

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

9 September, 2020
07
20/0614

SITE INFORMATION

RECEIVED	24 February, 2020
WARD	Brondesbury Park
PLANNING AREA	
LOCATION	16A & 16B Mapesbury Road, London, NW2 4JB
PROPOSAL	Change of use from residential (Use Class C3) to operational diplomatic and consular services (Use Class Sui Generis) for a temporary period of 3 years and associated alterations to car parking, installation of pedestrian gates and new fencing
PLAN NO'S	see condition 2
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>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_149055</p> <p><u>When viewing this as an Hard Copy</u> .</p> <p>Please use the following steps</p> <ol style="list-style-type: none">1. Please go to pa.brent.gov.uk2. Select Planning and conduct a search tying "20/0614" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab

RECOMMENDATIONS

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. Three year time limit**
- 2. Approved Plans**
- 3. Temporary consent on a basis of 3 years**
- 4. Landscaping**
- 5. Cycle parking**
- 6. Tree protection measures**
- 7. Hours of use**
- 8. Parking permit restriction**
- 9. Any other planning conditions considered necessary by the Head of Planning**

Informatives

- 1. London Living Wage**
- 2. Fire Safety**

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.

SITE MAP

	Planning Committee Map
Brent	Site address: 16A & 16B Mapesbury Road, London, NW2 4JB
	© Crown copyright and database rights 2011 Ordnance Survey 100025260

Scale (m)



Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432

BLOCK PLAN 1:500

PROPOSAL IN DETAIL

This application proposes a change of use from residential (Use Class C3) to operational diplomatic and consular services (Use Class Sui Generis) for a temporary period of 3 years and associated alterations to car parking, installation of pedestrian gates and new fencing

EXISTING

The subject property is a two to three storey detached building, with half-basement, on corner plot within Brondesbury Conservation Area, on corner of Chatsworth Rd and Mapesbury Rd. The property is currently divided into three flats, and the land is bordered by a wooden fence to the Chatsworth Rd side, and a low wall with hedge behind to the Mapesbury Rd side. The land includes an original garage. No part of the site is listed. There are several large trees and some smaller trees within the site.

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application.

- 1. Representations received:** Local consultation was carried out with 11 local households having submitted individual representations. Objections were generally made on a number of grounds including impact on local character, number of parking spaces proposed, increase of traffic and assurance the change of use will be on a temporary basis:
- 2. Principle:** The principle of the change of use from residential (Use Class C3) to operational diplomatic and consular services (Use Class Sui Generis) for a temporary period of 3 years and associated alterations is accepted and would provide a key service consistent with relevant planning policies
- 3. Heritage, character and appearance:** The site is within the Brondesbury Conservation Area. This application constitutes a change of use and there would be no change to the external appearance of the existing property. The design of the associated alterations are considered to have regard to the conservation area. At the initial stage of this application, the Conservation Officer was concerned about the subdivision of the garden and the loss of part of the garden due to the proposed hardstanding and amended plans were provided reducing the spaces to 3. Officers now support the application on Heritage grounds, subject to submission of a detailed landscaping plan.
- 4. Impact on neighbouring amenity:** The proposal is not considered to result in a significant additional impact on the surrounding properties in terms of privacy, loss of light or outlook. The development complies with the design principles in respect of protecting neighbouring amenity. Although it is accepted that an Embassy could result in more trips to and from the site than a residential dwelling, it is not anticipated to be to unduly detrimental levels. Objections have been received in terms of the noise associated with an embassy use. However, the hours of use are to be limited through condition and excessive noise and disturbance is dealt with through the Environmental Protection Act.
- 5. Parking and Highways impact:** At the initial stage of this application, highways officers were concerned with the excessive number (8) of parking spaces proposed. This was reduced to 3 spaces which is considered to be acceptable. Subject to a condition requiring bicycle parking, officers can now support the application on Highway grounds.

RELEVANT SITE HISTORY

18/1528- Conversion of property into 5 self contained flats and external works to include two-storey glazed extension to the rear, rear and side dormer windows and 3 rooflights to convert

loft into a flat, staircase extension to side elevation, installation of vehicular access, provision of car parking to rear, alteration and conversion of garage for bicycle storage and associated landscaping- Granted.

