



Planning Committee

Tuesday 21 April 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

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		
APPLICATIONS DEFERRED FROM THE PREVIOUS MEETING		
3. Flats 1-6 INC, 84 Bowrons Avenue, Wembley, HA0 4QR (Ref. 14/4732)	Wembley Central	5 - 22
NORTHERN AREA		
4. Olympic Office Centre Car Park (Plot C) Rutherford Way Wembley (Ref. 14/4981)	Tokyngton	23 - 46
5. Playground, Silver Jubilee Park Townsend Lane (Ref. 14/4971)	Fryent	47 - 64
SOUTHERN AREA		
6. Salusbury Primary School (Ref. 14/3427)	Queens Park	65 - 74
7. Land adjacent to Kings Road, NW10 3BL (Ref. 14/2803)	Willesden Green	75 - 96
8. 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 - 18 APRIL 2015

SITE VISITS – SATURDAY 18 APRIL 2015

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

REF.	ADDRESS	ITEM	WARD	TIME	PAGE
14/4981	Olympic Office Centre Car Park (Plot C) Rutherford Way, Wembley	4	Tokington	9:35	23 - 46
14/4971	Playground, Silver Jubilee Park, Townsend Lane, London	5	Fryent	10:05	47 - 64
14/3427	Salisbury Primary School, Salisbury Road, London, NW6 6RG	6	Queen's Park	10:40	65 - 74
14/2803	Land adjacent to 19 Kings Road, London, NW10 2BL	7	Willesden Green	11:10	75 - 96

Date of the next meeting: Wednesday 3 June 2015 (provisional)

The date of next meeting will be confirmed at the Council's Annual General Meeting (AGM) on 20 May 2015.

When confirmed, the site visits for that meeting will take place the preceding Saturday 30 May 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.

This page is intentionally left blank

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.

This page is intentionally left blank

COMMITTEE REPORT

Planning Committee on 21 April, 2015
Item No 03
Case Number 14/4732

SITE INFORMATION

RECEIVED: 12 December, 2014

WARD: Wembley Central

PLANNING AREA: Wembley Consultative Forum

LOCATION: FLATS 1-6 INC, 84 Bowrons Avenue, Wembley, HA0 4QR

PROPOSAL: Erection of roof extension to existing three storey block of flats to form 2 new self-contained flats (2 x 1 bed) with associated cycle store to the rear

APPLICANT: Miller Developments

CONTACT: Eurohaus

PLAN NO'S: (See Condition 2)

SITE MAP



Planning Committee Map

Site address: FLATS 1-6 INC, 84 Bowrons Avenue, Wembley, HA0 4QR

© Crown copyright and database rights 2011 Ordnance Survey 100025260



© Crown copyright and database rights 2015 Ordnance Survey 100025260

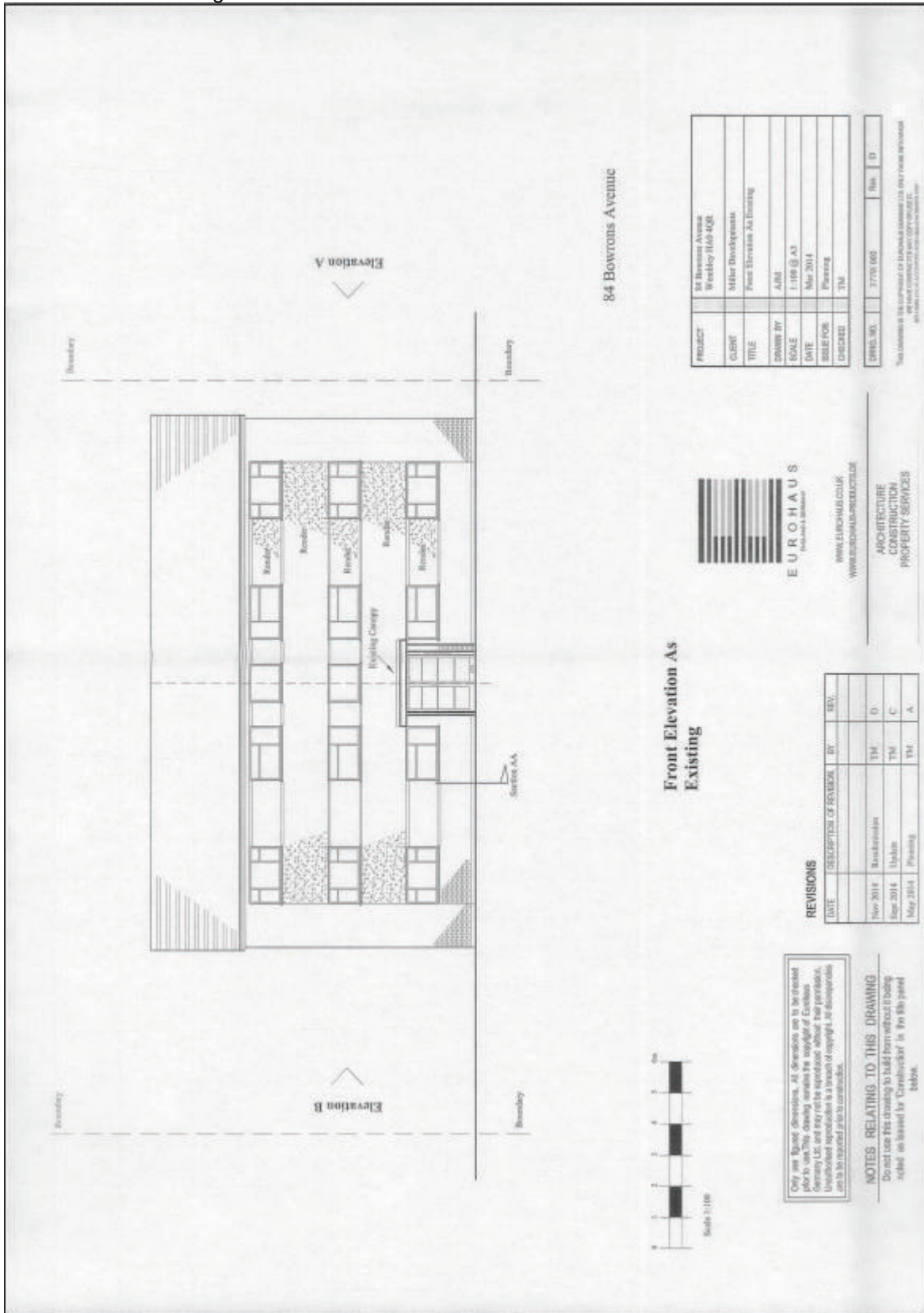
This map is indicative only.

SELECTED SITE PLANS

REFERENCE DOCUMENTS:

The following extracts are some of the submitted plans. All submitted details can be viewed on the Council's website www.brent.gov.uk by searching with the application reference.

Front Elevation Existing



Front Elevation As Existing

EUROHAUS
 ARCHITECTURE
 CONSTRUCTION
 PROPERTY SERVICES

WWW.EUROHAUS.CO.UK
 WWW.EUROHAUS-PRODUCTIONS.COM

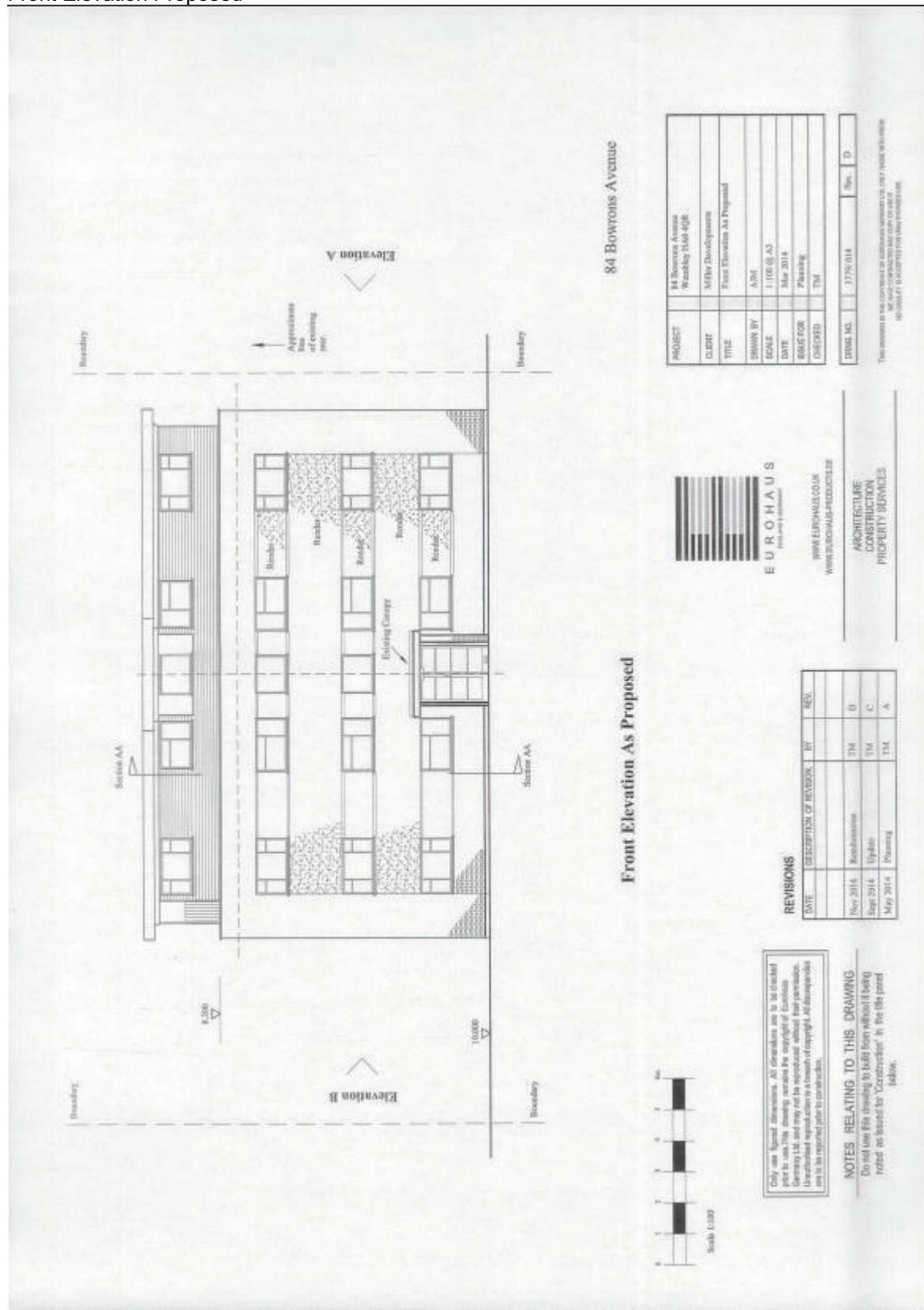
PROJECT	84 Bowrons Avenue Wembley HA0 4QL
CLIENT	Milner Developments
TITLE	Front Elevation As Existing
DRAWN BY	AMG
SCALE	1:100 @ A3
DATE	Mar 2014
SCALE FOR	Plotting
CHECKED	TM
DRAWN NO.	3775 000
REV.	D

DATE	DESCRIPTION OF REVISION	BY	REV.
Nov 2014	Revised plan	TM	D
Sept 2014	Update	TM	C
May 2014	Plotting	TM	A

NOTES RELATING TO THIS DRAWING
 Do not use this drawing to build form without checking
 it is based for 'Construction' in the site plan
 below.

Only use fixed dimensions. All dimensions are to be checked
 prior to use. This drawing remains the copyright of Eurohaus
 Property Ltd and may not be reproduced without their permission.
 Unauthorised reproduction is a breach of copyright and is prohibited
 and is reported as an offence.

This drawing is the property of Eurohaus Property Ltd. It is to be used only for the project and site mentioned herein. It is not to be used for any other project or site without the written consent of Eurohaus Property Ltd.



PROJECT	84 Bowrows Avenue Wembley W9 4QR
CLIENT	M/Hor Developments
TITLE	Front Elevation As Proposed
DRAWN BY	ADN
SCALE	1:100 (S.A.)
DATE	Mar 2014
ISSUE FOR	Planning
CHECKED	TM

FORM NO.	3779/014	Rev.	D
----------	----------	------	---

This document is the copyright of Eurohaus Architects Ltd. and is not to be reproduced or used in any way without the prior written consent of Eurohaus Architects Ltd.



EUROHAUS
ARCHITECTURE
WWW.EUROHAUS.CO.UK
WWW.EUROHAUS-PRODUCTS.LT

ARCHITECTURE
CONSTRUCTION
PROPERTY SERVICES

Front Elevation As Proposed

REVISIONS

DATE	DESCRIPTION OF REVISION	BY	REV.
Nov 2014	Revised	TM	D
Aug 2014	Update	TM	C
May 2014	Planning	TM	A

NOTES RELATING TO THIS DRAWING
Do not use this drawing to build from without it being noted as issued for 'Construction' in the title panel below.

Only use formal dimensions. All dimensions are to be checked prior to use. This drawing remains the copyright of Eurohaus Architects Ltd. and may not be reproduced without their permission. Unauthorised reproduction is a breach of copyright. All discrepancies are to be reported prior to construction.



This has been prepared in accordance with the provisions of the Building Regulations 2010 and the Building Regulations (Amendment) Regulations 2014. This drawing is for information only and does not constitute a contract. The client is responsible for ensuring that all necessary permissions and consents are obtained before construction. The architect is not responsible for any errors or omissions in this drawing.

NOTES RELATING TO THIS DRAWING

Do not site this drawing in publication without it being noted as issued for Construction in the file panel below.

REVISIONS

DATE	DESCRIPTION OF REVISION	BY	REV
July 2014	Structural	TM	D
Sept 2014	Update	TM	C
May 2014	Planning	TM	A



EUROHAUS
ARCHITECTURE & INTERIOR DESIGN

WWW.EUROHAUS.CO.UK
WWW.EUROHAUS.PRODUCTS

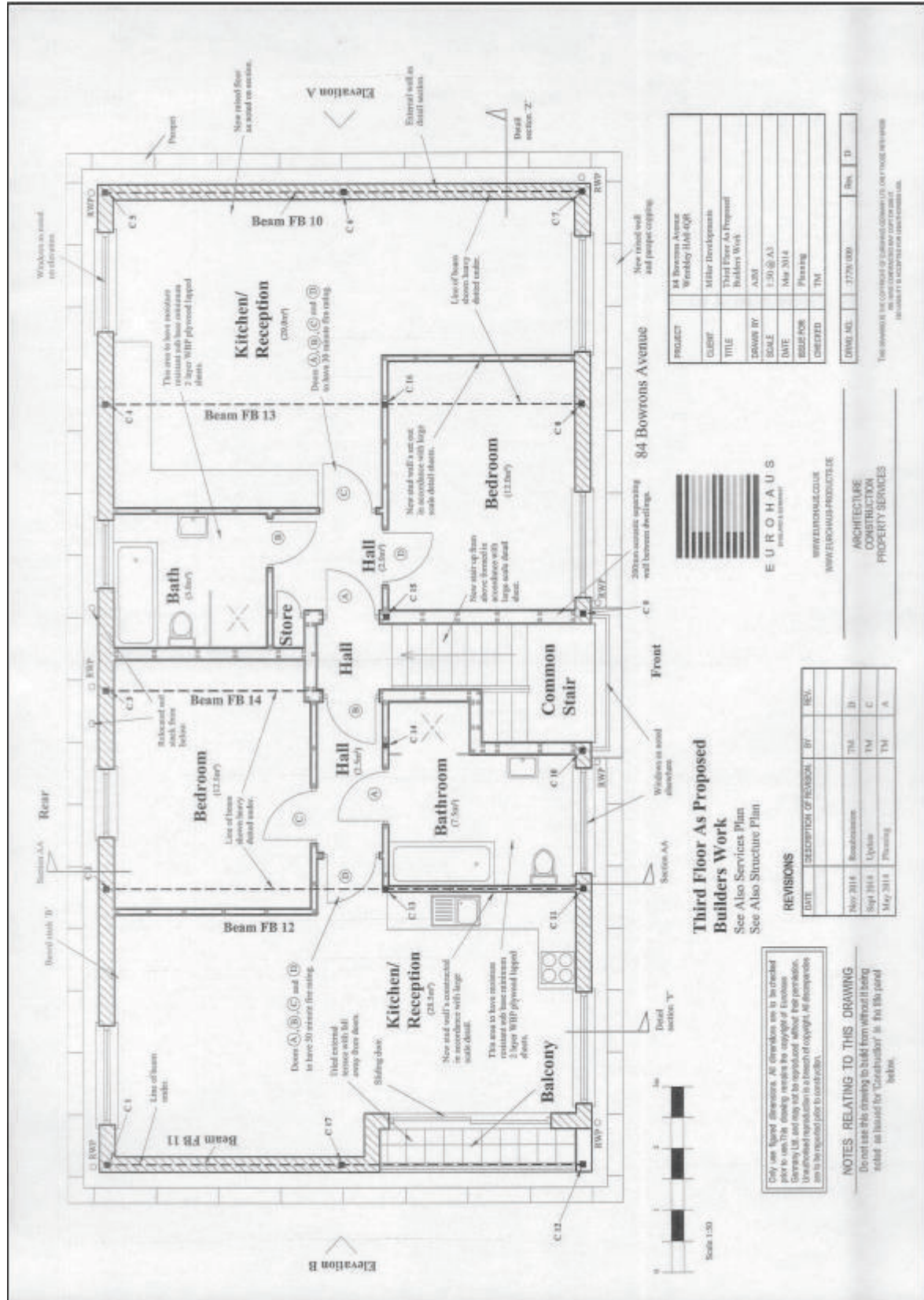
**ARCHITECTURE
CONSTRUCTION
PROPERTY SERVICES**

PROJECT	84 Bowron Avenue Worthing, BN14 4QE
CLIENT	Miles Development
TITLE	Second Floor As Proposed
DRAWN BY	JDM
SCALE	1:100 @ A3
DATE	May 2014
ISSUE FOR	Planning
CHECKED	TM

DRAWN	3/7/14	REV	D
-------	--------	-----	---

This drawing is the property of EUROHAUS and is not to be used or copied without the written consent of EUROHAUS.





INTRODUCTION

The planning application was deferred from the Planning Committee of 1 April 2015 for a formal consultation letter to be sent to 108 Norton Road which adjoins the application site. A consultation letter was dispatched on 31 March 2015 providing 21 days to comment.

Additional Objection

An objection letter was received on 28 March 2015 from 108 Norton Road raising the following matters:

- Consultation letter not received;
- Impact on property value;
- Reducing/blocking light as a result of the flats.

In response to the above, a formal consultation letter has been sent to 108 Norton Road. Matters raised regarding the impact on property value are not a material planning consideration. In terms of amenity, the proposed roof extension would see the maximum height of the building increase to 11.1m – an increase of some 400mm on the earlier planning permission 12/3208. The flank elevation and garden boundary of 108 Norton Road faces the application site. The proposed roof extension would sit within a 45 degree line (measured from 2m height at the boundary) in accordance with the guidance in SPG17 which seeks to ensure development proposals do not appear overbearing or result in unacceptable amenity impacts. The planning permission for a new house at 108 Norton Road did not include habitable rooms with windows in the flank elevation facing the application site.

Any additional comments or objection will be reported in a Supplementary Report.

An further email stating to be a petition from the residents of 84 Borwons Avenue has been received though with no additional signatories other than the main petitioner. The following issues are raised:

- Issues with maintenance, bin storage & landlord;
- Tenants garages sold and no parking now provided;
- Encroachment of new house over boundary;
- There is a garden for children to play;
- Concerns regarding construction and responsibility should an accident be caused.

These matters are discussed in the main report and further clarification provided below.

Members Site Visit

A Members site visit was carried out on 28 March 2015.

Existing residents expressed their concerns and dissatisfaction with the current freeholder in relation to maintenance charges and it was also claimed the recently built detached house to the rear of the building has resulted in trespass as it is partly built on land outside of their ownership.

These issues raised are not directly related or material to the current proposal. If residents wish to pursue these matters further this would need to be done privately through civil action.

Structural concerns related to the structural stability of the existing building

The existing structural stability of the building was queried and whether an additional storey can be erected without compromising the structural integrity of the host building. In response to this concern it should be clarified that the construction of the additional storey will need to be built in accordance with current Building Regulations. Issues related to structural stability are dealt with through separate legislation. Furthermore the additional floor will be a lightweight timber construction and no heavy clay or concrete tiles are proposed.

Increase in car parking and refuse provision

Two additional flats are proposed. This will increase the parking allowance from 7.2 spaces to 9.2 spaces. In cases where the full parking standard is not met within the site though, Policy TRN23 requires consideration

to be given to the impact of overspill parking on road conditions in the area. In this case, the provision of two additional flats is estimated to increase parking demand for the building to about seven spaces (75% of the maximum allowance).

There are five marked bays along the site frontage (two on Bowrons Avenue and three on Norton Road) which can be counted towards standards under the terms of Policy TRN23, with further parking bays located alongside the public park opposite. Transportation Officers are of the view that there is plenty of spare on-street parking capacity on the lightly parked streets alongside the site to safely accommodate any overspill parking generated by this proposal.

