



Planning Committee

Wednesday 14 September 2016 at 7.00 pm

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

Membership:

Members

Councillors:

Marquis (Chair)
Agha (Vice-Chair)
Hylton
Long
Maurice
Moher
J Mitchell Murray
Pitruzzella

Substitute Members

Councillors:

A Choudry, Colacicco, Daly, Ezeajughi, Hoda-Benn, Kabir, Khan and Naheerathan

Councillors

Colwill and Kansagra

For further information contact: Joe Kwateng, Governance 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 6.00pm 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 personal and prejudicial interests and discloseable pecuniary interests in any matter to be considered at this meeting.		
2. Minutes of the previous meeting		1 - 6
PART 2 - APPLICATIONS FOR DECISION		
3. Ref. 16/1560 Maple Walk School, Crownhill Road, London, NW10 4EB	Harlesden	11 - 26
4. Ref. 16/2171 Press House, Press Road, London, NW10 0DW	Welsh Harp	27 - 64
5. Ref. 16/1809 967 Harrow Road, Wembley, HA0 2SF	Sudbury	65 - 82
6. Ref. 16/0730 1 Draycott Avenue, Harrow, HA3 0BW	Kenton	83 - 108
7. Any Other Urgent Business Notice of items to be raised under this heading must be given in writing to the Head of Executive and Member Services or his representative before the meeting in accordance with Standing Order 64.		

Date of the next meeting: Wednesday 5 October 2016



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.



LONDON BOROUGH OF BRENT

MINUTES OF THE PLANNING COMMITTEE Wednesday 10 August 2016 at 7.00 pm

PRESENT: Councillor Marquis (Chair), Agha (Vice-Chair), Hylton, Long, J Mitchell Murray, Moher, Pitruzzella and Maurice

1. **Declarations of personal and prejudicial interests**

3. Warranty House and Garden Centre, Dudden Hill Lane NW10
Councillor Long declared an interest.

The following approach was made to Councillor Marquis (Chair)
Emails dated 17/06/16 and 5/07/16 from the agent for Mount Pleasant and Alfrex House, Mount Peasant Road HA0 1TX

All members confirmed that they would consider all applications with open mind.

2. **Minutes of the previous meetings - 5 and 14 July 2016**

RESOLVED:-

that the minutes of the previous meetings held on 5 and 14 July 2016 be approved as an accurate record of the meetings.

3. **Warranty House and Garden Centre, Dudden Hill Lane, NW10 1 DD (Ref. 6/0402/PRE)**

PROPOSAL: Proposed demolition of all existing buildings and construction of four buildings between five and nine storeys comprising 136 residential units (48 x 1 bed, 48 x 2 bed and 40 x 3 bed) and 596sqm community/retail floorspace (Use Classes D1/A1/A3), with associated basement car park comprising 44 car parking spaces, 240 cycle parking spaces, modified vehicular access, landscaping, amenity space, plant and ancillary works.

Michael Lynas, of Lynas Smith Architects, backed up by Sam Hine of DP9 and the site owner gave a presentation on the Warranty House development. Members then questioned the presenters and raised issues for further consideration prior to submission of a planning application.

The main issues raised at the meeting were;

- car parking provision and control
- visitor parking and management
- nursery provision and congestion associated with drop off
- impact of taller elements on wider area
- location and function of concierge

- wheelchair accessible units
- differences between block designs, especially affordable units
- location of affordable units
- percentage of affordable units
- design and location of basement.

4. 1 to 8 Capitol Industrial Park, Capitol Way, London, NW9 0EQ and land to front of 78 Capitol Way facing Stag Lane (Ref. 16/0201/PRE)

PROPOSAL:

Demolition of existing buildings and proposed redevelopment comprising six buildings (annotated on the plans as Blocks A, B, C, D,E and G) of between four to eight storeys high to accommodate a mixed use development with 2272sqm of commercial floorspace at ground level and 415 residential units, associated part basement car parking, landscaping, new street trees and public realm improvements. The scheme also proposes a separate building (annotated on the plans as Block F) on the land fronting Stag Lane that is up to three storeys in height and will contain 1879sqm of commercial uses only.

Charles Dunnett from Dunnett Craven and Jan Donovan from Rolfe Judd gave a presentation on the development for 1-8 Capitol Industrial Park. Members then questioned the presenters and raised issues for further consideration prior to submission of a planning application.

The main issues raised at the meeting were;

- location of bus stops
- geometry of highway and restriction in Stag Lane
- details of level of affordable housing provision and details of units
- availability of amenity provision
- plans for public engagement
- improvements to public transport accessibility
- potential impact on residential units of commercial activity
- location of and access to car parking
- provision for deliveries.

5. Mount Pleasant and Afrex House, Mount Pleasant, Alperton, HA0 1TX (Ref. 16/0205/PRE)

PROPOSAL: Demolition of existing buildings and proposed redevelopment comprising four buildings (annotated on the plans as Building A, B, C and D) of between four to six storeys in height to accommodate 435sqm of commercial floorspace and 174 residential units, new public open space, associated part basement car parking, landscaping, new street trees and public realm improvements.

Stuart Bertie from Broadway Malyan and Simon Slatford from NLP gave a presentation on the Mount Pleasant and Afrex House development. Members

then questioned the presenters and raised issues for further consideration prior to submission of a planning application.

The main issues raised at the meeting were;

- size of units, especially for larger families
- improvements to public transport accessibility
- heights of buildings and relationship to surrounding area and canal
- Afrex House and public open space
- cycle provision within site and on towpath.

6. 57 & 59 Brook Road, London, NW2 7DR (Ref. 15/4787)

PROPOSAL: Erection of two (x3 bed) two-storey semi-detached dwellinghouses in the rear gardens of 57 and 59 Brook Rd, accessed from Crest Road with associated vehicular crossover, car and cycle parking spaces, bin stores, landscaping and amenity space

RECOMMENDATION: To GRANT planning permission and that the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives.

Damian Manhertz (Deputy Area Planning Manager) introduced the application.

June Simmonds (a local resident) spoke in objection to the application.

Members discussed the application and in endorsing the officers' recommendation as set out in the report, added an informative as set out in the decision below.

DECISION: Granted planning permission as recommended and an informative requesting the applicant to inform the Council's Highways officers prior to commencement of the work to ensure that any damage to the public realm can be restored.

7. 24-51 INC, John Barker Court, 12-14 Brondesbury Park, Kilburn, London, NW6 7BW

PROPOSAL: Proposed demolition of existing block of flats known as 24-51 John Barker Court, and erection of part three part four storey building comprising 33 self-contained flats (27 x 1 bed and 6 x 2 bed) with associated car parking (13 spaces), bin stores, amenity space and landscaping (as amended)

RECOMMENDATION: To GRANT planning permission subject to the prior completion of a legal agreement to secure the planning obligations set out in the report, delegated authority to the Head of Planning to negotiate the legal agreement and to issue the planning permission and impose conditions [and informatives].

SUPPLEMENTARY: Members took note of the supplementary report which provided an update on matters received since the main report was published. They also agreed the recommended amendments to conditions 2, 4 and 13 as set out in the supplementary report.

DECISION: Granted planning permission as recommended and an informative requesting the applicant to inform the Council's Highways officers prior to commencement of the work to ensure that any damage to the public realm can be restored.

8. 23 Cholmondeley Avenue, London, NW10 5XP (Ref. 16/1707)

PROPOSAL: Conversion of existing dwellinghouse into three self-contained flats (2x 2bed and 1x 3bed), with associated external alterations including replacement of first floor french doors with bifold doors, glass balustrade, new glazed door to ground floor rear and provision for bin stores.

RECOMMENDATION: To GRANT planning permission and delegate authority to the Head of Planning to issue the planning permission and impose conditions and informatives to secure the matters set out in the report.

Victoria McDonagh introduced the report and the recommendations.

Members discussed the application and in endorsing the officers' recommendation, added an informative as set out in the decision below.

DECISION: Granted planning permission as recommended and an informative requesting the applicant to inform the Council's Highways officers prior to commencement of the work to ensure that any damage to the public realm can be restored.

9. Car Park & Rathbone House Garages, Brondesbury Road, London (Ref. 16/1947)

PROPOSAL: Demolition of existing car park (including 6 garages) and the construction of a four to six storey residential building comprising 24 self-contained units (12 x 1bed, 8 x 2bed and 4 x 3bed) with associated bin stores and landscaping.

RECOMMENDATION: To GRANT planning permission and to grant delegated authority to the Head of Planning to issue the planning permission and impose conditions and informatives to secure the matters set out in the report.

SUPPLEMENTARY: Members took note of the supplementary report which provided an update on matters received since the main report was published.

Members discussed the application and in endorsing the officers' recommendation added an informative as set out in the decision below.

DECISION: Granted planning permission as recommended and an informative requesting the applicant to inform the Council's Highways officers prior to commencement of the work to ensure that any damage to the public realm can be restored.

10. Land rear of 66 to 68 Llanover road, Pembroke Road, Wembley (Ref. 16/1181)

PROPOSAL: Demolition of existing garages and erection of a two storey 3 bedroom dwellinghouse with a converted loft space, associated car and cycle parking spaces, bin stores, landscaping and amenity space

RECOMMENDATION: To GRANT planning permission and to grant delegated authority to the Head of Planning to issue the planning permission and impose conditions and informatives to secure the matters set out in the report.

Victoria McDonagh introduced the report and its recommendations.

Members discussed the application and in endorsing the officers' recommendation added an informative as set out in the decision below.

DECISION: Granted planning permission as recommended and an informative requesting the applicant to inform the Council's Highways officers prior to commencement of the work to ensure that any damage to the public realm can be restored.

11. 234 -238 Princes Avenue, London, NW9 9QU (Ref. 16/0629)

PROPOSAL: Erection of two storey 3 terraced dwellinghouses (3 x 4 bedroom) with a basement level, in rear gardens of Nos. 234 to 238 Princes Avenue with vehicular and pedestrian access from Princes Close and associated front and rear lightwells, car and cycle parking, bin stores and landscaping.

RECOMMENDATION: To GRANT planning permission and to grant delegated authority to the Head of Planning to issue the planning permission and impose conditions and informatives to secure the matters set out in the report.

Victoria McDonagh (Deputy Area Planning Manager) introduced the application.

June Kronenberg (a local resident) spoke in objection to the application.

Richard Loren (applicant's agent) spoke in support of the application.

Members discussed the application and in endorsing the officers' recommendation added an informative as set out in the decision below.

DECISION: Granted planning permission as recommended and an informative requesting the applicant to inform the Council's Highways officers prior to commencement of the work to ensure that any damage to the public realm can be restored.

12. Any Other Urgent Business

None.

The meeting closed at 9.10 pm

S MARQUIS
Chair

PART 2 APPLICATIONS FOR DECISION

Introduction

1. In this part of the agenda are reports on planning applications for determination by the committee.
2. Although the reports are set out in a particular order on the agenda, the Chair may reorder the agenda on the night. Therefore, if you wish to be present for a particular application, you need to be at the meeting from the beginning.
3. The following information and advice only applies to reports in this part of the agenda.

Material planning considerations

4. The Committee is required to consider planning applications against the development plan and other material planning considerations.
5. The development plan for Brent comprises the following documents:
 - London Plan March 2016
 - Brent Core Strategy 2010
 - Brent Site Specific Allocations 2011
 - West London Waste Plan 2015
 - Wembley Action Area Plan 2015
 - Sudbury Town Neighbourhood Plan 2015
 - Saved 2004 Unitary Development Plan Policies 2014
6. Decisions must be taken in accordance with section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004. Section 70(2) of the Town and Country Planning Act 1990 requires the Committee to have regard to the provisions of the Development Plan, so far as material to the application; any local finance considerations, so far as material to the application; and any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Committee to make its determination in accordance with the Development Plan unless material planning considerations support a different decision being taken.
7. Under Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects listed buildings or their settings, the local planning authority must have special regard to the desirability of preserving the building or its setting or any features of architectural or historic interest it possesses.
8. Under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects a conservation area, the local planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area.
9. Under Section 197 of the Town and Country Planning Act 1990, in considering whether to grant planning permission for any development, the local planning authority must ensure, whenever it is appropriate, that

adequate provision is made, by the imposition of conditions, for the preservation or planting of trees.

10. In accordance with Article 35 of the Development Management Procedure Order 2015, Members are invited to agree the recommendations set out in the reports, which have been made on the basis of the analysis of the scheme set out in each report. This analysis has been undertaken on the balance of the policies and any other material considerations set out in the individual reports.
11. Members are reminded that other areas of legislation cover many aspects of the development process and therefore do not need to be considered as part of determining a planning application. The most common examples are:
 - **Building Regulations** deal with structural integrity of buildings, the physical performance of buildings in terms of their consumption of energy, means of escape in case of fire, access to buildings by the Fire Brigade to fight fires etc.
 - Works within the highway are controlled by **Highways Legislation**.
 - **Environmental Health** covers a range of issues including public nuisance, food safety, licensing, pollution control etc.
 - Works on or close to the boundary are covered by the **Party Wall Act**.
 - **Covenants and private rights** over land are enforced separately from planning and should not be taken into account.

Provision of infrastructure

12. In accordance with Policy 6.5 of the London Plan (2015) the Mayor of London has introduced a London wide Community Infrastructure Levy (CIL) to fund CrossRail. Similarly, Brent Council's CIL is also payable. These would be paid on the commencement of the development.
13. Brent Council's CIL provides an income stream to the Council to fund (either in whole or in part) the provision, improvement, replacement, operation or maintenance of the following types of new and existing infrastructure:
 - public realm infrastructure, including town centre improvement projects and street trees;
 - roads and other transport facilities;
 - schools and other educational facilities;
 - parks, open space, and sporting and recreational facilities;
 - community & cultural infrastructure;
 - medical facilities;
 - renewable energy and sustainability infrastructure; and
 - flood defences,
14. except unless the need for specific infrastructure contributions is identified in the Section 106 Planning Obligations Supplementary Planning Document or where section 106 arrangements will continue to apply if the infrastructure is required to make the development acceptable in planning terms.
15. Full details are in the Regulation 123 List is available from the Council's website: www.brent.gov.uk.

16. Other forms of necessary infrastructure (as defined in the CIL Regulations) and any mitigation of the development that is necessary will be secured through a section106 agreement. Where these are necessary, it will be explained and specified in the agenda reports.

Further information

17. Members are informed that any relevant material received since the publication of this part of the agenda, concerning items on it, will be reported to the Committee in the Supplementary Report.

Public speaking

18. The Council's Constitution allows for public speaking on these items in accordance with the Constitution and the Chair's discretion.

Recommendation

19. The Committee to take any decisions recommended in the attached report(s).

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COMMITTEE REPORT

Planning Committee on
Item No
Case Number

14 September, 2016

16/1560

SITE INFORMATION

RECEIVED: 14 April, 2016

WARD: Harlesden

PLANNING AREA: Brent Connects Harlesden

LOCATION: Maple Walk School, Crownhill Road, London, NW10 4EB

PROPOSAL: Construction of additional floor to existing detached single storey classroom building (south block), and first floor extension to single storey section of main school building (north block), to provide additional accommodation for education use.

APPLICANT: The Craigmyle Charitable Trust

CONTACT: Christopher Wickham Assocs

PLAN NO'S: See condition 2

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

[When viewing this on an Electronic Device](#)

Please click on the link below to view **ALL** document associated to case
https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_127558

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Please use the following steps

1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "16/1560" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

SITE MAP



Planning Committee Map

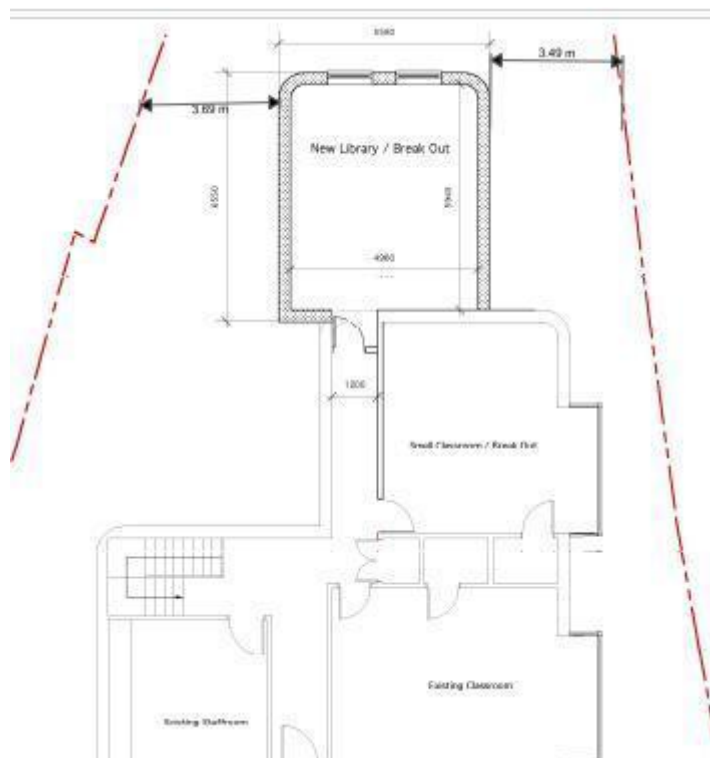
Site address: Maple Walk School, Crownhill Road, London, NW10 4EB

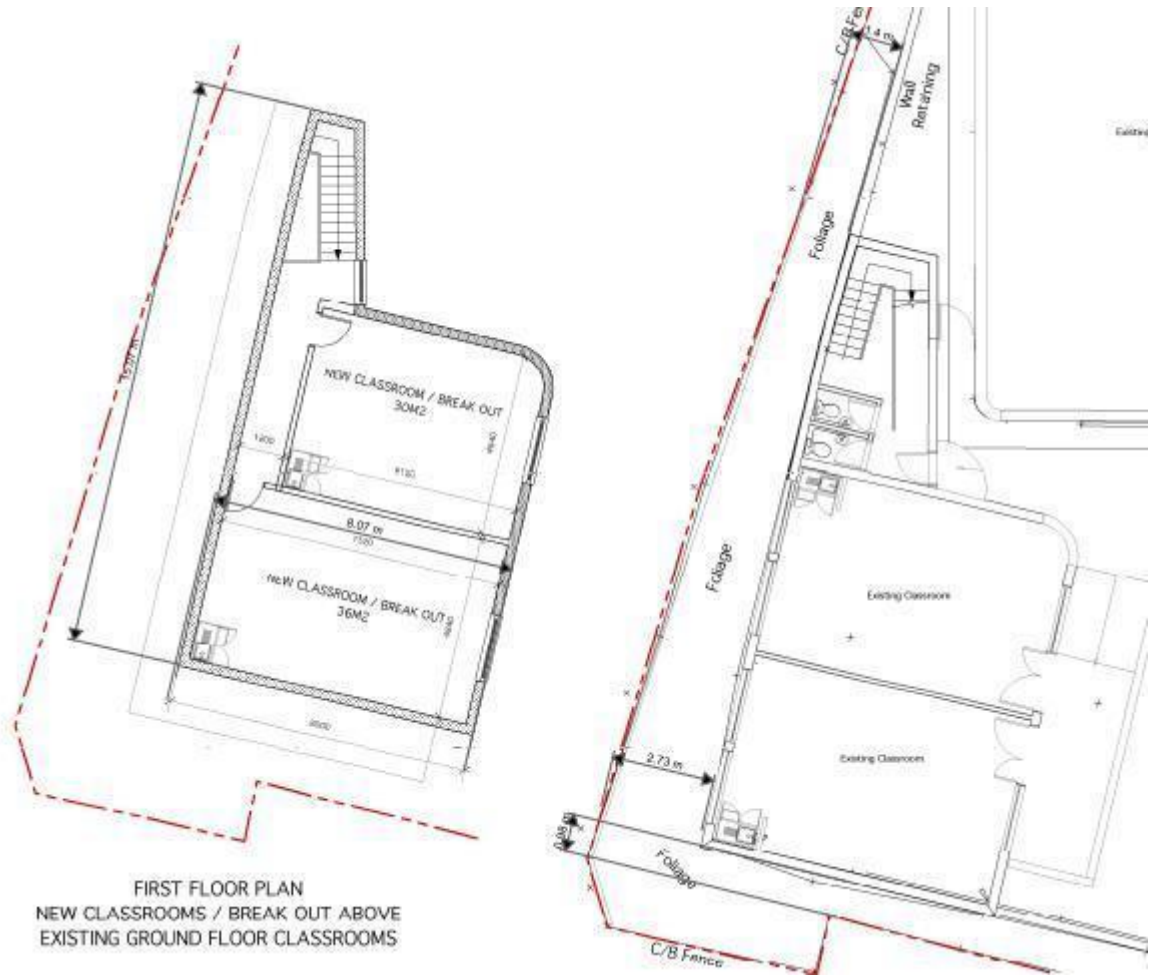
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This map is indicative only.

