by minimising impacts of the development that would otherwise give rise to nuisance.

- (5) Prior to the commencement of the development the applicant shall provide an Air Quality Impact Assessment demonstrating that the proposed CHP unit shall have no more than an imperceptible impact on neighbouring residents. The Assessment shall be provided in writing for the approval of the Local Planning Authority.

Reason: To protect local air quality, in accordance with Brent Policies EP3 and EP4

- (6) Details of materials for all external work shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. Where required samples shall be made available on reasonable request. The work shall be carried out in accordance with the approved details.

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

- (7) Prior to the occupation of the development further details of a landscaping scheme for the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall make provision for the placement of litter bins. The approved details shall be implemented in full prior to the occupation of the development and shall be maintained for a period of 5 years, during which time any tree, shrub or plants that dies or becomes diseased shall be replaced

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

- (8) Further details of the treatment of windows in order to prevent unreasonable overlooking of neighbouring properties shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to any occupation of the development hereby approved and the windows retained in the approved condition for the lifetime of the development.


Reason: In the interests of residential amenity.

INFORMATIVES:

None Specified

Any person wishing to inspect the above papers should contact Ben Martin, Planning and Regeneration,

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 **Planning Committee Map**
Site address: 11A, 11B, 13A & 13B Buller Road, London, NW10 5BS
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This map is indicative only.

RECEIVED: 15 July, 2014

WARD: Queen's Park

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: 11A, 11B, 13A & 13B Buller Road, London, NW10 5BS

PROPOSAL: Demolition of rear outbuildings and rear external staircases, and erection of two storey side and rear extensions to include alterations to front and rear elevations, creation of first floor terraces with glass balustrades to the rear, landscaping to the front and rear, and conversion of four flats at 11A, 11B, 13A & 13B into two single family dwellinghouses

APPLICANT: Mr Tuckey

CONTACT: WEBB ARCHITECTS LIMITED

PLAN NO'S:
See condition 2

RECOMMENDATION

Grant planning permission subject to the conditions listed after paragraph 15.

EXISTING

The subject site consists of two adjacent end of terrace properties on Buller Road. Number 11 has an existing rear dormer window and neither is a listed building. The site is not within a Conservation Area. Both buildings are currently sub-divided into two self-contained flats.

PROPOSAL

See description above.

HISTORY

13 Buller Road

03/1772. Full planning permission sought for the conversion of the dwellinghouse into two self-contained flats. Granted 14/08/2003.

07/2933. Full planning permission sought for erection of rear dormer window and 3 front rooflights to first floor flat. Refused and appeal dismissed 24/11/2008.

11 Buller Road

There is no planning history for the conversion of the property into two flats therefore it is unclear as to when the conversion took place as the building is unlikely to be purpose built flats. However 11 Buller Road has been registered as two separate flats since May 1984.

89/1352. Full planning permission sought for installation of rear dormer to provide room in roof space. Granted 28/09/1989

POLICY CONSIDERATIONS

The following planning policy documents and guidance are considered to be of particular relevance to the determination of the current application

The National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF) was published on 27 March 2012 and replaces Planning Policy Guidance and Planning Policy Statements with immediate effect. Its includes a presumption in favour

of sustainable development in both plan making and decision making. It is considered that the saved policies referred to in the adopted UDP and Core Strategy are in conformity with the NPPF and are still relevant. The NPPF states that good quality design and a good standard of amenity for existing and future occupants of land and buildings are required. Of particular reference to this CAC application, the NPPF outlines policies for the historic environment and heritage assets. It emphasises the importance of being able to assess the significance of heritage assets that may be affected by a development.

Accordingly, the policies contained within the adopted SPG's, London Borough of Brent Unitary Development Plan 2004 and Core Strategy 2010 carry considerable weight in the determination of planning applications and appeals.

The London Plan, 2011

The London Borough of Brent LDF Core Strategy 2010

CP2 Population and Housing Growth
CP21 A Balanced Housing Stock

The London Borough of Brent Unitary Development Plan 2004

The development plan for the purpose of S54A of the Town and Country Planning Act is the Adopted Brent Unitary Development Plan 2004. Within that plan the following list of policies, which have been saved in accordance with the Planning and Compulsory Purchase Act 2004, are considered to be the most pertinent to the application.

BE9 Architectural Quality
H8 Loss of Residential Accommodation
PS14 Parking Standards – Residential Development
TRN23 Parking Standards – Residential Development

CONSULTATION

A total of 30 neighbouring properties were consulted about this application on 31 July 2014.

7 objections from 5 addresses have been received on the following grounds:

- Overlooking and loss of privacy.
- Overdevelopment of the site out of keeping with the character of the street
- There have been existing problems with the unauthorised use of the terrace at these properties
- Noise and disturbance from those using the terrace.

REMARKS

Principle

1. It is considered that the main planning considerations in the determination of this development are:
 - whether the proposed development would provide an acceptable mix of accommodation;
 - whether the proposed development would have an acceptable impact on the amenity of neighbouring residents;
 - whether the proposed development would have an acceptable impact on the character and appearance of the locality.

Amendments

2. During the lifetime of this planning application Officers have asked that the scheme be amended in the following ways in order to improve the quality of the development and reduce possible impact on people living nearby. The two principle changes have been:
 - The two-storey infill extension has been set back further from the main front wall of the properties;
 - The proposed rear terraces have been set back further from the rear wall of the existing outrigger in order to reduce impact.

Housing

3. The Council's planning policy towards housing is set out in CP21 of Brent's Core Strategy 2010. This seeks to maintain and provide a balanced housing stock in Brent by protecting existing accommodation that meets known needs and by ensuring that new housing appropriately contributes towards the wide range of borough household needs, including an appropriate range and mix of self-contained accommodation types and sizes including family sized accommodation.
4. The proposed development involves the conversion of the existing one 2-bed and three 1-bed flats into two single family dwellinghouses, one with 3 and the other with 4 bedrooms. Both of these are classified as family accommodation and the proposed development will, therefore, provide the type of family accommodation that Brent is keen to secure. Although the proposal will result in the net loss of housing units on the site, it is smaller flats that will be incorporated into the new development and the proposal, therefore, meets current Brent housing needs in accordance with policy CP 21 of Brent's Core Strategy 2010.