Bin storage is already provided to the rear of the site to allow easy collection from Norton Road and use of this area by the two additional flats would be acceptable. The application proposes to utilise the existing bin storage for the two additional flats proposed. To ensure that there is sufficient capacity to accommodate the additional bins required a condition is recommended requiring the submission and approval of further details to demonstrate there is adequate provision for existing and proposed flats (8 in total), in accordance with the Council's Waste and Recycling Storage and Collection Guidance for Residential Properties. Should there be an under provision then further details to upgrade existing provision shall be submitted to and approved.

Proposal would be out of character with the area

The predominant local character is one of 2-storey dwellings and the development is not typical of its wider context. The principle of a flat roof additional storey has been agreed in principle by the existing planning permission.

Recommendation: Remains approval with an additional condition recommended for the submission and approval of refuse storage.

RECOMMENDATIONS

Grant consent, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

Erection of roof extension to existing three storey block of flats to form 2 new self-contained flats (2 x 1 bed) with associated cycle store to the rear.

B) EXISTING

The application relates to 84 Bowrons Avenue (flats 1-6 inclusive), which is a three storey block of flats situated on the corner of Bowrons Avenue and Norton Road. The existing building has a dual pitched roof and simple elevations that use brick and render. Surrounding development is predominantly 2-storey suburban housing.

Following the grant of planning permission (LPA Ref: 11/3367) a new detached dwelling has recently been constructed to the rear of the site, this is accessed directly from Norton Road

The site is not within a Conservation Area, nor is it a Listed Building.

C) MONITORING

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 (sqm)
dwelling houses	300			100	400

Monitoring Residential Breakdown

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

RELEVANT SITE HISTORY

14/2175 - Refused

Erection of roof extension to existing three storey block of flats to form 2 new self-contained flats (1 x 2bed and 1 x 1 bed).

Reason(s):-

1. *The proposed development would result in a sub-standard form of accommodation and poor living environment for future occupants by reason of the inadequate size of both flats, failing to meet the London Plan (2011) minimum internal floor space standards. This results in a development contrary to policy BE9 of the Brent Unitary Development Plan (2004) as well as the London Plan (2011), policy 3.5 (table 3.3).*

2. *The proposed parking spaces to the rear are inadequately sized, and the proposed layout is likely to block access and result in the creation of spaces that aren't independently accessible from one another, and furthermore provides insufficient turning space for vehicles to be able to turn safely within the site. This is contrary to UDP policies TRN3 and PS1.*

3. *The proposed parking layout is considered to be harmful to the amenity of ground floor occupants of the existing block due to the proximity and orientation of spaces, which is likely to result in additional noise, disturbance and headlight glare associated with vehicles turning and manoeuvring. Furthermore it will lead to a reduction of the communal amenity space, and harm the use and enjoyment of the remainder. This is contrary to UDP policy BE9.*

12/3208 - Granted

Erection of roof extension to existing three storey block of flats to form 2 x 1-bed flats (as amended by revised plan dated 18/01/13) and subject to Unilateral Undertaking dated 22nd February 2013 under Section 106 of the Town and Country Planning Act 1990, as amended.

12/2409 - Refused - Appealed - Dismissed on Appeal

Erection of roof extension to existing three storey block of flats to form two new flats (1 x 2 bed & 1 x 1 bed).

CONSULTATIONS

A total of 33 properties were consulted on 16 December 2014 (including flats 1-6, 84 Bowrons Avenue).

To date a petition signed by all 6 flats at 84 Bowrons Avenue has been received, raising objection to the proposal. Though it must be noted that the majority of the issues raised by existing residents in submission of this petition are not material to the planning application.

Residents concerns appear to relate to a dispute over the maintenance responsibility for the building, there appears to be some confusion about who is responsible for this.	It is not for the Council to investigate and confirm, nor is this material to the proposed development. This would be a civil issue for the objector(s) to pursue privately.
A concern raised that the building does not have the strength to support an additional floor.	The structural integrity of the building is covered under separate legislation. An application will need to be made to satisfy the requirements of the Building Regulations.

STATUTORY CONSULTEE

Ward Councillors:-

No responses received.

Transportation:-

No objection raised (see 'remarks' section for further discussion)

Regulatory Services:-

No objection raised.

POLICY CONSIDERATIONS

National

National Planning Policy Framework - NPPF

Regional

London Plan 2010

Policy 3.3

Mayor's Housing Design Guide (2012)

Brent Core Strategy – Adopted July 2010

Policy CP17 – Protecting & Maintaining the Boroughs Suburban Character

CP21 - Balanced Housing Stock

Brent

- **BE2** Townscape: Local Context & Character
- **BE3** Urban Structure: Space & Movement
- **BE5** Urban Clarity & Safety
- **BE6** Public Realm: Landscape Design
- **BE7** Public Realm: Streetscape
- **BE9** Architectural Quality
- **H12** Residential Quality – Layout Considerations
- **H13** Residential Density
- **TRN3** Environmental Impact of Traffic
- **TRN11** The London Cycle Network
- **TRN23** Parking Standards Residential Developments
- **TRN34** Servicing in New Development
- **PS14** on residential parking standards
- **PS16** cycle parking standards

Brent Supplementary Planning Guidance

Supplementary Planning Guidance (SPG) Note 17: “Design Guide for New Development”

DETAILED CONSIDERATIONS

Background & context:-

- 1.** There was a refusal of planning permission 12/2408, in October 2012. This sought permission for the erection of an additional floor on top of the building to create two self-contained flats (1x1-bed & 1x2-bed). There was no objection raised in principle to the construction of an extra floor of accommodation but the approach was not supported because of concerns that the roof design was overly bulky and that the external appearance was unsatisfactory. This refusal was appealed against, and the Inspector dismissed the appeal, supporting the Council's concerns related solely to design.
- 2.** A revised scheme 13/3208 was submitted to address the earlier refusal, this was revised by reducing the size and bulk of the top floor extension by setting this in from all sides, and improving the external appearance through a different approach to materials and arrangement of fenestration. This approval was granted on 13 March 2013 so is still valid and could be implemented which provides for 2 x 1-bed flats. It is notable that no objections to this application were received.
- 3.** A detached dwelling has been built to the rear of the existing block of flats. This has been built on land that originally accommodated garage parking, presumably to serve the existing flats. However over time this garage block became its own separate land parcel, and prior to their demolition, the garage spaces were not exclusively for the use of existing residents in flats 1-6, 84 Bowrons Avenue.

Policy framework:-

- 4.** The proposal is assessed against national policy, regional policy in the form of the Further Alterations to the London Plan (2015) and locally the Council's UDP policies, Core Strategy policies and standards in

5. The main areas for consideration are whether this development is acceptable in terms of;
 - Design scale and massing of the extension
 - Impact it has on the host building and the character of the area
 - Quality of accommodation to be provided
 - Impact it on the privacy and amenity of neighbouring residents
 - Transportation impacts,
6. The National Planning Policy Framework (NPPF) is a material consideration. Some of the key messages running through the NPPF have been highlighted below;
 - Applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise;
 - A presumption in favour of Sustainable Development;
 - A set of 12 core principles are identified including "always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings" and also to "encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value";
 - Housing applications should be considered in the context of the presumption in favour of sustainable development. And LA's should identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand;
 - Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness;
 - Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.
7. In view of the current policy framework, and given the current use of the site for residential purposes no objection is raised on the grounds of principle. Support for this form of development has already been given, as evidenced by the grant of planning permission 12/3208. The current application is assessed on its planning permits, and these are now discussed in further detail below.

Main changes being proposed to the grant of planning permission 12/3208

- Raising height of roof by additional 400mm.
- Proposed alterations to fenestration and materials.

Design, Scale & Massing

8. The proposal is to add two flats to the existing block of six flats, and proposes doing so by erecting an additional floor, thus resulting in this becoming a 4-storey building. The current building has a dual pitch roof, with a ridge height of 10.3m. The proposed roof extension would see the maximum height increase to 11.1m – an increase of some 400mm on the earlier planning permission 12/3208. The principle of an additional floor being added to this building has been accepted. Planning permission exists for this through permission 12/3208. Whilst there isn't to be a significant height increase, there is to be a marked change to the roof profile. By changing from the existing pitched roof to the flatter roof profile, this adds additional bulk and height. The very first proposal (12/2409) was refused on the grounds that the roof extension was too bulky, with only a minimal set-in provided along one side, dormer windows proposed to the rear and a 'heavy' roof overhang feature proposed. The refusal was appealed against, and dismissed at appeal (ref: APP/T5150/A/13/2197147). The Inspector writes that *"the proposed extension would result in the extended building appearing bulky, imposing and incongruous within the street scenes of both Bowrons Avenue and Norton Road."*
9. To overcome such concerns the footprint of the roof extension was reduced, and the additional floor set in from all four sides by 500mm. This level of set-in helped to reduce the bulk of the roof extension. The rear dormer windows were removed, so too was the thick roof overhang feature. These changes helped to create an extension that appears less 'top heavy' than before. Planning permission 12/3208 was subsequently granted for this, accommodating 2 x 1-bedroom flats.

10. The current application is in keeping with the scale and bulk of the previous permission with a set in of 500mm is proposed on all sides. The fenestration and external treatment to the top floor addition is proposed to differ slightly from the previous approval, resulting in the omission of the full height central window feature (facing Bowrons Avenue), and alterations to the cladding treatment. Notwithstanding this, the fenestration detailing is considered to relate well to the host building. The alignment, proportions and design of windows respect the rhythms of the existing building, and it is considered that this extension will have an acceptable visual impact on the host building and surrounding area. The 'Juliette' balcony that is proposed on the side elevation, facing east will provide some articulation and interest to this exposed elevation, and this is welcomed. As a balcony though it has little useability given its restricted dimensions.
11. The additional roof height of 400mm above the existing planning approval is not considered to have a detrimental impact on neighbouring properties. It is not considered that this modest height increase significantly changes the nature or scale of the development and is consistent with the design, scale and massing of the previous approval.
12. In summary the roof extension is considered to relate well to the host building and is acceptable when assessed against UDP policies BE2 and BE9, as well as Core Strategy policy CP17.

Quality of accommodation & Impact on Neighbouring Properties

13. The previous consent was to achieve 2 x 1-bed/2person flats. Both units at 50sqm, and were adequately sized to meet minimum London Plan minimum space standards. This application is proposing the same accommodation. The reason for the revised application is to gain approval for the height increase of an additional 400mm.
14. The existing stairwell is extended upwards to provide access to the proposed flats.
15. No outside amenity space is proposed, but given the sites proximity to One Tree Hill Recreation ground which is on the opposite side of the road this is considered to be acceptable, as it was previously.
16. The internal layout ensures that all habitable rooms will benefit from reasonable levels of light and outlook, both flats are dual aspect. In the absence of any habitable room windows within the flank wall facing 82 Bowrons Avenue this proposal is considered to have an acceptable relationship to neighbouring occupiers in terms of maintaining privacy.
17. The distances of windows to boundaries would be no different to the existing block so no concerns relating to additional harm caused by overlooking or loss of privacy are raised.

Parking & highways matters

18. The former six-space garage court at the rear of the site has now been demolished, with a 4-bedroom detached house erected on the site as permitted under planning reference 11/3367. However, the former garage access driveway has been retained.
19. This application again seeks to provide two additional flats within a new floor – each of which comprises one bedroom (as per the approved scheme from 2012). No new parking is proposed at the rear of the site, leaving just the two existing parking spaces within the site frontage, accessed directly from Bowrons Avenue. A new bicycle store is proposed in the rear garden of the site.
20. The site is located within Controlled Parking Zone “E”, operating between 8am-9pm daily. The adjoining roads (Norton Road and Bowrons Avenue) are not listed within Appendix TRN3 of the UDP as being heavily parked and the most recent overnight parking survey from 2013 confirms that this is still the case. Public transport access to the site remains moderate.
21. As previously considered, the full parking allowances apply to the site and this amended proposal will now increase the parking allowance from 7.2 spaces to 9.2 spaces. The retention of two off-street parking spaces to the front of the site would again accord with standards.
22. In cases where the full parking standard is not met within the site though, Policy TRN23 requires consideration to be given to the impact of overspill parking on road conditions in the area. In this case, the provision of two additional flats is estimated to increase parking demand for the building to about seven spaces (75% of the maximum allowance).

23. As previously noted, there are five marked bays along the site frontage (two on Bowrons Avenue and three on Norton Road) which can be counted towards standards under the terms of Policy TRN23, with further parking bays located alongside the public park opposite. As such, plenty of spare on-street parking space is available on the lightly parked streets alongside the site to safely accommodate the likely level of overspill parking generated by this proposal.
24. As before, at least one secure bicycle parking space is required for each unit, with the two additional flats thus increasing the requirement for the building from six spaces to eight spaces. One single store of sufficient size to accommodate eight bicycles is now shown to satisfy this requirement. Further details of the design of the store are sought as a condition of any approval to ensure it offers suitable weather protection and security.
25. Bin storage is already provided to the rear of the site to allow easy collection from Norton Road and use of this area by the two additional flats would be fine.

Community Infrastructure Levy – CIL

26. Mayoral CIL has been set at £35 per sqm on developments involving the creation of new residential units. Brent CIL is set at £200 per sqm. The application is liable for both Mayoral and Brent CIL.

Conclusion

27. The principle of an additional floor of accommodation being added to this property has been supported previously. The revised proposal to erect an additional floor is considered to be acceptable in terms of its scale, design and the impact it has on the character of the host building, and will result in an acceptable standard of residential accommodation for prospective occupiers.

S106 / CIL

CIL DETAILS

This application is liable to pay the Community Infrastructure Levy (CIL). The total amount is **£26,752.24** of which **£22,767.86** is Brent CIL and **£3,984.38** is Mayoral CIL.



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

=====

Application No: 14/4732

To: Eurohaus
196 High Road
Wood Green
London
N22 8HH

I refer to your application dated 17/11/2014 proposing the following:
Erection of roof extension to existing three storey block of flats to form 2 new self-contained flats (2 x 1 bed) with associated cycle store to the rear and accompanied by plans or documents listed here:
(See Condition 2)
at FLATS 1-6 INC, 84 Bowrons Avenue, Wembley, HA0 4QR

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

National Planning Policy Framework 2012
London Plan 2011
Brent Core Strategy 2010
Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance 17

Relevant policies in the Adopted Unitary Development Plan are those in the following chapters:-

Built Environment: in terms of the protection and enhancement of the environment
Housing: in terms of protecting residential amenities and guiding new development
Transport: in terms of sustainability, safety and servicing needs

- 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):

3779/001, revD
3779/002, revD
3779/003, revD
3779/004, revC
3779/005, revD
3779/006, revD
3779/007, revC
3779/008, revC
3779/009, revD
3779/010, revD
3779/011, revD
3779/012, revD
3779/013, revD
3779/014, revD
3779/015, revD
3779/016, revD
3779/019, revD
3779/020, revD

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

- 3 Prior to first occupation of the flats hereby approved further details of secure and weatherproof cycle parking for a minimum of 8 spaces shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the works shall be carried out fully in accordance with the approved details and fully maintained.

Reason; To ensure satisfactory facilities for cycle users.

- 4 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 fully in accordance with the approved details thereafter unless otherwise agreed in writing by the Local

Planning Authority.

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

- 5 Within 3 months of commencement of development, details of refuse storage shall be submitted to and approved in writing by the local planning authority. The details submitted shall include

a) information to demonstrate there is sufficient capacity within the bin store for the existing and proposed flats (8 in total), in accordance with the Council's Waste and Recycling Storage and Collection Guidance for Residential Properties

OR

b) if there is insufficient capacity within the bin store, details of further storage provision to be provided for existing and proposed flats (8 in total), in accordance with the Council's Waste and Recycling Storage and Collection Guidance for Residential Properties

The bin storage shall be provided in accordance with the approved details prior to occupation of the development hereby approved.

Reason: To ensure there is sufficient capacity for waste and recycling.

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 advised that the Council can no longer accept physical samples of materials. Materials should be made available to assess on-site, or details of the materials palette submitted electronically.

APPENDICES

Any person wishing to inspect the above papers should contact Gary Murphy, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5227

This page is intentionally left blank

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

21 April, 2015

14/4981

SITE INFORMATION

RECEIVED: 15 January, 2015

WARD: Tokyngton

PLANNING AREA: Wembley Consultative Forum

LOCATION: Olympic Office Centre Car Park (Plot C) Rutherford Way, Wembley

PROPOSAL: Reserved matters application for the construction of a 15 storey building of a mixed use development providing 211 residential units (20% affordable) and two Use Class A1/A2/A3/A4/A5 units at ground floor level, and associated landscaping, parking, servicing, public realm works and accesses to the highway.

This application has been submitted pursuant to conditions 1 (details of layout, scale, appearance, access and landscaping), 9 (car parking) and 12 (wind environment assessment) of Outline planning permission reference 13/1522:

Outline planning permission 13/1522 was for the mixed use redevelopment of the car park element of the site including the construction of new buildings and structures to provide a total of 40,000 sq m to provide a range of uses comprising: residential dwellings (Use Class C3), offices (Use Class B1), student accommodation (sui generis), hotel (Use Class C1), retail (Use Class A1/A2/A3/A4/A5) and/or leisure (Use Class D2) and associated car parking, public realm works and associated works and subject to a Deed of Agreement dated 24 December 2013 under Section 106 of the Town and Country Planning Act 1990, as amended

APPLICANT: BARRATT LONDON

CONTACT: Montagu Evans

PLAN NO'S: Please see condition 1.