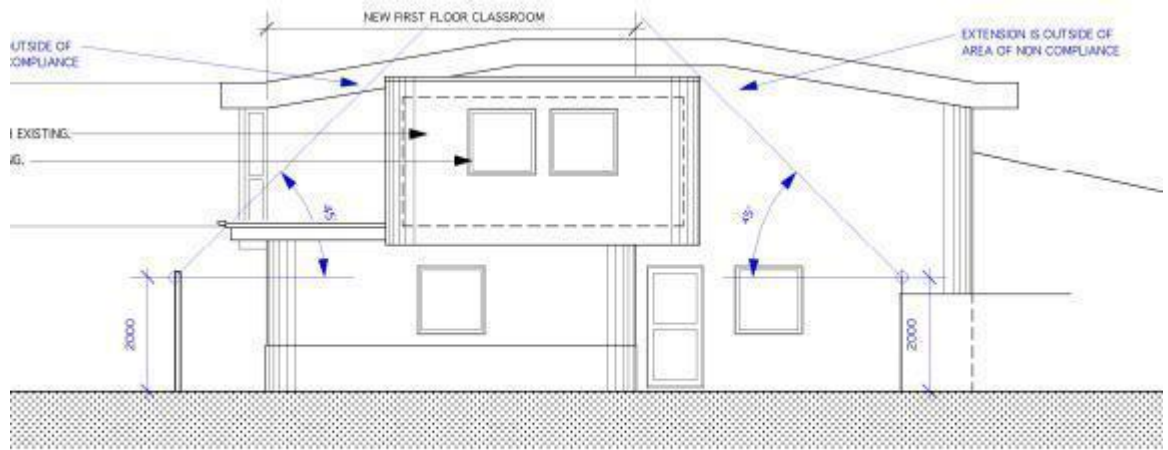
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SELECTED SITE PLANS



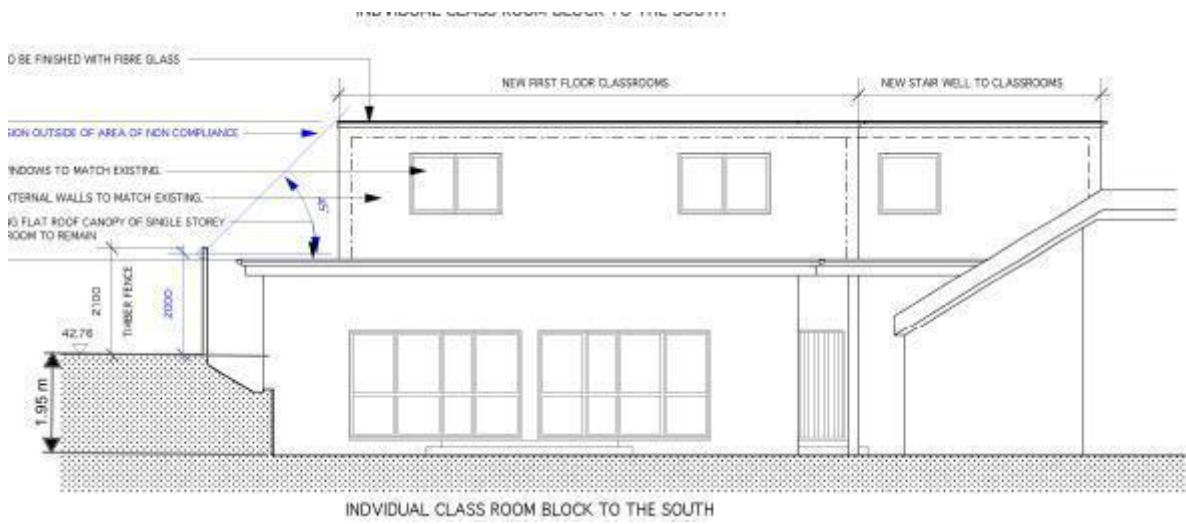
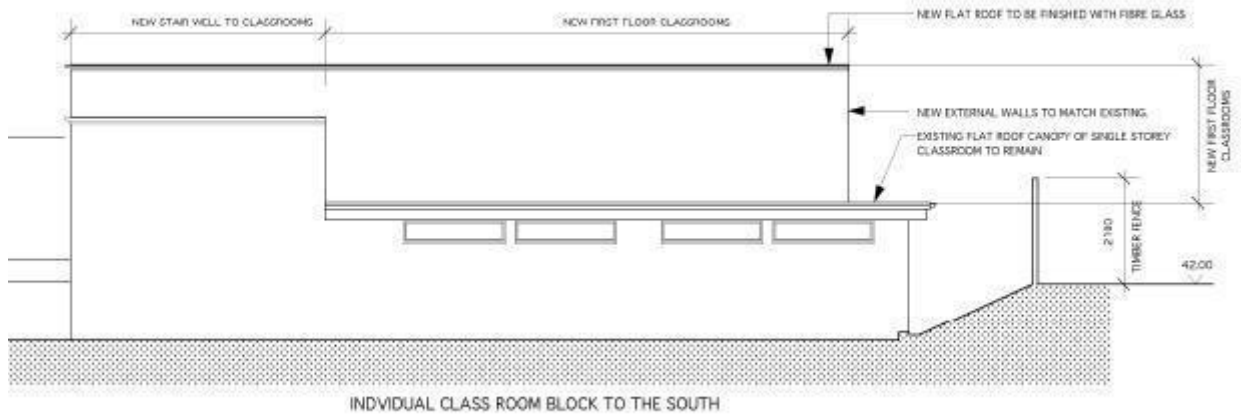




FIRST FLOOR PLAN
NEW CLASSROOMS / BREAK OUT ABOVE
EXISTING GROUND FLOOR CLASSROOMS



NORTH ELEVATION



RECOMMENDATIONS

RECOMMENDATION

That the Committee resolve to GRANT planning permission and that the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Time
2. Approved Plans
3. Materials to match
4. Any other planning condition(s) considered necessary by the Head of Planning

Informatives

1. Building near the boundary
2. Any informative(s) considered necessary by the Head of Planning

And that the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.

A) PROPOSAL

The proposal is for the construction of additional floor to existing detached single storey classroom building (south block), and first floor extension to single storey section of main school building (north block). These extensions would provide additional accommodation for education use.

B) EXISTING

The subject site comprises a main triangular plot and associated access way with a total area of approximately 0.2 hectares. It is located to the rear of terraced two and three storey residential properties which front Crownhill Road, Harlesden Gardens and St. John's Avenue.

The Maple Walk School comprises of a part single and part two storey building. The main body of the building runs from north to south (approximate), has a low pitched roof, and is rendered. A detached, single storey classroom building is located in the south-western part of the site, and two detached 'pods' are located adjacent to the site's eastern and western boundaries following permission in 2013 and 2015. The site includes a playground at the northern end of the site, and a games area at the southern end of the site.

The majority of the surrounding properties (especially on Crownhill Road and St Johns Avenue) are at a higher level to the subject site.

The character of the area is predominantly residential consisting of traditional brick built terraced properties. The school has become a feature in the established landscape with a mixture of white render, cream and red render with protruding roof forms.

C) AMENDMENTS SINCE SUBMISSION

The application has been amended and these amendments have been considered by your officers. The amendments amount to minor adjustments of the proposed extensions in order to reduce the impact on neighbouring properties.

It has not been necessary to reconsult as a result of these revisions.

D) SUMMARY OF KEY ISSUES

The key issues for consideration are as follows:

The opportunity to improve the existing facilities at the school;

The impact on the living conditions of the neighbours as a result of the proposals; and

The visual impacts of the proposed extension;

RELEVANT SITE HISTORY

Below are the most relevant to this application.

15/2563- Erection of a single storey classroom within school grounds

13/2072-Construction of canopy to east elevation to provide all-weather space for Early Years Foundation Stage pupils, and construction of detached 'pod' to provide break-out space for small group teaching, and one-to-one teaching of children with Special Educational Needs as revised by plans.

11/1488- Erection of single-storey extension to main school building to provide 1 additional classroom, and erection of detached single storey building containing 2 classrooms

08/2168- Demolition of single-storey sports & social club and erection of a part single-storey, part two-storey school building, formation of games pitch and 3 car-parking spaces, cycle storage and associated hard and soft landscaping and subject to a Deed of Agreement dated 12th February 2009 under Section 106 of the Town and Country Planning Act 1990, as amended

CONSULTATIONS

Notifications were dispatched to neighbouring properties on 18/05/2016. Following detailed examination of the plans, the Case Officer then reconsulted on a wider area on 10/06/2016.

There have been seven objections to date.

Privacy impacts on houses surrounding the site	See section 5 for detailed analysis.
Increase in student numbers will impact on parking in the street	2.3
Blocking of light to neighbouring properties	5.8
School is already overdeveloped	2.4, 3.1 and 3.2
Extra school children will create more noise	See below
Visual impacts of the proposal	6.2
The extensions will have a negative impact on the childrens play space	2.5

Your officers note that some objections received do not relate to the proposal and cannot be considered. Such as:

- Where the childrens playground is currently situated;
- Parking permits for the school;
- Pedestrian safety outside of the school grounds

Additionally, some comments cannot be considered as valid planning objections in this case, such as property value, noise from children playing and construction issues.

POLICY CONSIDERATIONS

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

National Planning Policy Framework 2012 (NPPF)

National Planning Practice Guidance (NPPG)

London Plan 2016

DETAILED CONSIDERATIONS

1. Key Considerations

1.1 The key issues for consideration are as follows:

- The opportunity to improve the existing facilities at the school;
- The impact on the living conditions of the neighbours as a result of the proposals; and
- The visual impacts of the proposed extension;

2. Proposals:

2.1. There are two main components to this full planning application:

- To the south-west of the site, a first floor extension is proposed on top of an existing detached single storey classroom block; and
- To the north-east of the site, a first floor extension is proposed on top of an existing single storey section of the main building.

2.2. Through this report, they will be referred to as the 'North' and 'South' blocks.

2.3. The applicant has stated clearly within the supporting information that the capacity of the school will not increase as a result of these proposals.

2.4. The school has an existing capacity of 242 pupils. The existing configuration of the accommodation provides 12 classrooms and the proposal includes two new classrooms of 30 and 36sqm with associated access (south) and a new library room (north). The applicant states that these proposals will improve the teaching facilities at the school, providing a new library (north block) and two new classrooms (south block) which will free up a class room on the ground floor for a new meeting/ head teachers office.

2.5. With the exception of the proposed stair enclosure to the south block, both elements of the scheme would be located on top of the existing single storey buildings and would therefore not involve any material loss of the open land which provides the setting and amenity/play areas for the school.

3. Principle

3.1. The NPPF (para. 72) is clear in stipulating that great weight should be given to creating, expanding or altering schools. Whilst the proposal does not include the provision of facilities to increase capacity, the applicant has indicated that the existing situation is substandard and alterations are required to meet the diverse needs of the pupils who attend the school.

3.2. The London Plan (3.18) is also supportive of the expansion of schools to create facilities that are adequate to meet the demands of a growing and changing population and to enable greater educational choice. As identified within the London Plan, the London Borough of Brent's role within the planning process is to take a proactive, positive and collaborative approach to development that will widen choice in education, promoting a good supply of strong schools. Whilst realising this, your officers also consider that any development should not be materially harmful to the amenity of neighbouring residents and should be of the highest architectural quality.

3.3. Within Brent's own adopted policies, CP17 identifies that the distinctive suburban character of the Borough will be protected from inappropriate development and CP23 identifies the need to retain and enhance existing community and cultural facilities.

3.4. Policies BE2, BE3 and BE9 state that proposals should have regard to existing urban grain, development patterns and density whilst seeking creative and high quality design solutions specific to the site's shape, size, location and development opportunities. Furthermore, policy CF8 supports school extensions to provide improved standards of education. CF8 also states that increase in the size of schools should be accompanied by measures to reduce car use, however as there will be no rise in pupil numbers, this part of the policy is not considered to be applicable.

3.5. There is no change to the existing parking, access, play space or operation of the school.

3.6. Subject to finer considerations of neighbouring amenity and design, your officers consider the principle of these extensions to be acceptable and in accordance with the NPPF, London Plan, LBB Core Strategy and the Saved Policies within the UDP.

4. Context

4.1. The subject site comprises a main triangular plot and associated access way with a total area of approximately 0.2 hectares. It is located to the rear of terraced two and three storey residential properties which front Crownhill Road, Harlesden Gardens and St. John's Avenue.

4.2. The Maple Walk School comprises of a part single and part two storey building. The main body of the building runs from north to south (approximate), has a low pitched roof, and is rendered. A detached, single storey classroom building is located in the south-western part of the site, and two detached 'pods' are located adjacent to the site's eastern and western boundaries following permission in 2013 and 2015. The site includes a playground at the northern end of the site, and a games area at the southern end of the site.

4.3. The residential properties surrounding the school are at a higher elevation than the subject site- especially on the southern and western edge. This gives the rear/amenity space of the properties a relatively unobstructed outlook and a more open relationship than what is generally seen within this part of the Borough.

5. Impact on Neighbouring Amenity

5.1. The Council seeks to protect the amenity of neighbouring occupants to acceptable standards whilst recognising the need of other properties, especially educational institutions, to adapt and extend. On extensions to existing building such as this, the main impact on amenity arises from:

- (i) overbearing impact of the extension
- (ii) loss of outlook, which is related to overbearing impact;
- (iii) loss of privacy; and
- (iv) loss of light.

5.2. The Council has published supplementary planning guidance (SPG17) which establishes generally acceptable standards relating to these matters, although site specific characteristics will mean these standards could be tightened or relaxed accordingly. With regards to extensions of this nature, 30 and 45 degree lines between neighbouring habitable windows and private amenity space are expected.

5.3. The potential impacts arising from this development are where the proposals are adjacent to the boundary of dwelling houses/flats. These boundaries are the north western (St John's Avenue) and south western (properties on Crownhill Road) for the south block development and properties to the eastern boundary (Harlesden Gardens) for the north block.

5.4. In assessing the potential impact, your officers have taken into account several factors including height, massing, existing and proposed relationships and building orientation.

Southern Block

5.5. The existing structure is single storey and is to the south west of the site. The ground level of the school is lower than the residential gardens to the rear. The level differences fluctuate between 1.2m and 1.95m however because of the sunken nature of the school site, and uneven ground levels across the site, the existing ground floor roof level is at the approximate height of the boundary fencing to the neighbouring residential gardens.

5.6. To mitigate against the impact of a first storey on top of this existing ground floor, the proposal has been

set in from the edge of the ground floor roof by 1.6m on the southern boundary and 1m on the western boundary.

5.7. On the southern boundary (Crownhill Road) the average depths of the gardens are between 11.8m and 13.5m. The distances between the rear garden and the roof/side elevation of the existing single storey structure is between 0.95m and 2.6m.

5.8. The first floor extension would be 8m in length when viewed from the rear amenity space of the properties of Crownhill Road (46-52) and have an additional height of 2.7m with a set back of 1.6m from the original roof.

5.9. On the western boundary (St Johns Avenue) the garden depths are between 12.95m and 13.2m. The distances between the rear of the garden boundary and the existing single storey school building tapers from 2.75m at the garden of number 2 St John's Avenue to 1.4m at number 8. The first floor extension is set back from the existing roof/side elevation by 1.1m.

5.10. The proposals meet the minimum requirements of 30 degree and 45 degree lines held within SPG17 in terms of acceptable relationships between new developments and rear elevations/private amenity space.

5.11. Notwithstanding the above, this assessment is not the only guidance to determine whether the proposal is acceptable and your officers have also considered the typical relationships within the area. Presently, those properties that back onto the school site are considered to have a relatively unobscured outlook from their rear windows and rear amenity space. In addition, there is quite extensive foliage along these boundaries, mitigating against the impact of the additional storey further.

5.12. Due to the orientation of the properties on Crownhill Road and St Johns Road, officers consider that the proposal will have little impact on the light that these gardens receive. They are north and west facing gardens and therefore shadow as a result of the proposals will not play a significant factor in reducing the amount of light in the rear gardens.

5.13. There are no windows in the garden facing elevations of the proposal and your officers consider that there would be no privacy loss.

Northern Block

5.14. The existing structure is part single storey and part two storey and comprises of the main body of the school. The existing building (two storey) runs adjacent to the properties on the eastern boundary, however this boundary tapers sharply. At the pinch point, the building drops to a single storey.

5.15. The depth of the rear gardens of the neighbouring properties are 10.5-11m and there are no windows on the flank wall of the proposal's elevation.

5.16. The proposed first floor extension is set off the boundary of the eastern boundary by 3.5m and the western boundary by 3.7m. The increase in height of the first floor extension is 2.6m

5.17. Again, this proposal is compliant with the 30 and 45 degree guidance laid out in SPG17.

5.18. Officers have considered the potential for overshadowing and loss of light and have considered that due to the set off the boundary and modest increase in height, there would not be a materially detrimental impact on the amenity of the neighbouring property.

6. Impact on Character and Appearance of the Area

6.1. Your officers have considered the consistent nature of the terraced properties and the more contemporary design of the school. The proposals would be very similar in external appearance to the existing design of the school.

6.2. The additional storey(s), when viewed as a whole, would still be subservient to the dwellings surrounding the site which are considered to be the most dominant built form in the area. The scale is appropriate in its setting and the design would compliment the original building.

6.3. In summary, your officers consider that the proposals of a suitable scale, massing and design and do not have a materially adverse impact on the character and appearance of the area, in accordance with saved

policies BE2, BE3 and BE9 of the UDP (2004) and SPG17- Design Guide for New Developments.

7. Transportation Considerations

7.1. Your officers have considered the plans, supporting statements and all other documents and have concluded that there will be no changes to the existing highway, parking and pedestrian movements and therefore further highway assessments are not necessary.

8. Summary

8.1. Your officers consider that the proposals, which will enhance education and skills provision as a result of the expansion of the existing educational building, will not have a materially detrimental affect on the light, outlook, privacy or amenity of the neighbouring properties and will not have an adverse impact on the character and appearance of the area, giving significant weight to the Development Plan's objective to be positive when considering applications to alter schools.

8.2. Your officers consider that the proposals are in accordance with the policy objectives of the NPPF (section 12 and para.72), the London Plan (3.18), LBB Core Strategy policies CP17 and CP23 (2010), saved policies BE2, BE3, BE9 and CF8 in the UDP (2004) and SPG17, Design Guide for New Developments.

8.3. Consequently, your officers recommend this proposal for approval.



Brent

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 16/1560

To: Mr Wickham
Christopher Wickham Assocs
35 Highgate High Street
London
N6 5JT

I refer to your application dated 14/04/2016 proposing the following:
Construction of additional floor to existing detached single storey classroom building (south block), and first floor extension to single storey section of main school building (north block), to provide additional accommodation for education use.
and accompanied by plans or documents listed here:
See condition 2
at Maple Walk School, Crownhill Road, London, NW10 4EB

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:

A handwritten signature in black ink, appearing to read 'Aktar Choudhury'.

Mr Aktar Choudhury
Operational Director, 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
Central Government Guidance
Council's Supplementary Planning Guidance SPG17

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

Built Environment: in terms of the protection and enhancement of the environment
Open Space and Recreation: to protect and enhance the provision of sports, leisure and nature conservation
Community Facilities: in terms of meeting the demand for community services

- 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):

A-05-A
A-05-A

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

- 3 All new external work shall be carried out in materials that match, in colour, texture and design detail those of the existing building.

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

INFORMATIVES

- 1 The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented as this may involve the use of adjoining land and should also ensure that all development, including foundations and roof/guttering treatment is carried out entirely within the application property.

Any person wishing to inspect the above papers should contact Robert Reeds, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 6726

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COMMITTEE REPORT

Planning Committee on
Item No
Case Number

14 September, 2016

16/2171

SITE INFORMATION

RECEIVED: 13 June, 2016

WARD: Welsh Harp

PLANNING AREA: Brent Connects Willesden

LOCATION: Press House, Press Road, London, NW10 0DW

PROPOSAL: Demolition of Press House building and erection of part 3, 6 and 9 storey building providing 74 residential units (33 x 1bed, 28 x 2bed and 13 x 3bed) with associated car and cycle parking spaces, bin stores, amenity space and landscaping

APPLICANT: Network Homes Ltd

CONTACT: RPS CgMs

PLAN NO'S: Please see condition 2.

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

When viewing this on an Electronic Device

Please click on the link below to view **ALL** document associated to case

https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_128207

When viewing this as an Hard Copy .

Please use the following steps

1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "16/2171" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

SITE MAP



Planning Committee Map

Site address: Press House, Press Road, London, NW10 0DW

© Crown copyright and database rights 2011 Ordnance Survey 100025260

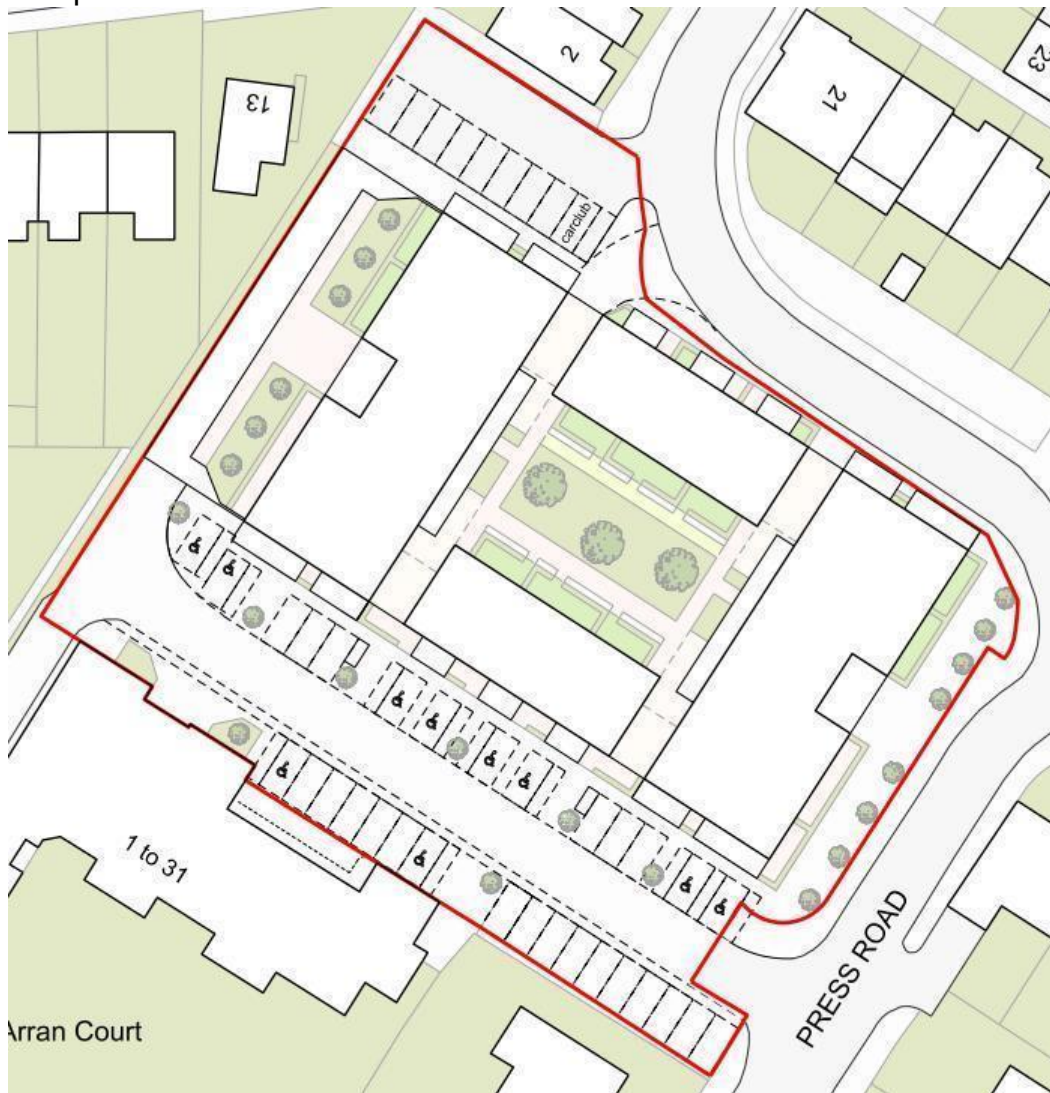


This map is indicative only.