Amenity of Neighbouring residents

5. The relevant policy against which extensions to dwellinghouses are assessed in relation to character and appearance is policy BE9 of Brent's UDP 2004. This requires that extensions should, amongst other criteria, be laid out to ensure that buildings and spaces are of a scale, design and relationship to each other which promotes the amenity of users, providing a satisfactory level of sunlighting, daylighting, privacy and outlook for existing and proposed residents.
6. The proposed development involves the infilling of the gap between two end of terrace properties at ground floor and first floor levels and infilling the ground floor to the rear between the existing two-storey rear outriggers. Part of the flat roof of the infill extensions to the rear will be used as a roof terrace for both properties. The existing rear garage/outbuilding will be demolished and the existing external rear steps to both properties will also be removed. These last two particular changes will actually improve the quality of the environment here.
7. The proposed infilling of the space between the two terraces fronting onto Buller Road will have no impact on neighbouring properties in terms of daylight, sunlight, outlook and privacy and will not have a detrimental impact on the amenity of neighbouring residents as it is set back from the front wall of the building and also does not project beyond the main rear wall of the property at the first floor level.
8. The proposed single storey side infill extensions will comply with the Council's approach towards joint single storey side infills. The proposed extension finishes flush with the main rear wall of the outrigger, so as not to project into the rear garden space. It will have a shared party wall and will have a parapet wall of a height of 2.83m. A condition will be needed to ensure that one of the rear extensions cannot take place without the other. If this were to happen then the impact on the unextended property would be unacceptable and the control over the phasing of the works is something that it is normally applied in these sorts of joint applications. There is a terrace area proposed on top of each of these single storey extensions located between the existing outriggers which has caused some concern to neighbours living nearby. Originally the terraces were sited only 0.8 metres from the end of the two storey outriggers and Officers considered that this would have resulted in both a real and a perceived sense of being overlooked from people living behind the application properties. As a result the scheme has been amended so that the terrace area is now set back a total of 3.1m from the rear wall of the outrigger. The terrace would not fill the space between the buildings and would be set 1m off the joint boundary running between the properties. The dimensions of each of the proposed terrace areas would be approx. 1.9 metres in width and approx. 3.8 metres in length (total area=7.2 square metres). Although these houses do have relatively small gardens the terrace will be sited approx. 15 metres from the nearest building in the street to the rear of the application properties and approx 9.5 metres from the rear garden boundary. As a result of these changes it is considered that the terrace areas will be appropriately set back from the rear wall of the outrigger and will not have a detrimental impact on the overlooking and privacy of neighbouring residents. The limited size of the reduced outside space should also mean that potential disturbance from people using the space will be limited.
9. The demolition of the rear outbuilding and the removal of the rear steps to the first floor level will improve the amenity conditions for neighbouring residents as well as the appearance of the locality.
10. It is considered that the proposed development will preserve the amenity of neighbouring residents in

accordance with Brent Planning Policy and guidelines.

Character and Appearance

11. The relevant policy against which extensions to dwellinghouses are assessed in relation to character and appearance is policy BE9 of Brent's UDP 2004. This requires that extensions to be of a scale, massing and height that is appropriate to their setting, civic function and/or townscape location. They should employ materials of high quality and durability that are of compatible or complementary colour and texture, to the surrounding area.
12. The single storey rear extensions mentioned above are acceptable in terms of design, appearance and relationship to the house. The proposal to infill the space at the front of the site is rather more balanced. Two-storey extensions infilling a gap between two end of terrace properties are not normally considered to be acceptable, given that often they would result in an unacceptable visual impact and would detrimentally impact on the character of the streetscene. However in this particular street, which is a cul-de-sac, the built environment is mixed with Victoria style terraces as well as more modern brick buildings. The proposed extension is set back from the front of the building by 0.2m at groundfloor and by 1m at first floor meaning that the visual impact of the addition will be minimised as far as possible. This with the flat roof will ensure that the proposed development is suitably subservient to the original buildings and subject to a condition requiring further details of the front elevation and the parapet detailing Officers consider that this element of the development can be supported.
13. As explained above, the proposed single storey infill extensions to the rear will not be visible from the street and will not have a detrimental impact on the character and appearance of the property. The proposed development will be finished in brick to match the existing and will also reflect the detailing of the existing dwelling.

14. Consideration of Objections

The following table sets out to address the concerns raised by objectors to the application.

Objection	Officer Comment
Overlooking and loss of privacy.	See paragraph 8.
Overdevelopment of the site out of keeping with the character of the street	See paragraph 12.
There have been existing problems with the unauthorized use of the terrace at these properties	This application needs to be considered on the particular planning merits of the scheme. It would be difficult to make a decision based on what might have taken place in the past.
Noise and disturbance from those using the terrace.	See paragraph 8.

Conclusion

15 The proposed development will have an acceptable impact on housing provision, residential amenity and the character and appearance of the streetscene. As such approval is recommended subject to the conditions set out below.

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

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

Brent 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) 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:

1137.01.00
11.37.01.01(A)
11.37.01.02(A)
11.37.01.03(A)
1137.01.04(A)

11.37.02.01(A)
11.37.02.02

1137.03.01
1137.03.02
1137.03.03
1137.03.04

1137.01.11(B)
1137.01.12(B)
1137.01.13(B)
1137.01.14(B)
1137.02.11(A)
1137.02.12(B)
1137.03.11(A)
1137.03.12(B)
1137.03.13(B)
1137.03.14(A)

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) Works on the single-storey rear infill extensions hereby approved shall not progress beyond a height of 1.5m at one property until works at both properties have commenced and reached the same level.

Reason: To safeguard the amenities of neighbouring occupiers.

- (5) Further details of the proposed front elevation of the two storey infill extension, including the proposed parapet detailing, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out fully in accordance with the approved details.


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

INFORMATIVES:

- (1) The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk
- (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) The applicant is informed that this consent is granted on the basis that the demolition of rear outbuildings and rear external staircases referred to in the formal decision notice take place prior to the first occupation of the new dwellinghouses hereby approved.