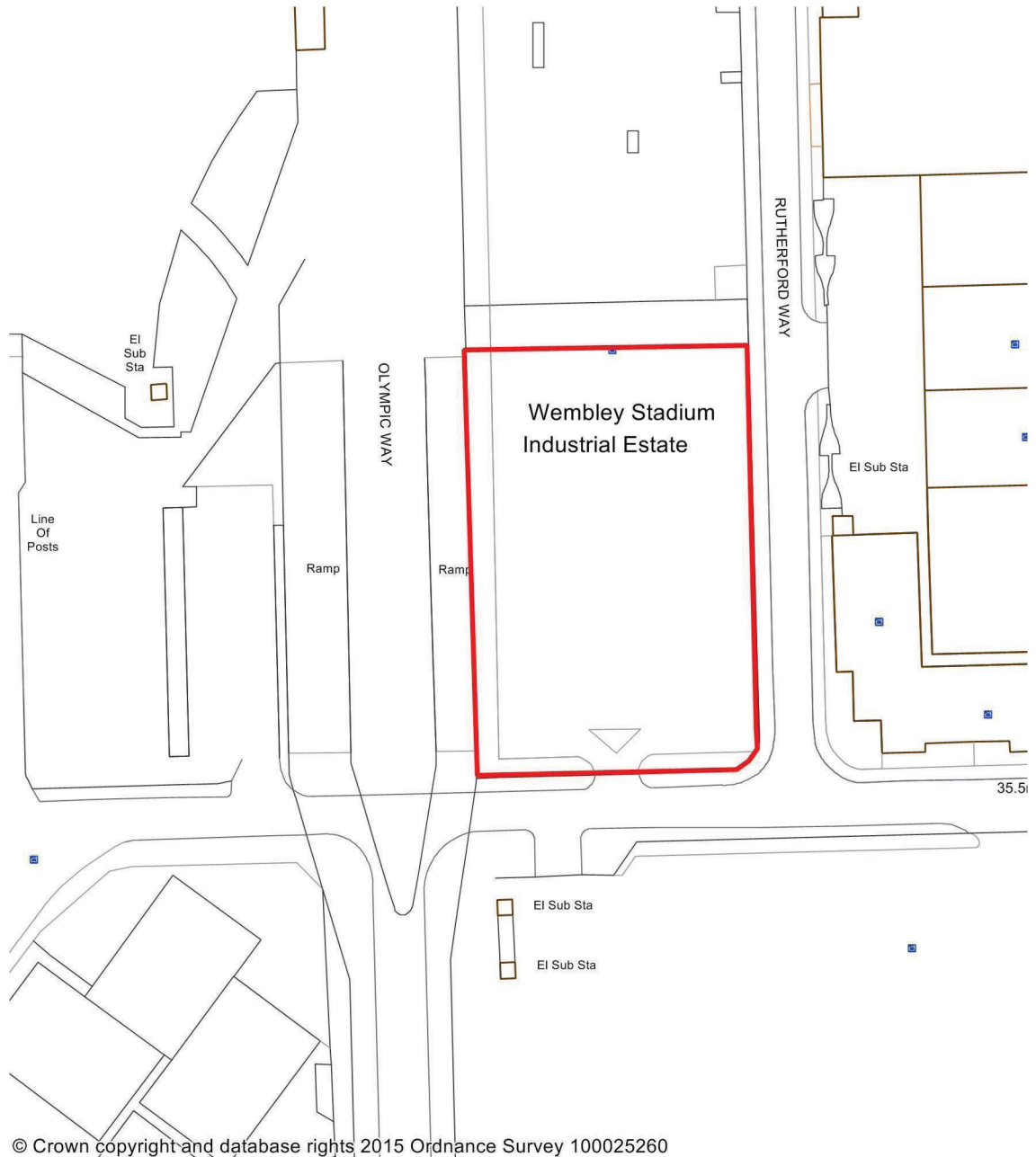
SITE MAP



Planning Committee Map

Site address: Olympic Office Centre Car Park (Plot C) Rutherford Way, Wembley

© Crown copyright and database rights 2011 Ordnance Survey 100025260

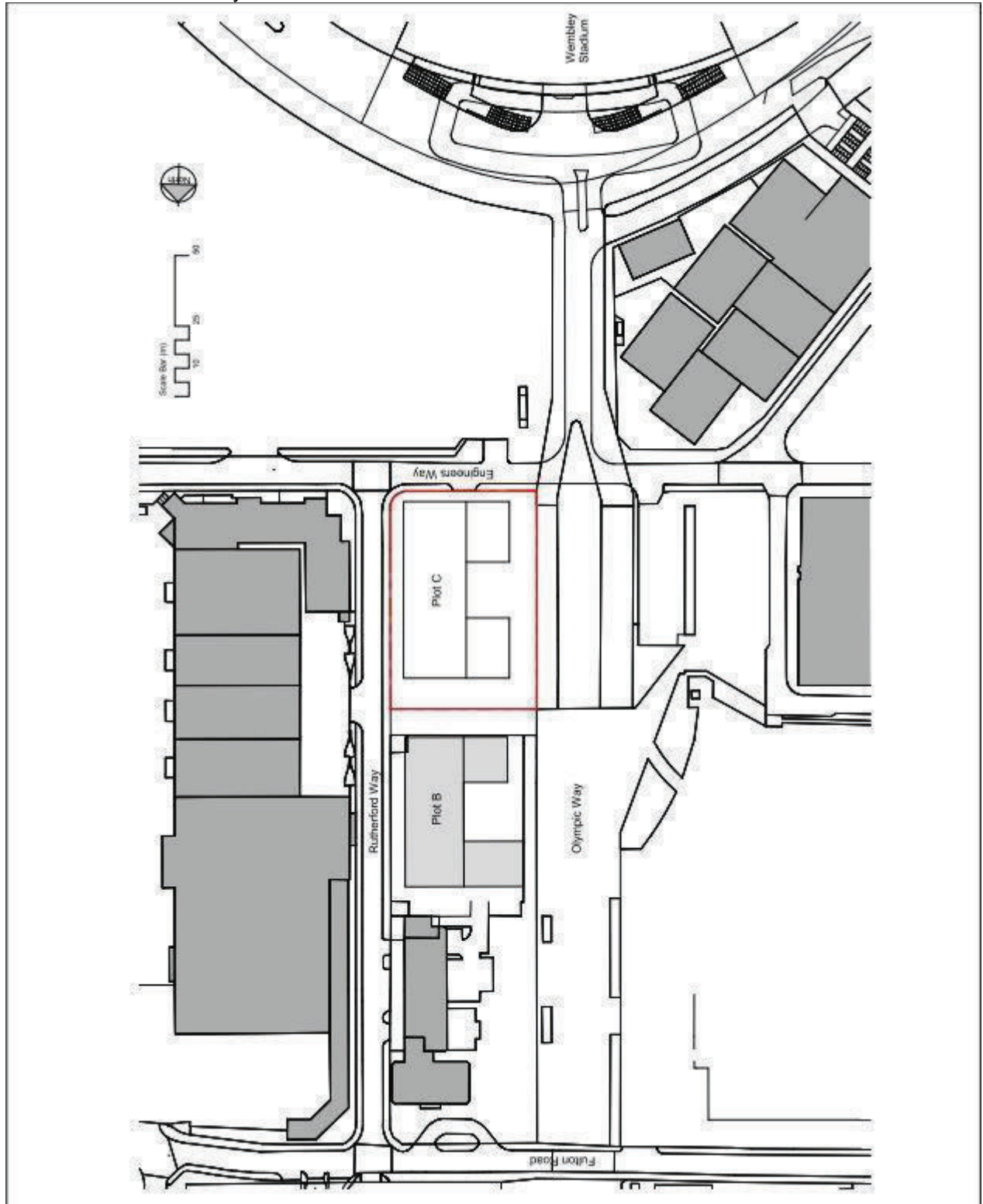


This map is indicative only.

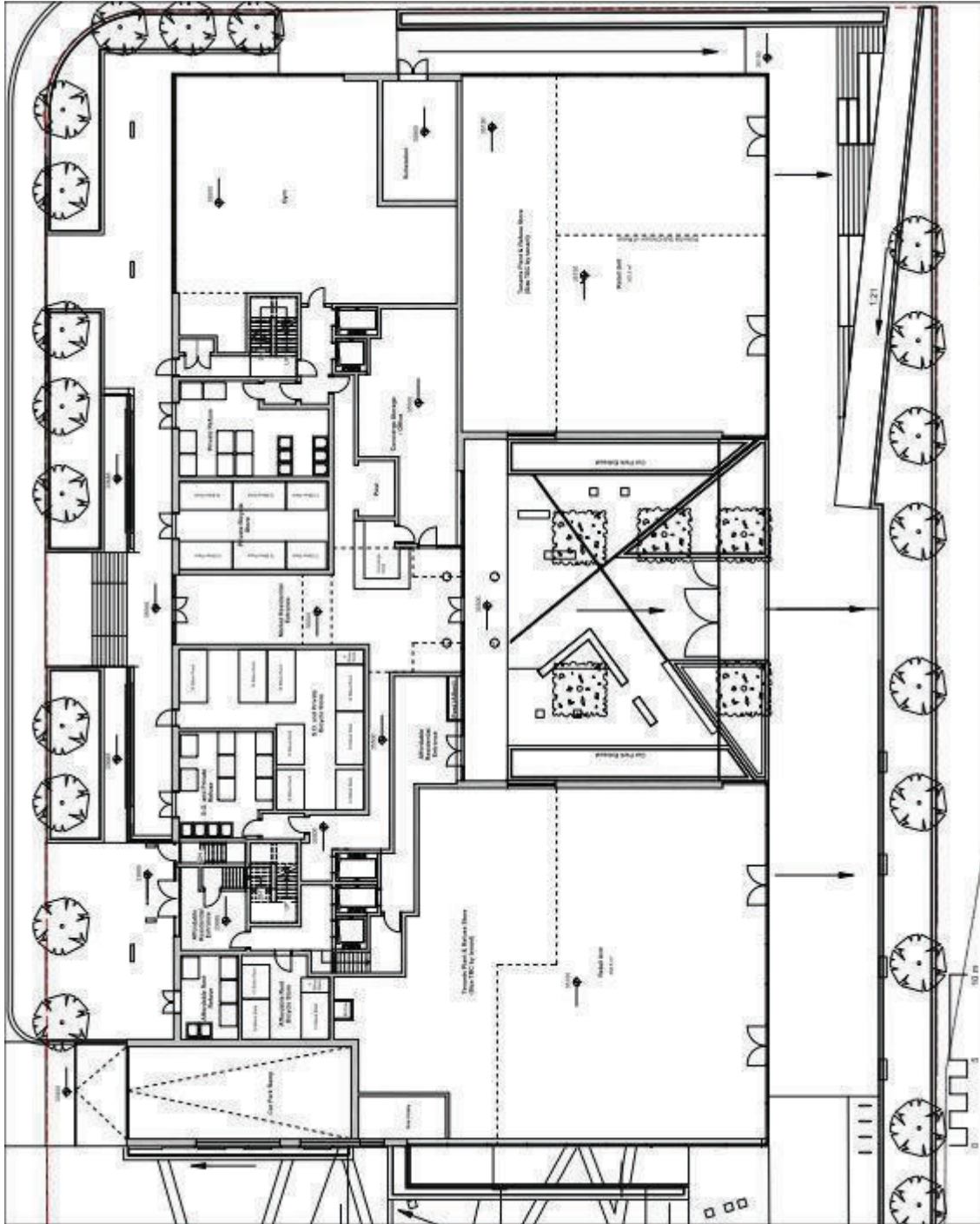
SELECTED SITE PLANS

REFERENCE DOCUMENTS:

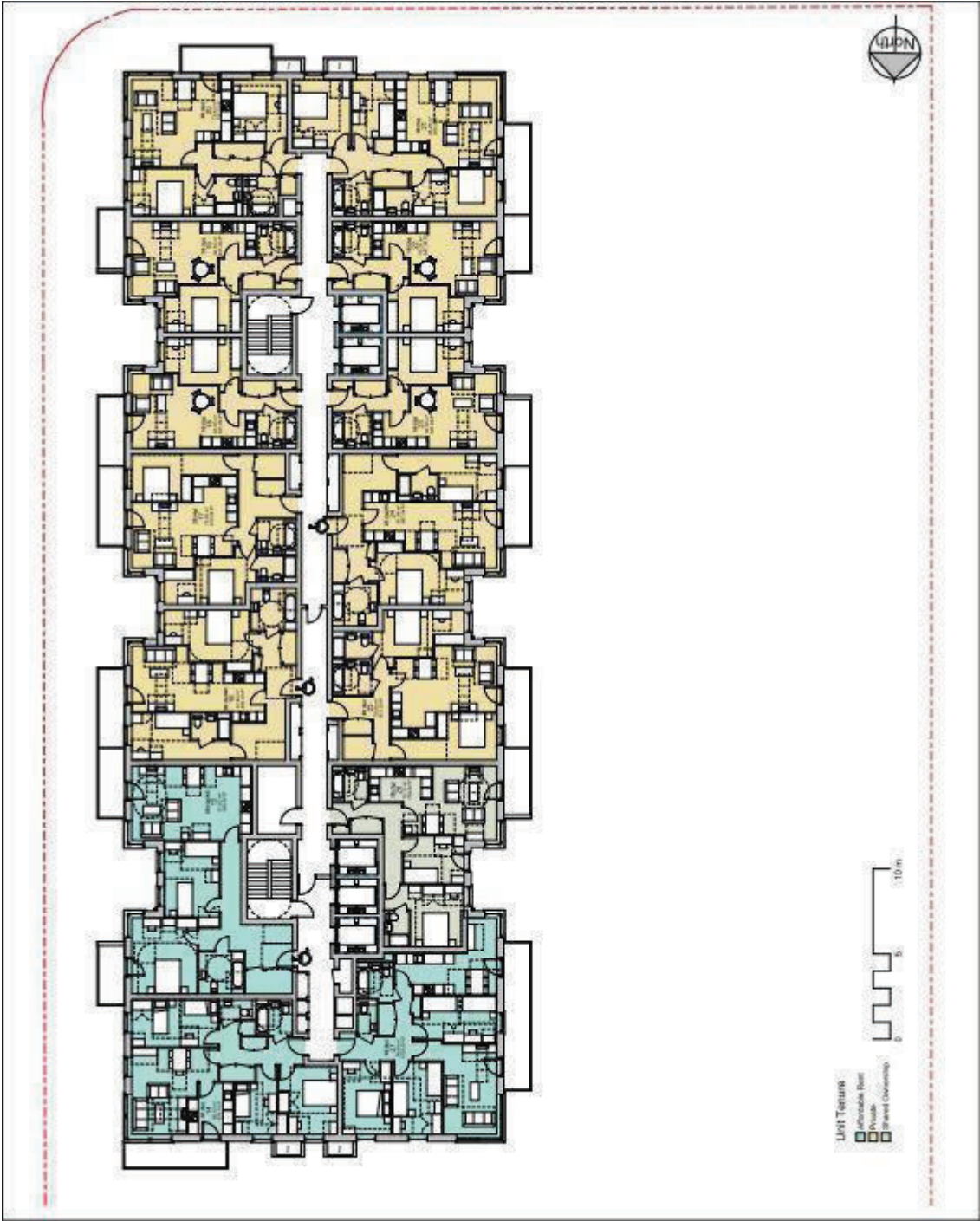
Site plan showing relationship with the student housing building within "Plot B" of Outline Consent reference 13/1522 which is currently under construction.



Ground floor plan.



Typical upper floor plan



Landscaping masterplan, including roof terraces.



View from Olympic Way



View looking from Olympic Way (with the pedway removed)



View looking down Rutherford Way

View looking towards Stadium along Olympic Way



Photomontage View Looking South Along Olympic Way Towards Wembley Stadium the proposals are on the left opposite the pedway.

RECOMMENDATIONS

Approval, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

This submission seeks approval of the "Reserved Matters" together with details of car parking and wind environment in relation to the southern of the two plots that were granted outline planning consent within application reference 13/1522.

A 15-storey residential led development is proposed which incorporates two retail / food and drink units on the ground floor (fronting Olympic Way) and a gym in the south-eastern corner of the site. Parking is proposed within a basement car park whilst external amenity space is proposed on two roof terraces, within the balconies for each unit and at ground level adjacent to the building.

B) EXISTING

The subject site formed part of the car park of the Olympic Office Centre in Wembley. It is situated between Rutherford Way, Olympic Way and Engineers Way and is directly to the south of the adjacent Plot B which is currently being developed, implementing planning permission 14/0363. The site is within a designated Opportunity Area (London Plan) and Growth Area (Brent LDF Core Strategy). The site is within Flood Risk Zone 1 (low risk of flooding).

The car park on this site serves the office building. An application for the re-provision of the car parking on the land between the office building and Olympic Way together with the provision of retail/food and drinks units fronting Olympic Way (reference 13/1512) was approved concurrently with the outline planning consent for this site.

C) AMENDMENTS SINCE SUBMISSION

During the course of the application, the following amendments have been made to the proposal: Introduction of a second entrance for the affordable units; changes to the ground floor layout; refinements to the design and elevations of the building; introduction of a stramp to the south-west corner of the plot; alterations to the landscape design and layout of the plot; and alterations to the car park layout.

D) SUMMARY OF KEY ISSUES

Land Use and Nature of Application: This application seeks approval of the Reserved Matters (detailed design) together with details of parking and the wind environment pursuant to the existing Outline Planning COnsents. The proposed uses, floorspace and building envelope accord with the Outline Consent.

Housing: 211 new homes are proposed, all of which accord with the Mayor's standards and housing design guide. The proposed proportion of Affordable housing accords with the levels that were approved with the Outline Planning consent.

Urban Design: The design to be based on robust principles and that the development will add visual interest together with activity to Olympic Way and Rutherford Way.

Highways / Transportation / Parking: The proposal accords with the Outline Planning Consent and the parking and cycle parking standards set out within the Wembley Area Action Plan. Refuse for the private units is to be collected by a private operator, paid for by the private residents. However, Affordable refuse collection meets the Council's guidelines and is to be undertaken by the Council.

Wind Environment: An assessment has been submitted which specifies that no significantly adverse wind conditions are expected on the site of the development or in the adjacent pedestrian environment.

E) MONITORING

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 (sqm)
drinking establishments (2004)				163	163
dwelling houses	0	0	0	20284	20284
financial and professional services				163	163
hot food take away (2004)				163	163
restaurants and cafes				163	163
shops				163	163

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Affordable Rent Flat)										
EXISTING (Flats û Intermediate)										
EXISTING (Flats û Market)										
PROPOSED (Affordable Rent Flat)	4	5	15							24
PROPOSED (Flats û Intermediate)	3	8	2							13
PROPOSED (Flats û Market)	83	73	18							174

RELEVANT SITE HISTORY

The original outline planning consent:

13/1522: Approved 3 January 2014

Outline planning permission for the mixed use redevelopment of the car park element of the site including the construction of new buildings and structures to provide a total of 40,000 sq m to provide a range of uses comprising: residential dwellings (Use Class C3), offices (Use Class B1), student accommodation (sui generis), hotel (Use Class C1), retail (Use Class A1/A2/A3/A4/A5) and/or leisure (Use Class D2) and associated car parking, public realm works and associated works and subject to a Deed of Agreement dated 24 December 2013 under Section 106 of the Town and Country Planning Act 1990, as amended

Related Planning History: Re-provision of parking on adjoining site with retail/food and drink floorspace fronting Olympic Way:

13/1512: Approved 3 January 2014

Erection of 2-storey retail units (flexible Use Class A1 / A2 / A3 / A4 / A5 use) and 3-storey car park to accommodate 170 car parking spaces to serve the adjoining building on the site in association with cycle parking, landscaping and other works incidental to the development (parking permit restricted scheme)

Related Planning History: Reserved matters application at Plot B for conditions 1 (the Reserved Matters), 9 (car parking), 12 (wind environment assessment) and 30 (student demand assessment) of Outline planning permission reference 13/1522:

14/0363: Approved 9 April 2014

Construction of a part 2-, part 19-storey building comprising student accommodation (699 bedrooms and ancillary facilities) and two Use Class A1/A2/A3/A4/A5 and/or Leisure units at ground and first floor level and associated landscaping, parking, servicing, public realm works and accesses to the highway.

CONSULTATIONS

Letters sent: 21 January 2015
 Site Notices: 21 January 2015
 Press Notice: 29 January 2015

Letters were sent to 33 adjoining and nearby owners and occupiers.
 Consultation letters were sent to ward councillors, Thames Water, Quintain, Wembley National Stadium Limited, Brent Highways, Safer Streets, Refuse and Recycling and Landscape Design.

No letters of objection were received from third parties.

Environment and Regulatory Services:

These matters are not of an Environmental Health nature and we therefore have no comments to make.

Highways:

Whilst the proposed building layout is largely satisfactory in highways terms, further details of refuse storage and collection arrangements need to be provided to provide comfort that the proposed arrangements will be acceptable to Brent Council's refuse contractors. (Additional details have been provided and Recycling and Waste have been consulted with their comments included in the report below)

Landscape Design:

The Landscape details conform with previous discussions and are considered to be acceptable. The approval of the landscaping details is recommended.

Recycling and Waste:

The proposed refuse storage and collections arrangements for private units are considered to be acceptable on the basis that they are collected by a private company arranged and paid for by the residents due to the number of collections required and the carry distances to the collection point.

The refuse arrangement for the Affordable Units meet the Council's waste guidelines and are considered to be acceptable.

Thames Water

The reserved matters application does not affect Thames Water and as such we have no observations to make.

POLICY CONSIDERATIONS

NATIONAL

National Planning Policy Framework

REGIONAL

The Mayor of London
The London Plan 2011

The revised London Plan was adopted in July 2011 and sets out an integrated social, economic and environmental framework for the future development of London. Relevant Policies include:

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 4.2 Offices
- 4.5 London's Visitor Infrastructure
- 5.1 Climate Change Mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.6 Decentralised Energy in Development Proposals
- 5.7 Renewable Energy
- 5.9 Overheating and Cooling
- 5.10 Urban Greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.15 Water Use and Supplies
- 5.21 Contaminated Land
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Building London's Neighbourhoods and Communities
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character

- 7.5 Public Realm
- 7.6 Architecture
- 7.14 Improving Air Quality
- 7.15 Reducing Noise

They Mayor's Transport Strategy

Supplementary Planning Guidance – Sustainable Design and Construction (May 2006)

Supplementary Planning Guidance – Accessible London: Achieving an Inclusive Environment (April 2004)

LOCAL

Wembley Area Action Plan (Jan 2015)

- WEM 1 Urban form
- WEM 3 Public realm
- WEM 5 Tall buildings
- WEM 8 Securing design quality
- WEM 15 Car parking standards
- WEM 16 Walking and cycling
- WEM 18 Housing mix
- WEM 19 Family housing
- WEM 21 Wheelchair housing and supported housing
- WEM 29 Community facilities
- WEM 32 Urban greening

Brent Local Development Framework Core Strategy 2010

- CP 1 Spatial Development Strategy
- CP2 Population and Housing Growth
- CP3 Commercial Regeneration
- CP5 Placemaking
- CP6 Design and Density in Placemaking
- CP7 Wembley Growth Area
- CP15 Infrastructure to Support Development
- CP16 Town Centres and the Sequential Approach to Development
- CP18 Protection and Enhancement of Open Space, Sports and Biodiversity
- CP19 Brent Strategic Climate Mitigation and Adaptation Measures
- CP21 A Balanced Housing Stock

Brent Unitary Development Plan 2004

Strategy

The relevant policies in this respect include Policies STR3-4 (prioritising locations and land-uses to achieve sustainable development), STR5 and 6 (reducing the need to travel), STR9 (role of GLA Roads and London Distributor Road) STR12-15 (protecting and enhancing the environment), STR25 (meeting employment need), STR29 (Vitality and Viability of the Borough's Town and District Centres, and the role of Wembley and Kilburn as major centres)

Policies

- BE2 Local Context & Character
- BE3 Urban Structure: Space & Movement
- BE4 Access for disabled people
- BE5 Urban clarity and safety
- BE6 Landscape design
- BE7 Streetscene
- BE8 Lighting and light pollution
- BE9 Architectural Quality
- BE12 Sustainable design principles
- H11 Housing on Brownfield Sites
- H12 Residential Quality Layout Considerations
- EP2 Noise and Vibration
- EP3 Local air quality management
- EP6 Contaminated land
- EP15 Infrastructure
- TRN2 Public transport integration
- TRN3 Environmental Impact of Traffic
- TRN4 Measures to make transport impact acceptable
- TRN9 Bus Priority

TRN10 Walkable environments
TRN11 The London Cycle Network
TRN15 Forming an Access onto a Road
TRN22 Parking Standards – Non-Residential Developments
TRN23 Parking Standards – Residential Developments
TRN30 Coaches and Taxis
TRN34 Servicing in new developments
TRN35 Transport access for disabled people & others with mobility difficulties
Appendix TRN2 Parking and Servicing Standards
EMP4 Access to Employment Opportunities
SH2 Major Town Centres
SH10 Food and Drink (A3) Uses
SH11 Conditions for A3 Uses
SH19 Rear servicing

Brent Council Supplementary Planning Guidance and Documents

SPG3 Forming an access to a Road
SPG12 Access for disabled people
SPG17 Design Guide for New Development
SPG19 Sustainable design, construction and pollution control
SPD Section 106 Planning Obligations

Other Council Publications

Wembley Vision (2002)
Wembley From Vision to Reality (2007)

DETAILED CONSIDERATIONS

Land Use and Nature of Application

1. This application has been submitted pursuant to conditions 1 (the Reserved matters, comprising details of layout, scale, appearance, access and landscaping), 9 (car parking) and 12 (wind environment assessment) of the outline planning consent.
2. The Outline Permission was granted for a maximum of 40,000 sq.m. total GIA (Gross Internal Area) with a range of uses and maximum areas as follows :
 - Residential 36000 sq.m. GIA
 - Student Accommodation 20000 sq.m. GIA
 - Hotel 17500 sq.m. GIA
 - Office 17500 sq.m. GIA
 - Retail (A1) 1000 sq.m. GIA
 - Retail (A1-A5) 2100 sq.m. GIA
 - Leisure 1500 sq.m. GIA
3. The reserved matters consent for plot B comprises a development of student accommodation in an 18 storey building with retail and a total GIA of 18,852 sq.m. This application for plot C proposes a residential building of 15 storeys with retail on the ground floor within a total GIA of 21,099 sq.m. resulting in 39,951 sq.m. total combined GIA.
4. Matters that were approved through the Outline consent, such as the general principle of the proposed uses and the height and location of the building will not be discussed in detail within this report. The plot layout, height and the uses are in accordance with the Outline Planning consent.
5. The proposed uses in the building accords with the Outline planning consent with the scheme being residential led with some non-residential uses at ground level. The applicant seeks flexibility with regard to the non-residential uses, with the 815 square metres of floorspace proposed to be within Use Class A1/A2/A3/A4/A5. This flexibility is sought to ensure the spaces can be let when delivered and the suite of uses accords with the outline consent and is considered to be acceptable.