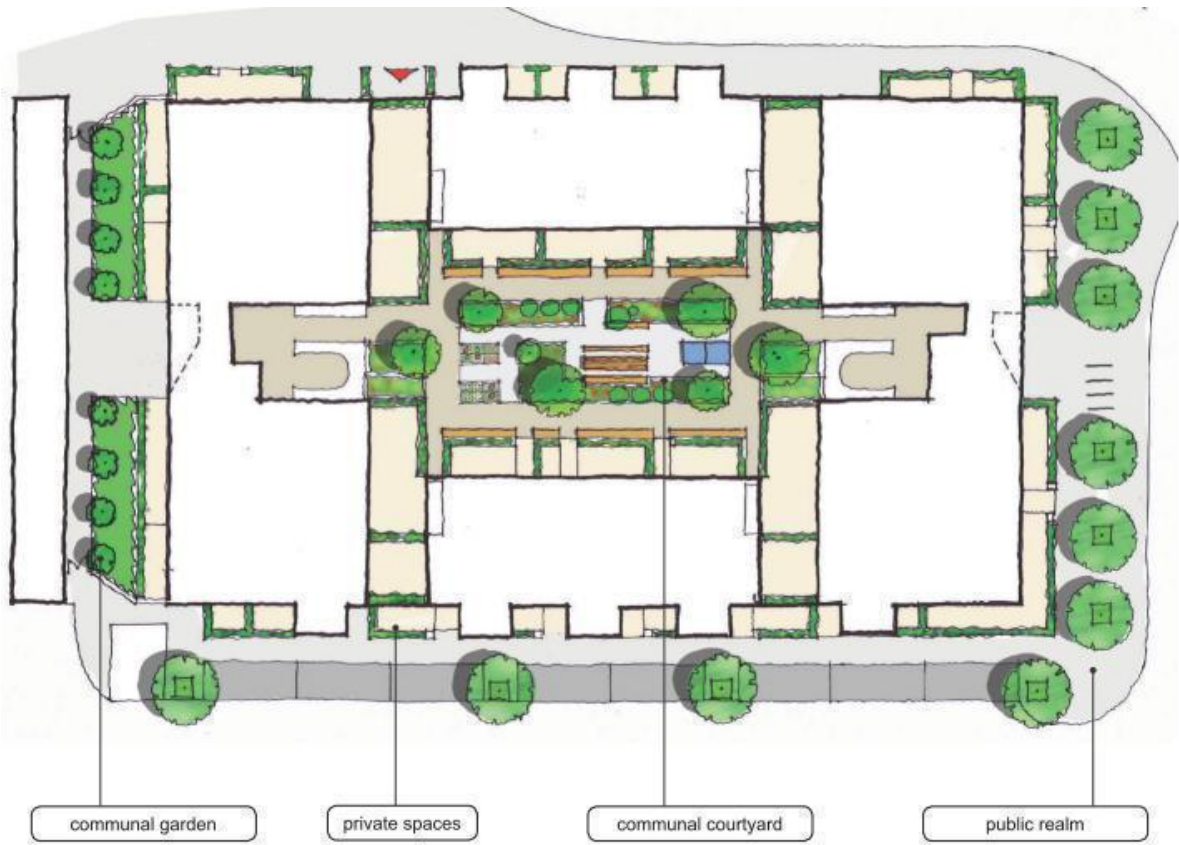
SELECTED SITE PLANS

SELECTED SITE PLANS

Site plan



Landscape plan



CGI of Southern frontage



CGI, highlighting private entrance



CGI, different balcony types highlighted

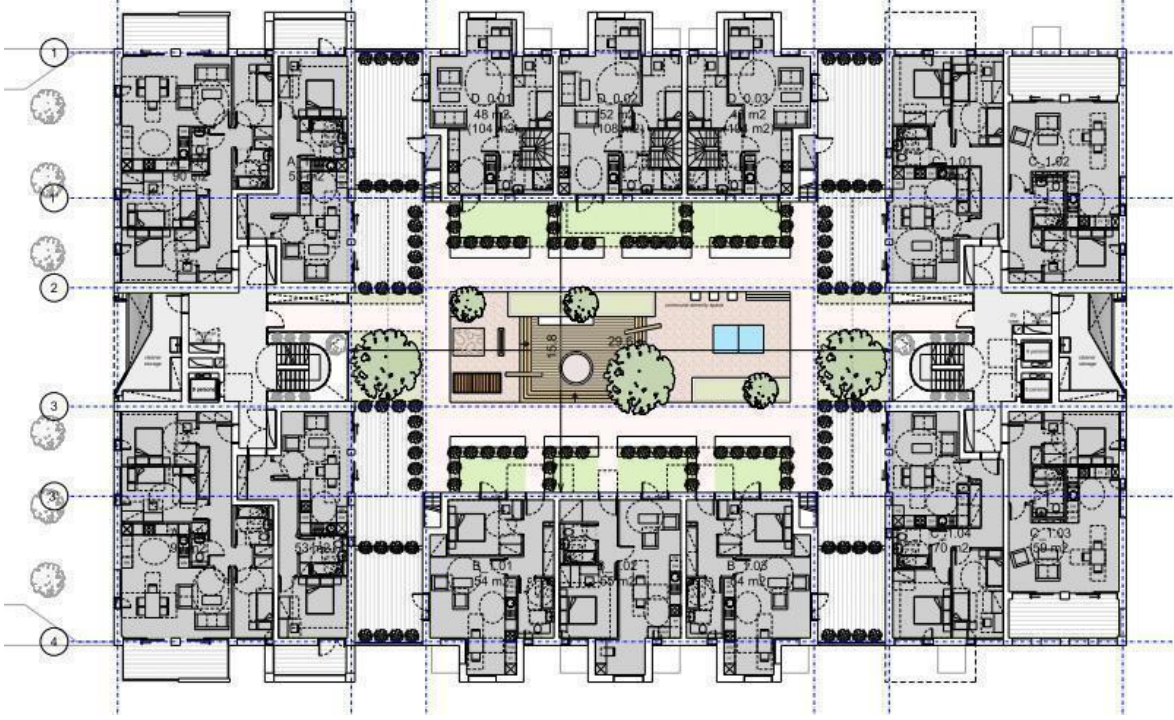


CGI, highlighting projecting bay windows

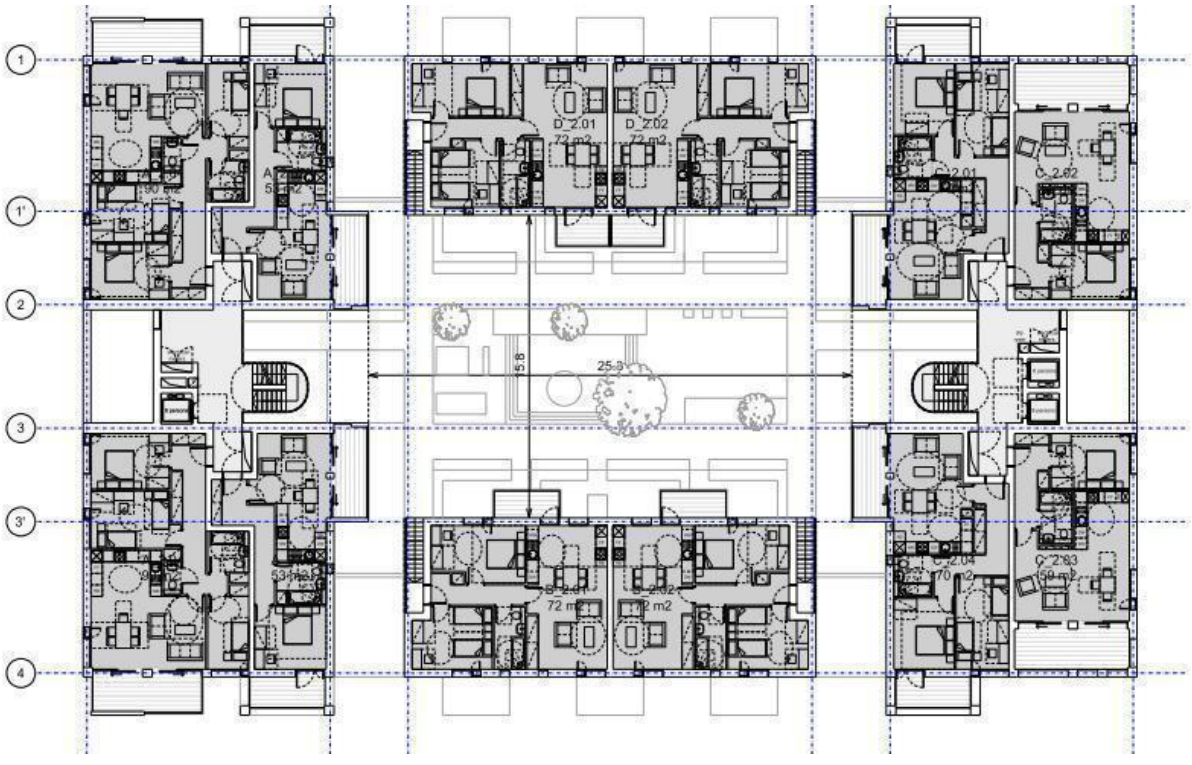
Proposed Ground Floor



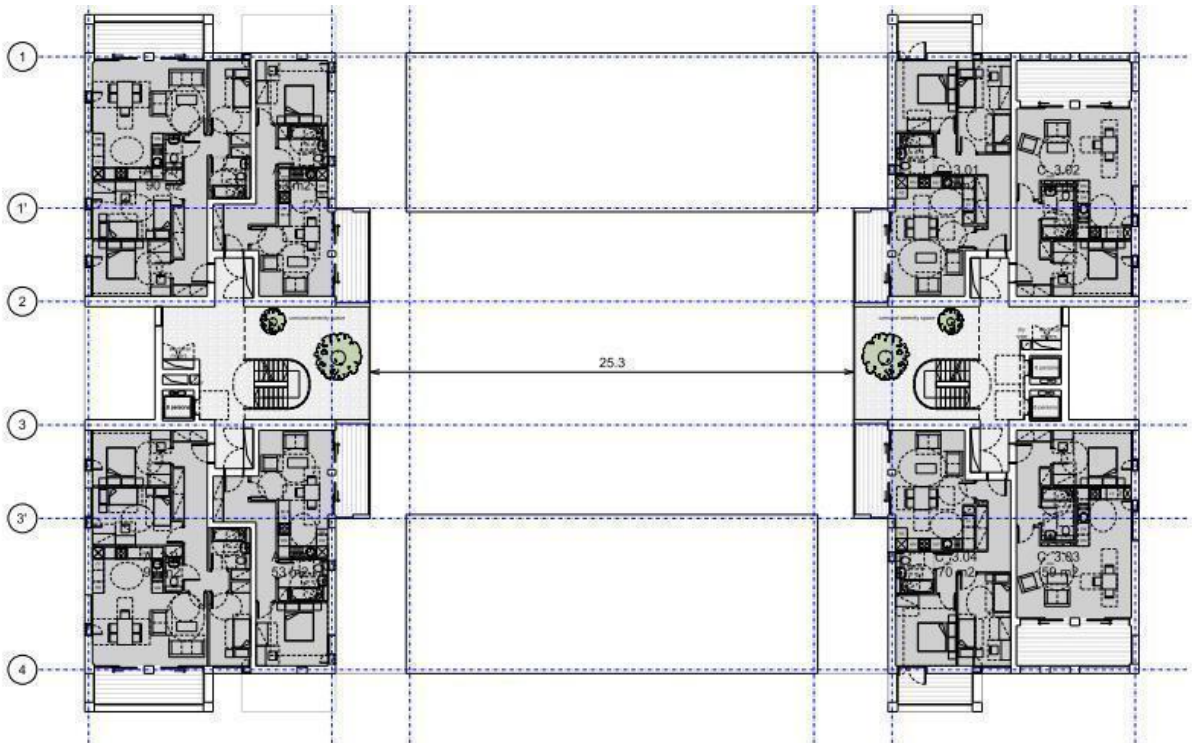
Proposed Level 1



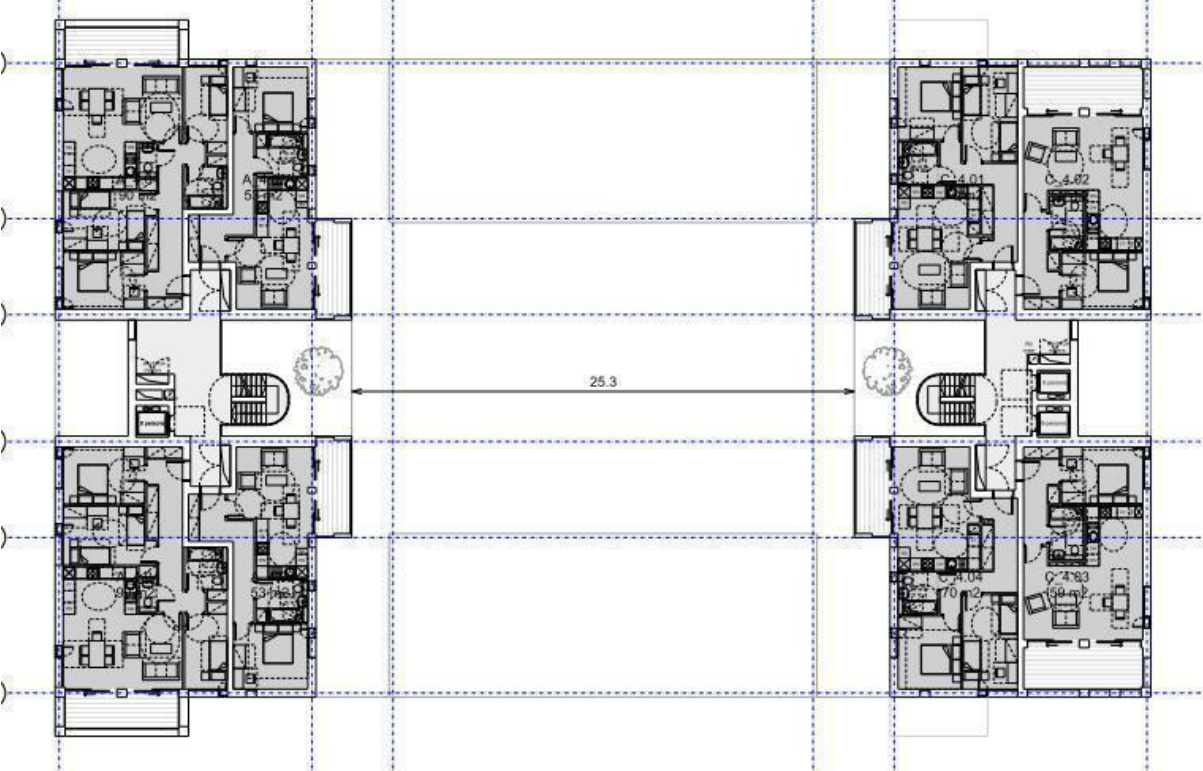
Proposed Level 2



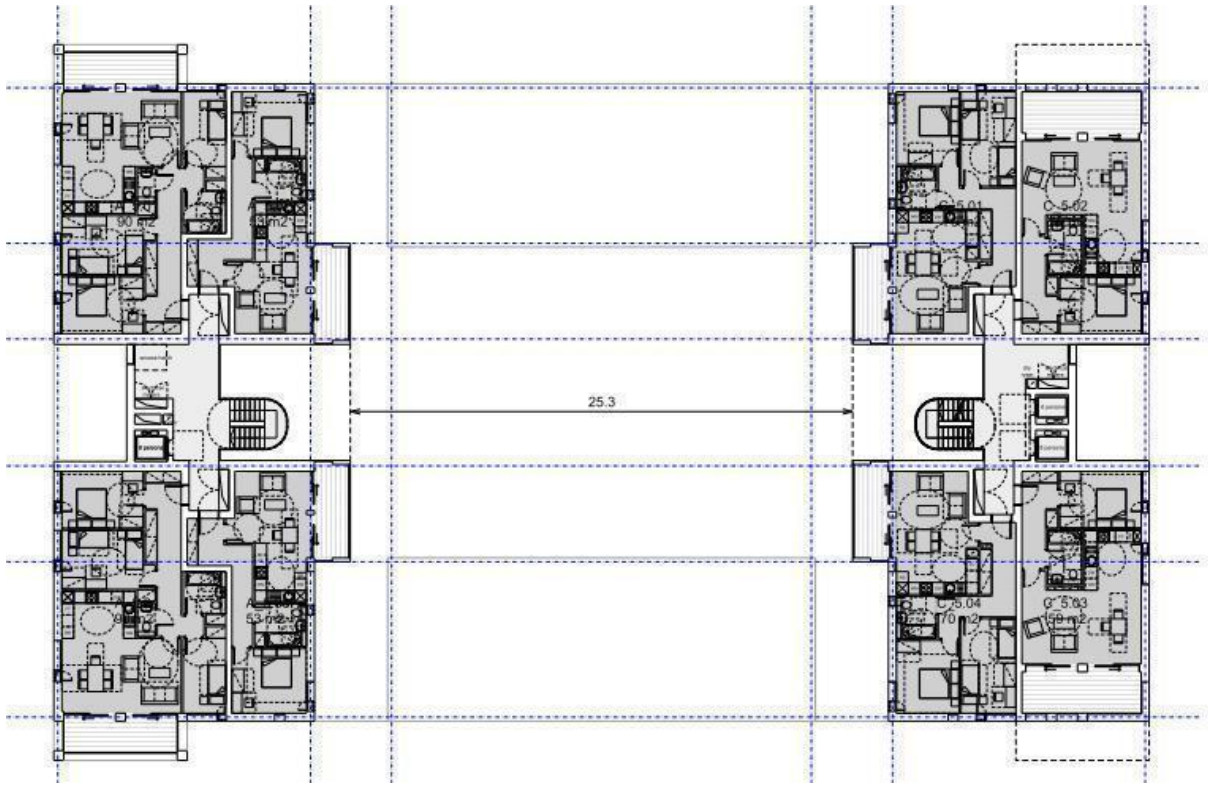
Proposed Level 3



Proposed Level 4



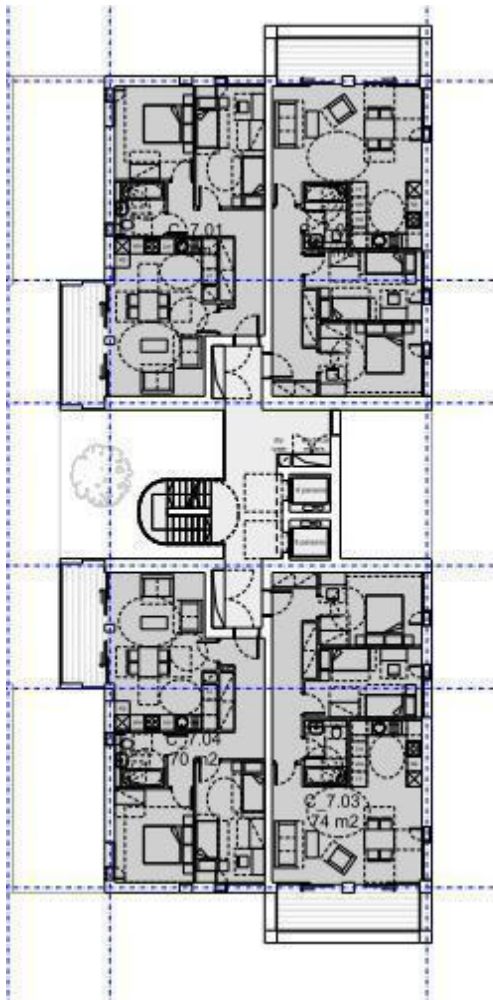
Proposed Level 5



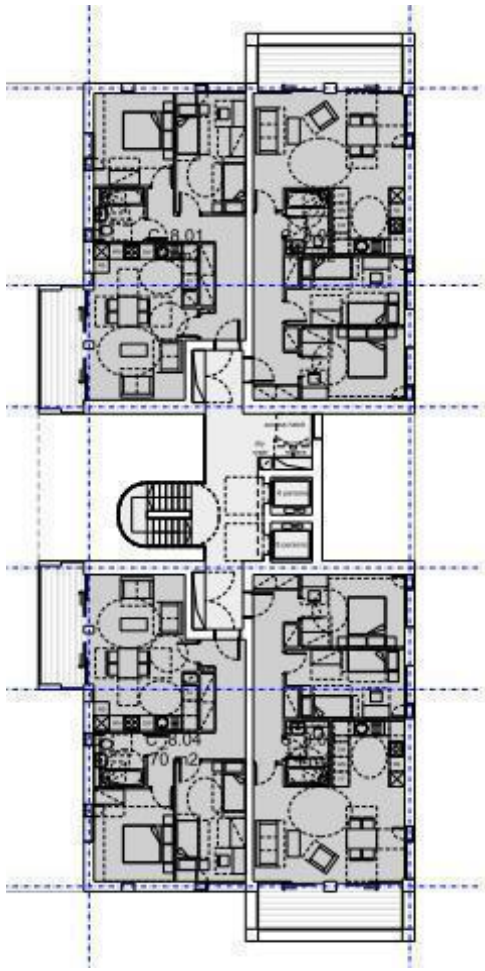
Proposed Level 6



Proposed Level 7



Proposed Level 8



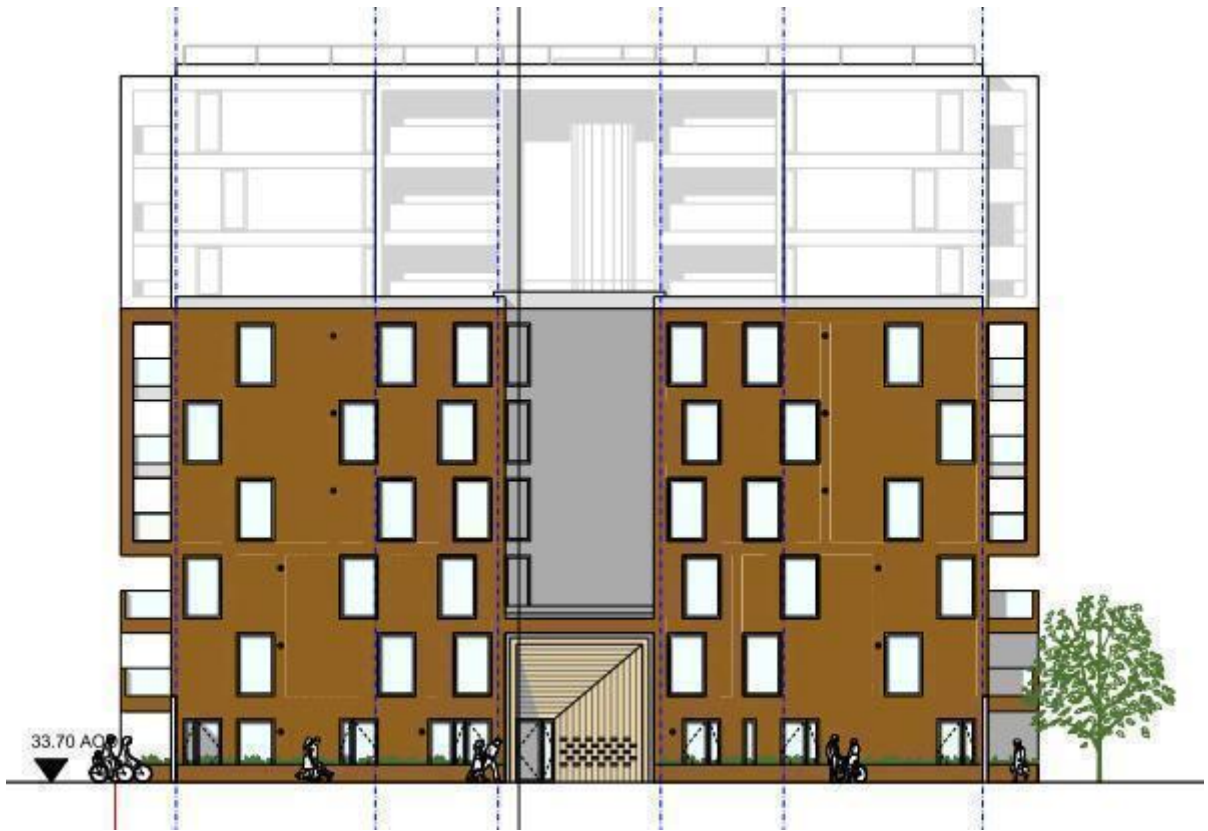
Proposed South East Elevation



Proposed South West Elevation



Proposed North West Elevation



Proposed North East Elevation



RECOMMENDATIONS

RECOMMENDATION

1. That the Committee resolve to GRANT planning permission subject to:
 - A. Any direction by the London Mayor pursuant to the Mayor of London Order
 - B. Any direction by the Secretary of State pursuant to the Consultation Direction
 - C. The prior completion of a legal agreement to secure the following planning obligations:
 - a) Payment of legal and professional costs
 - b) Affordable Housing
 - c) Notification of commencement
 - d) Considerate constructors scheme
 - e) Travel Plan
 - f) Connection to decentred heat/energy network should one be implemented in the future
 - g) Architects to be retained for delivery
 - h) Training and employment of Brent residents
 - i) Any other planning obligation(s) considered necessary by the Head of Planning
2. That the Head of Planning is delegated authority to negotiate the legal agreement indicated above.
3. That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

 1. Time Limit for commencement
 2. Approved drawings/documents
 3. Parking and Layout
 4. Construction Management Plan
 5. Construction Logistics Plan
 6. Satellite Dishes
 7. 10% Wheelchair Accessible Units
 8. Materials
 9. Training and Employment
 10. Landscape
 11. Plant Equipment
 12. Air Quality
 13. Contaminated Land Investigation
 14. Contaminated Land Remediation
 15. Any other planning condition(s) considered necessary by the Head of Planning

Informatives

 1. Party Wall etc.
 2. Asbestos
 3. Any [other] informative(s) considered necessary by the Head of Planning
1. That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the

decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.