Any person wishing to inspect the above papers should contact Robin Sedgwick, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5229

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	Planning Committee Map
Site address: 227B, 229B, 231B & 233B, All Souls Avenue, London, NW10 3AE	
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This map is indicative only.

RECEIVED: 11 November, 2014

WARD: Brondesbury Park

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: 227B, 229B, 231B & 233B, All Souls Avenue, London, NW10 3AE

PROPOSAL: Erection of mansard roof extension to accommodate 2 x two-bedroom flats with associated landscaping and car parking

APPLICANT: Mr J Feldman

CONTACT: Jones Town Planning

PLAN NO'S:

See condition 2.

RECOMMENDATION

Grant permission, subject to the conditions listed after paragraph 17.

CIL DETAILS

This application is liable to pay the Community Infrastructure Levy (CIL). The total amount is **£33,551.85** of which **£28,535.71** is Brent CIL and **£5,016.14** is Mayoral CIL.

CIL Liable?

Yes/No: Yes

EXISTING

The subject site is occupied by a terrace of four 3-storey buildings, fronting on to the eastern side off All Souls Avenue and with rear access onto Chamberlayne Road (part of the London Bus Priority Network). Each building currently comprises of a commercial use on the ground floor with four residential units above. There are no site specific planning policy designations on the site.

In 2003 planning permission (01/2618) was approved for the 'Replacement of existing flat roof with mansard roof to provide 4 new one-bedroom self-contained flats, new bin enclosure and 6 car-parking spaces'. This permission was never implemented and has now expired.

PROPOSAL

See above.

HISTORY

September 2013

A similar proposal to the current scheme (13/1640) was due to be reported to the Planning Committee in September 2013. However, it transpired that the applicant had failed to serve the correct notice on other parties that had an interest in the site and as a result the application was withdrawn from the Agenda. The correct notice has now been served and this has been confirmed in writing with the applicant's agent.

May 2012

Prior to that in May 2012, a planning application (12/1519) was refused for the 'Erection of mansard roof extension and creation of 4 one bed flats, 4 parking spaces and associated landscaping'. The application was refused for the following reasons:-

1. The proposal would fail to provide an acceptable quality of accommodation, in terms of internal floor areas significantly below those set out in the London Plan 2011 further emphasised by the ceiling heights proposed as well as the quantity and quality of amenity space to be shared by all flats particularly given the introduction of a telecom structure, contrary to SPG17: Design Guide for New Development.

2. *The scale and design of the mansard roof combined with the existing prominence of the building, particularly on Chamberlayne Road, would result in a bulky and overbearing development contrary to policies BE2 and BE9 of Brent's UDP 2004 and SPG17: Design Guide for New Development.*

3. *The proposed parking layout would compromise pedestrian safety within the site by reason of the conflict of the spaces and the pedestrian gate and pathway contrary to BE3 and TRN5 of Brent's UDP 2004.*

4. *The omission of the re-provision of space for unloading for commercial units would result in increased demand for on-street servicing detrimental to highway safety and the omission of waste and recycling storage for commercial units as well as an insufficient quantity of waste and recycling storage for residential units would have detrimental environmental implications harming residential amenity, contrary to policies H22, TRN3, TRN34 and PS17 of Brent's UDP 2004 as well as Waste and Recycling Storage and Collection Guidance for Residential Properties.*

The decision to refuse permission was upheld on appeal on 9th March 2013.

POLICY CONSIDERATIONS

The following planning policy documents and guidance are considered to be of particular relevance to the determination of the current application

The National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF) was published on 27 March 2012 and replaces Planning Policy Guidance and Planning Policy Statements with immediate effect. It includes a presumption in favour of sustainable development in both plan making and decision making. It is considered that the saved policies referred to in the adopted UDP and Core Strategy are in conformity with the NPPF and are still relevant. The NPPF states that good quality design and a good standard of amenity for existing and future occupants of land and buildings are required. Of particular reference to this CAC application, the NPPF outlines policies for the historic environment and heritage assets. It emphasises the importance of being able to assess the significance of heritage assets that may be affected by a development.

Accordingly, the policies contained within the adopted SPG's, London Borough of Brent Unitary Development Plan 2004 and Core Strategy 2010 carry considerable weight in the determination of planning applications and appeals.

The London Plan, 2011

The London Borough of Brent LDF Core Strategy 2010

CP2 Population and Housing Growth
CP21 A Balanced Housing Stock

The London Borough of Brent Unitary Development 2004 ('saved' policies)

BE2 Townscape: Local Context & Character
BE7 Public Realm: Streetscape
BE9 Architectural Quality
H12 Residential Quality – Layout Considerations
TRN23 Parking Standards – Residential Development
PS14 Parking Standards

Supplementary Planning Guidance Note 17: Design Guide for New Development

CONSULTATION

External

Consultation letters dated 12 November 2014 were sent to Ward Councillors and neighbouring owner/occupiers. In response objections were received from four representees. In summary, the issues raised by the objectors includes:-

- The proposed roof extension will be bulky, unsightly and overbearing.

- There is insufficient parking for the proposed flats which will result in unsafe and congested parking conditions within the locality of the site.
- Landowner permission will not be given to construct the proposed parking area.
- If the existing phone mast is placed on top of the proposed roof extension this will be even more unsightly.
- The site is already overcrowded and suffers from problems with refuse and sewerage.
- The existing building is not capable of supporting the additional roof structure.

These issues are addressed directly in the 'Remarks' section of this report.

Internal

WARD COUNCILLORS

Objections were received from Brondesbury Park Councillors Shaw, Warren and Davidson who indicate that they endorse the objections set down by residents.

The application was not formally "called in" to Committee given that the level of public opposition received (over 3 objections) means that the item is required to be heard at the Committee in any event.

Transportation

The Council's Transportation Unit do not raise any objection to the proposal.

Environmental Health

No objection.