Housing

6. A total of 211 residential units are proposed of which 20 % are required to be Affordable (measured by floorspace) as agreed in the outline consent as being the maximum viable proportion. The mix of units is as follows (by unit number):

	Private	Shared ownership	Affordable rent	Total
Studio	1	0	0	1
1-bed	82	3	4	89
2-bed	73	8	5	86
3-bed	18	2	15	35
Total	174	13	24	211

7. In this application the amount of affordable floorspace is 4,192.5 sq.m which is 20.7% of the total residential area of 20,284 sq.m. The tenure split is 70.5% affordable rent and 29.5% intermediate (shared ownership) which also accords with the Outline Consent and the Core Strategy.
8. Condition 14 of the Outline Permission requires a mix with an affordable rent provision with 50% being the requirement for 3 bedroom units by unit number. This development proposes 62.5% 3 bedroom affordable flats by unit number. This exceeds the 50% requirement, and has been increased following discussions with Council officers. 15.4% of the intermediate units are provided as 3 bedroom family accommodation, again in line with condition 14 of the original consent.
9. The residential upper part of the development has 2 vertical circulation cores. The two cores serve a maximum of 8 apartments on each floor. This complies with both the design guidance from the GLA SPG on Housing (2012) and the approved Design Code (diagram 3). All of the flat layouts are designed to comply with the London Housing Design Guide included within the GLA SPG (2012) on Housing, the GLA's Affordable Home Standards, Lifetime Homes and The Habinteg Wheelchair Design Guide. All of the flats have private external amenity space in accordance with the GLA Housing Design Guide.
10. The flats are either dual aspect or have a sole aspect to the east or west and are considered likely to receive good levels of daylight and sunlight.
11. The total amenity space is 3,766 sqm with 1520 sqm being provided by the private balconies 536 sqm by the communal roof gardens above the retail units and 710 sqm from ground level external amenity space. All of the flats have private external amenity space with balconies or roof terraces with areas in compliance with the GLA's Housing Design Guide.
12. With regard to external amenity space, the application document sets out that the scheme would achieve an average of 17.85 sqm of external amenity space per unit. This calculation includes the specified balcony spaces, communal roof terraces and the publicly accessible open space that is proposed between the two buildings. The scheme would provide slightly less than the SPG17 level of 20 sqm per unit. However, the shortfall is minimal and is typical of schemes of this nature.

Urban Design

13. This application proposes a linear residential building with two retail units fronting Olympic Way. The design approach breaks the massing of the building down by emphasising the verticality of the four elements. The overall height of the residential core of the building would be 82.5m AOD (Above Ordinance Datum) which is well below the maximum set out in the outline consent of 88.5m AOD (for reference the Civic Centre is 81.5m AOD and the approved scheme at the adjoining Plot B is 88.5m AOD).
14. With regard to materials, the use of a buff brick is proposed with a darker brick emphasising the recessed parts of the building (between the four vertical elements) and the ground floor. Windows on the outer corners of the building and balconies are grouped vertically in twos to contrast the regular rhythm created by the treatment remainder of the fenestration. A corbelled parapet feature visually caps the top of the building.

15. The amenity decks, situated above the retail units, are surrounded by a brick wall with large openings in it. This is intended to give some level of privacy to these terraces whilst maintaining good levels of light and outlook and mitigating against potential impacts of wind. It also maintains the forward projecting elements of the building at a similar height to the two-storey retail units to be provided within the adjoining Unite Student Accommodation building.
16. The design development has ensured that both the Rutherford Way and Olympic Way elevations have been designed as “front doors” to the scheme. Both the affordable and private cores can be accessed from both Rutherford Way and from Olympic Way, with the Olympic Way entrance being located between the two retail units through a landscaped amenity courtyard.
17. The ground floor has active frontages on every side with the emphasis on the Olympic Way and Rutherford Way elevations. The retail units have fully glazed shopfronts with the residential entrances and the private residential gym all adding to the activity at street level and the impression of two main entrances to the development.
18. The spaces and accesses within and around the building have been designed to meet accessibility requirements.
19. Pedestrian access for both the private and Affordable housing will be taken from both Rutherford Way and Olympic Way. All accesses will have step-free routes, through the provision of suitable ramps where the building entrance is at a different level to the adjoining footway.
20. The design and appearance of the retail/food and drink units is similar to the approach detailed within the outline consent and reinforces the “pocket spaces” approach of small privately owned publicly accessible spaces flanking Olympic Way that are flanked by active uses. The inclusion of the roof terraces for the residential accommodation on top of the retail units will provide additional activity along this frontage.
21. The area around the building is to be predominantly hard surfaced, which is considered appropriate given the nature of the area. However, the proposal includes a significant number of trees, predominantly along the sides of the building and within the Rutherford Way frontage. This approach is considered to be acceptable given that a number of trees are already situated within Olympic Way itself and improvements to Olympic Way are also secured through the Quintain “North-west Lands” outline planning consent. The Landscape Design team has confirmed that the details provided conform to previous discussions and consequently recommend approval.
22. A proposed planting plan has been submitted which takes into account the comments made by the Landscape Design Team with regard to the number and siting of trees to ensure that the trees can grow to a reasonable size. The drawings indicate that a significant number of trees can be planted within the site and in many instances those trees are suitably located to ensure that larger species can be selected. Whilst a reasonable proportion of the public realm within the site is to be provided as hard landscaping, this is broken up by the proposed trees. In response to comments from our Landscape Design team, creatively designed seating has been incorporated along the northern side of the building to increase its usability.

Highways / Transportation / Parking

23. The proposed flats are permitted up to 0.4 spaces per 1-/2-bed unit and 0.6 spaces per 3-bed flat in accordance with the Wembley Area Action Plan, giving a total allowance of 91 spaces. The two ground floor units would now be permitted up to a maximum of seven parking spaces, giving a maximum total allowance of 98 spaces.
24. The proposed provision of 51 spaces in the basement therefore accords with standards, as well as meeting the requirements of condition 9 on the outline permission, by keeping provision below 0.5 spaces per residential unit. The inclusion of five disabled parking spaces (10% of the total, in line with condition 33 of the outline approval) is more than sufficient to satisfy standard PS15 of the adopted UDP. At least 20% of spaces will also need to be provided with Electric Vehicle Charging Points, in line with condition 32 of the outline approval.
25. The outline planning consent included requirements for a Car Park Management Plan and Travel Plan to help to manage parking demand, with future residents of the building also being disqualified from applying for on-street parking permits for the Wembley Stadium area Controlled Parking Zone, or any other future year-round CPZ that is introduced in the area. As such, mechanisms have been secured to

manage potential overspill parking from the site.

26. As before, standard PS16 requires at least one secure bicycle parking space per flat and the proposed provision of 252 spaces within secure ground floor store rooms is more than sufficient to satisfy this requirement. In addition, eight external spaces have been shown on 'Sheffield' stands to the front of the building, which meets requirements for visitors to the retail units.
27. Servicing of the retail units is proposed to take place from a demarcated zone within the landscaped area on the northern side of the building (an improvement on the original outline scheme, which showed no off-street servicing space). It is noted that deliveries to the southernmost unit would result in a total trolleying distance of 75m between the loading area and the store entrance. However, the constraints surrounding the building mean that this is the best option available for off-street servicing.
28. A Delivery & Servicing Plan was secured with the outline planning consent, to include measures to manage the pattern of deliveries through pre-booking to prevent too many vehicles trying to access the service road at the same time and to ensure that the loading area is used for all retail deliveries.
29. The refuse stores for the private units are sized to require twice weekly collection whilst the carry distances are greater than that specified within the Council's Waste Planning Guidance. However, the applicant proposes that private waste is collected by a private waste collection company at the resident's expense (charged through the service charge). The Council's Waste and Recycling Team have commented that this arrangement is acceptable and a condition has been recommended. The waste storage facilities for the Affordable units meet the Council's guidance and are considered to be acceptable. Private collection is not required for these.
30. The proposed delivery area and car park access will require the formation of a 9m wide vehicular crossover onto Rutherford Way. This is to be accompanied by kerb build-outs on either side and at the junction of Rutherford Way with Engineers Way, to provide protected parking bays along the building frontage and thus improve vehicular sightlines from the site.
31. The car park access ramp will be wide enough to accommodate two-way flow, plus 300mm protective margins to the building structure. The gradient of 12% is acceptable and the 3m transition lengths at either end of the ramp prevent grounding.
32. A Transport Statement has been submitted with the application which identifies a marginal increase in journeys to and from the site from the original outline consent, and assesses the impact of these increases on the local transport network. As with the outline scheme, these marginal changes to predicted vehicular flows are not considered to be significant enough when set against the scale of the overall Masterplan proposals for the area to warrant any further assessment of junction performance in the immediate area.
33. To help to mitigate the impact of additional journeys generated by the development proposals, a financial contribution was previously sought towards the cost of transportation works associated with the Masterplan proposals in the area, based on the amount of floorspace for each land use. Notwithstanding the increased number of flats in this block shown in this detailed application, the overall quantum of floorspace will remain unaltered and as such, the previous funding request is also unaffected. In any case, the total CIL contribution for the site far exceeds the minimum sum requested for highway works.
34. The application is considered to be acceptable on highway grounds.

Sustainability

35. The sustainability targets were set out within the Section 106 agreement for the Outline planning consent. The development is required to achieve: Code for Sustainable Homes Level 4 / BREEAM "Excellent", a minimum score of 50 % on the Brent Sustainability Checklist and a minimum CO2 reduction of 25 % from 2010 TER (regulated) including a minimum of reduction of 20 % through on-site renewables.
36. The target levels and timescales for the final approval of the energy and sustainability strategies have already been secured through the Section 106 agreement. As such, these matters are to be dealt with prior to the commencement of works on-site.

Other (Wind Environment)

37. This application has been accompanied by a “Wind Microclimate Desktop Commentary” report which specifies that no significantly adverse wind conditions are expected on the site of the development or in the adjacent pedestrian environment. The submitted report is considered sufficient to warrant the approval of details pursuant to condition 12 of the outline planning consent.

Summary

38. The submitted reserved matters application represents the evolution of the design of the building that was shown in the original outline planning application, with changes to the internal layout, a rationalisation of the floor plan, associated changes to the façade and a number of other amendments to the layout, design and landscaping. The proposal complies with the parameters set out within the Outline Consent subject to the consideration of the Sustainability and Energy submission.

39. The design to be based on robust principles and that the development will add visual interest together with activity to Olympic Way and Rutherford Way. The application delivers 211 homes together with some key elements of physical infrastructure. The homes meet or exceed London Plan unit size standards and all units benefit from good sized balconies. The incorporation of dual entrances to the residential units helps to demonstrate an inclusive approach to all residents, including those who reside within the Affordable units.

40. The proposal is considered to be acceptable on highways grounds, being in accordance with the Council’s standards and only representing a marginal increase in the traffic and non-car trips that were predicted in the indicative scenarios tested for the outline planning consent.

41. The approval of the Reserved Matters, conditions 1, 9 and 12 is recommended.

SUSTAINABILITY ASSESSMENT

The sustainability targets were set out within the Section 106 agreement for the Outline planning consent. The targets were as follows:

- A minimum of BREEAM “Excellent” or other rating as is approved in writing by the Council and is the maximum feasible;
- A minimum score of 50 % on the Brent Sustainability Checklist;
- A minimum CO2 reduction of 25 % from 2010 TER (regulated) including a minimum of reduction of 20 % through on-site renewables.

The target levels and timescales for the final approval of the energy and sustainability strategies have already been secured through the Section 106 agreement. As such, these matters can be dealt with prior to the commencement of works on-site.

S106 / CIL

SECTION 106 DETAILS

The Section 106 legal agreement for this development was secured through the outline planning consent (reference 13/1522). It included provisions relating to sustainability and energy, Travel Plans, Employment Enterprise and Training, Affordable Housing (only relevant if housing is proposed) and a Parking Permit Restriction.

CIL DETAILS

This application is liable to pay the Community Infrastructure Levy (CIL). The total amount is **£5,068,421.78** of which **£4,290,218.75** is Brent CIL and **£778,203.03** is Mayoral CIL.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

=====

Application No: 14/4981

To: Mr Samuel Stackhouse
Montagu Evans
5 Bolton Street
London
W1J 8BA

I refer to your application dated 19/12/2014 proposing the following:
Reserved matters application for the construction of a 15 storey building of a mixed use development providing 211 residential units (20% affordable) and two Use Class A1/A2/A3/A4/A5 units at ground floor level, and associated landscaping, parking, servicing, public realm works and accesses to the highway.

This application has been submitted pursuant to conditions 1 (details of layout, scale, appearance, access and landscaping), 9 (car parking) and 12 (wind environment assessment) of Outline planning permission reference 13/1522:

*Outline planning permission 13/1522 was for the mixed use redevelopment of the car park element of the site including the construction of new buildings and structures to provide a total of 40,000 sq m to provide a range of uses comprising: residential dwellings (Use Class C3), offices (Use Class B1), student accommodation (sui generis), hotel (Use Class C1), retail (Use Class A1/A2/A3/A4/A5) and/or leisure (Use Class D2) and associated car parking, public realm works and associated works and subject to a Deed of Agreement dated 24 December 2013 under Section 106 of the Town and Country Planning Act 1990, as amended and accompanied by plans or documents listed here:
Please see condition 1.*

at Olympic Office Centre Car Park (Plot C) Rutherford Way, Wembley

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

National Planning Policy Framework
 London Plan 2011
 Wembley Area Action Plan Jan 2015
 Brent Local Development Framework Core Strategy 2010
 Brent Unitary Development Plan 2004
 Council's Supplementary Planning Guidance

1

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

Site Location Plan, Design and Access Statement: 2027_00_13/1522_D&A, Wind Assessment (AECOM), Transport Statement (AECOM), Transport Statement Addendum, 2027-00-DR-0001 P01, 2027-00-DR-0109 P01, 2027-00-DR-110 P03, 2027-00-DR-0111 P01, 2027-00-DR-0112 P01, 2027-00-DR-0113 P01, 2027-00-DR-0114 P01, 2027-00-DR-0115 P01, 2027-00-DR-0116 P01, 2027-00-DR-0114 P01, 2027-00-DR-0118 P01, 2027-00-DR-0119 P01, 2027-00-DR-0120 P01, 2027-00-DR-0121 P01, 2027-00-DR-0122 P01, 2027-00-DR-0123 P01, 2027-00-DR-0124 P01, 2027-00-DR-0125 P01, 2027-00-DR-0400 P01, 2027-00-DR-0611 P02, 2027-00-DR-0612 P02, 2027-00-DR-0613 P01, 2027-00-DR-0614 P02, 2027-00-DR-0010 P02, 2027-00-DR-1450 P02, 3015 1001 E, 3015 1002 E, 3015 1003 B, 3015 2001 A, 3015 2002 B, 3015 2003 B, 3015 2004 A

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

- 2 The collection of refuse and recycling for the private residential units hereby approved shall be undertaken by a private refuse collection operator at the expense of the owners/occupiers of those units. The units shall not be occupied unless details confirming that a private operator has been commissioned to collect the waste for those units have been submitted to and approved in writing by the Local Planning Authority.

Reason: The waste storage facilities for the private residential units within the development do not comply with the Council's Waste Guidance in relation to the capacity of the refuse storage areas or the carry distances from those areas to the collection point. As such, the Council cannot collect the waste for the private units.

INFORMATIVES

- 1 The applicant is advised to contact the Head of Transportation to arrange for the necessary highway works to form the new accesses to the site, including the relocation of bus stops, removal of parking bays and any required changes to Traffic Management Orders, which are to be undertaken at the developer's own cost.
- 2 Should the developer wish to have the Council collect the waste for the private units, revised refuse storage details which comply with the Council's waste guidance will need to be approved by the Council and then be implemented.

Document Imaged

DocRepF
Ref: 14/4981 Page 8 of 23

APPENDICES

Any person wishing to inspect the above papers should contact Andrew Neidhardt, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1902

This page is intentionally left blank

COMMITTEE REPORT

Planning Committee on 21 April, 2015
Item No 05
Case Number 14/4971

SITE INFORMATION

RECEIVED: 22 December, 2014

WARD: Fryent

PLANNING AREA: Kingsbury & Kenton Consultative Forum

LOCATION: Playground, Silver Jubilee Park, Townsend Lane, London

PROPOSAL: Demolition of existing single storey building and erection of a new single storey building with mono pitched roofs to provide changing room facilities and relocation of the pedestrian access path