2. That, if by 3 months of the committee date (14th September 2016) the legal agreement has not been completed, the Head of Planning is delegated authority to refuse planning permission.
3. That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

A) PROPOSAL

The application seeks planning permission for the demolition of the existing Press House building and the erection of a part 3, 6 and 9 storey building providing 74 residential units (33 x 1bed, 28 x 2bed and 13 x 3bed) with associated car and cycle parking spaces, bin stores, amenity space and landscaping

B) EXISTING

The application site is located between Neasden Lane to the South, the Brent reservoir to the North, the North Circular to the East and the Brent river to the West. The site extends to approximately 3500sq.m (0.35ha) and is located on Press Road. The site is currently occupied by the Press House residential building which comprises 54 residential units. The building is unique in comparison to the surrounding area, due to its mass, scale and office like appearance.

The surrounding area predominantly comprises residential development especially along Press Road, Alderton Close and Janson Close. Local retail units and other commercial uses are located in close proximity to the site on Neasden Road.

The site benefits from a PTAL rating of 3, given the proximity of fixed public transport routes from Neasden and Wembley Tube stations. The site is located approximately 1300m (10-15 minute walk) from Neasden Underground station and 1800m from Wembley Park underground. In turn, there are public transport options nearby including bus routes.

C) AMENDMENTS SINCE SUBMISSION

Since being submitted the following amendments have been made to the scheme:-

- 1) Amended Site Layout Drawing
- 2) Increased cycle parking spaces from 74 to 115
- 3) Increased car parking spaces from 49 to 56 and inclusion of car club
- 4) Increased width to undercroft access

D) SUMMARY OF KEY ISSUES

The key issues for consideration are as follows:

- The sites opportunity to deliver new private and affordable homes. Your officers give great weight to the viable delivery of private and affordable housing, in line with the adopted Development Plan.
- The impact of a building of this height in this location. The proposal replaces an already substantial building, utilises good architecture with quality detailing and materials in order to maximise the site's potential whilst respecting surrounding development.
- The transport impacts of the proposed development. Your highway officers consider that the proposal addresses all highway concerns.
- The quality of the proposed residential accommodation. Your officers consider that proposal provides a good standard of accommodation, within a building showing good design credentials, which is in line with the adopted Development Plan
- Impact on Living Conditions of Neighbours, which your officers believe are negligible.

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	4485	0	4485	6975	6975

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Flats ú Market)	26	25								51
EXISTING (Houses ú Social rented)										
EXISTING (Flats ú Intermediate)										
PROPOSED (Flats ú Market)	14	23								37
PROPOSED (Houses ú Social rented)	12	1	13							26
PROPOSED (Flats ú Intermediate)	7	4								11

RELEVANT SITE HISTORY

04/3870 – Certificate of lawfulness for a existing toddlers play area to be used as nursery on first floor (use class D1). **Granted 26/01/2005**

04/1437 - New landscaping and boundary fencing along Press Road to either side of existing entrance, new entrance lobby, hard/soft landscaping to north elevation, landscaped garden with play equipment and new entrance gate/pergola and fencing to west side of building and 3 condenser units on roof on podium level. **Granted 06/07/2004**

85/0475 - ALTERATIONS TO OFFICE BLOCK & C/USE TO RESIDENTIAL HOSTEL. **Granted 10/07/1985**

CONSULTATIONS

Press Notice published on 29/10/15
Site Notice(s) displayed on 30/10/15

The owner/occupier of 447 different properties were notified of the application 14/06/2016. This included properties in the following locations:

*Aboyne Road
Alderton Close
Braemer Avenue
Janson Close
Kelly Close
Lyndhurst Close
Neasden Lane North
Oxford Place
Arran Court
Pit House
Press House*

The same properties were notified of the updated site location plan 11/08/2016.

At the time of writing this report two representations were received (one objection and one marked as 'neutral') making the following points.

Grounds for objection	Response
-----------------------	----------

The infrastructure of the area is inadequate to accommodate the development.	Through the Community Infrastructure Levy and S106 obligations, the development will contribute to the cost of the infrastructure it will rely upon.
The proposal is too high and does not reflect the fabric of the housing surrounding it	The existing building on the site is substantial in its height and scale. Officers consider that the scale and height of the proposal to be acceptable for the reasons discussed in paragraphs 35-40 of the report below.
Overlooking/loss of privacy. The proposed building sited closer than existing to surrounding properties and will result in overlooking of gardens. Additional height will also impact on privacy.	The impact of the proposal on surrounding properties has been assessed in the report in paragraphs 60-67 and is found to be acceptable.
Increased population density will exacerbate existing traffic problems and air pollution	The impact of the proposal on air quality have been assessed by the Council's Environmental Health team and has been found acceptable. Additionally the impact on traffic of the development has been assessed by the transportation team and is considered acceptable.
Parking is not sufficient as it is, concern over the impact of the additional cars from future residents	Parking has been assessed by the transportation team and is discussed in paragraphs 82-90 below.
Concern over current anti-social behavior and crime and how this will be dealt with	This is not related to this application and is out of the planning remit, any such instances should be reported to the Police.
Construction impact, 2-3 year period noise and dust construction traffic all impacting on quality of life of local residents	It is inevitable that there would be some degree of disruption, as there would with any development of this sort of scale. A Construction Logistics Plan will be secured by condition, and there is other legislation (outside of planning control) that can be used to control working hours, and minimise noise and disturbance should this be required.

STATUTORY CONSULTTEES

Planning Policy

I essentially concur with the conclusions of the Planning Statement submitted. I do not consider there to be any fundamental planning policy objections, indeed as the statement identifies there are a significant number of benefits associated with the proposed development.

Environment and Sustainability

The report is well-written and the development 16/2171 Press House exceeds Part L baseline of 35%.

Environment and Regulatory Services

No objection subject to conditions relating to Noise, Air Quality, Construction Noise and Dust and Contaminated Land being attached to any decision notice.

Transportation

There would be no objections on transportation grounds to this proposal, subject to:

Section 106 Agreement to secure: (i) Submission of a Travel Plan and implementation of it thereafter, (ii) a financial contribution of £161,000 towards non-car access/highway safety improvements in the vicinity of the site, (iii) widening of the footway on Alderton Close along the site frontage, under Section 38 Agreement of the Highways Act 1980 (iv) widening of the access into the undercroft parking on Alderton Close to allow two vehicles to wait within the hard standing in front of the proposed site entrance and shutters and (v) clear demarcation of the private footway along the Press Road where the cycle stand trees fall within the private demise. A row of setts should be provided for the demarcation and a clear sign to be provided for the private cycle stand.

N.B. A revised plan has been submitted complying with the recommendations made by transportation officers.

Landscape

I agree the proposals.

Local Lead Flood Officer

I have checked the Flood Risk report and it complies with our policy and the London Plan requirements. The developer are proposing Green Roof and also storage tank to reduce the surface water discharge. The proposed discharge is less than existing and this will reduce the risk of flooding in the catchment.

They have also highlighted the issue related to Welsh Harp Reservoir and taken appropriate measures.

TfL

1. The proposal includes 49 car parking spaces, including eight for dis-abled use. This equates to a ratio of 0.66 space per residential unit, which is acceptable in a PTAL 3 location. TfL asks that the applicant to enter into a 'permit free' agreement with Brent Council to exempt future residents eligibility for local on-street parking permits. However, there is no mentioning of electric vehicle charging points provision in the transport statement, which is unacceptable. TfL therefore requests that EVCP be provided meeting the current London Plan standards for a minimum of 20% of the spaces with a further 20% passive provision.
2. The proposal provides 74 residential cycle parking spaces plus 10 outdoor visitors spaces. In line with the current London Plan cycle parking standards; a total of 115 long term residential cycle parking spaces should be provided; therefore the current proposed provision falls well below the London Plan requirement, which is Not acceptable. TfL asks that the applicant to bring cycle parking meeting the London Plan standards, and all facilities should be designed in accordance with the latest London Cycle Design Guidance (LCDS). TfL though welcomes the provision of 10 visitor spaces.
3. The transport statement submitted only provides a vehicular trip generation estimate, TfL requests that a multi-modal trip assessment be included enabling TfL to understand the fuller impact to non-car modes. All public transport mode share should be disaggregated into buses, trains, tube, walking and cycling.
4. TfL requests that a travel plan statements should be produced by the applicant, to be implemented and be secured via s106 agreement with Brent Council to promote the use of sustainable green travel measures. TfL's guidance on travel plan can be found: <https://tfl.gov.uk/info-for/urban-planning-and-construction/travel-plans/planning-requirements#on-this-page-1>
5. A construction management plan (CMP) and construction logistics plan (CLP) should be produced and secured by conditions with Brent Council. The CLP should include the applicant's commitment to introduce measures to minimise risks of conflicts between construction vehicles and vulnerable road users such as pedestrians and cyclists.

In response to the comments made by TfL, the applicant has provided additional and revised information. There is now provision of EVCP and increased cycle parking, the transport statement submitted has been updated to reflect the requests in point 3. The requests of information through conditions and a legal agreement in points 4 and 5 will be attached to the decision notice.

Ward Councillors for Welsh Harp ward;-

No comments have been received at the time this report was written.

Statement of Community Involvement

Within the Design and Access Statement, the applicant has set out the level of pre-consultation that was carried out, as required through the Localism Act (2011). The consultation process was based around the following methods;-

A public consultation was held at Press House on the 21st of January 2016 between 4-7 pm. An invitation flyer was circulated by post about 3 weeks prior to the event. Members of the Network Housing management team hosted the event and were supported by the Planning Consultants CGMS and the Architects team Proctor & Matthews in answering questions by the public. Presentation boards were displayed and attendees

were invited to leave comments.

POLICY CONSIDERATIONS

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

- National Planning Policy Framework 2012 (NPPF)
- National Planning Practice Guidance (NPPG)
- Technical Housing Standards 2015
- London Plan Consolidated with amendments since 2011
- Mayors Housing SPG 2016
- London Borough of Brent Core Strategy 2010
- London Borough of Brent Unitary Development Plan 2004 ('saved' policies)
- Brent Supplementary Planning Guidance 17:- Design Guide For New Development
- Brent's106 Supplementary Planning Document

DETAILED CONSIDERATIONS

1. **Land use principle**
2. Policy 17 of the National Planning Policy Framework (NPPF) sets out 'core planning principles', including that planning should "encourage the effective use of land by reusing land that has been developed previously, provided that it is not of high environmental value". These principles also include to "proactively drive and support sustainable economic development to deliver homes ..."
3. The development site is located on previously developed land, within a sustainable location and is currently used for residential purposes. Therefore the redevelopment of the site for residential purposes is supported in principle. Identified housing need and Development Plan policy together with various key material considerations further demonstrate the site is acceptable for residential use.
4. The principle of the proposed development complies with council objectives and national policy as outlined in the Brent Core Strategy and the NPPF respectively. The development site is not covered by a restrictive land use designation within the adopted development plan and therefore a presumption in favour of residential development endures.
5. **Loss of existing building**
6. Planning application reference: 85/0475, granted planning permission for the change of use from office use to residential hostel accommodation, however, the units constructed were self-contained (i.e. Use Class C3). Consequently the specialist accommodation use has never existed and was never implemented on site.
7. The current use (Use Class C3) has existed on site for approximately 30 years. This has been informally termed 'temporary' self-contained residential (C3) accommodation units which provide housing for those in need. However the units have all been let on an Assured Shorthold Tenancy (AST) basis at market rate levels. In total there were 51 units occupied and currently all but one resident has been re-housed. Therefore no loss of temporary or C3 residential accommodation occurs and the proposed scheme is compliant with policy CP21.
8. Additionally, there is a small element of community facility floorspace which will be lost as part of this application, all users of this facility have been moved to an alternative location within Brent, therefore in line with Core Strategy Policy CP23 and the wider provision of residential accommodation outweighs the loss.

9. Housing

10. Affordable Housing

11. Annex 2 of the NPPF confirms the three elements of tenure which comprise affordable housing, namely (a) social rented housing, (b) affordable rent, and (c) intermediate rent. Policy 173 of the NPPF confirms that the delivery of sustainable development requires 'careful attention to viability and costs' in decision-taking. It further emphasises the importance of development delivery.
12. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.
13. The Further Alterations to the London Plan (2015) Policy 3.11 notes that boroughs should seek to maximise affordable housing provision. In order to give impetus to a strong and diverse intermediate housing sector, 60% of the affordable housing provision should be for social rent and 40% for intermediate rent or sale. Priority should be accorded to provision of affordable family housing.
14. Brent's Core Strategy policy CP2 sets the target that 50% of new homes delivered in the borough will be affordable. The maximum reasonable amount of affordable housing will be sought on individual residential and mixed use developments on sites with the capacity to provide 10 or more homes.
15. Draft Policy DMP 15 of the Development Management Policies document outlines that 70% of new affordable housing provision should be social/affordable rented housing and 30% intermediate housing. The scheme complies with the 50% policy requirement, through the provision of 37 dwellings minimum identified as affordable housing. The 37 units comprise:
 - 26 affordable rent;
 - 11 shared ownership.
16. This proportion / tenure split has been agreed in consultation with Brent Housing and is considered acceptable. The delivery of a significant proportion of the units as affordable housing represents a key planning benefit as part of the development.
17. The provision of affordable units within this proposal contributes to an identified key spatial objective of the Council and which is reiterated by Core Strategy Policy 2 and Policy 21. Further, the proposed development is delivered on behalf of Network Homes Ltd who are a registered social housing provider who have stated that they will seek to maximise the viable level of affordable housing delivery at the application site, including through additional intermediate tenure dwellings.
18. It is considered that the proposal is in compliance with national, regional and local policy in this regard and will assist in meeting the Council's objectives for housing and affordable housing delivery.

19. Proposed residential mix

20. Core Strategy Policy 21 (A Balanced Housing Stock) outlines the need to maintain and provide a balanced housing stock in Brent. These needs include an appropriate range and mix of self-contained accommodation types and sizes, including family sized accommodation (capable of providing three or more bedrooms).
21. The table below shows the proposed housing mix. This comprises 18% of the total number of units as 3-bed family accommodation, representing a significant increase in family accommodation when considering that none of the existing 51 flats on the site have 3 or more bedrooms. In addition, a proportion of the 2-bed units accommodate 4 persons which represent a significant delivery of family accommodation to meet identified local need.

Unit Type	Number of Units	Percentage of Units %
1Bed 2 Person	33	44%
2Bed 4 Person	28	38%
3Bed 5 Person	13	18%
Total	74	100%

22. Layout and accommodation

23. The proposed new accommodation is arranged in two taller wings, which are North-South oriented to maximise daylight, minimize over-shadowing and maximise dual-aspect apartments. Two smaller West-East oriented buildings enclose the raised podium courtyard, which provides communal amenity space. The Ground Floor accommodation is arranged in form of an O-shaped 1-storey plinth, on which the above described buildings are perched. Bin stores, plant rooms and access to the undercroft carpark are located to the Northern boundary within the podium. Undercroft car parking is positioned at the centre of the podium, whilst the cycle stores run along the western boundary. Additional on-street carparking is provided along the Southern edge of the site. A total of 74 dwellings are provided in form of 1, 2 and 3-bedroom apartments and 3-bedroom maisonettes.
24. Private entrances to dwellings off the street have been designed to provide a more domestic scale and feel and are in most cases oriented in an oblique angle towards the street to create a threshold zone between inside and outside. These also help to provide active frontages at Ground level, improving natural surveillance and provide visual animation to the street frontage.
25. There are three communal entrances to the development: One along Press Road, one along the Press Road arm at the end of the Southern frontage and one from the North on Alderton Close.
26. Access from the undercroft car parking area to the two main circulation cores is safe and level. Level threshold access will be provided to all communal and private building entrances. Three passenger lifts are distributed in two cores and will take the residents to the accommodation on the upper floors of the two buildings.
27. The communal courtyard, gardens and terraces located in the centre of the site are all level and fully accessible. All ground surfaces are suitable to allow ease of movement to wheelchair users.
28. All dwellings have been designed to meet the minimum space standards as stipulated in the Minor Alterations to the London Plan (2015). Eight of these are accessible dwellings and have been designed in accordance with Building Regulations M4(3) (accessible adaptable dwellings). The remaining units meet the requirements under the Building regulations M4(2) (wheelchair user dwellings) as required by policy. All units have been designed to meet the requirements of Lifetime Homes and the Mayor's London Housing Design Guide standards.
29. The positioning of windows and openings to the courtyard have been sited so as to maintain a high level of privacy, whilst achieving a compact development. The courtyard measures approximately 30m in length and 16m in width and accommodates private as well as communal amenity space. Habitable room windows on facing elevations of the Northern and Southern elements have been positioned so that they are not directly facing. The facing apartments on the second floor have been laid out so that their primary aspects from living rooms are not facing each other directly. Also their balcony spaces are not directly facing to minimize overlooking. Planting in form of trees within the courtyard are also positioned to form an additional screen between those balconies in summer, when those spaces are used most.
30. The majority of surrounding properties are separated from the application site by footpaths and a road. The resultant separation distances of over 20m (although shorter to flank walls of surrounding properties) are considered to be sufficient and there are no concerns that the proposed units will be unacceptably overlooked from the existing surrounding development.

31. Density

32. London Plan (2015) table 3.2 sets out the sustainable residential density guidelines by area characteristics. An 'urban' area is defined in the London Plan as areas with predominantly dense development such as terraced houses, a mix of different uses, medium building footprints and within 800m walking distance of a District centre. All of these characteristics are considered to reflect the Press House site. Therefore, with a PTAL rating of 3, the matrix states between 200-450 habitable rooms per hectare is generally acceptable as a guide for development proposals. The proposed scheme possesses a residential density of 518hr/ha (202ha and site are 0.39ha), which is slightly over the prescribed policy regarding density for the site characteristics within the London Plan.
33. The density would be above the indicative ranges, although given the urban nature of the site, a high density scheme would not necessarily be a concern. It is noted that the Mayor's supplementary planning

guidance 'Housing' makes it clear that high density proposals need to be of the highest design quality, amenity and contribute to local place making. These matters are addressed in the following sections of the report below.

34. Urban Design

35. *Layout, scale and appearance*

36. The proposed massing is generally positioned within the footprint of the existing building and respects existing separation distances and building lines. Similar to the existing Press House building, the taller element is positioned along the eastern side of the site, closer to Press Road, which is the busier side of the plot. The massing respects the existing alignment with Oxford Place to create a coherent street scape and improve the public realm in proximity to the application site.
37. The other building elements are arranged around a central, raised courtyard, which provides communal amenity space and conceals the parking spaces in the undercroft. The medium-scale building element is located on the western side of the site, set back from the site boundary to create an acceptable separation distance to the existing surrounding development. Both the taller and medium-scale elements are running more or less North-South to minimise overshadowing, maximise views towards the 'Welsh harp' or Wembley Stadium and provide 100% dual-aspects apartments. The two smaller building elements complete the block by enclosing the courtyard whilst maintaining views out and relating to the surrounding building heights.
38. The architectural approach of the current proposal is generally supported. The scheme proposes a simple high quality approach to architectural detailing and materials that would complement the form of the building massing. The proposed use of high quality brickwork is supported, and would provide robust and durable elevations which help to articulate the building's different components. The detailing and build quality will however be critical to achieving the highest possible standard of architecture and the Council will secure key details to ensure this is achieved and built through.
39. The windows are generally formed as full height, fixed glazing elements, to optimise natural daylight and views. Natural ventilation is provided by an opening panel adjacent to it which is placed behind a section of perforated brick allowing for the required ventilation area. A similar brick pattern is used in different areas of the facade to create animated visual effect across the entire elevation. Instead of a missing brick gap a dark brick is recessed within the same pattern to achieve this.
40. The main volumes are further broken down and articulated through careful positioning of various architectural elements, such as balconies, both cantilevering and recessed, projecting bay windows and window and door openings. The plinth responds to the scale of the surrounding streetscape in terms of materiality and articulation. Rhythm, colour and materiality have been developed to express the conceptual idea, to create a domestic character, to relate to the immediate neighbourhood and to create a strong silhouette from longer views.
41. The proposed design has made reference to a common residential architectural feature in London, the projecting bay window. This is being proposed along the South-West and North-East frontage to create a domestic scale and an important threshold zone between street and dwelling. This element has been applied as a 2-storey version and helps tie the development with its surrounding residential context. The element is adapted to large balcony frames to the taller building blocks and creates a transition between the various building blocks whilst providing visual articulation.
42. A mix of projecting and inset balconies have been developed, in order to animate the facade and create rhythm and proportion. Inset balconies have been placed in the most exposed locations of the building, on the lower levels of the South-East and North-East corners facing Press Road.
43. The projecting balconies to the North and South elevation have been grouped and framed to form larger elements which articulate the taller elements. There is a natural transition from the bay window elements on the ground floor described above, to the 2-storey framed balcony elements to the 3-storey framed elements on the top floors.
44. The two main entrances have a distinct architectural language, which is expressed in shape and materiality. Vertical timber slatted walls lead the visitor from the street into the building. The change of materiality and the contrast of the angled facade compared to the orthogonal language within the rest of the building, make the entrances clearly recognizable and welcoming.

45. In order for the development to be delivered to the highest quality and to truly reflect the details and quality of finish submitted within the application it is important for the architects to be retained in the delivery and construction of the scheme. This will be secured through the S106 agreement ensuring Proctor and Matthews are retained in an appropriate capacity following the decision.
46. It is clear that this building will be higher than those in the immediate surrounding area, however, the overall design and finish of the building are considered to be of good quality which help to soften the overall visual impact.
47. *External Amenity Space and Landscape*
48. GLA Housing SPG Standard 26 and 27, Private Open Space, states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant and that the minimum depth and width for all balconies and other private external spaces should be 1500mm.
49. SPG17 requires new development to provide 50sqm of private external amenity space per three bedrooms units on the ground floor and 20sqm for other units. The submitted plans demonstrate that the total amenity space provided equates to 17sq.m per individual flat. This is significantly in excess of the prescribed standard set out within the adopted strategic development plan and SPG. Whilst not quite in line with SPG17, this demonstrates that a high standard of amenity space provision is made and without compromising the quality of accommodation for prospective residents.
50. The GLA Housing SPG (March 2016) refers to the Sustainable Residential Quality (SRQ) Matrix which notes the quality of proposed dwellings should be taken into account when determining an appropriate density. The proposed 17sq.m per unit is in excess of the GLA amenity space guidelines and is therefore considered to provide an acceptable standard of external amenity space for prospective residents.
51. The overall amenity space is also provided with direct sunlight in excess of the BRE standard of 2hrs direct sunlight on the Spring Equinox. Further, the proposed amenity space is provided in a variety of forms (private/ semi-private/ communal) and for all proposed tenures.
52. In addition, it is acknowledged that the application site is located within close proximity to the Welsh Harp Reservoir recreation ground and this easily accessible facility provides an additional option for access to external amenity space for prospective residents.
53. The communal area can only be accessed by residents through the common staircases from 1st floor. The only exception being the three maisonettes which have direct access from their gardens on 1st floor. A landscaping scheme has been developed.
54. Both tenures, affordable and private sale have communal areas with tenure-restricted access. These areas are located on raised terraces on the 3rd and 6th floor directly accessed from the stair core. The terraces will be landscaped to suit their particular location. The affordable tenure has an additional communal amenity space near the western site boundary.
55. There are three communal terraces in total, two within the taller and one within the smaller block each measuring approximately 35sqm. They are triple-height, located every three floors and accessible from the staircases. Each of them will be slightly differently detailed to create individual characters. The terrace in the smaller block will have an element of child play to cater for the larger family dwellings within this block.
56. The semi-covered terraces are open to the side overlooking the podium gardens, where a tall glass balustrade provides added safety and also shelters from winds. The terraces are planted and provide seating areas, the terraces provide informal meeting spaces for the residents of the building, which can also be used when it rains, as they are covered.
57. All dwellings have private exterior amenity space, which is either provided in form of gardens and terraces or balconies on the upper floors. Access is usually provided directly from the living-kitchen space. All Ground floor units have garden spaces directly related to their main living space. The first floor units enjoy terraces at podium level and all other dwellings enjoy balconies either facing the courtyard or with views to the Brent reservoir or Wembley stadium.