REMARKS

Recent Planning Appeal (12/1319)

1. As discussed in the 'History' section of the report above, the site has been subject to a recent appeal against the decision of the Council to refuse planning permission for proposals to erect a mansard roof extension to the properties in order to form four 1-bedroom flats. This latest application proposes two units, rather than four. Whilst the appeal was dismissed, in reaching that decision the Inspector made a number of observations about the merits of the proposals and these are now considered relevant to the determination of the current application which seeks permission for a similar form of development. Given the Council's reasons for refusal the Inspector considered the appeal on three main issues:
 - the impact of the development on the character and appearance of the building and surrounding area;
 - the residential quality of the proposed accommodation and;
 - the adequacy of the rear garden area to provide sufficient amenity and parking facilities for future occupiers of the properties.

Whilst the Inspector supported the Council in their concerns regarding the quality of the residential accommodation and the rear garden area it is important to note that the Inspector did not agree with the Council that the proposed mansard roof extension would cause harm to the character and appearance of the building and surrounding area.

Character and Appearance

2. The proposed development would involve the erection of a mansard roof extension across all four properties, effectively creating an additional storey of accommodation. The scale, siting and general appearance of the proposed extension would be similar to that proposed under the previous planning application, other than alterations to the treatment of the rear elevation to provide external balcony access. Despite these alterations the proposed extension is likely to have a similar appearance to the previous extension, particularly in terms of its scale and massing, when viewed from the surrounding area. As discussed above, although concerns were previously raised by the Council regarding the impact on a mansard roof extension on the character and appearance of the locality, these concerns were not shared by the appeal Inspector who remarked "*I consider that the change arising from the proposed mansard roof would not be visually unacceptable or harmful*". Therefore it is not considered reasonable

for the Council to raise similar concerns in relation to the current proposal.

3. Under the previous application the Council did not raise any concerns regarding the impact of the proposed extension on the amenity of neighbouring occupiers. In accordance with SPG17, the current application has also been assessed for its impact on the light, outlook and privacy of adjoining occupiers and the view remains that the proposed extension would not result in any unreasonably adverse impact on neighbouring occupiers.

Quality of Residential Accommodation and Amenity

4. Although the extent of the proposed roof extension is similar to the previous application, this would now accommodate only two 2-bedroom flats. This is a significant change from the previous proposal which sought permission for four 1-bedroom flats.
5. The proposed units are designed to be 2-bedroom 3-person apartments. The Mayors Housing SPD design guide sets out that 2-bedroom 3 person units should have a minimum internal floor area of 61sqm. The proposed units have a gross internal floor area (GIA) of 68sqm, which using the definition given by the Royal Institute of Chartered Surveyors (RICS) includes all of the floor area with a headroom of at least 1.5m. Of this floor area approximately 61sqm has internal headroom of at least 2m. On balance, it is considered that whilst in some areas the units would experience limited headroom that overall, the proposals satisfy the Housing SPD standards in respect of the floorspace provided
6. Both units would be dual aspect, with bedrooms facing out on to All Souls Avenue and the living/dining room facing Chamberlayne Road, providing an east-west outlook to the unit that would be likely to provide a satisfactory levels of daylight for future occupiers.
7. The applicant has provided only limited information regarding the layout of the existing units located on the second floor. As such, it is possible that extra sound insulation may be required in order to avoid any issues of unreasonable noise transmission between units, particularly where living areas are located directly over bedrooms. If the application is approved further details should be required by condition.
8. In terms of external amenity space each unit would be provided with a private balcony with an area of approximately 6m². A landscaped communal garden with an area of approximately 69sqm would be formed to the rear of the property although this would be likely to be shared with the existing flats. If the existing flats are to be considered then the new flats would be provided with approximately 13sqm of external amenity space (6sqm private and 7 sqm communal). The private spaces could be increased to make up this shortfall but that could give rise to unreasonable overlooking of neighbouring properties. Whilst the SPG17 standard of 20sqm of amenity space per flat would not be fully met, it should be noted that in determining the recent appeal the Inspector remarked that "*that it is not uncommon for flats within urban areas such as this to have limited or no amenity space*". On balance, although the discussion is a delicate one, it is considered that the overall provision would provide a satisfactory standard of amenity within the context of the site and that the development would be likely to benefit the existing residents who do not currently have any amenity provision.
9. Whilst the presence of a service bay is noted in close proximity to the amenity space, the amenity space would be subject to a landscaping condition to ensure that the would not undermine the quality of the amenity space by way of screen planting. Furthermore, as a servicing bay this would only be used at certain times in the day and would not be a dissimilar relationship to the proposed parking.

Parking and Servicing

10. At present the rear of the site is currently in a poor condition being used informally for parking and servicing of the existing building. The area currently appears rather unsightly. The proposal would involve the formation of a new parking and servicing area to the rear of the site, including the provision of new facilities for the storage of refuse/recycling and bicycles. The proposed parking layout would include 4 residential parking spaces and an area that can be used for servicing vehicles to park whilst unloading.
11. The proposed development would increase the parking standard for the site by 2.4 spaces. As such, it is considered that overall the development should provide 2 additional spaces for residential use. Four spaces in total are proposed and the Council's Transportation Unit are satisfied that this would provide sufficient parking provision for both the new units and any demand that is currently met through the informal arrangements to the rear of the property.

12. The proposed development provides space for one transit sized vehicle to service the site and the Council's Transportation Unit have confirmed that this would provide sufficient servicing facilities, to plan standards, for the existing commercial uses within the properties.
13. As part of the proposal the existing refuse/recycling store would be demolished and replaced by a new storage area that would accommodate new 1100l communal bins (at present refuse/recycling is stored in numerous wheelie bins). The new refuse storage area would meet Council standards and the arrangements for collection would remain unchanged, with refuse collected from Chamberlayne Road at the rear of the property.
14. Cycle storage for the proposed and existing flats is also indicated within the rear yard.
15. Whilst these improved facilities are welcomed, referring to paragraph 8, it should be noted that these would be provided at the expense of the provision of increased amenity areas for residents. However, on the basis that the more limited amenity areas would be landscaped to a good standard it is considered that the proposed layout for the rear yard would strike an appropriate balance between the provision of amenity space and the provision of other parking and servicing facilities that would benefit the occupiers of the development.
16. At present, the rear of the site is served by an existing crossover which will be narrowed as part of the proposal. There is also a stretch of redundant crossover to the rear of the site and it is considered that this should be restored to kerb and channel as part of the development.