APPLICANT: London Borough of Brent

CONTACT: Rider Levett Bucknall

PLAN NO'S: See Condition 2

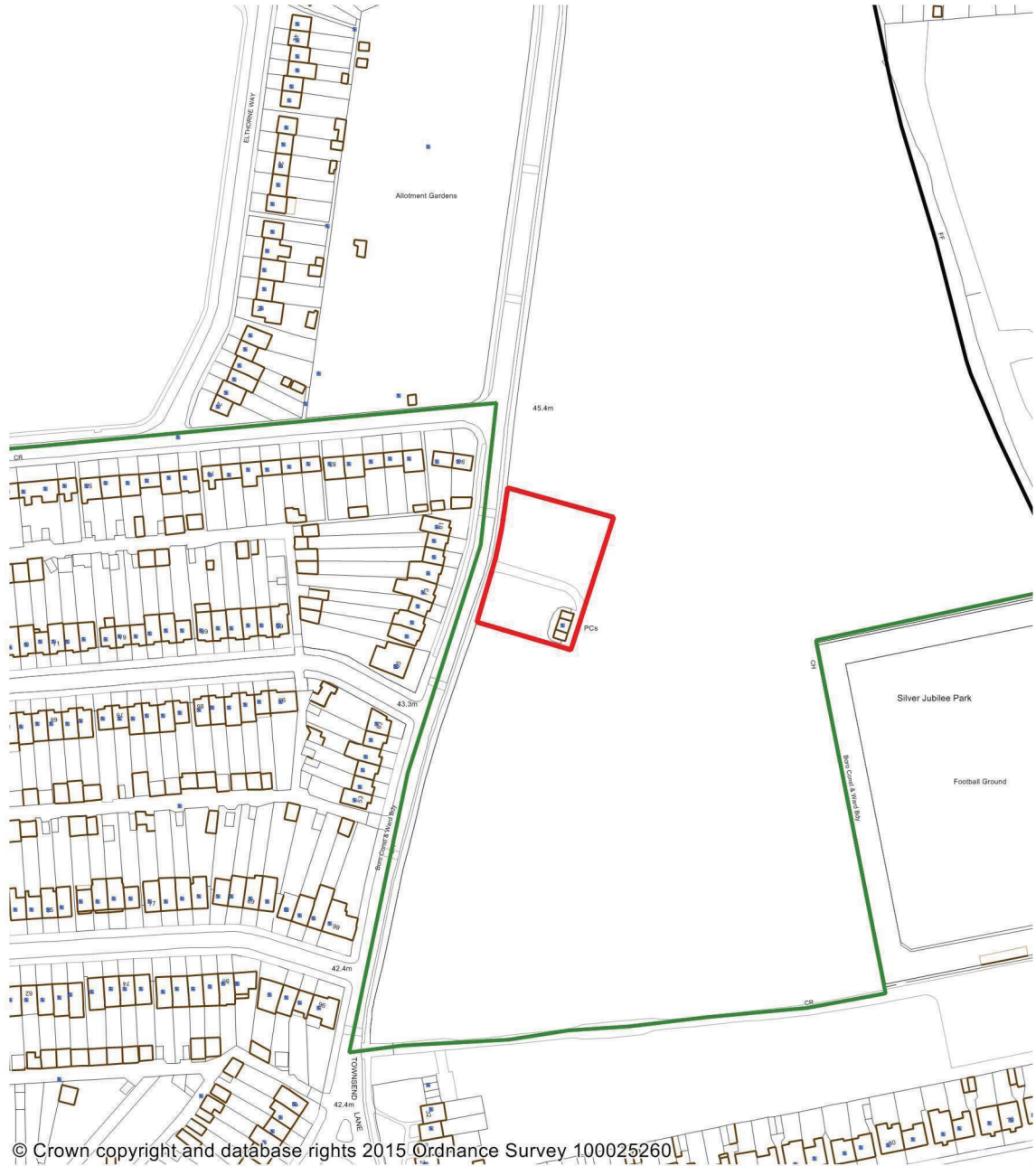
SITE MAP



Planning Committee Map

Site address: Playground, Silver Jubilee Park, Townsend Lane, London

© Crown copyright and database rights 2011 Ordnance Survey 100025260



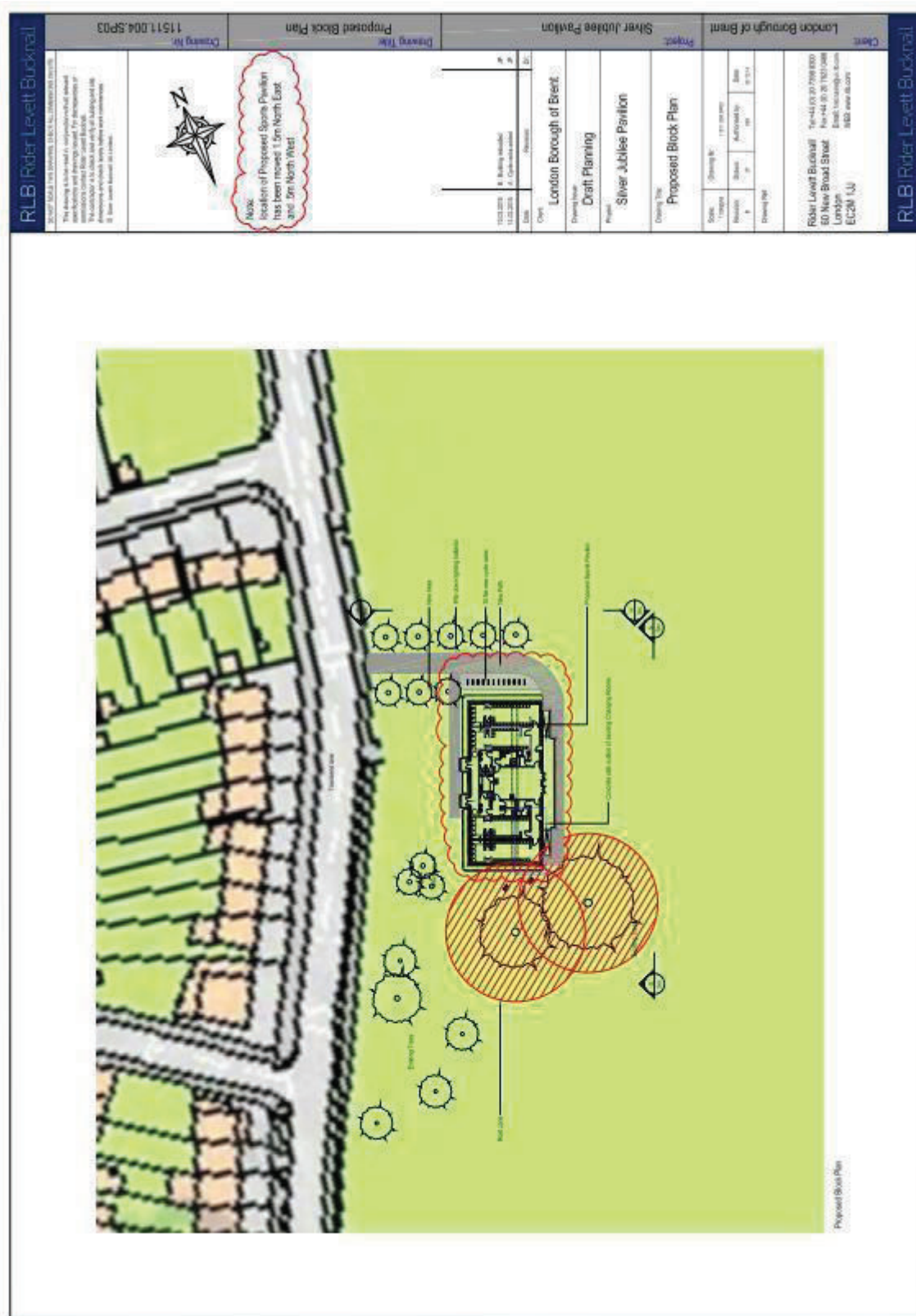
© Crown copyright and database rights 2015 Ordnance Survey 100025260

This map is indicative only.

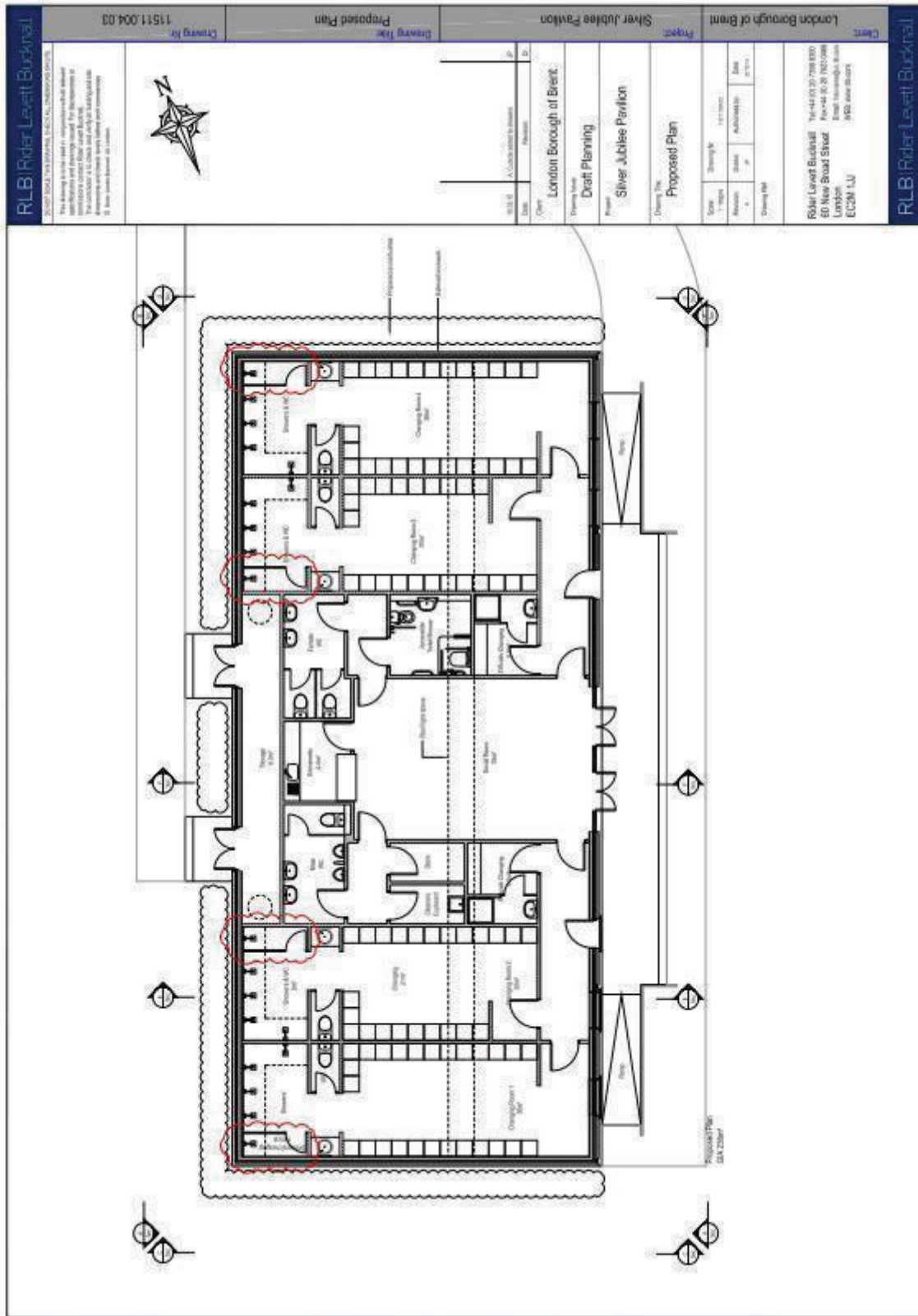
SELECTED SITE PLANS

REFERENCE DOCUMENTS:

Site Location



Proposed Floor Plan



RLB: Rider Levett Bucknall

This drawing is to be read in conjunction with the accompanying schedule of materials and specifications. It is the responsibility of the client to ensure that the materials and specifications are suitable for the proposed work. The architect is not responsible for the structural design of the building or for the accuracy of the information provided. The architect is not responsible for the design of the building or for the accuracy of the information provided.

Project: Silver Jubilee Pavilion
Client: London Borough of Brent
Drawing Title: Proposed Elevations 1 of 2
Drawing No: Proposed Elevations 1 of 2
Scale: 1:100
Date: 15/11/2014

RLB: Rider Levett Bucknall

Rider Levett Bucknall - Tel: +44 (0) 20 7788 8300
80 New Road Street - Fax: +44 (0) 20 7823 0888
London - Email: info@rlb.com
EC2M 1JJ - Web: www.rl.com

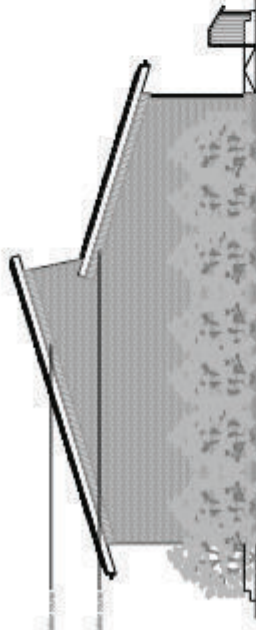
Proposed Elevation A
(junction corner)

Proposed Elevation B
(junction corner)

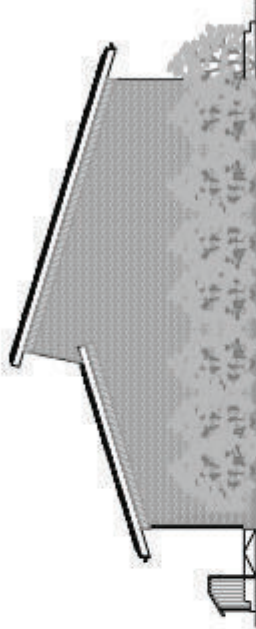
Proposed Elevation C
(junction corner)

Proposed Elevations & Section

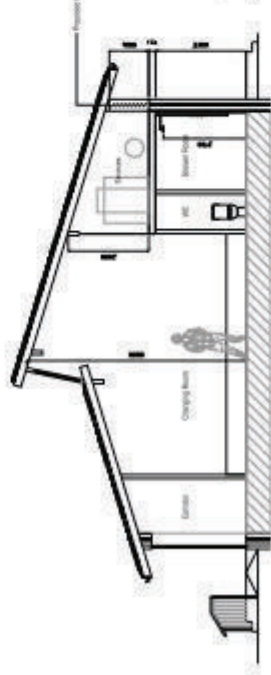
<p>RLB Rider Levett Bucknall</p> <p><small>15111 004 05</small></p>	<p>Proposed Elevations 2 of 2</p>	<p>Project: Silver Jubilee Pavilion</p>	<p>Client: London Borough of Brent</p>
<p><small>15111 004 05</small></p>	<p>Client: London Borough of Brent</p>	<p>Project: Silver Jubilee Pavilion</p>	<p>Client: London Borough of Brent</p>
<p><small>15111 004 05</small></p>	<p>Client: London Borough of Brent</p>	<p>Project: Silver Jubilee Pavilion</p>	<p>Client: London Borough of Brent</p>
<p><small>15111 004 05</small></p>	<p>Client: London Borough of Brent</p>	<p>Project: Silver Jubilee Pavilion</p>	<p>Client: London Borough of Brent</p>
<p><small>15111 004 05</small></p>	<p>Client: London Borough of Brent</p>	<p>Project: Silver Jubilee Pavilion</p>	<p>Client: London Borough of Brent</p>



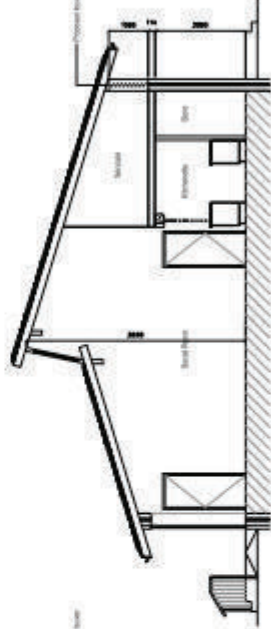
Proposed Elevation C



Proposed Elevation D



Proposed Section B



Proposed Section F

RLB | Rider Levett Bucknall

This drawing is to be used in conjunction with all relevant planning and development control documents and is not to be used for any other purpose. The copyright in this drawing and any associated data remains with the author and is not to be reproduced in any form without the author's written consent. © Rider Levett Bucknall 2017



Proposed Change Room Visualisation 2 West Elevation

Client: London Borough of Brent

Project: Silver Jubilee Pavilion

Drawing Title: Proposed Visualisation

Date	Drawing No.	Revision	By	Check	Status

Scale: 1:100
 Drawing No: 15111.004.07
 Project: Silver Jubilee Pavilion
 Drawing Title: Proposed Visualisation



Proposed Change Room Visualisation 1 East Elevation



Proposed Change Room Visualisation 3 East Elevation

RECOMMENDATIONS

Grant planning permission, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

The proposal involves the demolition of an existing changing room block and the erection of a new enlarged changing block measuring 25.08m (L) X 11.02m (D), giving it an internal floor area of 263sqm. It would have an eaves height of 2.72m and maximum height of 6.21m.

The building would contain four changing rooms, toilets and showers as well as a social room and kitchenette. The existing footpath to the building will be repositioned approximately 15m northwards and widened to 3m, with four illuminated bollards also proposed.

B) EXISTING

The application site sits within the Silver Jubilee Park on the eastern side of Townsend Lane, about 50m south of its junction with Elthorne Road. The site is designated as public open space and Metropolitan Open Land.

The site currently contains a single-storey changing block for the existing football and Gaelic sports pitches within the park, comprising two separate changing rooms and associated toilets and showers. A 2.5m wide tarmac footpath provides pedestrian access to the building from Townsend Lane.

C) AMENDMENTS SINCE SUBMISSION

Amended plans received on 24 March 2015 to relocate the building 1.6m further to the north to ensure existing trees within the park can be retained. The internal shower arrangements were also amended to provide a single shower cubicle in each changing room to satisfy Sport England's comments.

Clarification on the internal floor area of the proposed building was received on 07 April 2015. The building would have an internal floor area of 263sqm, not 236sqm as incorrectly annotated on the plan.

D) SUMMARY OF KEY ISSUES

Principle of Development: The proposed building is considered acceptable in design terms and considered to meet policy requirements in relation to Metropolitan Open Space in terms of the supporting the wider use of the open space and being a facility of an appropriate scale. The proposal is intended to enhance the changing facilities for the existing sports pitches within Silver Jubilee Park which are currently considered to be inadequate.

Size and Visual Impact: The size, scale and design of the proposed pavilion is considered acceptable in relation to the size of the park and it is not unusual to see such structures which support the wider function of the park.

Impact on Neighbouring Amenity: The proposed pavilion building would be positioned in excess of 40 m from the nearest residential property which is located on Townsend Lane. It is considered that this large buffer would ensure that the proposed building would not appear overbearing for the occupants of the nearby residential properties along Townsend Lane and residential amenity would not be harmed.

Parking, Access and Traffic Impact: Although the number of changing rooms within the new building will double the existing provision, with a social room and kitchenette also added, the visitor capacity of the sports facilities is governed by the number of pitches within the park, rather than by size or quality of the changing facilities. As such, it is not envisaged that the improved changing block will in itself result in any significant increase in trips to and from the site.

Landscaping and Trees: The building has been re-sited to protect the existing trees.

E) MONITORING

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 (sqm)
assembly and leisure	42		42	221	221

RELEVANT SITE HISTORY

No relevant planning history

CONSULTATIONS

35 neighbours consulted (initial consultation on 9 January 2015 notifying 12 neighbouring properties, Ward Councillors & Silver Jubilee Residents Association; extended consultation on 17 March 2015 notifying a further 23 properties; site notice displayed)

– 6 objections received and a petition containing 50 signatures from 31 households.

Objections have been made on the following grounds:

Point of Objection

1. Waste of money and it is difficult to see how Brent Council will maintain this building; Should erect a smaller changing room block in the confines of Kingsbury Town Football Club.

Response

The LPA can only assess the planning merits of the application that is before them.

Clarification has been provided by Sports and Parks which confirms that the project is subject to application for funding from the Football Foundation, Sport England Inspired Funding and London Marathon Charity Trust. It is understood that the it is understood that the overall cost will be £70,000.

2. The consultation process for this application has been improper

The Council, in carrying out the consultation exercise has notified 35 neighbouring properties of the application with a notification letter, a site notice has been erected on site allowing 21 days to submit comments. In addition, notification letters were sent to the local Ward Members and the Silver Jubilee Residents Association. This exceeds statutory consultation requirements. The determination of the application will be made by the Planning Committee Members in a public forum, which members of the local community are able to attend.

3. Concern regarding access and supervision

Sports and Parks have confirmed that as with all pitches in the borough that have a pavilion / changing room associated, any team who wish to hire the football, cricket and Gaelic pitches will have access to the pavilion / changing rooms as part of their hire. The pitches are hired from Brent Council.

4. Park is designated as Metropolitan Open Land with a restrictive covenant; Proposed building seven times larger than the existing building; Loss of view of the park and detract from area.

The proposal is for a replacement building, albeit a larger structure, which is considered acceptable as it is to support a sports facility. Any restrictive covenant is not a material planning consideration and the grant of planning permission would not override other restrictions. The impact on residential amenity is discussed in paragraph 6 in the report.

5. Location of disabled parking not clear.

Parking standards are discussed in the Parking, Access and Traffic section of the foregoing report in paragraphs 10 and 11. No additional on site parking is proposed.

6. Submitted plans do not specify the dimensions of the proposed build

All the drawings that have been submitted are to a metric scale and the proposed floor plan of the building annotates an internal floor area of 263sqm.

Silver Jubilee Residents Association (SJRA) (two separate comments received)

Point of Objection	Response
7. Discrepancy on the proposed drawing regarding its footprint.	The correct internal floor area of the proposed building will be 263sqm. This is annotated on the proposed floor plan, which was corrected on 07 April 2015.
8. Restrictive covenants for Silver Jubilee Park which disallows any development on the land.	See point 4 above.
9. Insufficient justification for funding project which will have minimal use.	See point 1 above
10. Insufficient information justifying scale of building and need.	This is set out in the submitted Design and Access Statement.
11. Increased parking pressures and speeding and pollution in the surrounding area;	See paragraph 7-13 in report.
12. Activity and use of the existing car park has increased substantially since the Kingsbury Football ground have recently been granted an astro turf surface;	See paragraph 7-13 in report.
13. Excessive noise levels late at night coming from Kingsbury Town FC;	Excessive noise levels should be reported to the Councils Environmental Health Noise Nuisance Team. This does not relate to the application proposal.
14. Increased litter levels in Townsend Lane close to the access road and an increase in gangs of youths using this area at other times causing general anti-social behaviour;	Issues with litter should be reported to the Councils Environmental Health Team. There is no justification that the replacement building will increase anti social behaviour, any such instances should be reported to the Police.
15. Insufficient consultation	See point 2 above
16. The access road to the car park should be kept closed when not in use to prevent joy riders, drugs activity and possible illegal parking;	This relates to the wider management of the park.

Sport England

The application proposes the installation of a new single storey changing pavilion to serve the adjoining playing field. New and improved ancillary facilities to serve the pitches is seen as a welcome addition and will improve playing experience and encourage use of the playing fields and pitches. The principal of the development is very much supported.

The only area of concern is that the proposed changing rooms, show shower areas which do not have cubicles. Cubicle showers are important to ensure that cultural diversity and individual privacy is respected. Given the cultural diverse population of Brent, and given that this application is local authority led, we would expect all facilities should be designed with this in mind. Sport England, as indicated, is supportive of the development, but would like to see the plans amended to show shower cubicles. Ideally at least one changing cubicle should be provided in each changing room also, for the same reason.

Subject to the aforementioned amendments, Sport England is satisfied that the proposed development meets the following:

E2 - The proposed development is ancillary to the principal use of the site as a playing field or playing fields, and does not affect the quantity or quality of pitches or adversely affect their use.