- 58. The communal garden to the Western frontage is to have smaller trees to avoid overshadowing of the Ground floor dwellings. Evergreen groundcover will create a a green and inviting atmosphere, whilst keeping the level of required maintenance low.
- 59. The Southern and Eastern frontages are lined with trees to improve the quality of the immediate public space. All private entrances and amenity spaces on GF are screened from the sidewalk through low-level planters and vegetation, which form defensible spaces.

60. Impact on neighbouring residents

61. Privacy and neighbouring amenity

- 62. The site is located to the south west of properties in Alderton Close and these are separated by at least the highway, some others are also separated by residential gardens and a public footpath as well. The properties 11-21 whose rear elevations directly face the application site would be located between 21m and 24m away which would provide adequate separation in accordance with SPG17 to prevent unacceptable overlooking from occurring. No. 2 Alderton Close would be sited 15m away but there are no openings in the flank elevation that faces the subject site and this is therefore considered acceptable.
- 63. No. 1 Jansen Close and No. 1 Alderton Close are both sited approximately 15m away from the proposed building, however, it is the flank elevations of these properties that face the subject site and again there are no openings that face the Press House site.
- 64. The properties to the south west of the application site will be located between 20m and 23m away from the proposed building and are again in accordance with the policy requirements.
- 65. SPG17 sets out that the minimum distance between habitable rooms and the rear boundary, or flank wall of adjoining of development, should normally be 10m or more. The separation of the proposed building to the boundary to the north west is 10.3m and is therefore policy compliant.
- 66. The impact of the proposal on the amenity of these existing occupiers has been duly considered. It is relevant to note that the surrounding residential properties which face the application site already look onto the existing Press House building. With the levels of separation set out above, there are no concerns about overlooking or loss of privacy; these separation distances are in accordance with the minimum SPG17 requirements.
- 67. The northern element of the proposed building would protrude slightly into a 45 degree line at certain sections along the boundary of No. 13 Lyndhurst Close. The main protrusion would be adjacent to the flank wall of that property in which there are only secondary openings and consequently the proposal is not considered to have a significantly detrimental impact on the occupier of this properties amenity. The section sited along the main part of the rear garden of No. 13 Lyndhurst Close is set below a line of 48 degrees. This slight protrusion is considered to be acceptable in this instance as it is only the top element that would be contrary to policy and this would be sited over 13m from the boundary which is covered by a substantial fence and vegetation. The applicant has demonstrated that the sky ration visible from the rear amenity of 13 Lyndhurst Close is currently 33% and this will be altered to 28% as a result of the development. Whilst the proposal would have some visual impacts on the occupiers of surrounding properties, the proposal is considered to result in acceptable relationships to these buildings and their amenity and would not be of significance to warrant refusal.

68. Sunlight and daylight

- 69. Building Research Establishment (BRE) Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (BRE, 1995) also known as the BRE Guide, was used to establish the extent to which the proposed development meets current best practice guides. The submitted Daylight, Sunlight and Shadow Assessment considers the effects of the proposal on the levels of daylight and sunlight received by nearby residential properties based on three analyses: Vertical Sky Component (VSC), Average Daylight Factor (ADF) and Annual Probable Sunlight Hours (APSH).

BRE Test	BRE Criteria
VSC Vertical Sky Component (VSC)	The loss of daylight to a window will be noticeable if the VSC will be reduced to less than 27% and less than 0.8 times its former value.

Daylight Distribution (DD)	The loss of daylight to a room will be noticeable if the area of the working plane which can receive direct skylight will be reduced to less than 0.8 times its former value.
Annual Probable Sunlight Hours (APSH)	A window should still receive enough sunlight if it receives at least 25% APSH for the whole year including 5% during the winter months. If the available sunlight hours will be less than this and less than 0.8 times their former value, either during the winter or over the whole year, it will be noticeable except where the reduction annually is no greater than 4% APSH.

70. The analyses in terms of daylight and sunlight has been applied to the following properties: 1-31 Arran Court, 1 Jansen Close, 1 Alderton Close, 11-12 Alderton Close, 2 Alderton Close, 8-18 Lyndhurst Close, 9-13 Lyndhurst Close, 5-6 Kelly Close, 8 Oxford Place, Oxford Cottage, Press Cottage, 15-19 Janson Close.
71. Within the BRE guidance it states that “windows to bathrooms, toilets, storerooms, circulation areas and garages need not be analysed”. Consequently, for the purposes of this assessment: for daylight, living rooms, dining rooms and kitchens have been attributed high sensitivity, bedrooms low sensitivity; for sunlight, living rooms, kitchens/dining rooms and bedrooms have been attributed high, medium and low sensitivity, respectively. Bathrooms, toilets, store rooms and circulation areas are attributed as negligible sensitivity and therefore, in accordance with BRE guidelines, have not been tested.
72. The VSC results confirm that 124 of the 130 windows tested will either continue to meet the BRE guidance or be only negligibly affected. All of those windows In Lyndhurst Court that are noticeably affected are in fact secondary windows and thus the rooms are not expected to be adversely impacted. The windows in Arran Court that will be noticeably affected also serve rooms with more than one window. The affected window in 1 Janson Close serves a bedroom which is considered to be less critical in daylight terms.
73. The daylight distribution results confirm that all of the 78 rooms tested will continue to meet BRE guidance with the exception of one room in Arran Court. This is considered to be an acceptable result for a development of this scale.
74. In terms of Annual Probable Sunlight Hours, none of the ninety windows assessed will be affected to any noticeable degree.
75. The overshadowing diagrams submitted with the application also show that the majority of the existing surrounding amenity space will continue to be able to benefit from at least two hours of sunlight during the 21st March and that it is only the amenity spaces to the north facing elevations that would not be able to receive at least some sunlight. Overall this scenario is in excess of the BRE guidance.
76. Officers stress that the BRE standards are guidance only and can be applied flexibly especially in denser urban areas. The numerical figures within the report should not be rigidly applied but used as part of a full evaluation of the site including the site context, the proposed massing, the scale and wider objectives of the development plan.
77. In summary, the assessment demonstrates neighbouring residential units will mostly receive good levels of daylight and sunlight. As referred to above in relation to amenity areas, there will be some instances where the BRE sunlight guidelines will not be achieved, in relation to neighbouring properties. However, it is accepted that this is a normal outcome of a fairly high density, development of this scale in an urban area.

78. Assessment of Flood Risk and drainage

79. The submitted report notes the proposed measures which can be incorporated into the development to mitigate the identified risks. The report states that as the site is located within Flood Zone 1 and is therefore considered to be at a low risk from fluvial or tidal sources. Although the site is located within an identified CDA, reference to EA surface water mapping indicates that the site is at a ‘very low’ risk of

surface water flooding. However, as a precautionary measure, and in line with best practice, it has been recommended that finished ground floor levels are elevated 150mm above surrounding ground levels to mitigate against ingress of water into the building during extreme scenarios. No significant risks have been identified in relation to flooding from other (non-pluvial) sources.

80. The development will result in an increase in soft landscaping at the site, and the inclusion of green roofs and two underground attenuation tank will reduce the rate of runoff from the site to 20.8 litres / second, a 50% betterment on the existing surface water runoff rate, in line with the London Plan. Therefore a significant improvement will be made to mitigating the impact upon local surface water management.

81. **Transport**

82. *Parking*

83. Car parking allowances for dwelling units are given in standard PS14 and the full allowance is applied due to the moderate PTAL level (1 bedroom = 1 space, 2 bedroom = 1.2 spaces, 3 bedroom = 1.6 spaces).

84. Therefore the 51 existing flats will have a maximum parking allowance of 51 spaces. The car parking allowance for use class D1 (nursery and day centre) is set out in standard PS12 and permits up to 1 space per 5 workers, plus an additional 20% (minimum one space) for visitors. The number of staff for the nursery/day centre has not been advised however, we can assume a minimum of 2 spaces; 1 for each. Therefore, the existing parking spaces do not fully satisfy the total parking standard of 53 spaces.

85. The proposed new 74 flats will have a total parking allowance of 87.4 spaces. This is a significant increase in parking standards above the existing allowance.

86. As a proxy, private housing is estimated to generate parking demand at 75% of the maximum allowance, with affordable social rented housing generating parking at 50%. Applying these ratios to the proposed accommodation, an estimated parking demand for 58 cars would arise from this development, giving a shortfall of nine spaces.

87. A revised parking layout is now proposed which provides 55 numbered spaces, compared with the application layout with 49 spaces. There is also 1 un-numbered space gained by revising the parking layout fronting Arran Court, thereby providing a new total of 56 spaces. This provision is only 2 spaces short of the additional 9 spaces requested by the officer.

88. In order to mitigate any "shortfall" of car parking provision for the new development a Zipcar car club, funded initially by the applicant is proposed to reduce the on-street parking demand at the site locality. It is generally accepted that every car club vehicle takes an average of 10-15 privately owned cars off the roads of the UK, because members often sell (or don't replace) a car when they join. A car club space will be located in the north-western corner parking area (space numbered 10 on the site layout).

89. The undercroft car park provides suitable headroom of 2.7m for residential use and is laid out with adequately sized spaces and aisle widths and suitably spaced columns.

90. A total of 8 parking spaces are dedicated to disabled use, in accordance with Brent's development management policy requirement of 1 disabled parking space per wheelchair accessible unit.

91. *Access:*

92. The width of the access into the undercroft parking has not been widened, however, the applicant has proposed to change the kerb radii. The hard standing area before the shutters has been widened to 4.1m to allow a vehicle to wait within the hard standing whilst still retaining sufficient width for a vehicle to pass by. The improvements carried out to this access are required for pedestrian and highway safety and the new proposal of a zip car eases concerns over another loss of a parking space.

93. *Transport Statement*

94. The proposed development is estimated to generate morning peak hour vehicular movements of 4.9 arrivals/19.7 departures, with 11.5 arrivals/8.2 departures forecast in the evening peak hour. This is compared to the existing morning peak hour vehicular movements of 3.4 arrivals/13.6 departures, with 7.9 arrivals/5.6 departures forecast in the evening peak hour. These flows represent a net increase of

44% to and from the site on the existing traffic flows in the area however, this represents a movement of approx. 55 vehicles throughout the day and so the impact on the roads is considered to be negligible.

95. *Refuse*

96. Refuse bins will be located alongside the undercroft car park and along the southern boundary of the site. The main refuse stores open out towards Alderton Close to allow easy access. Section 3.7 of the Transport Statement states that refuse vehicles will be able to use the end of the southern access by Arran Court to turn around as the turning circle has been maintained.

97. *Cycle Parking*

98. 74 cycle parking spaces were originally proposed, which complied with PS16 of the UDP-2004. This has increased to 115 following the consultation response from TfL. The cycle spaces will be within a covered and secure shed to protect against weather and theft. A further ten publicly accessible spaces are shown alongside Press Road for the use of visitors, which is welcomed.

99. *Pedestrian access*

100. Pedestrian access is proposed from all sides of the building, which is welcomed in principle. However, the existing footway along Alderton Close on the northern side of the building measures only 1.2m in width at the tightest points and is further constrained by bollards to prevent footway parking. This is not considered to be ideal, however, as it is only this width at certain pinch points it is considered, on balance, that there will be sufficient pedestrian access for pushchair and wheelchair users to pass when considering the pathway as a whole.

101. *Travel Plan*

102. The scale of the proposal is such that a Travel Plan Statement should be submitted. This need not be as onerous as a full Travel Plan and can omit further target setting and monitoring. However, it must still set out a range of positive measures to discourage car use and ownership, along with an action plan for implementation.

103. *CIL*

104. A financial contribution of at least £161,000 is sought for improvements to sustainable transport to the site and this can be taken from the CIL.

105. Conclusion

106. Officers consider that the scheme meets planning policy objectives and is in general conformity with local, regional and national policy. The proposal would make a positive contribution to the area, whilst having an acceptable impact on and relationship with the existing surrounding development. Officers recommend the application for approval subject to the conditions and obligations set out in this report.

SUSTAINABILITY ASSESSMENT

The application has included an Energy Sustainability Statement which has been written in adherence to the GLA Guide to Energy Statements (March 2016).

This document illustrates a 35.03% reduction in regulated CO₂ emissions via: Passive Design Measures; Low U-Values; Low Air Permeability; Mechanical Whole House Extract Ventilation; 100% Low Energy Lighting; A High Efficiency Gas Individual Heating System; Photovoltaic Panels.

As part of the development it is planned to add compatible buildings services to allow future connection. A route to allow the necessary pipeline into the site and sufficient space for a plant room will be allocated to permit connection. This design will be undertaken by a Mechanical Contractor at construction stage.

The development has CO₂ baseline emissions that are Part L compliant via passive Energy Efficiency Measures alone. When taking into account proposed construction details, U-Values and energy systems, the development emissions drop from a baseline of 90 tonnes CO₂/year to 87.7 tonnes CO₂/year, that equates to a 2.46% decrease at the 'Be Lean' stage. The energy efficiency measures are complemented by 65.4 kWp of PV, which further reduce carbon emissions by 33.39% over the 'Be Lean' stage.

As the development exceeds the 35% CO 2 emission reduction over the baseline on-site via Energy Efficient Design Measures and Renewable Energy, there is no need for any Carbon Offsetting payments on this application.

S106 DETAILS

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

1. Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance;
2. Affordable Housing;
3. Notification of material start 28 days prior to commencement;
4. Join and adhere to Considerate Constructors scheme;
5. Energy;
6. Submission and approval of a Travel Plan to score a PASS rating under TfL's ATTruTE programme / car club;
7. Undertaking of highway works through an agreement under S38/S278 of the Highways Act 1980;
8. To allow easy connection to a Decentralised Heat / Energy Network should one be implemented in the area in the future;
9. The Architects for the scheme shall be retained for the delivery and construction of the development;
10. Training and employment for Brent residents.

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

CIL DETAILS

This application is liable to pay **£718,834.66*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): 4485 sq. m.

Total amount of floorspace on completion (G): 6975 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Dwelling houses	6975		2490	£200.00	£35.15	£611,383.93	£107,450.73

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	275	
Total chargeable amount	£611,383.93	£107,450.73

*All figures are calculated using the formula under Regulation 40(6) and all figures are subject to index linking as per Regulation 40(5). The index linking will be reviewed when a Demand Notice is issued.

****Eligible** means the building contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development.

Please Note : CIL liability is calculated at the time at which planning permission first permits development. As such, the CIL liability specified within this report is based on current levels of indexation and is provided for indicative purposes only. It also does not take account of development that may benefit from relief, such as Affordable Housing.



Brent

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 16/2171

To: Miss Murphy
RPS CgMs
140 London Wall
7th Floor
London
EC2Y 5DN

I refer to your application dated 20/05/2016 proposing the following:
Demolition of Press House building and erection of part 3, 6 and 9 storey building providing 74 residential units (33 x 1bed, 28 x 2bed and 13 x 3bed) with associated car and cycle parking spaces, bin stores, amenity space and landscaping
and accompanied by plans or documents listed here:
Please see condition 2.

at Press House, Press Road, London, NW10 0DW

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:

A handwritten signature in black ink, appearing to read 'Aktar Choudhury'.

Mr Aktar Choudhury
Operational Director, 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 2015
Brent Core Strategy 2010
Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance

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

Built Environment: in terms of the protection and enhancement of the environment
Environmental Protection: in terms of protecting specific features of the environment and protecting the public
Housing: in terms of protecting residential amenities and guiding new development
Employment: in terms of maintaining and sustaining a range of employment opportunities
Town Centres and Shopping: in terms of the range and accessibility of services and their attractiveness
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):

Site Location Plan at 1:1250 scale showing the development area outlined in red;
Existing site plan (A381_EX_001)
Existing Basement Plan (A381_EX_099)
Existing Level 2 floor plan (A381_EX_102)
Existing Roof Plan (A381_EX_109)
Existing South-West Elevation (A381_EX_301)
Existing South-East Elevation (A381_EX_302)
Existing North-East Elevation (A381_EX_303)
Existing North-West Elevation (A381_EX_304)
Proposed Site Plan (A381_PL_001_D)
Proposed Ground Floor Plan (A381_PL_100_F)
Proposed First Floor Plan (A381_PL_101)
Proposed Second Floor Plan (A381_PL_102)
Proposed Third Floor Plan (A381_PL_103)
Proposed Fourth Floor Plan (A381_PL_104)
Proposed Fifth Floor Plan (A381_PL_105)
Proposed Sixth Floor Plan (A381_PL_106)
Proposed Seventh Floor Plan (A381_PL_107)
Proposed Eighth Floor Plan (A381_PL_108)
Proposed Roof Plan (A381_PL_109)
Proposed Section 1, 2, 3 (A381_PL_201_E)
Proposed Section 4 (courtyard) (A381_PL_202)
Proposed Section 5, 6, 7 (A381_PL_203_E)
Proposed South West Elevation (A381_PL_301_D)
Proposed South East Elevation (A381_PL_302)
Proposed North East Elevation (A381_PL_303_D)
Proposed North West Elevation (A381_PL_304_D)

Air Quality;
AQ 0720 Press House Air quality Assessment;
Daylight / Sunlight Report;
Flood Risk Assessment;
Design and Access Statement;
DAS Addendum;
Phase 1 – Contamination Report;
Planning Statement;
Energy and Sustainability Statement;
Ecology Report;
Noise Assessment;
Transport statement;
Transport Statement Addendum;
Travel Plan Statement;
Press House Diagram Dedicated Highway

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

- 3 All disabled parking spaces (which shall be used exclusively by Blue Badge residents), cycle parking stands, and refuse and recycling facilities shall be provided and permanently marked out prior to occupation of any part of the approved development in full accordance with approved plans, and thereafter retained in accordance with the approved details throughout the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

Furthermore, a minimum of 20% of parking spaces shall be provided with active electric vehicle charging points and 20% with passive charging points, and thereafter retained in accordance with the approved details throughout the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic, or the conditions of general safety within the site and to provide sufficient vehicle parking.

- 4 Not less than 10% of residential units shall be wheel chair accessible (in the case of Affordable Rented units) (Building Regulations M4(3)) or Easily Adaptable (in the case of Private and Intermediate units) (Building Regulations M4(2)) unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure suitable facilities for disabled users, in accordance with the London Plan policy 4.5.

- 5 A Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority, prior to commencement of any demolition or construction works on site. The approved Statement shall be fully implemented thereafter in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To limit the detrimental effects of noise and disturbance from demolition / construction works on adjoining sites and nearby residential occupiers.

- 6 Prior to the commencement of any works on the site a Construction Logistics Plan, including but not limited to detailed measures of how construction related traffic is to be managed, shall be submitted to and approved in writing by the Local Planning Authority. The approved Plan shall be implemented in full thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to mitigate the impact of the development on local highway conditions during the works.

- 7 In order to mitigate against the possibility of numerous satellite dishes being installed on the buildings hereby approved, a communal television system/satellite dish shall be provided. The

equipment shall be located so as to have the least impact on the external appearance of the development.

Reason: In the interests of the visual appearance of the development in particular and the locality in general.

- 8 Notwithstanding the contents of the Design & Access Statement further details of materials for all external work, including samples, shall be submitted to and approved in writing by the Local Planning Authority before any above ground construction work is commenced (save for demolition). The work shall be carried out 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.

- 9 No development shall commence on site (save for demolition) until a Training & Employment Plan has been submitted to and approved in writing by the Local Planning Authority which shall include but not be limited to the following:

- (i) the details of the Training & Employment Co-ordinator;
- (ii) a methodology for meeting the Training & Employment Targets and the Training & Employment Reporting Schedule;
- (iii) a commitment to offer an interview to any job applicant who is a resident in Brent provided that they meet the minimum criteria for the particular job

The approved Training and Employment Plan shall be implemented for the lifetime of the construction of the development.

Additionally the buildings shall not be occupied until the Training & Employment Verification Report has been submitted to and approved in writing by the Council.

Reason: In the interest of providing local employment opportunities.

- 10 Notwithstanding any details of landscape works referred to in the submitted application, a scheme for the landscape works and treatment of the surroundings of the proposed development (including species, plant sizes and planting densities) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any site clearance, or construction works on the site (save for demolition). Any approved planting, turfing or seeding included in such details shall be completed in strict accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. Such a scheme shall include the following details:-

- (a) proposed walls and fences and other means of enclosure indicating materials and heights;
- (b) proposed finish levels and contours;
- (c) soft landscape works including planting plans and where appropriate; an implementation programme should be submitted.
- (d) minor artefacts and structures;
- (e) areas of hard landscape works and further details of the proposed materials;
- (f) details of the proposed arrangements for the maintenance of the landscape works;
- (g) further details of all outside seating and children's play equipment.

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 with others of a similar size and species and in the same positions, unless the Local Planning Authority first gives written consent to any variation.

Reason: To ensure a satisfactory appearance and setting for the proposed development and ensure that it enhances the visual amenity of the area

- 11 Any plant shall be installed, together with any associated ancillary equipment, so as to prevent the transmission of noise and vibration into neighbouring premises. The rated noise level from all plant and ancillary equipment shall be 10dB(A) below the measured background noise level when measured at the nearest noise sensitive premises. An assessment of the expected noise levels shall be carried out in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' and any mitigation measures necessary to achieve the above required noise levels shall be submitted to and approved in writing by the Local Planning Authority prior to the installation of the plant equipment. The plant shall thereafter be installed and maintained in accordance with the approved details

Reason: To protect acceptable local noise levels, in accordance with Brent Policy EP2

- 12 Prior to the commencement of construction works a report shall be submitted to and approved in writing by the Local Planning Authority which provides evidence how the construction works mitigation measures described in the approved Air Quality Impact Assessment (GEM air Quality Ltd AQ0720 November 2015) will be implemented. The approved details shall be implemented through the construction of the development.

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

- 13 Prior to the commencement of building works, a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present. The investigation shall be carried out in accordance with the principles of BS 10175:2011. A report shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of building works, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors.

Reason: To ensure the safe development and secure occupancy of the site

- 14 Any soil contamination remediation measures required by the Local Planning Authority shall be carried out in full. A verification report shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is suitable for end use (unless the Planning Authority has previously confirmed that no remediation measures are required).

Reason: To ensure the safe development and secure occupancy of the site

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 Given the age of the building to be demolished it is possible that asbestos may be present. The applicant is reminded of their duties under the Control of Asbestos Regulations and must ensure that a qualified asbestos contractor is employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials.

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

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COMMITTEE REPORT

Planning Committee on
Item No
Case Number

14 September, 2016

16/1809

SITE INFORMATION

RECEIVED: 29 April, 2016

WARD: Sudbury

PLANNING AREA: Brent Connects Wembley

LOCATION: 967 Harrow Road, Wembley, HA0 2SF

PROPOSAL: Partly retrospective application for the erection of a three storey side extension and the conversion of the premises into 6 self-contained flats (3 x 1bed, 3 x 2bed) with proposed alterations to the internal layouts of the flats, demolition of rear store and creation of a vehicular crossover accessed off The Boltons, with associated additional car and cycle parking, relocation of bin stores and landscaping to the front

APPLICANT: Dr Kanthan

CONTACT: H Planning Ltd

PLAN NO'S: See condition 2.