Consideration of Objections

17. The following table sets out to address the concerns raised by objectors to the application.

Objection	Officer Comment
The proposed roof extension will be bulky, unsightly and overbearing.	The design of the proposed roof extension is discussed above in paras' 2 & 3
There is insufficient parking for the proposed flats which will result in unsafe and congested parking conditions within the locality of the site.	This issue is discussed in paras 8-10 of the above report
Landowner permission will not be given to construct the proposed parking area.	Issues of land ownership are a civil matter that would be dealt with outside of the planning process.
If the existing phone mast is placed on top of the proposed roof extension this will be even more unsightly.	The applicant has not indicated the re-siting of the telecom masts as part of the proposals. Should the applicant wish to install a telecommunications mast on the building after the development is completed this would be subject to the relevant planning legislation. It is not considered that there are sufficient grounds for the Council to impose a condition that would interfere with the application of this legislation.
The site is already overcrowded and suffers from problems with refuse and sewerage.	The proposal would involve the formation of a new refuse store to Council standards. The development would need to adhere to current Building Regulations which would require satisfactory arrangements for drainage and sewerage.
The existing building is not capable of supporting the additional roof structure.	Again, this would be a matter for Building Regulations but there is no suggest that this is the case.

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

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

Brent 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) 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:

- Location Plan
- PL100 Rev A
- PL102
- PL103 Rev B
- PL104
- PL105
- PL106
- PL107
- PL108

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

(3) The areas so designated within the site shall be landscaped in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority before any works commence on site. The approved landscape work shall be completed during the first available planting season following completion of the development hereby approved. Any planting that is part of the approved scheme that within a period of *five* years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced in the same positions with others of a similar size and species, unless the Local Planning Authority first gives written consent to any variation.

Reason: To ensure a satisfactory standard of appearance and setting for the development.

(4) Prior to the occupation of the residential units hereby approved, the following works shall be carried out and completed in all respects.

a) The parking spaces shown on the approved plans shall be constructed and marked out and shall be permanently retained as such for the lifetime of the development. Two spaces shall be marked out and used solely in connection with the dwellings hereby approved.

b) The redundant lengths of vehicular crossover onto Chamberlayne Road shall be restored to footway with full height kerbs at the developer's expense.

Reason: To ensure that the approved standards of parking provision are maintained in the interests of local amenity and the free flow of traffic in the vicinity.

- (5) Details of materials for all external work shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out in accordance with the approved details.

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

- (6) Notwithstanding the approved plans, further details of the refuse/recycling storage area and cycle storage facilities shall be submitted to and approved in writing by the Local Planning Authority and implemented prior to the occupation of the dwellings hereby approved.

Reason: To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties.


- (7) Prior to the commencement of works further details of the layout of the units on the second floor of the existing property and details of works to ensure sufficient sound insulation between the residential units, hereby approved, and those existing units on the second floor shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to ensure that sufficient sound insulation is provided to prevent unreasonable noise transmission between units.

INFORMATIVES:

- (1) The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk
- (2) The applicant is reminded that the provisions of Part 24, Schedule 2 of the The Town and Country Planning (General Permitted Development) Order 1995, as amended, will apply to any re-siting of telecoms equipment on the existing or proposed building.

Any person wishing to inspect the above papers should contact Matthew Harvey, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 4657

	Planning Committee Map
Site address: Car Park, Ainsworth Close, Neasden, London	
© Crown copyright and database rights 2011 Ordnance Survey 100025260	



This map is indicative only.

RECEIVED: 17 October, 2014

WARD: Dollis Hill

PLANNING AREA: Willesden Consultative Forum

LOCATION: Car Park, Ainsworth Close, Neasden, London

PROPOSAL: Erection of 3 (x3 bed) two storey terraced dwellinghouses including formation of off street parking, bin and cycle stores and associated hard and soft landscaping

APPLICANT: Brent Housing Partnership

CONTACT: Mae LLP Architects

PLAN NO'S:
See condition 2

RECOMMENDATION

Approval subject to conditions listed after paragraph 30.

CIL DETAILS

This application is liable to pay the Community Infrastructure Levy (CIL). The total amount is **£72,080.72** of which **£61,345.29** is Brent CIL and **£10,735.43** is Mayoral CIL.

The proposal is for social housing, therefore the applicant will be able to apply for an exemption.

CIL Liable?

Yes/No: Yes

EXISTING

The site is a redundant residential car park on the northern side of Ainsworth Close, NW10.

DEVELOPMENT SCHEDULE

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain
dwelling houses	0			300	300

TOTALS in sqm

Totals	Existing	Retained	Lost	New	Net gain
	0			300	300

Monitoring Residential Breakdown

Existing

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
Houses û Social rented										

Proposed

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
Houses û Social rented			3							3

PROPOSAL

See description above

HISTORY

No planning history

POLICY CONSIDERATIONS***National Planning Policy Framework (NPPF)***

The NPPF was published on 27 March 2012 and replaced Planning Policy Guidance and Planning Policy Statements with immediate effect. It seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. It includes a presumption in favour of sustainable development in both plan making and decision making. The NPPF is intended to provide a framework within which local people and Councils can produce their own distinctive Local and Neighbourhood Plans. It aims to strengthen local decision making and reinforce the importance of keeping plans up to date.

Saved policies from the adopted UDP will have increasingly less weight unless they are in conformity with the NPPF and can be demonstrated to be still relevant. The Core Strategy will also need to be in conformity with both the London Plan and the NPPF. In doing so it has significant weight attached to it.