Highways Officer

No objections subject to the installation of ten bicycle stands along the side of the proposed building.

Tree Officer

The demolition and proposal is in proximity to a couple of mature trees. We require a Tree Survey and Arboricultural Impact Assessment in accordance with standard BS5837:2012, which can be conditioned. The impact assessment should cover potential damage to trees with regards to the demolition of the existing building and re-rooting of any services etc.

Environmental Health Officer

No concerns or comments to make.

POLICY CONSIDERATIONS

National Planning Policy Framework

Paragraph 74 of the NPPF relates to playing fields

Paragraphs 79-92 of the NPPF on Green Belts applies equally to Metropolitan Open Land (MOL)

Further Alterations to the London Plan

3.19 - Sports Facilities

7.17 - Metropolitan Open Land

Core Strategy 2010

CP17 – Protecting and Enhancing the Suburban Character of Brent

CP18 – Protection and Enhancement of Open Space, Sports and Biodiversity

Brent UDP 2004

BE2 – Townscape: Local Context and Character

BE4 – Access for Disabled People

BE7 – Public Realm: Streetscene

BE9 – Architectural Quality

TRN24 – On-street Parking

OS2 - Acceptable Uses in MOL

OS3 - Development on MOL

SPG17: Design for New Development

DETAILED CONSIDERATIONS

Key Considerations

1. In assessing the proposal, the following issues are considered key and are elaborated on below:

- (i) *Principle of Development*
- (ii) *Size and Visual Impact*
- (iii) *Impact on Neighbouring Amenity*
- (iv) *Parking, Access and Traffic Impacts*
- (v) *Landscaping and Trees*
- (vi) *Brent and Mayoral CIL*

(i) Principle of Development

2. Policy OS2 in the UDP sets out that the predominantly open character of Metropolitan Open Land (MOL) will be preserved with uses which may be acceptable on MOL restricted for such uses as public and private open space and playing fields. Policy OS3 states that within MOL new development will not be permitted unless it is complementary to the restricted uses. Furthermore, the building must be small in scale and be required to preserve or enhance activities associated with the particular open space.

3. The principle of this proposal is acceptable in planning terms in that the proposed sports changing facility (replacing an existing smaller facility) supports the wider sporting use of this public open space. The supporting statement confirms that based on the limited changing facility and WC provision to the site and in

line with Brent's Sport and Recreation Facilities Strategy 2008-2021 this park has been identified as under providing adequate facilities for existing user groups. The proposed building provides changing facilities for the sports fields in the park, specifically Gaelic football and football. The accommodation is in a single building that would include the following:

- Four changing areas including showers and toilets (slightly larger than normal to accommodate the larger team, sizes for Gaelic football);
- Two changing rooms with showers for officials to allow the use of up to four pitches and different sex officials;
- A small social space for use by players and public visitors for refreshments;
- Small kitchenette for serving refreshments;
- Separate toilets from the changing rooms and an accessible toilet;
- Small storage area for kit;
- Plant rooms accommodated above showers and toilets.

(ii) **Size and Visual Impact**

4. The existing building has an internal floor area footprint of 41.98sqm. It has a hipped roof profile with an eaves height of 2.38m and a maximum height of 4.36m. The proposed building would have an enlarged internal floor area of 263sqm. Its eaves height would be 2.72m with a maximum height of 6.21m.

5. The proposed pavilion will be brick built with an interlocking concrete tile roof. The front elevation of the building will have a large amount of glazing to accommodate view games with shutters for security. Two fire escape doors will be positioned on the rear elevation of the building. No windows or doors will be present on the flank elevations of the proposed building. All windows and doors will have openable, secure metal shutters attached to help prevent vandalism. The size, scale and design of the proposed pavilion is considered acceptable in relation to the size of the park and it is not unusual to see such structures which support the wider function of the park. As such, the development is compliant with Core Strategy policy CP18 and UDP saved policy OS3 which seeks to ensure that small in scale and be required to preserve or enhance activities associated with the open space.

(iii) **Impact on Neighbouring Amenity**

6. The proposed pavilion building would be positioned in excess of 40 m from the nearest residential property which is located on Townsend Lane. It is considered that this large buffer would ensure that the proposed building would not appear overbearing for the occupants of the nearby residential properties along Townsend Lane and residential amenity would not be harmed.

(iv) **Parking, Access and Traffic Impact**

7. The proposal involves the demolition of changing room block and the erection of a new enlarged changing block, containing four changing rooms, toilets and showers as well as a social room and kitchenette. The existing footpath to the building will be re-positioned northwards and widened to 3m, with four illuminated bollards proposed to illuminate it.

8. Townsend Lane is not a heavily parked street and is within a 20mph zone. On-street parking on the road is unrestricted, but it is too narrow to allow on-street parking along both sides. Nevertheless, it is not noted in TRN3 of the adopted UDP 2004 as being heavily parked and this is reconfirmed by the most recent overnight parking surveys for the street from 2013. Off-street parking for up to about 90 cars for the park in general is located in the southeastern corner of the park, about 200m from these changing rooms. The site has low access to public transport (PTAL 1), with two bus routes within 640 metres (8 minutes walk), but no railway station nearby.

9. The proposal is intended to enhance the changing facilities for the existing sports pitches within Silver Jubilee Park, which are currently considered to be inadequate. Although the number of changing rooms within the new building will double the existing provision, with a social room and kitchenette also added, the visitor capacity of the sports facilities is governed by the number of pitches within the park, rather than by size or quality of the changing facilities. As such, it is not envisaged that the improved changing block will in itself result in any significant increase in trips to and from the site.

10. Nevertheless, parking standard PS10 does only allow one parking space per 60 patrons and with a changing capacity of 92 spaces (plus officials changing area) no more than two spaces would be allowed within the site.

11. Off street parking is already available for about 90 cars at the southern end of Silver Jubilee Park, although this is shared with the football club, whose ground adjoins the car park. This car park should thus

provide more than sufficient capacity for the sports pitches and changing rooms for the majority of the week, whilst there is also spare unrestricted kerbside parking capacity available along Townsend Lane for casual parking for the park if necessary.

12. Standards PS16 requires three bicycle parking spaces per ten staff for leisure uses. Staff numbers are likely to be small, but it is nevertheless considered important to ensure that more than adequate bicycle parking is provided and ten bicycle stands should therefore be provided alongside the building for use by visitors.

13. The new pedestrian footpath from Townsend Lane to the proposed building, with associated illuminated bollards along its length, is acceptable from a highways point of view. The Council's Highways Team raise no objection to the proposal subject to the installation of ten bicycle stands. The application has made provision for ten bicycle parking spaces along the

(v) **Landscaping and Trees**

14. The Council's Tree Officer initially raised concerns with the proximity of the proposed building to two existing trees south of the building. This has resulted in the re-siting of the building further away from the trees. This reduces the impact of the proposal on the existing trees. It is considered that subject to the imposition of planning conditions requiring the submission of a Tree Protection Plan and Arboricultural Method Statement.

(vi) **Brent and Mayoral CIL**

15. The internal floor space of the building of 263.45sqm will trigger a liable Mayoral and Brent CIL payment of £8,224.24 and £1,260.60.

S106 / CIL

CIL DETAILS

This application is liable to pay the Community Infrastructure Levy (CIL). The total amount is £10,084.80 of which £1,260.60 is Brent CIL and £8,824.20 is Mayoral CIL.



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

=====

Application No: 14/4971

To: Mr Sam Crowe
Rider Levett Bucknall
60 New Broad Street
London
EC2M 1JJ

I refer to your application dated 22/12/2014 proposing the following:
Demolition of existing single storey building and erection of a new single storey building with mono pitched roofs to provide changing room facilities and relocation of the pedestrian access path and accompanied by plans or documents listed here:
See Condition 2
at Playground, Silver Jubilee Park, Townsend Lane, London

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

National Planning Policy Framework (2012)

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

Environmental Protection: in terms of protecting specific features of the environment and protecting the public

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

- 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):

1151.004.03 Rev B, 1151.004.04, 1151.004.05, 1151.004.06, 1151.004.07, 1151.004.SP03, Design and Access Statement.

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

- 3 The cycle parking as shown on the approved plan shall be installed prior to occupation of the building hereby approved and maintained thereafter.

Reason: To ensure suitable cycle parking is provided.

- 4 Details of the following shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced (except for demolition):

- materials for all external work, including samples;
- lighting bollards

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 any works commencing on site, a Tree Survey and Arboricultural Impact Assessment shall be submitted to and approved in writing by the Local Planning Authority, the submitted details shall be in accordance with BS5837: 2012 describing how the existing trees will be protected throughout the construction works. This should include a Root Protection plan and methods to protect the root zones during construction.

The approved tree protection measures shall be in place throughout the construction period.

Reason: In the interests of the amenities of the locality.

INFORMATIVES

- 1 The applicant is advised that the Council can no longer accept physical samples of materials. Materials should be made available to assess on-site, or details of the materials palette submitted electronically.

APPENDICES

Any person wishing to inspect the above papers should contact Brian Corcoran, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5245

This page is intentionally left blank

COMMITTEE REPORT

Planning Committee on 21 April, 2015
Item No
Case Number 14/3427

SITE INFORMATION

RECEIVED: 26 January, 2015

WARD: Queen's Park

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: Salusbury Primary School, Salusbury Road, London, NW6 6RG

PROPOSAL: Retrospective application for use of the school's playground area to run a weekly (every Saturday) community car boot sale

APPLICANT: Ms Carol Karpellus

CONTACT:

PLAN NO'S: See Condition 2.

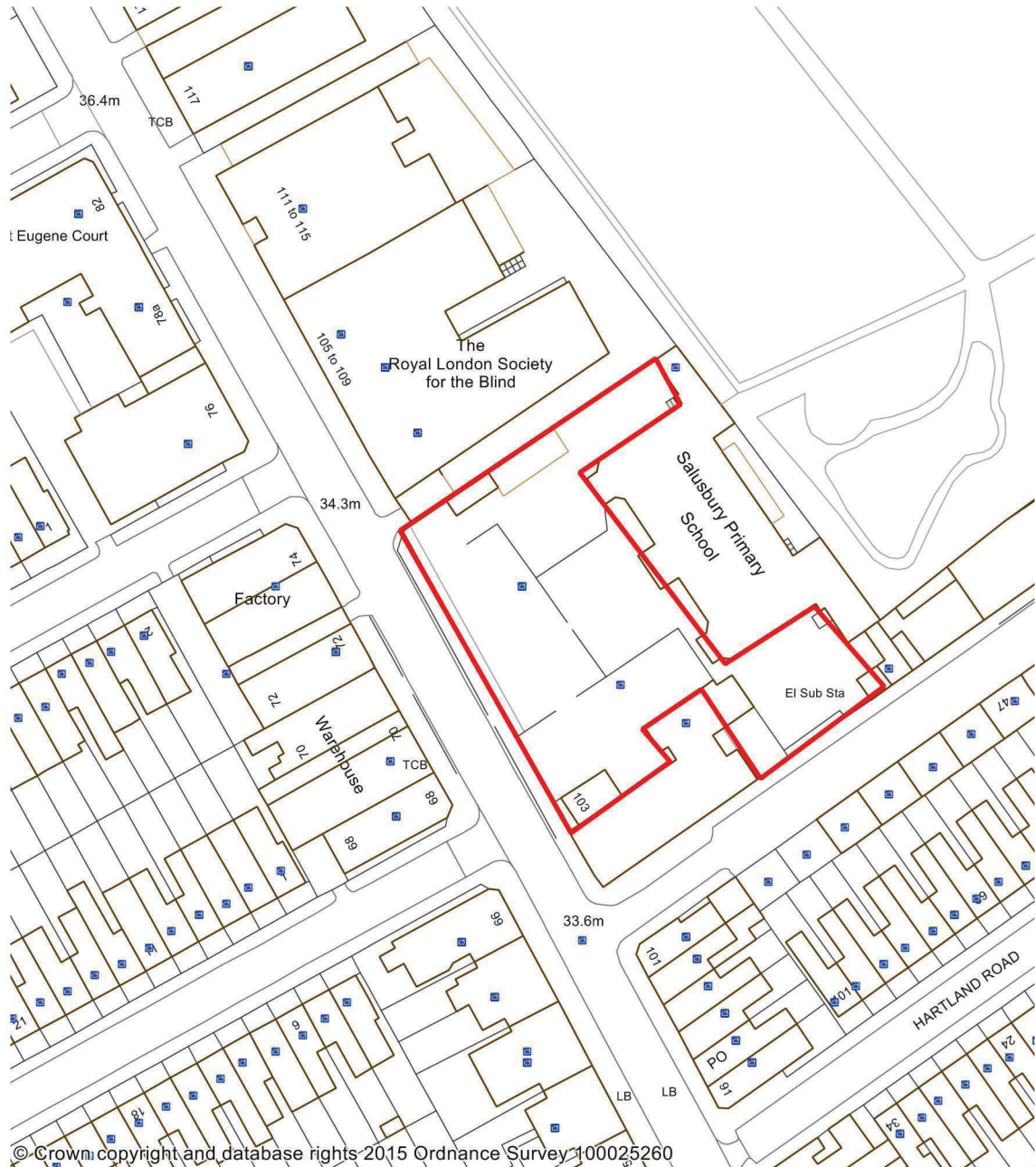
SITE MAP



Planning Committee Map

Site address: Salusbury Primary School, Salusbury Road, London, NW6 6RG

© Crown copyright and database rights 2011 Ordnance Survey 100025260



© Crown copyright and database rights 2015 Ordnance Survey 100025260

This map is indicative only.

SELECTED SITE PLANS

REFERENCE DOCUMENTS:

Proposed Site Plan



RECOMMENDATIONS

Grant planning permission, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

This is a retrospective application for use of the school's playground area to run a weekly (every Saturday) community car boot sale operating between 10am and 3pm.

B) EXISTING

The proposal relates to the playground of Salusbury Primary School which is located on Salusbury Road and on the corner with Lonsdale Road. The playground is positioned between the school building and Salusbury Road. The site is served by pedestrian and vehicular access points on Salusbury Road with vehicular access to the site located on Lonsdale Road. The surrounding area has a mixed commercial and residential character with the various shops and cafes/restaurants located to the south. The rear of the site adjoins the Paddington Cemetary Conservation Area.

C) SUMMARY OF KEY ISSUES

Principle of Development: The principle of the proposed car boot sale is considered acceptable subject to the impact on neighbours and transportation impacts of the proposal

Transportation Impact: The transportation impact of the proposal is considered acceptable due to the scale and nature of the proposed car boot sale, the accessible nature of the site and bearing in mind that a monthly car boot sale of a similar scale was previously considered acceptable.

Impact on Neighbours: The impact on neighbours is considered acceptable considering the scale and nature of the car boot sale along with the existing character of the area

RELEVANT SITE HISTORY

Reference No	Proposal	Decision
13/1111	Use of the school's playground area to run a monthly (Saturday) community sale	Granted
11/0688	Renewal of temporary planning permission to continue holding a weekly Sunday farmers' market in the school playground	Granted
09/0356	Renewal of planning permission to continue holding a weekly Sunday farmers' market in the school playground	Granted
07/0160	Renewal of planning permission to continue holding a weekly Sunday farmers' market in the school playground	Granted
05/2772	Use of playground area of school for weekly (Sunday) farmers market accompanied by London Farmers' Market report (LFM)	Granted

CONSULTATIONS

Statutory neighbour consultation period (21 days) started on 10/02/2015, in total 131 properties were consulted. To date 9 neighbour representations have been received raising objection to the development, including one from the Queens Park Residents' Association. One letter of support has also been received. The grounds for objection are summarised below:-

Objection raised	Response
The surrounding roads are already heavily parked and congested and cannot cope with the increase in traffic and demand for parking. The Farmer's Market already generates a lot of traffic	see paragraphs 5-8
The CPZ does not operate on weekends meaning residents have trouble finding parking spaces. The CPZ should be extended to include weekends	see paragraphs 5-8
The increase in activity would lead to noise disturbance for residents	see paragraphs 9-10
The proposal could lead to litter and rubbish could be left behind by stallholders	See paragraph 10
One representation was received from the applicant of the most recent application (13/111) stating that a weekly car boot sale should not be approved as the Council previously advised that only a monthly car boot sale would be acceptable.	It is not clear what discussions took place and the previous application proposed a monthly sale which was approved for a temporary period of one year. All applications are treated on their own merits and material planning considerations relating to the proposed weekly car boot sale are detailed in this report

A Conservation Area Site Notice displayed on 11/02/2015 due to the proximity to the Conservation Area.

STATUTORY CONSULTTEES

Brent Transportation;- 'There are no objections on transportation grounds to this proposal, subject to a condition limiting permission to a temporary period to allow the impact to be monitored and reviewed.'

Regulatory Services;- 'Regulatory Services have no concerns to raise regarding the use of the playground for a weekly carboot sale.'

POLICY CONSIDERATIONS

National Planning Policy Framework 2012 (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.

Brent's Adopted Unitary Development Plan (2004)

SH27 - New Retails Markets

SH28 - Car-Boot Sales

TRN3 - Environmental Impact of Traffic

DETAILED CONSIDERATIONS

Background & context;-

The proposal seeks permission to hold a weekly car boot sale on Saturdays operating between 10am and 3pm. Permission has previously been granted for a monthly car boot sale under 13/1111 on Saturdays. Temporary permission has been granted and renewed several times for a weekly farmer's market operating on Sundays. These permissions have been limited to one, two and five year periods. The proposal is retrospective and the car boot sale is understood to have been taking place since August 2014.

Principle of Development;-

Document Imaged

*DocRepF
Ref: 14/3427 Page 2 of 10*

The proposal relates to the playground of Salusbury Primary School which is predominately hardstanding. The proposed use of the playground for a car boot sale on Saturdays would not result in the loss of playground facilities due to the temporary nature of the proposed use and the proposed operation of the sale on weekends and therefore outside of school times.

Due to the scale and nature of the proposed car boot sale, it is not considered to impact unduly on the viability of the nearby Primary Shopping Frontage along Salusbury Road. The proposed would attract visitors to the area which is considered to compliment the existing range of services offered by the shopping frontage.

The principle of the use of the playground for a car boot sale can therefore be considered acceptable subject to the detailed material planning considerations discussed below.

Transportation Impacts;-

The proposed site layout shows 25 allotted pitches and an area for sellers arriving on foot. This is similar in scale to the monthly Sunday market approved under 13/1111 however the proposal is for a weekly sale opposed to a monthly one. Ten parking spaces for visitors are shown on the proposed layout plan accessed from the Lonsdale Road entrance, two of which are identified as being for disabled parking. As with the previous application (13/111) the applicant has indicated that stewards would be used to stagger arrivals at the Salusbury Road entrance and manage visitor parking inside the site.

It is acknowledged that the proposal would generate additional visitors to the site, the transportation impact of which must be considered. On-street parking bays existing along the Salusbury Road frontage of the site and in surrounding streets although the CPZ does not operate on weekends. This part of Salusbury Road does have good public transport accessibility (PTAL rating 4) and it is considered that the nature and relatively modest scale of the proposed sale would mean visitors are likely to be local and arrive on foot or via public transport.

This approach was taken with the previously approved application 13/1111 which was considered acceptable in terms of transportation impacts. The Council's Transportation Department has been consulted and raises no objection on the basis. The previous proposal was considered acceptable on a monthly basis and the resulting transport impact of a weekly sale is considered similar albeit more regular in nature.

As with previous applications it is considered appropriate to approve the application for a temporary period of one year which would allow the situation to be reviewed in a year's time.

Impact on Neighbours;-

There are no residential neighbours adjoining the boundaries of the site but there are residential roads nearby. The scale of the proposed car boot sale along with the proposed opening hours is not considered to generate a level of activity on the site which would be unduly detrimental on residential amenities. It is also borne in mind that this section of Salusbury Road is a relatively busy road with the character of a high street and a car boot sale is not considered to be out of character with the nature of the area. The operating times of the sale are stated as being 10am to 3pm; condition can be attached to ensure that the car boot sale does not operate outside of these hours. It is acknowledged that the proposal would result in an increase in activity and activity on both days of the weekend, however considering the points discussed above this is, on balance, considered to be acceptable and would not lead to an unacceptably detrimental impact on the locality in terms of amenity and transportation impacts.

Concerns have been raised regarding rubbish and litter being left behind as part of the sale. The applicant has indicated in their Site Management Plan that vendors would be encouraged to dispose of their waste responsibly at the end of the day and that the school ground will be left tidy. This would be in the interests of the school and is not considered sufficient grounds to resist the application. Again, a temporary permission would allow the situation to be reviewed.

Conclusion;-

Considering the points discussed above, the proposal is considered to have an acceptable impact in terms of transportation and the amenities of neighbours. The proposal therefore accords with saved Brent Unitary Development Plan (2004) policies SH27, SH28 and TRN3 and is recommended for approval. The proposal can be permitted for a temporary period of one year to allow the situation to be reviewed.

S106 / CIL

CIL DETAILS

This application would not be liable to pay the Community Infrastructure Levy (CIL).