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

[When viewing this on an Electronic Device](#)

Please click on the link below to view **ALL** document associated to case

https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_127821

[When viewing this as an Hard Copy .](#)

Please use the following steps

1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "16/1809" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

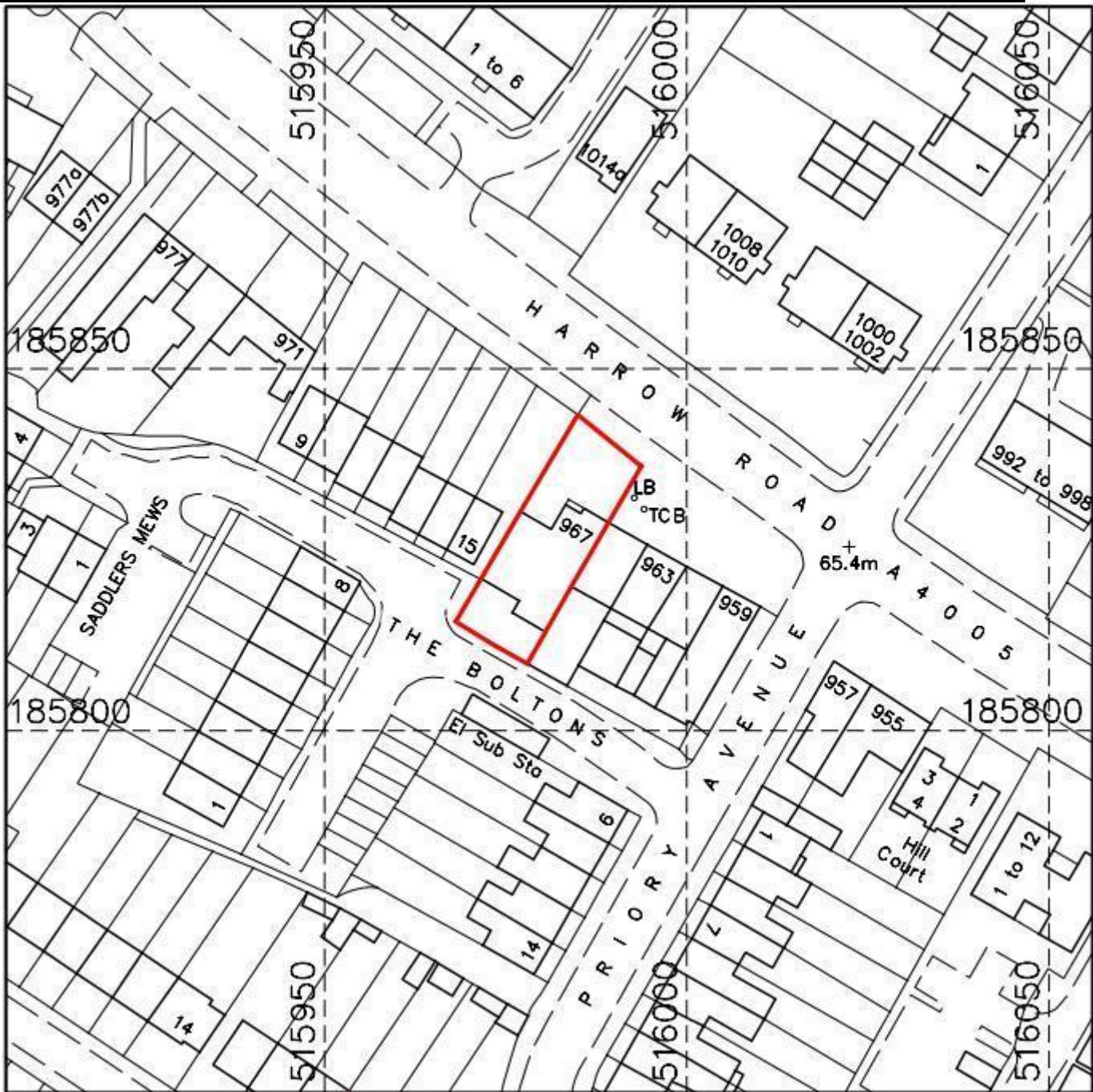
SITE MAP



Planning Committee Map

Site address: 967 Harrow Road, Wembley, HA0 2SF

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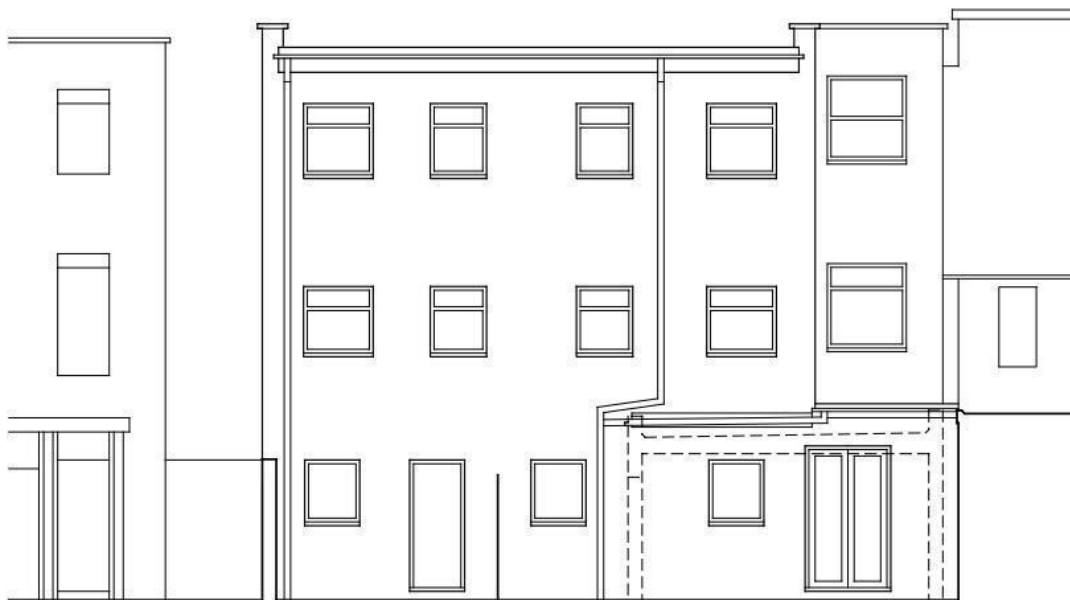


This map is indicative only.

SELECTED SITE PLANS
SELECTED SITE PLANS



FRONT ELEVATION

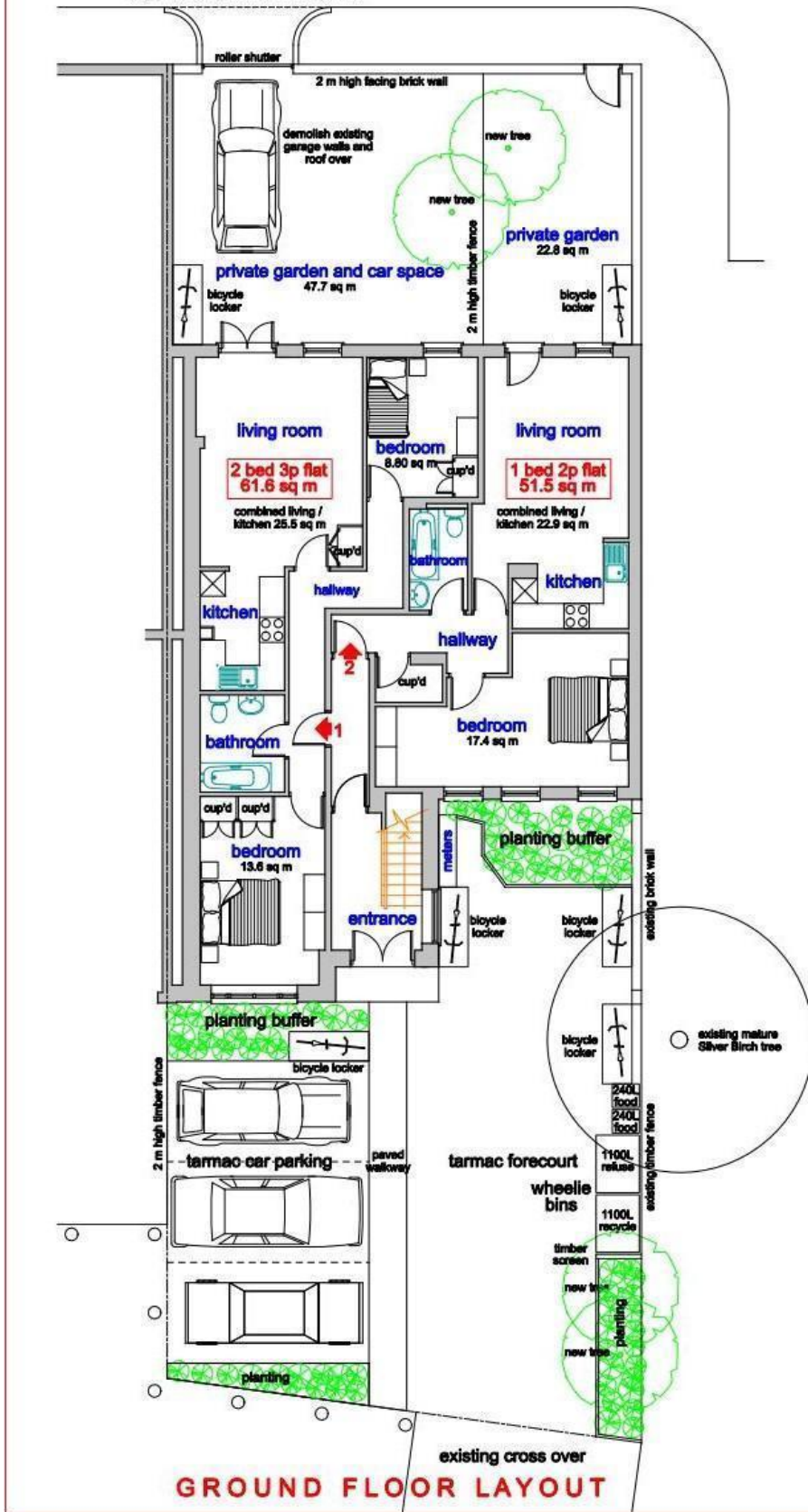


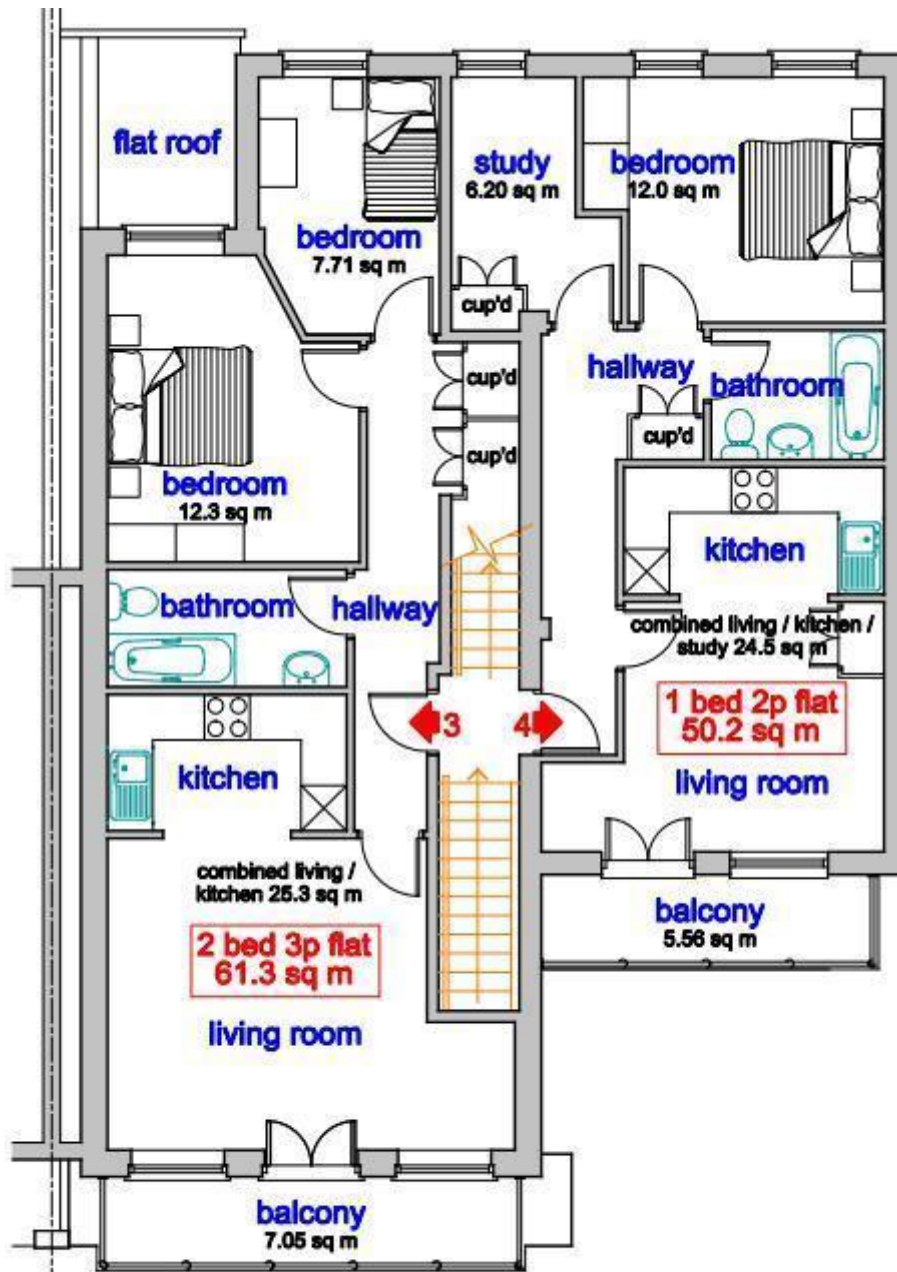
demolish existing garage
walls and roof over

REAR ELEVATION

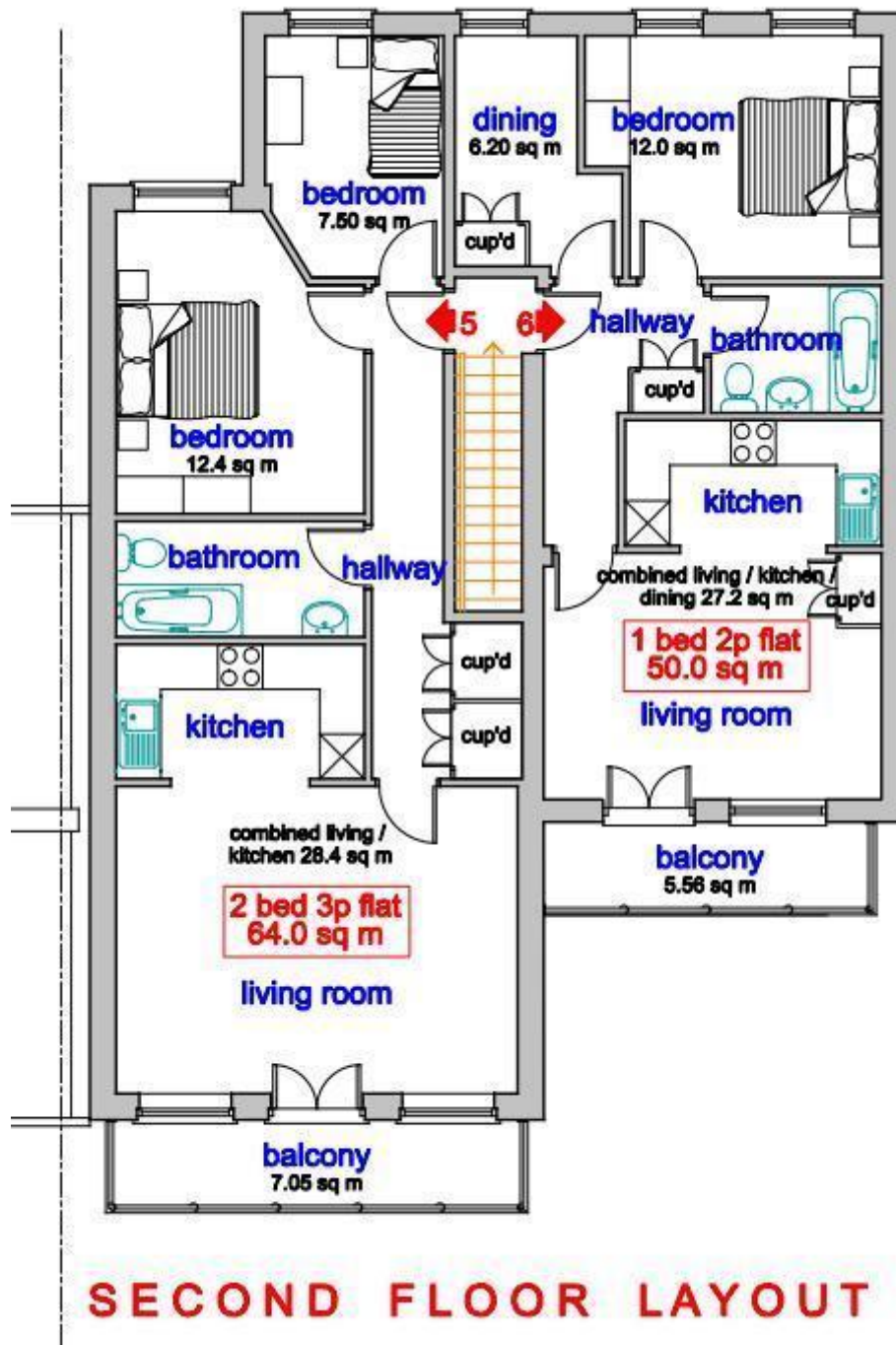
THE BOLTONS

new crossover to local authority transport officer approval, mirrors strategically located opposite for ease of view of on coming traffic





FIRST FLOOR LAYOUT



RECOMMENDATIONS

1. That the Committee resolve to GRANT planning permission.
2. That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. That works on the development must commence within 3 years of the decision
2. That works are carried out in accordance with the approved plans

3. All new external work shall be carried out in materials that match those of the existing building.
4. The submission, approval and implementation of landscaping details.
5. The maintenance of trees and replacement if planting dies, is damaged or becomes diseased within 5 years.
6. The approval of details of the forecourt layout including surface materials and measures to prevent parking outside the three designated parking space, the implementation of those details and retention thereafter.
7. The approval of details of the new vehicular access from The Boltons, including the width of the access, details of gates, fencing, materials and heights. Implementation prior to occupation of the adjoining unit and retention thereafter.
8. The implementation and retention of the refuse/recycling storage area and cycle parking facilities.
9. Details of sound insulation between the ground floor 1 bed unit and first floor 1 bed unit.

Informatives

1. The applicant may have obligations under the provisions of the Party Wall etc Act 1996
 2. The applicant must ensure that works is carried out entirely within the subject property
 3. The applicant is advised to contact the transportation department to make arrangements for necessary highway works
 4. The applicant is liable to pay the Community Infrastructure Levy should the development proceed
 5. Any other informative(s) considered necessary by the Head of Planning.
1. That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.
 2. That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

A) PROPOSAL

Retrospective application for the erection of a three storey side extension and the conversion of the premises into 6 self-contained flats (3 x 1bed, 3 x 2bed) with proposed alterations to the internal layouts of the flats, demolition of rear store and creation of a vehicular crossover accessed off The Boltons, with associated additional car and cycle parking, relocation of bin stores and landscaping to the front

Amendments were received during the course of the application for the scheme outlined above. The revised plans provided 4 secured bicycle lockers in the front of forecourt and two at the rear.

B) EXISTING

The application site comprises a 3-storey flat roof end of terrace commercial premises located on the southern side of Harrow Road, Sudbury. The building had been vacant for some time with the last authorised use of the building was as B1 offices before it was converted to residential units.

The site is at the end of a local shopping parade, which has no designation in Brent's Unitary Development

Plan. Vehicular access to the site is from Harrow Road. The site shares a side boundary with a three storey end of terrace dwellinghouse, 15 The Boltons. The site is not a listed building and is not located within a conservation area.

C) AMENDMENTS SINCE SUBMISSION

The revised plans provided 4 secured bicycle lockers in the front of forecourt and two at the rear together with revised landscaping within the frontage.

D) SUMMARY OF KEY ISSUES

Key considerations

- loss of office accommodation,
- design
- impact of the residential use on the amenities of neighbours,
- quality of the residential accommodation being proposed.

1. Loss of office accommodation

The principle of the loss of the office accommodation within the non-designated location was established through the previous consent as the period of vacancy and absence of interest in the building or site for employment uses was demonstrated.

2. Design

The design is considered to be complementary in the context of the established, mixed character of the street, and is not significantly different from the previous consent. The materials and design of the dwelling façade are acceptable and is in keeping with host property; this includes window proportions and general house proportions.

3. Impact on neighbouring amenity

When tested against all immediately adjoining properties, the dwellinghouse is not deemed to give rise to unduly detrimental amenity impacts on nearby residents, in accordance with the relevant SPG5 and SPG17 design standards.

4. Quality of residential accommodation being proposed

Overall, the proposed indoor and outdoor spaces are considered to provide a good standard of amenity and general environment for future occupants of the site and are considered acceptable. This is when tested against the relevant standards within SPG17 and the London Plan.

5. Highways

The proposal is acceptable on highways grounds, and only relates in a small increase in the parking demand when compared to the previous consent, with 5 parking spaces anticipated for both the previous consent and the current scheme. Revised details of the rear access and parking space are recommended to be secured through condition.

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	373	373
General business use	244	0	244	0	0

Monitoring Residential Breakdown

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

RELEVANT SITE HISTORY

E14/1061 Without planning permission, the erection of a 3 storey extension (the unauthorised development and without planning permission the change of use of the premises into 6 self-contained flats (the unauthorised change of use).

Case open

12/2492 - Erection of three storey extension and change of use for part of building to five residential flats, comprising 1 x 3 bedroom flat; 2 x 2 bedroom flats and 2 x 1 bedroom flats

Granted

12/1334 - Details pursuant to conditions 6 (landscaping), 7 (vehicular access -front), 8 (vehicular access -rear), 9 (cycle parking) and 10 (refuse storage) of planning permission reference 11/3205 dated 14/03/2012 for the erection of a three storey extension and associated works.

Granted

11/3205 - Erection of three storey side extension and associated works to curtilage including hard and soft landscaping and creation of new vehicle crossover to rear premises.(Revised plans received 03/02/2012)

Granted

11/3205 - Erection of three storey side extension and associated works to curtilage including hard and soft landscaping and creation of new vehicle crossover to rear premises.(Revised plans received 03/02/2012)

Granted

CONSULTATIONS

Neighbouring properties were notified 26th May 2016. To date four representations (objections) have been received with the following concerns:

Local residents have noted the following concerns:

Objection	See paragraph
Impact on light	7-11
Impact on parking and access	16-22
Quality of design and impact on character and appearance	5-6
Disregarding of party wall agreement	This is a civil matter which cannot be considered or controlled within the planning application

Councillor Mary Daly:

- Sub-standard living accommodation
- Poor quality design & appearance
- Impact on light
- Impact on parking and access
- That cars park to the rear of the Budgens store and restrict access to The Boltons and Saddlers Mews. There is concern that emergency vehicles will not be able to access these roads.

The majority of these comments have been raised by residents and the relevant paragraph numbers referred to above. With regard to vehicles parking to the rear of Budgens store, the proposal only results in a minor increase in the likely parking demand of the development above that of the previously approved scheme and as such, the imposition of parking controls is not considered reasonable or necessary in order to make the scheme acceptable.

The above concerns have been addressed in the remarks section of the report.