The development plan for the purpose of S38 (6) The Planning & Compulsory Purchase Act 2004 is the Brent Unitary Development Plan 2004, Core Strategy 2010 and the London Plan 2011. Within those documents the following list of policies are considered to be the most pertinent to the application:

London Plan 2011

Policy 3.5 Quality and Design of Housing Developments

Brent Core Strategy 2010

- CP 2 Population and housing growth
Sets out the appropriate level of growth across the borough, including the number of new homes and proportion of affordable housing sought
- CP 17 Protecting and enhancing the suburban character of Brent
Balances the regeneration and growth agenda promoted in the Core Strategy, to ensure existing assets (e.g. heritage buildings and conservation areas) are protected and enhanced. Protects the character of suburban housing and garden spaces from out-of-scale buildings.
- CP 21 A balanced housing stock
Seeks to maintain and provide a balanced dwelling stock to accommodate the wide range of Brent households by: ensuring appropriate range of dwellings and mix; defining family accommodation as units capable of providing three or more bedrooms; requiring new dwellings be 100% Lifetime Homes and 10% wheelchair accessible; contributes to non-self contained accommodation and care & support housing where needed.

Brent UDP 2004

- BE2 Proposals should be designed with regard to local context, making a positive contribution to the character of the area, taking account of existing landforms and natural features. Proposals should improve the quality of the existing urban spaces, materials and townscape features that contribute favourably to the area's character and not cause harm to the character and/or appearance of an area.
- BE3 Proposal should take regard for the existing urban grain, development pattern and density in the layout of development site.
- BE4 Access for disabled people
- BE6 A high standard of landscape design is required as an integral element of development schemes.
- BE7 A high quality of design and materials will be required for the street environment.
- BE9 Creative and high-quality design solutions 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.

- H11 Housing will be promoted on previously developed urban land which the plan does not protect for other uses.
- H12 Residential site layout to reinforce/create an attractive/distinctive identity appropriate to its locality, housing facing streets, appropriate level of parking, avoids excessive ground coverage and private and public landscaped areas appropriate to the character of area and needs of prospective residents.
- H13 The appropriate density should be determined by achieving an appropriate urban design, make efficient use of land and meet the amenity needs of potential residential, with regards to context and nature of the proposal, constraints and opportunities of the site and type of housing proposed.
- TRN23 Parking standards for residential developments. The level of residential parking permitted will be restricted to no greater than the standards in PS14.
- PS14 Parking standards for residential uses

Brent Supplementary Planning Guidance

SPG17 Design Guide for New Developments

Sets out the general design standards for development and has regard to the character, design and appearance of developments, the design layout with respect to the preservation of existing building lines, size and scale of buildings and structures, and privacy and light of adjoining occupants. This policy guidance document addresses residential densities, minimum sizes for residential dwellings, external finishing materials, amenity spaces and parking related issues.

CONSULTATION

External

Neighbouring residents were consulted on 24th October 2014, 4 objections have been received raising the following concerns:

- The existing boundary treatment along the garden of 76 Brook Road has been poorly maintained by BHP. The proposed 2m high fence will be insufficient to provide security and privacy for the existing neighbour because of the higher ground level, a 9ft wall is requested.
- Trees along the boundary in the neighbouring garden should be protected.
- The area suffers from parking issues and rather than making the car park safer it has been allowed to deteriorate.
- Residents park on Ainsworth Close which makes it difficult for emergency vehicles and for manoeuvring when there is snow and ice on the ground.
- Bell House will suffer from loss of privacy, light and the devaluing of the property, rubbish bins will also be close which will result in smells and dust.
- Construction works near the property may cause harm to paintwork carried out as part of the major works to the estate.
- The new homes will add to the existing problems.
- The new build will stand out in its appearance and have an adverse impact on the visual amenity of the area, its is forward of the neighbouring building line and is out of character.
- The layout and siting, both in itself and in relation to adjoining buildings, spaces and views, is inappropriate and unsympathetic to the appearance and character of the local environment

Internal

Highways -

No objections. There is sufficient capacity for parking in the estate to allow for the loss of the underused car park. The proposal provides a space per unit which may be sufficient but a small amount of overspill parking would also be acceptable. This issue is discussed further below.

Tree officer -

No objections. Conditions recommended regarding tree protection and planting.

Councillors

Councillor Reg Colwill - Residents consider that the plan to build 3 homes on the car park will further worsen existing ASB with limited local police resources. Residents also feel BHP hasn't taken sufficient account of concerns about parking pressure, facilities for young people and maintaining the upkeep of the estate. Councillor Bhiku Patel of Kenton Ward has indicated that they share these concerns.

REMARKS

Background

1 Brent Housing Partnership (BHP) has been looking at ways in which it can increase its stock of affordable family housing, which is housing with 3 or more bedrooms, across the Borough. This reflects the significant existing shortage and the demand arising from Brent's larger than average family sizes.

2 A survey of BHP properties and estates has led to the identification of a number of infill opportunities to contribute to increasing the BHP housing stock. The subject site is a small car park located on the northern side of Ainsworth Close and the proposal seeks permission for the erection of 3x3-bed social rented houses and 3 off street parking spaces.

Key considerations

3 The key considerations of this proposal are as follows:

- (1) Principle of development
- (2) Design, Layout & Impact on Street Scene
- (3) Standard of accommodation
- (4) Impact on neighbouring amenity
- (5) Landscaping
- (6) Parking

Principle

4 Ainsworth Close and its surrounding area is residential and as such the introduction of the proposed residential units is appropriate in terms of the character and use.

5 Parking is the other significant issue which needs to be acceptable for the principle to be supportable. The existing site as set out above, is a small car park presumably originally intended for surrounding residents, however aerial photos back to 1995 demonstrate extremely limited use with no more than one vehicle in situ and often none. For at least the last year it is apparent that the area hasn't been available for use for parking at all more but has been used for storage, possible associated with work going on in the estate.

6 Highways officers have reviewed the proposal and have no objections, this is discussed in more detail below, but in summary the principle of the development is considered to be acceptable.

Design, Layout & Impact on Street Scene

7 The proposal is for a row of 3x2-storey terrace houses. The dwellings face south onto Ainsworth Close, to their west are the rear gardens of 78 and 80 Brook Road, to the north is the rear garden of 76 Brook Street and to the east is 1-7 Bell House.

8 The site is approximately 37m wide, 17.3m deep at its western end and 13.7m at its eastern end. The only existing building which fronts onto this part of Ainsworth Close is Bell House which is set over 16m back from the pavement edge behind an open grassed area. The depth of the subject site doesn't allow for this to be reflected however the proposal seeks to establish its own character with a strong front building line.