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

=====

Application No: 14/3427

To: Ms Carol Karpellus
108 Northumberland Road
New Barnet
Herts
Herefordshire, County of
EN5 1EE

I refer to your application dated 29/08/2014 proposing the following:
Retrospective application for use of the school's playground area to run a weekly (every Saturday) community car boot sale
and accompanied by plans or documents listed here:
See Condition 2.
at Salusbury Primary School, Salusbury Road, London, NW6 6RG

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

- 1 The proposal is considered to have an acceptable impact in terms of transportation and the amenities of neighbours. The proposal therefore accords with saved Brent Unitary Development Plan (2004) policies SH27, SH28 and TRN3

- 1 This permission shall be for a limited period of one year only, expiring one year from the date of this permission when (unless a further planning application has been submitted to and approved in writing by the Local Planning Authority) the use hereby approved shall be discontinued.

Reason: To enable the Local Planning Authority to review the position in the light of the impact of this use during a limited period.

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

Unnumbered plan showing a proposed site plan
Document named 'Site Management Plan'

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

- 3 No goods shall be sold to customers before 10:00hrs or after 15:00hrs and the car boot sale shall not be open to customers before 09:30hrs or after 15:30hrs unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of neighbouring amenity.

INFORMATIVES

- 1 The applicant is advised that this permission is for a temporary period of one year only, after which a further planning application would be required to continue the car boot sale. If transportation or neighbouring amenity issues become evident during the one year period then further permission may not be granted.

APPENDICES

Any person wishing to inspect the above papers should contact David Raper, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 020 8937 5368

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

21 April, 2015

14/2803

SITE INFORMATION

RECEIVED: 31 July, 2014

WARD: Willesden Green

PLANNING AREA: Willesden Consultative Forum

LOCATION: Land adjacent to 19 Kings Road, London, NW10 2BL

PROPOSAL: Erection of a detached two storey 3 bed dwellinghouse with basement level, car parking and bin stores to the front, cycle store to the rear, new timber fence and landscaping

APPLICANT: Ms Dimitrova

CONTACT: Platform 5 Architects

PLAN NO'S: See Condition 2

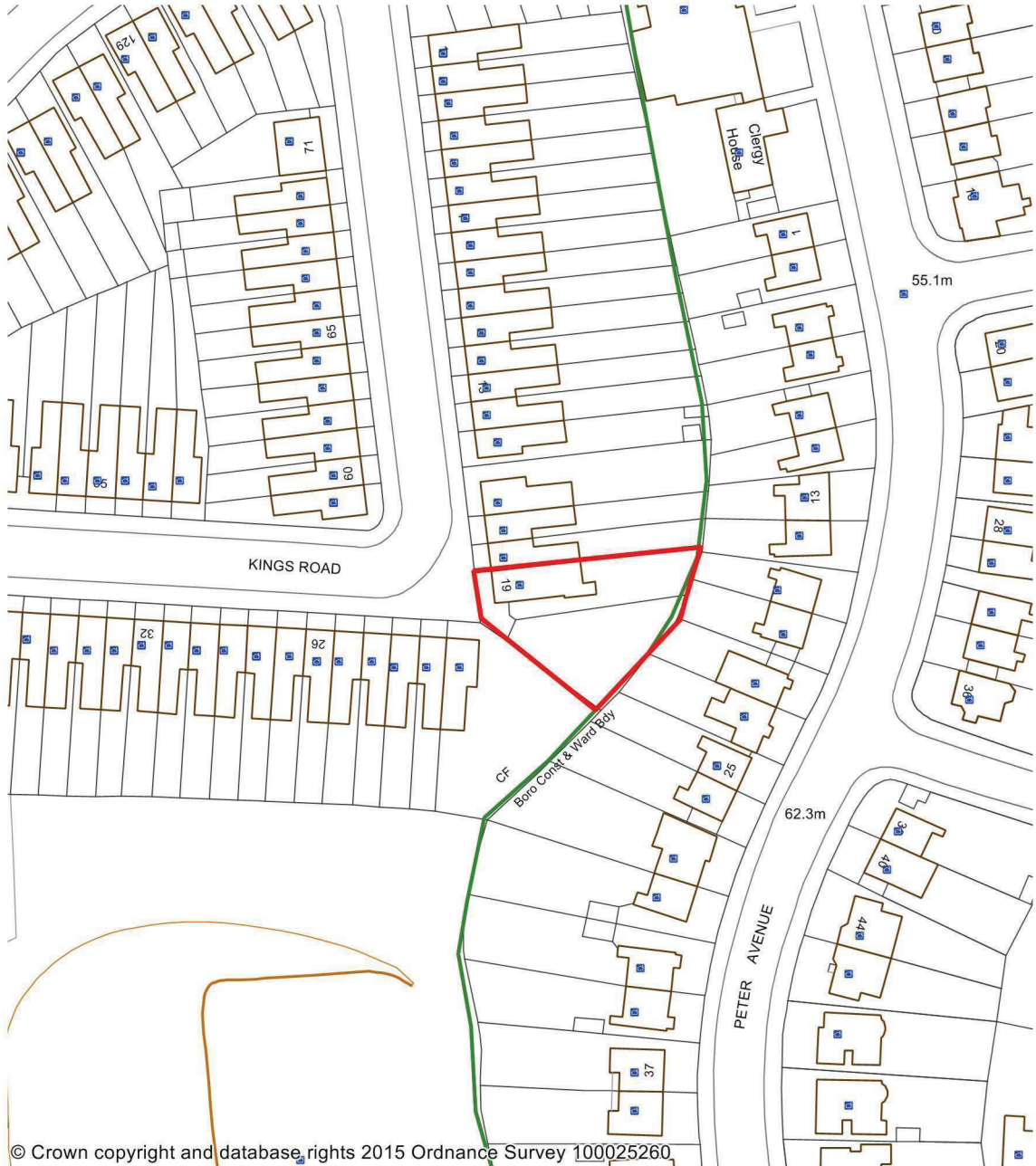
SITE MAP



Planning Committee Map

Site address: Land adjacent to 19 Kings Road, London, NW10 2BL

© Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

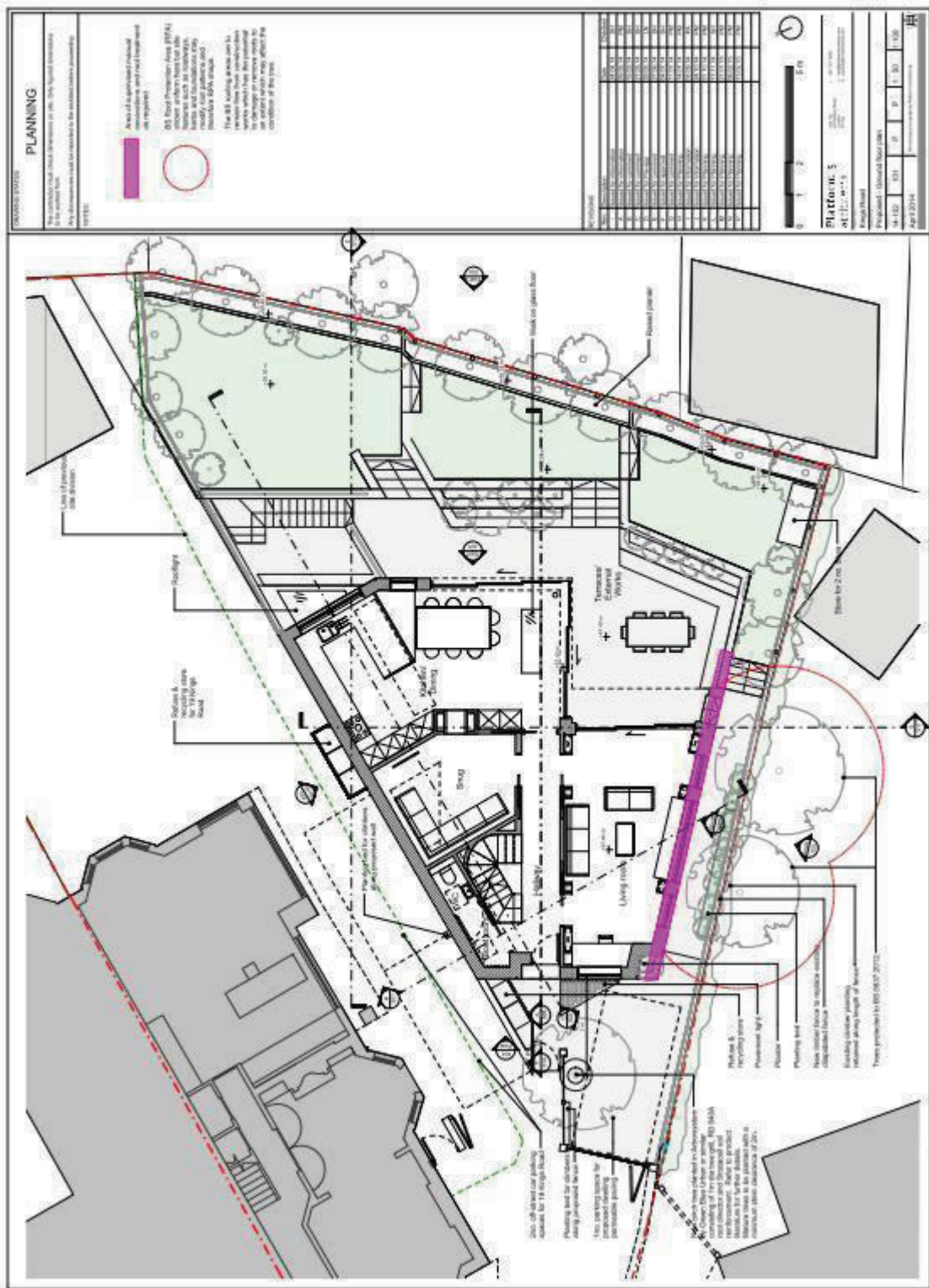
SELECTED SITE PLANS

REFERENCE DOCUMENTS:

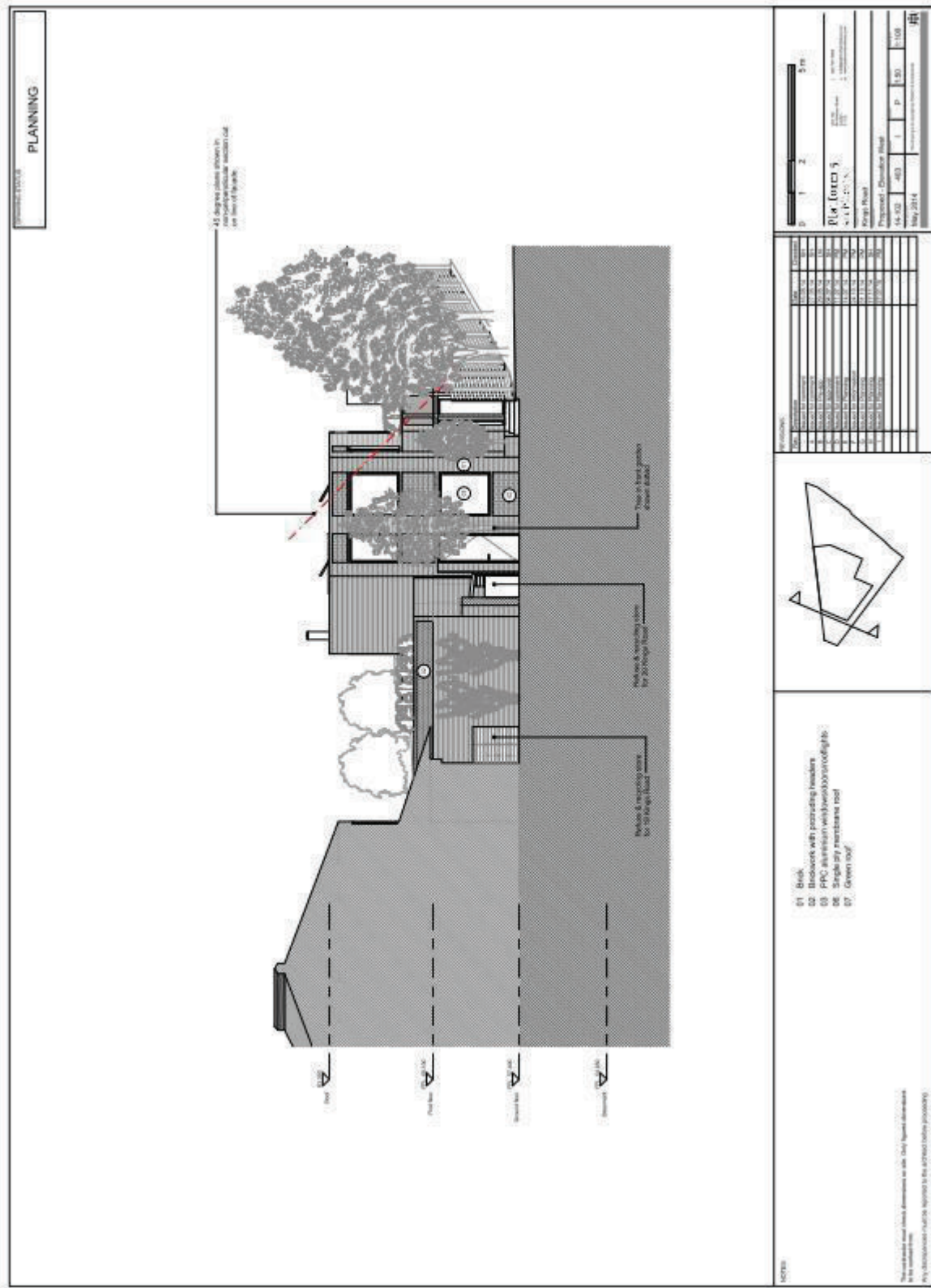
Proposed Site Plan



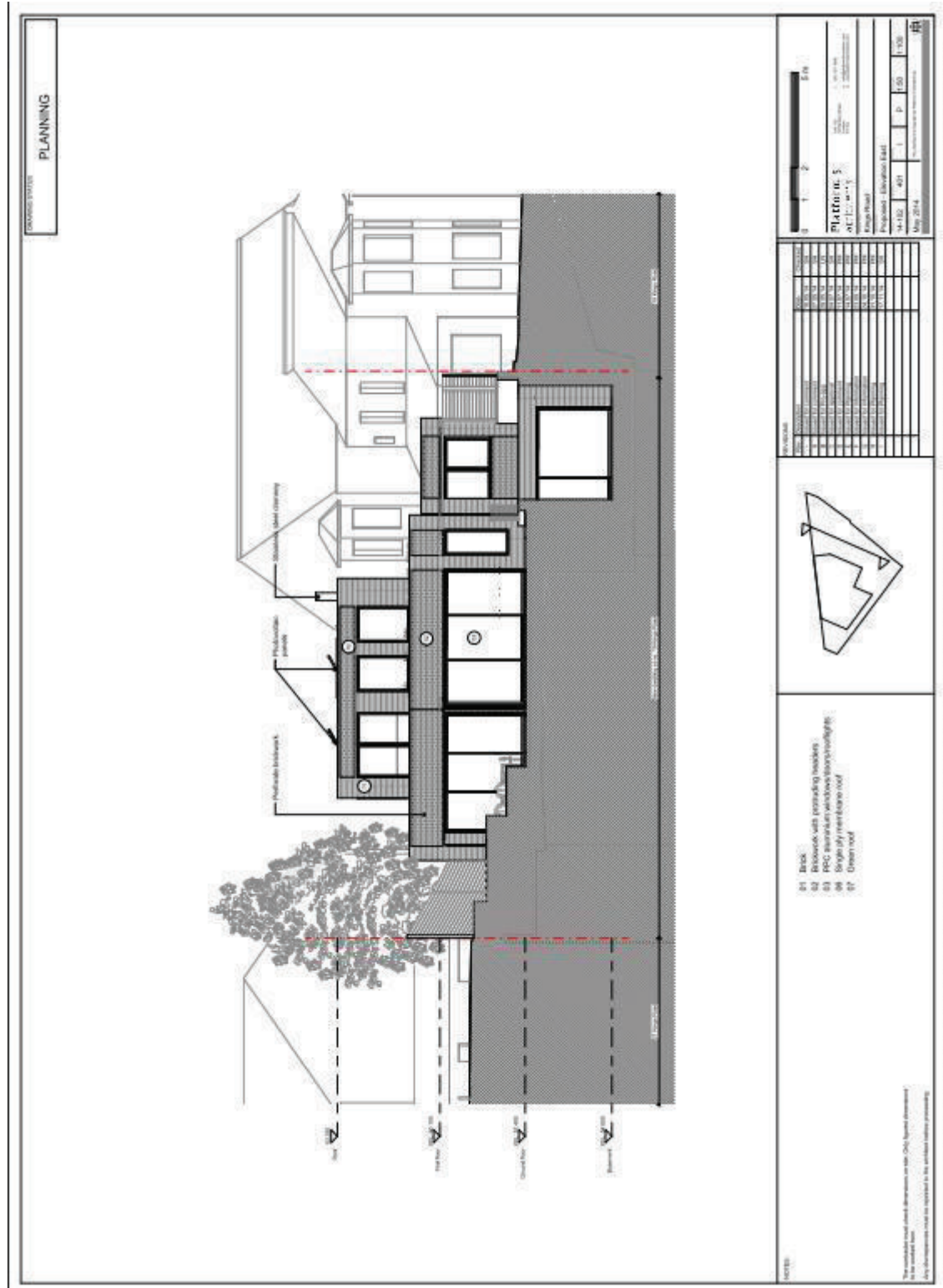
Proposed Ground Floor Plan

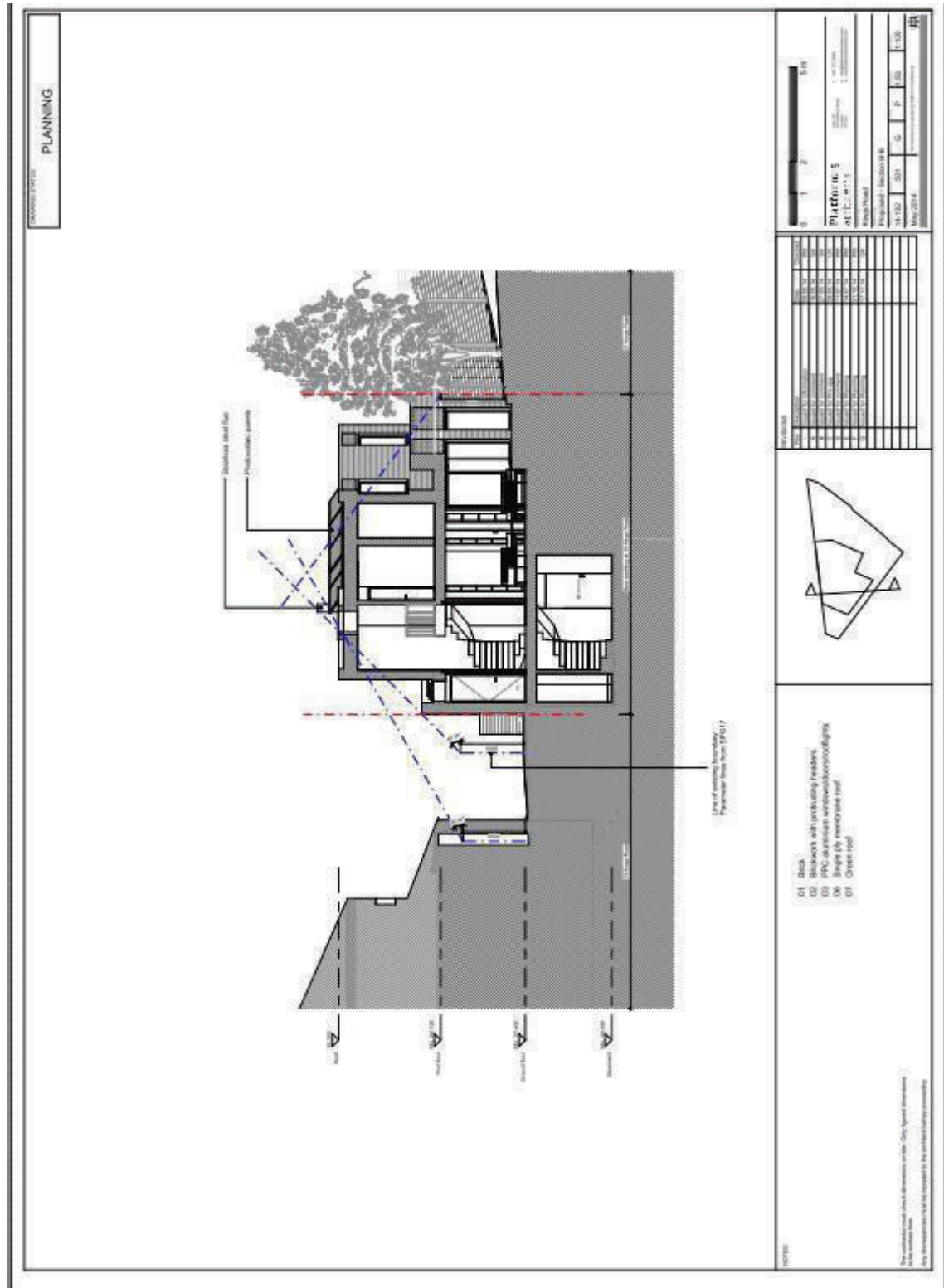


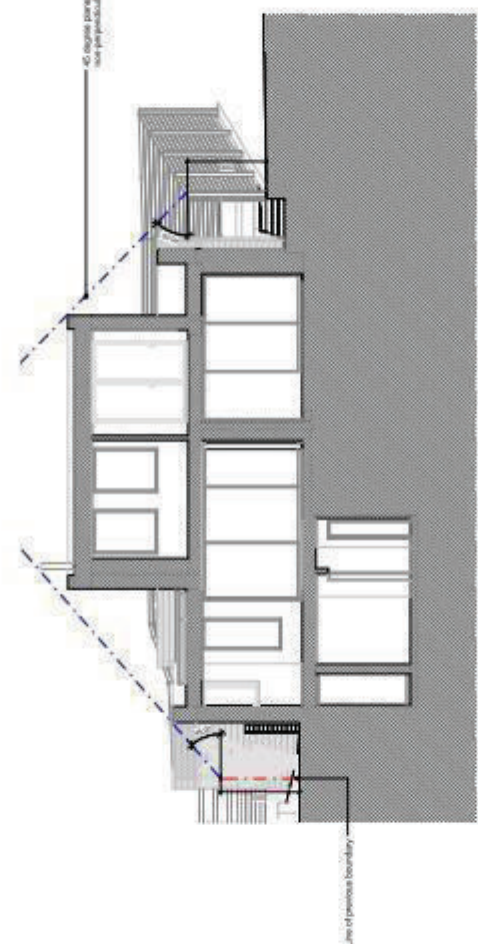
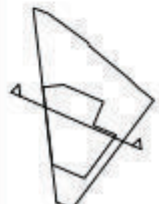
Proposed West Elevation



Proposed East Elevation





<p>PLANNING</p>		<p>Plan Form 5 Application for Planning Permission October 2018</p>						
		<table border="1"><tr><td>NO.</td><td>DATE</td><td>REVISION</td></tr><tr><td>1</td><td>20.10.18</td><td>ISSUE FOR PERMIT</td></tr></table>	NO.	DATE	REVISION	1	20.10.18	ISSUE FOR PERMIT
NO.	DATE	REVISION						
1	20.10.18	ISSUE FOR PERMIT						
								
		<p><small>NOTES</small></p> <p>The contractor must submit dimensions on all 3Dly agreed alterations to the architect's plan.</p> <p>Any alterations must be reported to the architect's office immediately.</p>						

Visuals





RECOMMENDATIONS

Grant planning permission, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

Erection of a detached two storey 3 bed dwellinghouse with basement level, car parking and bin stores to the front, cycle store to the rear, new timber fence and landscaping

B) EXISTING

The subject site is currently within the curtilage of the garden of 19 Kings Road. 19 and 21 Kings Road are perpendicular to each other at the corner of Kings Road resulting in splayed sites increasing in width away from the road and creating wide side gardens to each property.