POLICY CONSIDERATIONS

National Planning Policy Framework (2012)

All development has a presumption in favour of sustainable development. Brent's planning policies are found to be compliant with the NPPF

Technical housing standards - nationally described space standards

The London Plan consolidated with alterations since 2011

Policy 3.5 – Quality and design of housing developments
Housing Supplementary Planning Guidance March 2016

The London Borough of Brent LDF Core Strategy 2010

CP2 - Population and housing growth
CP17 – Protecting and Enhancing the Suburban Character of Brent
CP21 - A balanced housing stock

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

BE2 – Townscape: Local Context and Character
BE3 – Urban Structure: Space & Movement
BE4 - Access for disabled people.
BE6 – Public Realm: Landscape Design
BE7 – Public Realm: Streetscape
BE9 – Architectural Quality
H11 – Housing will be promoted on previously developed land.
H12 – Layout of residential development.
H13 – Residential development.
TRN3 – Environmental Impact of Traffic
TRN10 – Walkable Environments
TRN11 - The London Cycle Network
TRN23 – Parking Standards –Residential Developments
TRN34 - Servicing in new development
EMP9 - Development of local employment sites

Supplementary Planning Guidance

SPG17 - Design Guide for New Development.

DETAILED CONSIDERATIONS

Site context & background

1. The application is a retrospective proposal for a 3-storey side extension to 3-storey commercial property and conversion of the extended property to six self contained units (3 x 1 bed & 3 x 2 bed).
2. Permission was previously granted for the erection of a three storey extension and change of use for part of the building to five residential flats, comprising 1 x 3 bedroom flat; 2 x 2 bedroom flats and 2 x 1 bedroom flats (Reference 12/2492). However the development was not carried out according to the approved plans.
3. The main considerations for the current proposal are:
 - loss of office accommodation,
 - impact of the residential use on the amenities of neighbours,
 - quality of the residential accommodation being proposed
 - impact the impact of the residential on parking and servicing for the site.

Loss of office accommodation

4. The loss of the office accommodation was approved within the previous consent. The committee report for that application set out that the office building had been vacant for some time and that there was a lack of demand for the office accommodation of this type in this location. Policy EMP9 of the UDP allows the loss of local employment sites where there is no effective demand for those employment uses. In this instance, this was demonstrated within the previous application and accepted in principle through that consent. The loss of the office accommodation is therefore considered to be acceptable in principle.

Design and Impact on neighbouring residential amenity

5. The external dimensions of the extensions to the building are in material accordance with the previous consent. However, the single storey rear extension has been reduced in size from the previous approval, with this now proposed to the same depth as the two-storey extension.
6. With regard to the appearance of the building, the proposal follows the same design approach to the previous consent. There are some changes to the size of some windows and the roller-shutter doors that served the bin-store within the previous consent have been replaced by windows. The design and appearance of the building is therefore similar to the previous consent and is considered acceptable.
7. While the proposal is not a domestic extension It is considered appropriate to consider whether the proposal complies with the 1:2 guidance, as set out in Brent's *Supplementary Planning Guidance 5 on Altering and Extending Your Home* (SPG5). This guidance is applied when assessing the impact of 2-storey or first floor extensions to residential properties, on neighbouring residential properties, if they are to project beyond the rear wall of those neighbouring properties.
8. At the rear and front of property, the midpoint of the nearest habitable room windows at 15 The Boltons, are at a distance of more than 2.5 m from the retrospective extension. This extension projects approximately 1.1 m beyond this neighbours rear wall.
9. The 3-storey side extension would therefore comply with the 1:2 guidance, and it is not considered that the impact of the extension would have an unduly harmful impact on the residential amenities of No 15 in terms of outlook and light to this property. The extension therefore complies with SPG5 requirements as set out in the 1:2 guidance.
10. The alterations associated with the proposed conversion of the pre-existing property are not considered to impact materially on the amenities of adjoining neighbours. Habitable room windows face towards the front and rear of the building and not the side so there are no habitable room windows facing directly into neighbouring gardens. No 8 The Boltons has habitable room windows that have an oblique view of the rear of the application site. However the degree of separation between the habitable rooms of this property and those of the application site is approximately 18 metres and as they are not directly facing each other are not considered to result in unacceptable overlooking.
11. The current scheme has similar balconies to the front of the building on the first and second floors which were approved under planning reference 12/2492 and are considered acceptable. Screens are currently in situ to the side of the balconies to ensure no direct overlooking into number 15's garden.

Quality of residential accommodation being proposed

Unit	No of bedrooms	Proposed Floor Space	London Plan Standard	Amenity Space
1 (ground floor)	2 bed (3 person)	61.2 sqm	61 sqm	47.7 sqm private garden
2 (ground floor)	1 bed (2 person)	51.2 sqm	50 sqm	22.8 sqm private garden
3 (1st floor)	2 bed (3 person)	61 sqm	61 sqm	6.45 sqm balcony
4 (1st floor)	1 bed (2 person)	50.2 sqm	50 sqm	5 sqm balcony
5 (2nd	2 bed (3 person)	63.8 sqm	61 sqm	6.1 sqm

floor)				balcony
6 (2nd floor)	1 bed (2 person)	50 sqm	50 sqm	4.85 sqm balcony

12. All units meet or exceed the London Plan internal floor space standards. The units located on the ground floor have direct access to private gardens and all other units have balconies. All units are dual aspect and are considered to enjoy acceptable outlook, daylight and sunlight.
13. The layout of the units are generally considered acceptable. The kitchen/living room of one of the first floor units is located over the bedroom of the 1-bed unit below. While this is not ideal it was considered acceptable in the previously approved application and a refusal for a similar proposal could not be justified. A condition is proposed requiring extra sound insulation between these units.
14. The proposed amenity space for each flat generally accords with the sizes specified within the Mayor's Housing SPG with the exception of flat 6 which is 0.15 sqm below the standard. Whilst the upper floor flats fall below the levels of external amenity space set out within Supplementary Planning Guidance 17 (20 sqm per unit), this was considered to be acceptable within the previous consent on the basis that the units are not family sized units.
15. Overall the proposal is considered to achieve an acceptable of quality of accommodation.

Parking and Servicing

16. Car parking allowances for the proposed dwelling units are given in standard PS14 of the UDP. As the site does not have good access to public transport services, full allowances set out in standard PS14 apply. As such, up to 1 space per 1-bed flat, 1.2 spaces per 2-bed flat and 1.6 spaces per 3-bed flat is permitted. The originally approved scheme therefore had a parking allowance of 6 spaces and this proposal for an additional sixth flat will increase this allowance to 6.6 spaces.
17. Drawing number 16506/02 Revision E proposes to retain the existing crossover onto Harrow Road and this will provide three off-street parking spaces within the forecourt, as per the previously approved layout. The drawing only proposes 24.97.sqm soft landscaping for natural drainage, which does not comply with Brent's Crossover Policy, however this is the same amount of soft landscaping which was approved under the previous application and is therefore considered acceptable in this instance.
18. Drawing number 16506/02 Revision E also proposes a new vehicular crossover onto The Boltons, at the rear of the site. The drawing also shows a 2m high boundary wall adjacent to the new crossover. The new crossover will provide one off-street parking space only and will be accessed by a 2m wide crossover and roller shutters. The Highways officers have requested that this access is widened to 2.4 m and for there to be no-obstruction over a height of 0.85 m within the visibility splays set out within SPG3. They have also requested that the roller-shutters are removed to ensure that vehicles do not need to wait on the public highway to open the shutters. This could also be achieved through the incorporation of an automatic opening gate. A condition has been recommended to secure these three matters.
19. In general, car ownership is estimated to total about 75% of the full standard, giving a likely demand for five spaces (as per the approved scheme). With only four spaces proposed, overspill parking by one vehicle is considered likely. However, neither Harrow Road (a local distributor road and bus route) nor The Boltons (a narrow heavily parked street) are suitable for accommodating overspill parking from the site.
20. However, the previously approved scheme (12/2492) also provided only four off-street parking spaces against a recommended minimum of five spaces by the Council's transport department to meet future demand. This proposal does not therefore differ in this respect and in light of the previous planning consent for the site, this application considered acceptable in parking terms as it would not significantly further increase overspill parking in the area.
21. Refuse/recycling storage is proposed with the Harrow Road frontage, which accords with the Council's waste guidance and is considered to be acceptable. Four cycle storage spaces are proposed within the Harrow Road frontage, whilst cycle storage is proposed within the gardens of the two ground floor flats. The cycle storage facilities accords with the Council's policies.

22. The development is considered to be acceptable on Highways grounds, having regard to the policies set out above.

Conclusion

23. The proposal complies with requirements set out in The NPPF, London Plan, the Councils Core Strategy 2010 and Unitary Development Plan 2004 and on balance is considered to be an acceptable scheme. The proposal is therefore recommended for approval subject to the attached conditions.

SUSTAINABILITY ASSESSMENT

CIL DETAILS

This application is liable to pay **£101,895.54*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): 20 sq. m.

Total amount of floorspace on completion (G): 372.96 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Dwelling houses	372.96		352.96	£200.00	£35.15	£86,664.29	£15,231.25

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	275	
Total chargeable amount	£86,664.29	£15,231.25

*All figures are calculated using the formula under Regulation 40(6) and all figures are subject to index linking as per Regulation 40(5). The index linking will be reviewed when a Demand Notice is issued.

****Eligible** means the building contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development.

Please Note : CIL liability is calculated at the time at which planning permission first permits development. As such, the CIL liability specified within this report is based on current levels of indexation and is provided for indicative purposes only. It also does not take account of development that may benefit from relief, such as Affordable Housing.



Brent

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 16/1809

To: Mr Humphreys
H Planning Ltd
7 Ridgmount Street
London
WC1E 7AE

I refer to your application dated 29/04/2016 proposing the following:
Partly retrospective application for the erection of a three storey side extension and the conversion of the premises into 6 self-contained flats (3 x 1bed, 3 x 2bed) with proposed alterations to the internal layouts of the flats, demolition of rear store and creation of a vehicular crossover accessed off The Boltons, with associated additional car and cycle parking, relocation of bin stores and landscaping to the front and accompanied by plans or documents listed here:
See condition 2.
at 967 Harrow Road, Wembley, HA0 2SF

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:

A handwritten signature in black ink, appearing to read 'Aktar Choudhury'.

Mr Aktar Choudhury
Operational Director, 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 Core Strategy 2010
Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance 17 Design Guide for New Development

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

16506/02 Rev A

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

Brent Core Strategy 2010
Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance 17 Design Guide for New Development

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

- 2 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.

- 3 All new external work shall be carried out in materials that match, in colour, texture and design detail those of the existing building.

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

- 4 The refuse and cycle storage facilities hereby approved shall be installed prior to first occupation of the development hereby approved and shall thereafter be retained and used solely for purposes ancillary to the residential units.

Reason: In the interest of highway flow and safety.

- 5 Notwithstanding the details of landscape works referred to in the submitted application, full details of proposed soft landscaping within areas so designated within the front forecourt and rear garden, shall be submitted to and approved in writing by the Local Planning Authority. All detailed works shall be carried out as approved prior to first occupation of the development hereby approved. Such details shall include:

- Details of measures to be taken to protect the existing Silver Birch tree located on neighbouring land at 15 The Boltons;
- A plan showing the size, species and location of a minimum of 2 trees to be located within the forecourt and 2 trees in the rear garden;
- Details of all soft landscaping within the front forecourt of the application site (including species, plant sizes and planting densities).
- Details of any boundary walls or fences, indicating materials and heights

Any new trees or shrubs planted shall be watered for the first two years after planting, and any other 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 with others of a similar size and species and in the same positions, unless the Local Planning Authority first gives written consent to any variation.

Reason: To ensure a satisfactory appearance and setting for the proposed development and ensure that it enhances the visual amenity of the area.

- 6 Notwithstanding the details submitted, full details of the forecourt layout including surface materials and measures to prevent parking outside the three designated parking space, shall be submitted to and approved in writing by the Local Planning Authority. All approved works shall be implemented in full prior to first occupation of the development, and thereafter retained and used solely for purposes ancillary to the development hereby approved, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the proposed development does not prejudice the free flow of traffic or the safety of pedestrians, and to ensure a satisfactory standard of development in the interests of local visual amenity.

- 7 Further details of the proposed new vehicular access to the rear garden of the ground floor unit from The Boltons, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development hereby approved. These details shall include the width of the crossover which shall be 2.4 m, details of any gates and boundary fencing, indicating materials and heights and which shall demonstrate that the gates shall be automatically opening and that there will be no visual obstruction above a height of 0.85 m within the visibility splays set out within SPG3 unless otherwise agreed in writing by the local planning authority. Flat 1 shall not be occupied unless all approved works have been implemented in full and the building labelled as "store" within drawing 16506/01A has been demolished. The parking space, walls, and gates shall thereafter retained and the parking space used solely for purposes ancillary to flat 1.

Reason: To ensure the proposed development does not prejudice the free flow of traffic, and to ensure that service vehicles cannot access the site from the new access in the interests of residential amenity, and pedestrian safety.

- 8 Notwithstanding the details submitted, further details of sound insulation between the living room of the first floor 1-bedroom flat (flat 4) and the bedroom of the 1-bedroom flat (flat 2) shall be submitted to and approved by the local planning authority and shall be installed in accordance with the approved details prior to the occupation of flats 2 and 4 hereby approved.

Reasons: To safeguard the impact on neighbouring amenity in terms of noise and disturbance.

INFORMATIVES

- 1 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.
- 2 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
- 3 The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented as this may involve the use of adjoining land and should also ensure that all development, including foundations and roof/guttering treatment is carried out

entirely within the application property.

- 4 If the development is carried out it will be necessary for a crossing to be formed over the public highway by the Council as Highway Authority. This will be done at the applicant's expense in accordance with Section 184 of the Highways Act 1980. Should Application for such works should be made to the Council's Highways Department, Civic Centre, Engineers Way, Wembley HA9 0FJ.

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

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

14 September, 2016

16/0730

SITE INFORMATION

RECEIVED: 19 February, 2016

WARD: Kenton

PLANNING AREA: Brent Connects Kingsbury & Kenton

LOCATION: 1 Draycott Avenue, Harrow, HA3 0BW

PROPOSAL: Demolition of existing detached dwellinghouse and erection of a part four storey, part three storey part 2-storey apartment block providing 1 x 3 bed; 5 x 2 bed and 3 x 1 bed self contained flats with associated basement level car and cycle parking, refuse storage, amenity space and landscaping

APPLICANT: Mr Bhundia

CONTACT: Ten Point Five Ltd

PLAN NO'S: Please see condition 2.

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

[When viewing this on an Electronic Device](#)

Please click on the link below to view **ALL** document associated to case

https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_126652

[When viewing this as an Hard Copy](#)

Please use the following steps

1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "16/0730" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

SITE MAP



Planning Committee Map

Site address: 1 Draycott Avenue, Harrow, HA3 0BW

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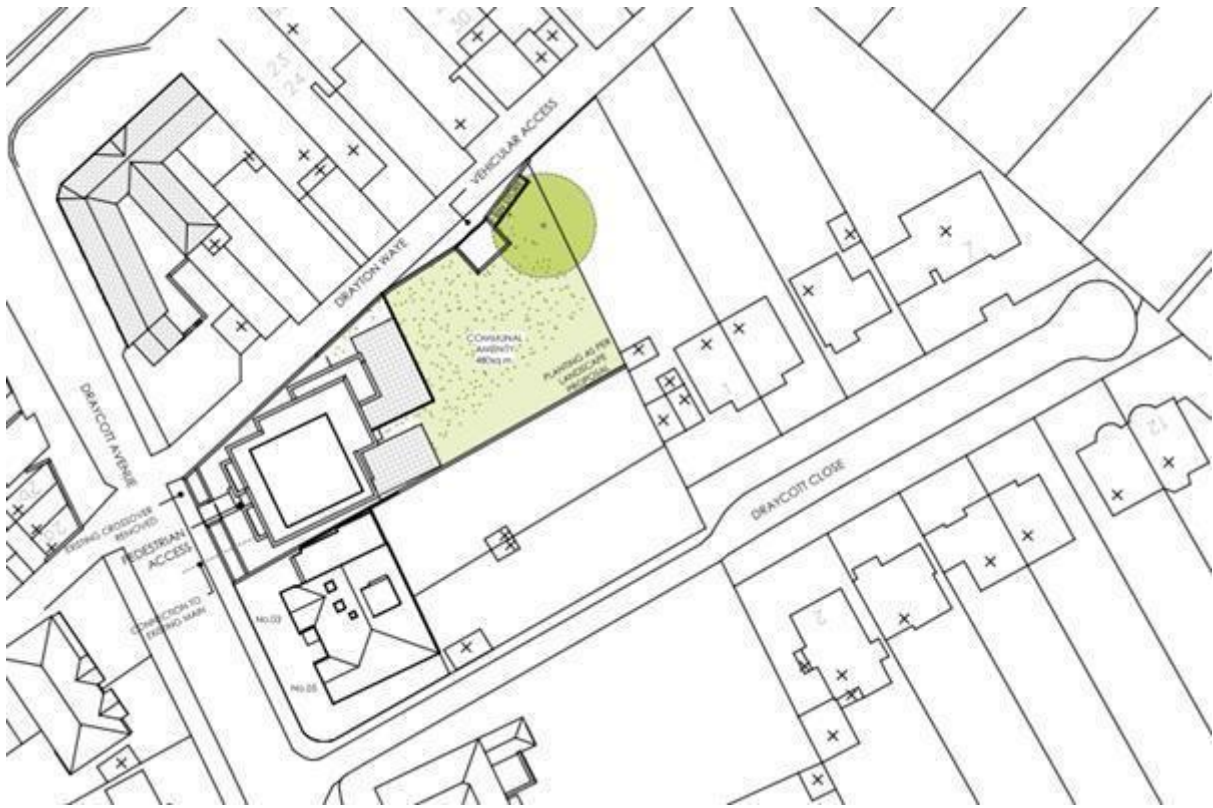
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This map is indicative only.

SELECTED SITE PLANS

SELECTED SITE PLANS

Proposed Site Layout Plan



Proposed Ground Floor Plan



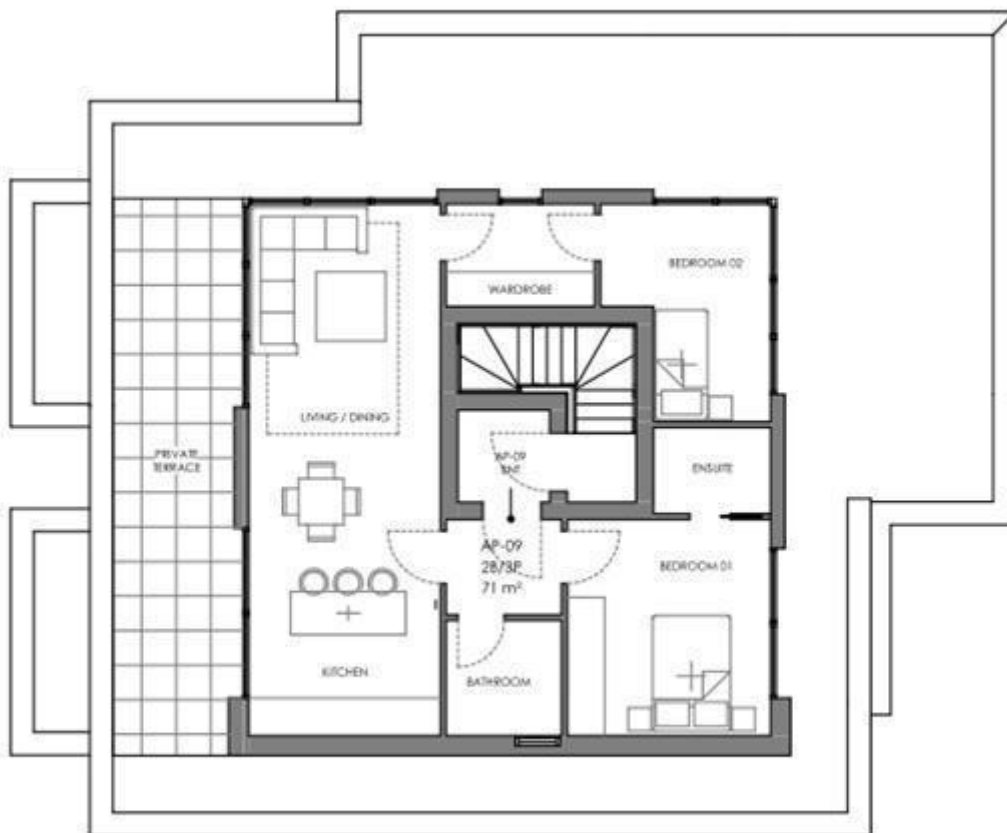
Proposed First Floor Plan



Proposed Second Floor Plan



Proposed Third Floor Plan



Proposed Front Elevation



Proposed Side Elevation



Proposed Side Elevation



Proposed Rear Elevation



Proposed Street Scene



CGI images







RECOMMENDATIONS

1. That the Committee resolve to GRANT planning permission.
2. That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Time Limit (3 Years)
2. Approved drawings / documents
3. Materials – supply details
4. Satellite Dishes
5. Adhere to the Considerate constructors scheme
6. Approval of a Construction Management Scheme
7. Approval of a Landscape Plan
8. Approval of a Tree Survey
9. Provision of parking and cycle parking spaces
10. Detail of car parking access ramp etc
11. Removal of existing crossover

Informatives

1. Party Wall Act
3. That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.
4. That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

A) PROPOSAL

The application seeks planning permission for the demolition of the existing detached dwellinghouse and the erection of a part four storey, part three storey part 2-storey apartment block providing 1 x 3 bed; 5 x 2 bed and 3 x 1 bed self contained flats with associated basement level car and cycle parking, refuse storage, amenity space and landscaping.

B) EXISTING

The site is located at the junction of Draycott Avenue and Drayton Way. Draycott Avenue runs South off Kenton Road (A4006). Kenton Road runs East-West between Kingsbury and Harrow and is defined as one of London's Distributor Roads. Draycott Avenue runs south between Nos 177-235 Kenton Road which is described as a Primary Frontage to Kenton's District Centre. The existing building is a large detached house which has been extended over time. The surrounding area is mixed in character with variety of different property types.

C) AMENDMENTS SINCE SUBMISSION

Since being submitted the following amendments have been made to the scheme;-

A revised plan has been submitted showing the proposed crossover in compliance with Brent's Crossover Policy including; (i) a crossover no wider than 4.2m and a minimum of 4.1m wide access to allow two vehicles to pass one another; (ii) a minimum 50% soft landscaping for natural drainage as well as a drainage grille at the highway threshold; (iii) clear demarcation, a row of setts, between the highway boundary and private land; (iv) visibility splays to be maintained in compliance with Manual for Streets and vehicle speed checks provided to justify distance and (v) sufficient manoeuvrability within the car park with each vehicular space to

have a width of 2.4m.

D) SUMMARY OF KEY ISSUES

The key issues for consideration are as follows

- Principle: The principle of residential use is established in this location and an intensification of use is, in principle, acceptable.
- Standard of accommodation: The proposal accords with the London Plan standards for residential quality. The overall external amenity space complies with the Council's standards and the landscape proposals are considered to be acceptable.
- Design and visual impact of development: The application has demonstrated that neighbouring residential units will mostly receive good levels of daylight and sunlight. This is considered to be a normal outcome of a high density, large scale development in a built up urban area.
- Impact on neighbouring amenity: The application has demonstrated that neighbouring residential units will mostly receive good levels of daylight and sunlight. This is considered to be a normal outcome of a high density, large scale development in a built up urban area.
- Parking & servicing: The proposal provides 9 parking spaces and 1 disabled parking space within the basement, accessed from Drayton Way and this satisfies parking standards.

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	257	0	257	1016	1016

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Houses)				1						1
EXISTING (Flats û Market)										
PROPOSED (Houses)										
PROPOSED (Flats û Market)	3	5	1							9

RELEVANT SITE HISTORY

13/2424 - Certificate of lawfulness for proposed outbuilding with flat roof for use as a gym to dwellinghouse. Granted 14.10.2013.

13/1321 – Certificate of lawfulness for proposed single storey detached outbuilding to rear garden of dwellinghouse. Refused 15.07.2013.