9 The estate isn't characterised by private front gardens and the proposed houses have a 1.4m wide set back from the pavement which will be planted with shrubs to provide a green setting. As large a set back as possible is sought in all developments to improve the visual impact of the development and also to protect amenity for future occupiers. A minimum 2m setback is usually required for taller buildings to prevent the development appearing overbearing in the street as well as providing a defensible space in front of windows.

The limited depth of the site here would not easily allow for the front curtilage to be widened and on balance, as the development is only 2-storeys and taking into account the character of the estate, the relationship between the street and the proposed houses is considered to be acceptable. 2 parking spaces are proposed to the west of the houses along with cycle and refuse storage space for 2 of the houses, the parking space and storage facilities for the third house are to the eastern end of the site. In terms of its appearance in the street scene the development is considered to sit comfortably within the plot.

10 The elevational design is simple but is considered to be successful. The houses have a similar arrangement of fenestration but with slight variation to add interest. The proposed materials are brick at the ground floor level and the first floors will be clad with tiles with each house having a different shade of tile, this continues around the side and rear elevations. Further details of this are shown in section 7.1 of the D&A and samples will be required by condition. Bell House which is the neighbouring building on Ainsworth Close consists largely of brick and hanging tiles so this treatment is appropriate.

11 Bell House is a 2-storey flat roof building, so the flat roof design of the subject site ties into to the local character.

12 Fenestration is proposed in the flank walls at ground floor (one window to each side) adjacent to the parking spaces which provides a sense of surveillance of these spaces. A windows is also proposed at first floor in the eastern flank wall, this is a secondary window to the master bedroom, and as well as providing an element of interest within the tile cladding, it also gives a suggestion of overlooking of the space to the side of the house which is welcomed.

Standard of Accommodation

13 The units have a clearly identifiable entrance which is recessed in the front elevation.

14 As set out above the units have a limited set back from the street where the kitchen and dining room windows are positioned, details of planting in the front curtilage will be required to enhance the separation distance. While the privacy of these rooms is a consideration they form only a part of the habitable space in the units and the quality of the accommodation isn't considered to be compromised. The living area is to the rear of the ground floor and as such looks on to the rear garden which is a private area to each unit. At first floor all bedroom windows have outlook to the front and the largest double bedroom has a high level window to the rear.

15 Each house provides 100sqm of internal space over floors; a kitchen, dining and living room are provided at ground floor along with a bathroom and storage cupboards, while the first floor accommodates another bathroom and 3 bedrooms (2 doubles and 1 single). The minimum space standard in the London Plan for 3b5p dwelling houses is 96sqm which is achieved.

16 Each unit has a private rear garden each of which is over 70sqm. A good quality and quantity of amenity space is provided.

Impact on neighbouring amenity

17 The closest neighbouring house is to the west of the site on Brook Road and is over 15m away from the proposed flank wall. The proposed development falls below an angle of 35 degrees measured from 2m in height at the neighbours rear elevation and below 45 degrees from the rear garden boundary, which is the criteria set down in SPG17.

18 SPG17 states that usually the minimum distance between habitable room windows on a rear elevation and the boundary should be 10m, in this instance the living room window of the western most unit is 8.7m from the boundary and 7.3m at the eastern unit. The boundary treatment will be 2m high which will prevent any overlooking of the garden to the rear. There is no conflict with residential windows as the proposed layout is perpendicular to Brook Road. The houses are designed so that there is no outlook from habitable rooms at first floor which could harm privacy to the rear. Officers are satisfied that the design mitigates any potential impact on privacy.

19 Brook Road is on a hill so the garden to the rear has a lower ground level which is not shown on the Proposed Section BB drawing. The neighbour is concerned that the proposed 2m high fence is insufficient for their security and request a higher boundary treatment. Officers would not support a higher boundary treatment as it would be overbearing however further details of the boundary treatment are required and it is recommended that the 2m height is taken from the subject site's ground level.

20 The proposed development falls under an angle of 45 degrees set at 2m at the garden boundary with 76 Brook Road and would therefore have an acceptable relationship in accordance with SPG17.

21 The proposal will be visible from Bell House to the east of the site however at its closest point it will be positioned over 12m away and in terms of outlook while Bell House is angled towards the proposed site the development would not detrimentally obstruct outlook from its front windows.

Landscaping

22 There are 2 trees in the frontage of the site which will be removed to enable the construction of the 3 houses. The trees are a Red Oak and a Maple and the tree officer has no objection to their loss subject to replacement within the site. The pavement in front of the proposed houses is insufficiently deep to accommodate replacement trees within it and instead it is specifically suggested that 2-3 native trees are provided per rear garden.

23 The small front curtilages of the site require good quality dense planting to enhance the green value of the site, this could include a privet hedge and further details will be required by condition.

24 The council's tree officer has appraised the trees to the rear of the site and provided recommendations, a tree report and method statement will be conditioned detailing which trees will be removed and for those to be retained, how the work will be carried out to prevent damage to their roots. The retention of trees identified as T4 and T5 is recommended as this will enhance the screening between the new houses and the adjacent garden.

Car Parking

25 Under the UDP standard PS14 a maximum of 1.6 spaces per 3 bedroom dwelling would be allowed. This means up to 4.8 spaces for the proposed 3 houses, however as affordable housing the units would be likely to attract closer to 50% of this standard and this would, consequently, be catered for by the provision of 3 off street parking spaces, one being allocated to each unit. The access to public transport in this part of the Borough is rated as low (PTAL 2) and there are no Controlled Parking Zones (CPZ's) in the vicinity of the site.

26 Ainsworth Close is quite narrow, but despite this car parking along one side is still possible.

27 Although as explained above car parking is proposed on the site that complies with the Council's maximum standards, it remains the case that the possibility of overspill parking has still to be considered in order to understand whether the proposal will result in an impact on existing highway conditions. Transportation colleagues have confirmed that the estate provides approximately 70 off street parking spaces as well as approx. 50 on-street spaces. Looking at the most recent 2011 Census the 108 flats here showed average car ownership of 0.435 cars per flat giving a total provision of about 50 cars. This scenario seems to be supported by aerial photos of the area which in 2013 showed approximately 50 cars parked on-street. It is considered that this demonstrates that there appears to be sufficient unused capacity on-street to satisfy any increased demand in the event that the loss of the car park, albeit one that does not appear to have been used for such purposes recently, leads to any level of overspill parking from the site.