The site is not within a conservation area nor is it a listed building.

C) AMENDMENTS SINCE SUBMISSION

Significant revisions have been made to the proposal in terms of its external appearance and its relationship with neighbours, these include:

- Omission of a first floor pitched roof element on the northern side of the building which would have been visible from the street, this wasn't considered to contribute to a consistent and successful character of building or to sit comfortably in the street scene. The proposal now consists of flat roof and the front elevation is considered to simple and attractive.
- The first floor of the building has been pulled away from the boundaries at both sides improving the relationship with neighbours and the 45 degree line, while the proposal does not fully achieve this the extent to which it exceeds the line will not result in an unacceptable impact on neighbouring amenity.
- The projection of the first floor at the rear of the building has been reduced, ensuring there is a good separation between the windows and the site boundary and over 20m between facing rear elevation windows.

To enhance the softlandscaping contribution of the site and to soften the front elevation a tree has been introduced into the front garden of the proposal.

D) SUMMARY OF KEY ISSUES

Land Use: The application proposes a single dwellinghouse in a residential area which constitutes an appropriate form of development. The scale of the garden is such that it can be accommodated while maintaining the amenities of neighbours.

Design: The proposed design demonstrates a clear contemporary architectural style, it is subservient to neighbouring buildings in its scale and its recessed front building line.

Quality of accommodation: A good sized 3 bed family house is proposed.

Neighbouring amenity: The proposed plans assess the dwellinghouse against SPG17 guidance at the front of the site where it is narrow in width. Neighbouring properties will maintain good levels of light, outlook and privacy.

E) MONITORING

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 (sqm)
dwelling houses	0	0	0	217	217

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Houses)			1							1
PROPOSED (Houses)			1							1

RELEVANT SITE HISTORY

Reference No	Proposal	Decision	Reason
13/2407	Erection of a dwelling in rear garden	Withdrawn	
06/3353	Certificate of Lawfulness for existing use of side return as parking area in connection with and ancillary to the dwellinghouse	Certificate of Lawfulness Granted	
E/01/0009	Change of use to a builders yard	Take no action	The use ended

CONSULTATIONS

Statutory neighbour consultation period (21 days) started on 31/7/15. 14 objections, 5 in support and 3 comments have been received. Following revisions reconsultation letters were sent out and 3 neighbours responded advising that the revised proposal did not overcome concerns.

Objection raised	Response
Impact on outlook from no. 21 Kings Road	see paragraphs 29-33
Overlooking and impact on neighbouring privacy	see paragraphs 32-35
Light pollution	see paragraphs 32-35
SPG17 guidance is exceeded	see paragraphs 26-30
The building is not in keeping with the surrounding area and does not have a positive contribution to the street scene	see paragraphs 13-18 & 21
This is not previously developed land and has never been a car park	see paragraphs 3-6
Car parking will impact on neighbouring amenity	see paragraphs 36
The previous proposal was less intrusive and received less objection	see paragraphs 1-2
The house does not address the need for affordable housing and masses of new housing is proposed around Brent	see paragraph 3
Disruption from building as experienced with renovations of no. 19.	Disruptive or noisy works are controlled by Environmental Health legislation and a condition is recommended that the developer sign up to the considerate constructors scheme.

STATUTORY CONSULTEES

Cllr Shaw - Objection. Impact on neighbouring amenity.

Cllr Lesley Jones - Objection. Design not in keeping with existing character, the description of the site as a former car park is disputed,

Cllr Warren - Comment. To be kept informed.

Cllr Davidson - Comment. Supports decision be made at planning committee.

Brent Transportation

No objection to the proposal.

Confirmation that the proposed front garden parking space and tree would not conflict as the 2.4m width of the parking space includes allowance for opening the doors.

Landscape

A tree survey and arboricultural impact assessment in accordance with BS5837:2012 will be required prior to commencement to protect adjacent trees.

The tree in the front garden will require maintenance to ensure a 2m stem clearance is maintained and that its natural branch spread does not conflict with house.

POLICY CONSIDERATIONS

National Planning Policy Framework 2012 (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.

London Plan (2011)

Brent's Core Strategy (2010)

Policy CP17

Brent's UDP 2004

BE2 - Townscape: Local Context & Character

BE3 - Urban Structure

BE7 - Public Realm: Streetscape

BE9 - Architectural Quality

H12 - Residential Quality - Layout Considerations

TRN23 - Parking Standards Residential Developments

PS14 - Residential Parking Standards

SPG17 Design Guide for new Development

DETAILED CONSIDERATIONS

Background & context:-

1. The submission of this application follows a previously withdrawn application for a single dwelling house and a more recent pre-application submission. The previous proposal was significantly different in a number of ways including that it would have wrapped around the rear of no. 19 Kings Road, it was single storey with a basement and was set back so it would result in a backland development with no street presence.
2. Post withdrawal and pre-resubmission discussion included the suggestion that the proposed development should be situated towards the front of the site so as to form part of the street scene and to create an acceptably sized rear garden for the amenity of future occupants.

Principle of Development:-

3. As set out above the site consists of the splayed side/rear garden of 19 Kings Road, and the proposal is to develop a single house with a front parking space and a rear garden. The Further Alterations to the London Plan have increased Brent's annual housing target to 1,525, much higher than the previous 1,065 target. While only a single unit is proposed it would nevertheless make a much needed contribution to the borough's family housing provision.
4. Para. 53 of the NPPF supports LPAs in setting policies to resist inappropriate development of gardens where it would cause harm to the local area and the Core Strategy policy CP17 in line with national guidance states that the distinctive character of suburban Brent will be protected.
5. There is an enforcement record dating from 2001 of the site beginning to operate as a builder's yard and at this point it was separated from no. 19 by a fence, however the Enforcement Team advised that this was

unacceptable and the use ended. Following this, in 2006 a Certificate of Lawfulness was granted for the use of the whole side garden for parking, in connection with the house only.

6. While the site consists of garden land there are a number of factors which lead officers to consider that the principle of the development in this location is acceptable.

- The scale of the garden in question, while reflected at 21 Kings Road, is otherwise not characteristic of the surrounding suburban character. The site is about 13m in width at its frontage and reaches about 27m across in the centre while the width of neighbouring gardens is closer to 7m or less.
- The use of the side part of the garden for a new development would leave over 100sqm of external amenity space at 19 Kings Road.
- The arrangement of the site allows for the possibility of a development with a street frontage, situated alongside 19 Kings Road rather than creating a backland development which would alter the residential character and suburban layout of the house at the front and a garden to the rear.

Proposed development;-

7. It is proposed to formally divide the site along the line of the previous parking area and to erect a 2-storey 3-bed dwelling house with a basement.

8. The building would be situated 5.5m back from the front boundary marked by the existing vehicular gates into the site, 1.38m in from the southern side boundary which is the joint boundary with 21 Kings Road, it will run up to the joint boundary with 19 Kings Road and is at various distances from the rear boundary with Peter Avenue due to the angle of this boundary though at ground floor generally ranging between 7m and 10m and at first floor no less than 10m.

9. The front of the building is at the narrowest part of the plot and beyond this its footprint is proposed to splay out, following the site boundaries, however a greater set in is proposed at first floor.

10. The proposed design is a single and 2-storey building with a flat roof and constructed of brick. A lightwell is proposed to the rear providing light and outlook to a basement bedroom, the lightwell has steps up to the garden levels.

11. A single off-street parking space is proposed on the frontage that will be accessed via the existing vehicle crossover, with tree proposed centrally in front of the dwellinghouse and refuse storage. A replacement folding vehicular gate is proposed and a separate pedestrian gate.

12. Two parking spaces are proposed within the curtilage of 19 King Road along with separate refuse storage.

Context, scale & proposed design;-

13. The site is within a residential urban/suburban location and is not within or near to a conservation area. The site is visible from a number of rear gardens on Peter Avenue which have a higher ground level and is also partly visible from the west on Kings Road.

14. Kings Road primarily consists of terraced housing and Peter Avenue is characterised by semi-detached houses. The proposed detached dwellinghouse is therefore not characteristic of surrounding development in its form, however the inclusion of a small front garden, larger rear garden and the scale of the footprint compared to the site is similar to the general arrangement of Kings Road.

15. As set out above, while mirrored at 21 Kings Road, the existing garden width of 19 Kings Road is not otherwise characteristic of the road or wider area. In general on Kings Road, consisting of terrace properties, the garden width does not exceed the width of the house. The revised proposal maintains space to the front and side of the dwelling to create a landscaped setting.

16. The proposed flat roof height is similar to the neighbouring eaves heights and combined with its larger set back from the street the building appears subsidiary to its neighbours. As it does not match the front building line, height or footprint, it would seem contrived to try to replicate the design of the road. A contemporary architectural style is proposed which officers consider to be interesting but also modest resulting in a sensitive relationship with the surrounding traditional design. Elements of the original design were not considered to sit comfortably in the site and street scene but the amendments, as set out above, have successfully adjusted the proposal.

17. The dwelling would be constructed of a blue/grey brick and above and below each window an area of 'brickwork with protruding headers' would be included for additional elevational interest, the appearance of this is shown in the visuals. Dark coloured aluminium windows are proposed and a green roof on the single storey roof to the rear and southern side of the building. The materials proposed support the contemporary design. The dwellinghouse will add visual interest to this space in the streetscene without appearing dominant.

18. Officers are minded that the design satisfactorily responds to Brent's Built Environment policies in being appropriate in its scale, consistent in its architectural style, with an attractive front elevation with well proportioned fenestration.

Quality of accommodation:-

19. The proposal would create a contemporary family dwellinghouse with a floor area of 217sqm. Two bedrooms are accommodated at first floor and the third is at basement level with good outlook into a lightwell which leads up to the garden via steps. Two living rooms and a kitchen/dining room are proposed at ground floor and additional ancillary space is proposed at the basement level. The provision of a small proportion of the habitable space at basement level is acceptable as the dwelling would otherwise have access to good levels of light and outlook resulting in a good quality of accommodation.

20. The proposal includes a generously sized rear garden. As the ground level rises up to the rear of the site it is proposed to create more usable arrangement of terrace levels. 90sqm of softlandscaped amenity space is accommodated at the rear, and, excluding steps, there is also a patio of about 36sqm in front of the living room and dining room. The proposal easily exceeds the 50sqm requirement of SPG17.

Landscaping:-

21. The opportunity to green the front of the site is welcomed with the inclusion of a tree within the front garden, this will soften the building and add valuable softlandscaping. Positioned at a distance of 3m from the front elevation landscape officers have confirmed that, while the space is tight, the separation is satisfactory. Detail of the planting pit has been provided to demonstrate that this has been thoroughly considered and details of long term maintenance will be sought by condition. It is confirmed that there will be a 2m stem clearance in order for cars to park and pedestrians to walk beneath unhindered. The front garden will be laid with permeable paving.

22. The front garden is not able to achieve the usually sought 50% softlandscaping, however the situation is considered to be unusual being set back significantly from the public highway and screened by a higher front boundary treatment. It will therefore not result in an appearance of being dominated by hardstanding and the tree will be the main visible feature of the front garden. Planters are also included at the front southern corner of the dwelling and along the southern boundary.

23. At the rear boundary of the garden a planting bed is proposed where large shrubs or small trees can be accommodated and a condition is recommended to seek detail of all softlandscaping including species and sizes.

24. A green roof is proposed which will make a valuable contribution to the softlandscaping of the site, beneficial for insulation, drainage and biodiversity.

Impact on neighbours:-

19 Kings Road

25. The side boundary and flank wall of the proposed dwelling is proposed approximately 3.3m from the closest flank wall of the infill extension at 19 Kings Road and 4.1m from the further part, this ensures there is sufficient space for their parking spaces and outlook from side elevation windows. The first floor of 19 Kings Road is a further 2.5m away, 6.5m from the proposed dwelling.

26. On this boundary the proposed development is single storey and 3.3m in height, the first floor has a 1.1m set in which significantly increases after 4m. To assess the relationship of the closest part a 2m high line has been drawn as a notional boundary where the previous informal subdivision of the garden took place which shows the single storey element falls below the 45 degree angle and 30 degree angle which form part of SPG17 guidance for assessing the impact of a development on light to an existing residence. The first floor of the proposed dwelling projects above the 45 degree line by 1.5m, as the first floor set in increases after 4m the degree to which the building protrudes over the 45 degree line accordingly reduces to fall below the angle

as shown on section G-G. It should however be noted that while this guidance is useful as an assessment it is primarily designed for assessing the relationship between rear elevations.

27. As an end of terrace building 19 Kings Road currently has an unusual amount of outlook from its side elevation, while its neighbours, as the space between the rear projections of the terraced houses as restricted, rely on windows to the front and rear for light and outlook. While the proposed dwelling does not fully meet SPG17 guidance when it is applied to the side elevation there remains a much more generous separation between the properties than between neighbouring terrace houses. The openness of outlook from side elevation windows will be effected but will remain acceptable and the quality of accommodation will not be unacceptably impacted upon.

28. The single storey part of the proposal projects 4m beyond the rear (unextended) building line on no. 19, a single storey extension of up to 4m is usually acceptable for a detached property where there are reasonable spaces between buildings and in this instance the neighbour is over 3m away.

21 Kings Road

29. The site layout of 21 Kings Road is nearly symmetrical to no. 19. The front corner of no. 21 is approximately 3.4m from the splayed boundary and the separation increases dramatically beyond this. The rear of the widest original part of the house is over 10m from the boundary and the end of the rear projection is over 18m away.

30. The proposed building is 1.36m in from the shared boundary and the first floor begins a further 0.6m in. The first floor angles away from the boundary beyond its first 3.45m. The section drawing B-B and also the Proposed West elevation show a 45 degree line set from the shared boundary at a height of 2m, these demonstrate that before the first floor angles away from the boundary it projects above the angle by 1.3m. The generous separation between the neighbouring property and the boundary is such that this relationship is considered to be acceptable. It is also relevant that the proposed house is to the north east of no. 21 meaning that it will have a very limited impact on light.

31. The property has a single storey side extension with side windows, the closest being to a study. It could be argued that weight should not be given to the small study as a habitable room however the relationship has still been fully assessed in this way and it is not found to be harmed particularly given the wide separation across the garden. While the building will be visible from the neighbouring property, it is modest in its scale and set in from the boundary and will not be detrimental to the amenity of neighbouring occupants.

32. A condition will require the development to be constructed in a way which will not harm the trees within the garden of no. 21, these will also screen much of the building if the occupiers choose to keep them.

33. The proposed house includes windows in its southern elevation though they are not the sole windows to any room. At first floor a condition will require they be obscure glazed, preventing outlook and also limiting light spillage, and non opening and at ground floor the boundary treatment and existing and proposed softlandscaping will screen them.

Peter Avenue

34. The ground level between the subject site and Peter Avenue to the rear is significantly different, this can be seen on the section drawings. The result of the level difference is that the ground floor of the proposed building is below the rear fence level, as such no privacy issue arises from the ground floor of the dwelling. If neighbours to the rear are to look down onto the single storey roof they will see a green roof.

35. The first floor, measured at the centre of the site, is 10m from the rear boundary and 25m from the closest neighbouring windows which are within a ground floor extension. SPG17 requires a separation of 20m between facing rear elevations and it is clearly demonstrated that this is achieved. It is understood that neighbour's are used to a particularly open aspect because of the existing large garden space between the Kings Road properties and this will be reduced but it is the case that the guidance of SPG17 is achieved meaning that very good levels of outlook, light and privacy will be maintained.

Transportation;-

36. The site is within a Controlled Parking Zone and though not listed in Appendix TRN3 of Brent's UDP 2004 as a 'heavily parked street' more recent surveys from late 2013 show the road to now be more fully parked. Public transport access to the site is moderate (PTAL 3). One parking space is proposed for the new development which is satisfactory in its provision and also technically feasible within the space shown. Vehicles are currently able to enter the site at this point to park though the surface will be replaced with a

permeable hardstanding further details fo which will be required by condition. Two spaces are reprovided within 19 Kings Road.

37. A cycle store is proposed in the rear garden in accordance with standard PS16 and bin storage is provided in an accessible location in the front garden.

Conclusion;-

38. In conclusion, the amendments have achieved in a significantly improved scheme which results in an acceptable relationship with neighbouring occupiers and a good quality contemporary dwellinghouse which accords with Brent's UDP 2004.

S106 / CIL

CIL DETAILS

This application is liable to pay the Community Infrastructure Levy (CIL). The total amount is **£58,052.34** of which **£49,406.25** is Brent CIL and **£8,646.09** is Mayoral CIL.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

=====

Application No: 14/2803

To: Mr P Michell
Platform 5 Architects
Unit 102
94 Hanbury Street
London
E1 5JL

I refer to your application dated 15/07/2014 proposing the following:
Erection of a detached two storey 3 bed dwellinghouse with basement level, car parking and bin stores to the front, cycle store to the rear, new timber fence and landscaping and accompanied by plans or documents listed here:
See Condition 2
at Land adjacent to 19 Kings Road, London, NW10 2BL

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

- 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

- 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):

001 B
050 J
100 I
101 P
102 L
103 H
106 B
400 I
401 I
402 H
403 I
500 F
501 G
502 F
504 B
505 B
513
514
517 A

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

- 3 The area(s) 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 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.

Details shall also specifically include:

- a. design and maintenance of the green roof
- b. maintenance of the front garden tree to ensure a 2m high stem clearance and prevent conflict with the front elevation
- c. material proposed for all areas of hardstanding

d. height and material of all boundary treatment

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 The first floor flank wall windows on the southernmost elevation shall be obscure glazed and non opening and maintained as such.

Reason: In the interest of neighbouring amenity.

- 5 No further extensions or buildings shall be constructed within the curtilage of the dwellinghouse(s) subject of this application, notwithstanding the provisions of Class(es) A, B, C, D & E of Part 1 Schedule 2 of the Town & Country Planning (General Permitted Development) Order 1995, as amended, (or any order revoking and re-enacting that Order with or without modification) unless a formal planning application is first submitted to and approved by the Local Planning Authority.

Reason:

In view of the restricted nature and layout of the site for the proposed development, no further enlargement or increase in living accommodation beyond the limits set by this consent should be allowed without the matter being first considered by the Local Planning Authority.

- 6 The flat roofs of the building shall at no time be used as a roof terrace.

Reason:

In the interest of neighbouring amenity.

- 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 A full tree survey and tree protection statement complying with BS5837:2012 'Trees in relation to construction' shall be submitted to and approved in writing by the Local Planning Authority before any works commence on site, the work shall then be carried out in accordance with the approved details.

Reason: To ensure that the development does not result in the damage or death of nearby trees which would result in the loss of amenity and biodiversity.

- 9 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.

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

APPENDICES

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

This page is intentionally left blank