07/0261 - Conversion into 4 self contained flats, erection of 2 storey rear and side extension, single storey outbuilding and associated car parking spaces. Refused 05.04.2007.

06/1118 - Conversion of house into 6 flats including a flat-roofed, first-floor side and rear extension and part flat-roofed, part pitch-roofed, 2-storey side and rear extensions, provision of a new outbuilding and parking spaces. Refused 18.09.2006.

CONSULTATIONS

The owner/occupier of 92 different properties were notified of the application 10/03/2016. This included properties in the following locations:

Draycott Avenue;
Kenton Road;
Drayton Way;
Draycott Close.

At the time of writing this report fourteen objections and one petition (containing 19 signatures from 12 properties) were received, raising the following concerns.

Objection	Response
The design, roof and materials used are out of character with the street scene	The design and visual impact of the proposal have been considered in the assessment and are set out in paragraphs 4.1 – 4.8 of the report below.
The nine flats are an over development of the site which will bring increased traffic and noise nuisance	The density of development is within the parameters of London Plans Density Matrix. The transportation issues have been assessed within paragraphs 6.1 – 6.13
The proposal will affect the character of the Conservation Area which is situated directly behind the proposal	The impact of the proposal on the nearby Conservation Area is assessed within paragraph 4.6 of the report below.
The proposal, by reason of the associated proximity to the side boundaries, will result in a significant loss of openness within the street environment to the detriment of the streetscene, contrary to the National Planning Policy Framework (2012)	Again, the design and visual impact of the proposal have been considered in the assessment and are set out in paragraphs 4.1 – 4.8 of the report below.
Negative impact on neighbours from the development including a loss of privacy	The relationship with neighbouring properties has been considered in the assessment below within paragraphs 5.1 – 5.10 of the officers report.

The following objection was received from Councillor Colwill:

I would like to object to planning application 16/0730, proposing the demolition or 1 Draycott Avenue in order to replace it with nine flats. This would be an overbuild at this location and is completely out of character for the area. Please therefore note my objection.

N.B. The scale and character of the development have been addressed in the officers report below at paragraphs 4.1 to 4.8.

Transportation

A revised plan should be submitted showing the proposed crossover in compliance with Brent's Crossover Policy; (i) a crossover no wider than 4.2m and a minimum of 4.1m wide access to allow two vehicles to pass one another; (ii) minimum 50% soft landscaping for natural drainage as well as a drainage grille at the highway threshold ; (iii) clear demarcation, a row of setts, between the highway boundary and private land; (iv) visibility splays to be maintained in compliance with Manual for Streets and vehicle speed checks provided to justify distance and (v) sufficient manoeuvrability within the car park with each vehicular space to have a width of 2.4m.

N.B. This plan has been provided and has formed part of the assessed proposal.

Environmental Health

Raised no objections subject to conditions relating to sound insulation and a construction method statement are attached to any decision notice. The sound insulation condition would largely replicate the controls within the Building Regulations and this condition has not been incorporated.

Landscape and Trees

General balance of hard and soft landscape is appropriate, however, details proposed are not. Contradictory information within the Landscape plan and tree report.

POLICY CONSIDERATIONS

National Planning Policy Framework 2012

The London Plan Consolidated with alterations since 2011

- 3.3 Increasing Housing Supply
- 3.5 Quality and design of housing developments
- 5.3 Sustainable Design and Construction
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture

Mayor's Housing Supplementary Planning Guidance

Brent Core Strategy – July 2010

- CP2 – Population and Housing Growth
- CP17 – Protecting & Enhancing the Suburban Character of Brent
- CP21 – A Balanced Housing Stock

Brent UDP 2004

- BE2 – Townscape: Local Context & Character
- BE6 – Landscape Design
- BE7 – Public Realm: Street scene
- BE9 – Architectural Quality
- EP2 - Noise and Vibration
- H12 – Residential Quality Layout Considerations
- TRN 3 - Environmental Impact of Traffic
- TRN 11 - London Cycle Network
- TRN 23 – Parking standard Residential Developments.
- TRN 34 - Servicing in New Development

Supplementary Planning Guides

- SPG17 – Design Guide for New Development

DETAILED CONSIDERATIONS

1. Key considerations

- Principle;
- Standard of accommodation;
- Design and visual impact of development;
- Impact on neighbouring amenity;
- Parking & servicing;
- Landscape.

2. Principle

2.1 The proposal is for the demolition of the existing detached dwelling house and erection of a part four storey, part three storey part 2-storey apartment block providing 1 x 3 bed; 5 x 2 bed and 3 x 1 bed self contained flats with associated basement level car and cycle parking, refuse storage, amenity space and landscaping. The principle of residential use is established in this location. In urban environments, it is often the case that parcels of land are developed to make better use of them. In this case, the existing plot of land is fairly large and an intensification of use is, in principle, acceptable.

2.2 The continuation of this site for residential use is welcomed as an efficient use of land. Your officers have given significant weight to the planning merit of providing residential accommodation in a sustainable location. Notwithstanding this, the proposal must be deemed to have an acceptable standard of accommodation, respect the character of the local area and have an acceptable impact on the neighbouring amenity along with conforming to appropriate transport, refuse and amenity requirements to be given a positive recommendation from Officers.

3. Standard of accommodation

3.1 The proposal provides accommodation for nine self-contained units with the following mix

Unit	Size (GIA)	Type	Private Amenity	London Plan GIA Minimum
AP-01	63sqm	2bed 3person	45sqm	61sqm
AP-02	101sqm	3bed 6person	66.5sqm	95sqm
AP-03	63sqm	2bed 3person	6sqm	61sqm
AP-04	51sqm	1bed 2person	6sqm	50sqm
AP-05	70sqm	2bed 4person	0sqm	61sqm
AP-06	63sqm	2bed 3person	6sqm	61sqm
AP-07	51sqm	1bed 2person	6sqm	50sqm
AP-08	50sqm	1bed 2person	0sqm	50sqm
AP-09	71sqm	2bed 3person	21sqm	61sqm
Total	583sqm	25 habitable rooms		

3.2 The plans correlate with the figures above and demonstrate that the unit sizes meet the minimum standards set out in the London Plan and that all habitable rooms are provided with sufficient outlook. In isolation the floor plan layouts of the units are generally acceptable.

3.3 The stacking of the proposed units is considered to be appropriate and will result in an acceptable relationship between the different floors of the building. All of the proposed units will have an appropriate level of outlook and sufficient daylight and sunlight will reach the living spaces. The separation distances to surrounding properties will ensure that the proposed units are not unacceptably overlooked.

3.4 Boundary treatment to separate the communal amenity space from the private amenity space will be 1.8m high, further details of which will be secured via condition. This will ensure that the private amenity space proposed is useable and in compliance with policy guidelines.

3.5 Seven of the units will have a minimum of five square metres of external space which is in accordance with the requirements of The London Plan and together with 480sq.m. of communal amenity space, the proposal provides an acceptable level of amenity for the size and type of units that will come forward within the development.

3.6 All access is via a level threshold with a covered entrance. The communal stair is Lifetime Homes compliant and an accessible lift connects the basement parking with the ground floor.

3.7 Within the London Plan it specifies that there will be a presumption against single aspect units. During the pre-application discussions, the amount of single aspect units has been reduced and there are now only two within the overall scheme. As outlined above the units provided will receive sufficient daylight and are orientated East-West so will not suffer from overheating.

3.8 Overall the standard of accommodation proposed is considered to be appropriate and the development complies with the relevant policies set out within the London Plan Brent UDP and Core Strategy.

4. **Design and visual impact of development**

4.1 The National Planning Policy Framework (NPPF) attaches great importance to the design of the built environment, stating '*good design is a key aspect of sustainable development...and should contribute positively to making places better for people*'. It stresses the need to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings like the proposed development. While it states that local authorities should not impose architectural styles or particular tastes, it reinforces that it is also important to consider local character and distinctiveness.

4.2 The contemporary design approach has been supported by the Councils Urban Design officer and the more modern approach is considered to relate acceptably to the surrounding scale and character of development. In order for a development like this to be designed to accommodate this number of units, a step away from a traditional pitched roof design is required and it is considered that the proposal achieves an appropriate finish and appearance for the locality. The overall scale is considered to remain appropriate whilst elements of the design relate to the existing surrounding character.

4.3 During the pre-application process the size of windows on the rear elevations have been reduced to bring

them to a more residential scale. Additionally the colour of the windows and metal panels has been changed to bronze to match the tone of the brickwork and timber. The entrance has been increased in size in order to formalise the entrance to the building and address the street scene. This has been achieved by reducing the size of the 3-bed unit, which is still over the minimum allowable GIA of 95sq.m. All the windows have been set in to create deep reveals which contributes to the articulation of the elevations of the building.

4.4 The scale of the proposal is generally respectful of the adjacent properties, particularly when viewed from the street scene and uses the change in gradient to help achieve this. This approach helps the building sit well within the character of the street and relate acceptably to the residential scale of development in the locality. The main frontal element is conceived predominantly as a three-storey brick building with a set-back top-storey.

4.5 The proposed materials and reference to well detailed brickwork further embeds the proposal within its immediate locale, further details of which will be secured via condition to ensure the development is of the highest possible quality finish. Whilst of a greater scale than the immediately adjoining properties, the plot is of sufficient size to accommodate such a development.

4.6 Although the development is sited in fairly close proximity to the Conservation Area, it is not considered to be read in context with the Conservation Area and is in any case considered to be of an acceptable design and quality for this location as outlined above. It will not dominate views into the Conservation Area.

4.7 The density of this proposal of nine units equates to 252 habitable rooms per hectare (hr/ha) or 87 units per hectare (u/ha) which is well within the parameters of the London Plan Density Matrix (table 3.2) - 200-350 hr/ha or 55-115 u/ha respectively based on a suburban setting with a PTAL rating of 5.

4.8 It is considered that the proposed size, siting, design and use of materials will deliver an acceptable quality of design, satisfying UDP policies BE2, BE7 and BE9, LDF Core Strategy policies CP17, Supplementary Planning Guidance 17 as well as the principles of the NPPF.

5. **Neighbours**

5.1 The proposed development is of greater scale than the existing building that it will replace, however, the subject plot is large and is considered to be appropriate for redevelopment subject to appropriate relationships with adjoining properties being retained.

5.2 Drawing "C210-68 SPG17 30 & 45 degree compliance" shows the relationship with the adjoining property at No. 3 Draycott Avenue and demonstrates compliance with 30 degree line as set out within SPG17 which examines .

5.3 The rearward projection of the proposed building has been governed by the 1:2 guidance as set out in SPG5 and consequently the proposal does not protrude into this line in relation to the adjoining properties. SPG5 relates to extensions to homes rather than to new developments. However, the guidance relates to relationship with and potential impact on windows of adjoining residential properties. Compliance with the 1:2 guidance shows that the proposal would not result in an unduly detrimental impact if it was proposed as an extension to a residential property. As such, the proposal is not considered to result in an unduly detrimental impact on the amenities of the adjoining properties by way of the outlook from the rear window and gardens of those properties.

5.4 There is a window in the single-storey side extension to No.3 Draycott Avenue, however, this currently faces the flank wall of the subject property and it is not considered that the proposed situation would be materially different from this point of view.

5.5 Existing and proposed site levels drawings have been created to show the existing and proposed situations. For avoidance of doubt, the proposed garden level above the car park will be +50.00 (datum). Much of the existing natural level of the garden, over the proposed car park, is approximately +50.00 with the lowest point being +49.62 or 380mm lower than the proposed level. The level changes are not considered to significantly alter the relationship with the amenity spaces of adjoining properties and further details of the boundary treatment will be requested by condition to ensure that the resultant relationships are acceptable

5.6 It is considered that the proposed development would not result in an unduly detrimental adverse effect on the levels of natural light received at other neighbouring residential properties in Draycott Avenue and surrounding roads. Neither would the proposal result in a unduly detrimental loss of outlook for these properties or create an excessive sense of enclosure for existing residents due to the separation distances

between them and orientation of the surrounding properties and their gardens.

5.7 The properties to the side of the application site would not be significantly affected in terms of loss of light. The buildings are generally in a linear type of development and it is expected that side facing windows would receive a slightly lesser amount of light as a result. The proposal would not impact on the front or rear windows of these properties and the resultant relationship would therefore be acceptable.

5.8 The common boundary with the residential properties to the rear of the subject site in Drayton Close are sited over 25m from the proposed building which is considered to be a sufficient separation for their to be no material overlooking or loss of privacy.

5.9 The use is considered acceptable for the locality and will not have any undue impacts on the occupiers of surrounding properties. Whilst there may be intensification in the number of people within the building, the density of development is in line with the London Plan density range and as such it would not be disproportionate to the locality and would be of an appropriate level for the area.

5.10 Overall, it is considered that the development would not have a significant overbearing impact, result in overlooking, loss of light or overshadowing to neighbouring properties. The proposal would therefore maintain a satisfactory standard of environment at the adjoining properties.

6. *Parking and servicing*

6.1 Car parking allowances for residential use are set out in standard PS14 of the adopted UDP 2004 and the existing house is therefore permitted up to 2 spaces. The garage is a substandard depth however, could still accommodate a space and another space could be accommodated within hard standing in front of the garage, to satisfy parking standards.

6.2 The proposed flats will have the following maximum parking allowance; 3 bed = 1.6 spaces, 2 bed = 1.2 spaces, 1 bed = 1 space, resulting in a maximum parking standard of 10.6 parking spaces for the site as whole.

6.3 The application proposes 10 parking spaces, accessed from a new crossover onto Drayton Way. The spaces will be within a lower ground level and access to the residential units will be provided from the car park to ground floor via stairs/lift. The proposed crossover width has been widened to 4.1m in order to allow two vehicles to pass one another.

6.4 The walls to the basement car park will be set back from the edge of the Public Highway in order to maintain an 11m sight line visibility in both directions. These sightlines are in line with the minimum recommended distance in Manual for Streets table 7.1, for traffic travelling at 10mph.

6.5 The spaces 1-8 will be 4.8m deep and 2.4m wide and space 9-10 will be parallel to the edge with a depth of 6m and a width of 2.4m. 6m has been provided between the parallel spaces and spaces 4-8 and the layout is considered to be acceptable.

6.6 The car park layout is fairly tight however it has been reconfigured to provide adequate movement and parking spaces.

6.7 The residential units can be accessed directly from the front of the property on Draycott Avenue and the car park does provide direct internal access from the car park to the flats.

6.8 50% soft landscaping should also be provided for natural drainage and the rear garden will be made up of soft landscaping, which is acceptable. The existing crossover on Draycott Avenue will be redundant as a result of this proposal and will therefore need to be reinstated back to footway.

6.9 The access into the car park will be via an automated gate which is acceptable as vehicles will not have to wait on the Public Highway for long before accessing the parking. The access ramp into the parking area currently proposed is not in full compliance with the design guides for underground car parks, however, it is felt that a minor amendment to this (transition lengths need to be 3m in length at the 10% shown, steepening the central section but keeping the overall ramp length the same) can easily be dealt with via condition to ensure that the access ramp is of an appropriate standard for the development.

6.10 The refuse storage will be provided within the site, fronting Drayton Way and the refuse storage doors open outwards on private land and is therefore acceptable.

6.11 PS16 of the UDP does have a minimum allowance of 1 cycle space per dwelling. The cycle store within the car park does provide 10 spaces for the proposed flat and is therefore satisfactory.

6.12 In conclusion, the proposal does result in a significant increase in parking spaces from 2 spaces to 10.6 spaces. The proposal does provide 9 parking spaces and 1 disabled parking space within the basement, accessed from Drayton Waye and this does satisfy parking standards.

6.13 The proposed development is considered to be acceptable on highways grounds, and is considered to accord with policies TRN3, TRN11, TRN23 and TRN34 of the Brent Unitary Development Plan 2004.

7. Landscape

7.1 A landscape plan was submitted with the application. Generally the proportions of hard and soft landscape are considered to be acceptable as well as the general layout and siting if these areas. However, the Council's Landscape officer has raised some concern with regarding to the details contained within it. It is therefore considered appropriate to require the submission of a landscape plan by condition. This will include planting species and densities and will ensure an appropriate finish to the scheme in the interest of visual amenity. Therefore subject t this condition and the approval of an appropriate scheme the overall proposal is considered to be acceptable in these terms.

8. Conclusion

8.1 The proposed development will provide additional homes and will help to meet the housing targets set out within the Local Plan, and achieves a good standard in terms of the quality of the accommodation. The design of the new development is considered acceptable and is not considered to result in an unduly detrimental impact on the amenities of surrounding properties. The proposed layout and parking provision for the site is also considered acceptable.

8.2 For the reasons as outlined above, and as set out in the decision notice approval is accordingly recommended.

CIL DETAILS

This application is liable to pay **£218,317.88*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): 257 sq. m.

Total amount of floorspace on completion (G): 1016 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Dwelling houses	1016		759	£200.00	£35.15	£185,683.93	£32,633.95

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	274	
Total chargeable amount	£185,683.93	£32,633.95

*All figures are calculated using the formula under Regulation 40(6) and all figures are subject to index linking as per Regulation 40(5). The index linking will be reviewed when a Demand Notice is issued.

****Eligible** means the building contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development.

Please Note : CIL liability is calculated at the time at which planning permission first permits development. As such, the CIL liability specified within this report is based on current levels of

indexation and is provided for indicative purposes only. It also does not take account of development that may benefit from relief, such as Affordable Housing.



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 16/0730

To: Mr Manga
Ten Point Five Ltd
184 Whittington Way
Pinner
Middlesex
HA5 5Jy

I refer to your application dated 19/02/2016 proposing the following:
Demolition of existing detached dwellinghouse and erection of a part four storey, part three storey part 2-storey apartment block providing 1 x 3 bed; 5 x 2 bed and 3 x 1 bed self contained flats with associated basement level car and cycle parking, refuse storage, amenity space and landscaping

and accompanied by plans or documents listed here:
Please see condition 2.

at 1 Draycott Avenue, Harrow, HA3 0BW

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:

A handwritten signature in black ink, appearing to read 'Aktar Choudhury'.

Mr Aktar Choudhury
Operational Director, 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
Wembley Area Action Plan Jan 2015
Brent Local Development Framework Core Strategy 2010
Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance

- 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):

C210-00 Site Survey (Rev H)
C210-01 Site Location Plan (Rev H)
C210-02 Existing Site Layout Plan (Rev H)
C210-04 Existing Plans (Rev H)
C210-05 Existing Elevations (Rev H)
C210-50 Proposed Site Layout (Rev J)
C210-51 Proposed Parking Layout (Rev J)
C210-52 Proposed Ground Floor Plan (Rev J)
C210-53 Proposed First Floor Plan (Rev H)
C210-54 Proposed Second Floor Plan (Rev H)
C210-55 Proposed Third Floor Plan (Rev H)
C210-57 Proposed Plans with Dimensions (Rev H)
C210-61 Proposed Front Elevation – Draycott Avenue (Rev H)
C210-62 Proposed Side Elevation - Drayton Way (Rev H)
C210-63 Proposed Rear Elevation (Rev H)
C210-64 Proposed Flank Elevation Facing No. 3 Draycott Ave (Rev H)
C210-66 Proposed Contextual Elevations (Rev H)
C210-67 Proposed Site Sections (Rev C)
C210-71 Proposed View Past No. 3 Draycott Avenue (Rev H)
C210-72 Proposed Entrance View (Rev H)
C210-73 Proposed Corner View (Rev H)
C210-74 Proposed View along Drayton Way (Rev H)
C210-75 Proposed Rear View from Garden (Rev H)
C210-80 Proposed Long Section (Rev H)
C210-81 Proposed Site Section 1-1 Back of Pavement (Rev H)
C210-82 Proposed Site Section 2-2 Parking Middle (Rev H)
C210-83 Proposed Site Section 3-3 Vehicular Entrance (rev H)
C210-84 Proposed Site Section 4-4 Refuse Store (Rev H)
C210-85 Existing Long Sections (Rev H)
C210-86 Existing Cross Sections (Rev H)
C210-90 SPG17 30 and 45 Degree Compliance

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

- 3 The constructor of the development shall become a member of and adhere to the Considerate

Constructors Scheme and its code of practice for the duration of the construction of the development, and the details of the membership and contact details shall be 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.

- 4 The car and cycle parking spaces together with all accesses to those spaces and refuse storage facilities shall be completed in full accordance with the approved drawings and details prior to first occupation of the flats hereby approved and shall thereafter be retained for the life of the development and used solely for purposes ancillary to the flats hereby approved. The parking spaces shall be allocated to the flats at a minimum ratio of 1 parking space per flat.

Reason: In the interest of highway flow and safety.

- 5 Details of materials for all external work, including samples which shall be made available for viewing on site, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced excluding demolition, site clearance and the laying of foundations. The work shall be carried out in accordance with the approved details.

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

- 6 Further details of a communal television system/satellite dish provision shall be submitted to and approved in writing by the Local Planning Authority prior to the installation of any satellite dish. The approved details shall be fully implemented and retained for the lifetime of the development.

Reason: In order to mitigate the possibility of numerous satellite dishes being installed on the buildings hereby approved, in the interests of the visual appearance of the development, in particular, and the locality in general.

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

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

- 8 A landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the units hereby approved. The approved scheme shall be completed in full prior to first occupation of the development hereby approved and thereafter retained for the life of the development.

The landscaping scheme shall include:

- Details of plants, including species, size and density/number;
- Details of trees to be removed and retained;
- Replacement tree planting at a minimum ratio of 1:1 in relation to trees to be removed;
- Proposed walls and fencing, indicating materials and heights;
- Materials used for the hard landscaping
- Screen planting along all boundaries.
- Adequate physical separation, such as protective walls and/or fencing, between landscaped and paved areas.
- Any contouring and any alteration of the ground levels;
- Details of substrate and soil build up over car park roof and arrangements for irrigation.

Any trees and shrubs planted or to be retained in accordance with the landscaping scheme which, within 5 years of planting are removed, dying, seriously damaged or become diseased, and those trees that have planted or retained shall not be are damaged or destroyed, or uprooted, felled, lopped or topped shall be replaced in similar positions by trees and shrubs of

similar species and size to those originally planted unless otherwise agreed in writing with the Local Planning Authority.

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

- 9 Before any works commence on site a tree survey and protection scheme, prepared in accordance with BS5837 by a suitably qualified arboriculturalist, shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in full accordance with the approved plan. The plans and particulars shall include:
- (a) a plan showing the location of, and allocating a reference number to, each existing tree on site which has a stem with a diameter measured over the bark at a point 1.5 metres above ground level exceeding 75mm showing which trees are to be retained and the crown spread of each retained tree;
 - (b) details of the species, diameter (measured in accordance with paragraph (a) above), and the approximate height and stability of each retained tree and of each tree which is on land adjacent to the site and to which paragraphs (c) and (d) below apply;
 - (c) details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the site;
 - (d) details of any proposed alterations in existing ground levels and of the position of any proposed excavation within crown spread of any retained tree or of any tree on land adjacent to the site;
 - (e) trees to be removed in conjunction with the proposed development shall be clearly marked on the plan.

Reason: To ensure satisfactory landscape treatment of the site in the interests of visual amenity, given that there is contradicting information in the tree report and landscape plan.

- 10 Revised car park ramp, car park levels and car park access details (including transition lengths and gradients, and a cross-section showing the headroom to the structure above) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works on the car park, access ramps and vehicular access and the development shall be completed in full accordance with the approved details prior to first occupation of the residential dwellings.

Reason: In the interest of highway flow and safety.

- 11 The existing redundant crossover at the front of the site, shall be reinstated at the developer's expense, prior to the occupation of the development.

Reason: To ensure the public highway is in a suitable condition.

INFORMATIVES

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

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

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