28 In terms of bicycle storage Council standards require 1 space per unit and a condition is recommended here to relocate the parking for the middle unit into the rear garden of the house so as to be more readily available and also provide improved security. The new location would need to not conflict with tree protection and proposed tree planting.

29 There is a balance to strike in terms of the need for refuse storage to current Council standards to be provided on the site, but also to make sure that the structures do not over dominate the outside space or reduce the scope for landscaping to be planted. Although it might be preferable in technical terms for the storage to be accommodated within front gardens these spaces are not large, as discussed above, and it would therefore result in the loss of soft landscaping which is considered essential in this context. As a result, the proposed locations identified at the end of the terrace are considered the most sensible and are within an acceptable distance for residents.

Conclusions

30 Overall the proposal is considered to result in a good quality of accommodation which will have an attractive appearance in the street and will not be detrimental to neighbouring amenity. Importantly, the

development provides family accommodation in two storey houses, with outside space, that is recognised as being in short supply in the Borough. Further detail is required by condition in order to ensure the quality of materials, landscaping and tree protection.

Neighbour objections

Neighbour comment	Response
Height of fence at the boundary with 76 Brook Road is insufficient and a 9ft wall is requested	2m is the usual maximum acceptable ensured that the 2m is taken from the neighbours lower ground level. A wall with more tree roots than a fence.
Trees along the boundary in the neighbouring garden should be protected.	A method statement including root protection condition.
The area suffers from parking issues and rather than making the car park safer it has been allowed to deteriorate.	Aerial images over many years show the area before it was closed. It may have been overlooked. The proposal will not address however aerial images and car owners sufficient parking capacity within the
Residents park on Ainsworth Close which makes it difficult for emergency vehicles and for manoeuvring when there is snow and ice on the ground.	Ainsworth Close, though narrow, is wide on the side.
Bell House will suffer from loss of privacy, light and the devaluing of the property, rubbish bins will also be close which will result in smells and dust.	The relationship between Bell House and the proposed windows. Bell House would be to the south and has the open grassed area. The development is over 12m away and will not affect light. The bins referred to service on the site will have no detrimental impact on neighbouring amenity.
Construction works near the property may cause harm to paintwork carried out as part of the major works to the estate.	The considerate constructors scheme will ensure that the property is protected.
The new homes will add to the existing problems	The development of the underused area will be an enhancement to the area and should not affect social behaviour etc.
The new build will stand out in its appearance and have an adverse impact on the visual amenity of the area, its is forward of the neighbouring building line and is out of character	Officers are of the opinion that the development is in its own character, relates acceptably to the surrounding area.
The layout and siting, both in itself and in relation to adjoining buildings, spaces and views, is inappropriate and unsympathetic to the appearance and character of the local environment	The layout responds acceptably to the surrounding area protecting neighbouring amenity and landscaping.

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

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

Brent 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 three 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) The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

PL001
PL100
PL110
PL111
PL200
PL201
PL300
PL301
PL302
PL303
Design & Access Statement

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

- (3) The area(s) so designated within the site, between the front elevation and pavement edge, shall be landscaped in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority before any works commence on site, the landscape work to be completed during the first available planting season following completion of the development hereby approved. Any planting that is part of the approved scheme that within a period of *five* years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced in the same positions with others of a similar size and species, unless the Local Planning Authority first gives written consent to any variation.

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the locality, in the interests of the amenities of the occupants of the development and to provide tree planting in pursuance of section 197 of the Town and Country Planning Act 1990.

- (4) All car parking spaces and footways shall be constructed and permanently marked out prior to first occupation of the development, and permanently maintained for such purposes, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to allow the Local Planning Authority to exercise proper control over the development in the interests of amenity and highway safety.

- (5) All existing crossovers rendered redundant by this proposal shall be reinstated to footway at the applicant's own expense and to the satisfaction of the Council's Director of Transportation prior to first occupation of the new development.

Reason: In the interests of traffic and pedestrian safety.

- (6) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking or re-enacting that order with or without modification) no development within Classes A, B, C or D of Part 1, Schedule 2 to the said Order shall be carried out to the proposed houses without the prior permission of the local planning authority obtained through the submission of a planning application.

Reason : To enable the local planning authority to maintain strict control over the extension and alteration of any of the dwellinghouses hereby permitted on restricted sites in the interests of maintaining the appearance and integrity of the development and the visual and general

amenities of the locality and to safeguard the amenities of the occupiers of neighbouring properties.

- (7) No development shall be carried out until the person carrying out the works is a member of the Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details are clearly displayed on the site so that they can be easily read by members of the public.

Reason: To limit the impact of construction upon the levels of amenity that neighbouring occupiers should reasonably expect to enjoy.

- (8) Further details of the proposed development shall be submitted to and approved in writing 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) materials (samples of which shall be submitted for approval by the Local Planning Authority) to be used on all external surfaces of the building(s);

(b) the treatment of the areas of hardstanding to include SUDS;

(c) the proposed boundary treatment to consist of a fence 2m high from the ground level of the site and a section drawing showing the ground level of 76 Brook Road;

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

- (9) Notwithstanding the plans hereby approved, a tree protection plan, arboricultural method statement and construction method statement for the proposed works, specifying the method of tree protection in accordance with BS 5837:2005 shall be submitted to and approved in writing by the Local Planning Authority prior to the development commencing on site. Works shall not commence on site until the Local Planning Authority has been on site and inspected the required tree protection measures. The approved tree protection measures shall be in place throughout the construction period.
- This shall include the identification of trees which will be removed as well as appropriate replacement trees and details of the future management of trees.

Reasons: To ensure that the existing trees are not damaged during the period of construction, as they represent an important visual amenity which the Local Planning Authority considers should be substantially maintained as an integral feature of the development and locality and kept in good condition.

INFORMATIVES:

- (1) The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk

Any person wishing to inspect the above papers should contact Liz Sullivan, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5377