CONSULTATIONS

A site notice was displayed on 05/03/2020. A press advert was also published on 05/03/2020

46 Neighbouring and nearby properties were consulted on 27/02/2020 for a minimum period of 21 days.

Overall, objections were received from 11 individual households.

The objections received are summarised as follows:

Grounds of Objection	Officer Response
<p>Highways issues</p> <p>Road opposite is impassable in both directions when fully parked and the new entrance with additional traffic will create problems.</p> <p>Cycle quietway onto which the additional cars will enter and exit which is the steepest part of the road and the most challenging to less experienced cyclists.</p> <p>The car park is excessive in size and ought to be unnecessary given the distance from the property, on street offers more than enough space.</p> <p>Concerns regarding traffic, congestion and safety in relation to other uses on the road, including the Montessori school and other schools and uses in the area, with levels of congestion already high.</p> <p>Next door bowling club gets busy in warmer months and would also be affected.</p> <p>Great deal of foot traffic to Kilburn station. Road traffic/bikes/mothers walking babies will create a dangerous hazard if plans go ahead</p> <p>Application is misleading about existing parking spaces</p>	<p>Please see highways section of report. There will only be three parking spaces provided and the proposal is not considered likely to result in an excessive amount of traffic, obstruct the highway or result in unsafe conditions on the highway.</p> <p>There level of parking and likely number of trips is such that the proposal is not considered likely to impact the cycle quietway.</p>
<p>Local tube nearby and has excellent service, all visitors could come on public transport.</p>	<p>Sustainable transport in compliance with Policy DMP12 has been taken into consideration and addressed within the Highways section of the report.</p>
<p>If change of use is allowed, could it have cycle racks as opposed to cycle spaces. Most people could walk from tube and as such no need to dig up garden space.</p>	<p>Cycle storage is required through condition in line with London Plan requirements, which will need to be suitably secure and weatherproof.</p>

An embassy would demand double yellow lines (paid for by Brent council) and would severely hinder parking for the kindergarten and residents.	Double yellow lines have not been required by the Highways department and are not considered necessary to make the development acceptable.
<p>Use of the site</p> <p>Change of use in a residential area when housing pressure is crazy; could be up to 5 homes.</p> <p>Doubtful the premises will be converted back after all the money spent converting it.</p>	<p>The proposal would result in a loss of three flats and consent was also granted to extend the building and provide two additional flats. However, the proposal would also meet a need and the loss of the flats is considered to be justified. The change of use would only be granted on a temporary basis and the building would need to be converted back to a residential dwelling after three years should planning permission not be sought and approved for an further period of time.</p> <p>The reversion back to the use as a residential dwellings would be required through condition. Nevertheless, as discussed above, the applicant could submit an application to continue using the building as an embassy in the future.</p>
<p>Do not consider temporary period relevant to this application; it is either having a change of use or not.</p> <p>When would the temporary period start and how would it be enforced.</p>	<p>There is a need for the proposed use at this point in time. However, the applicant has applied for temporary consent (3 years, which would be from the date of this consent) and should the proposed use no longer be needed after the requested period of time, officers consider it appropriate for the building to revert to residential use given the need for housing. Enforcement of planning conditions is undertaken by the Planning Enforcement Team..</p>
<p>Having an embassy in this location will materially detract from the local residents' enjoyment of the neighbourhood.</p> <p>Embassies hold parties/events to entertain. This would entail noise/disruption to neighbours.</p>	<p>The proposed use is not considered likely to result in an unduly detrimental impact on surrounding or nearby occupiers. Should noise and disturbance occur, this could be dealt with through the Control of Pollution Act..</p>
Unclear what benefits the scheme will bring due to such a destructive change of use.	The Embassy will provide democratic and consular services.
The current owners have permission to convert the premises to five flats which has not taken place; this cannot be tucked onto this permission.	The applicant will only be able to implement one permission. This proposal is to use the whole building as an embassy.
If instead of the embassy the extant permission for five flats was implemented, this would be preferred by the local community.	The application needs to be assessed and determined on its own merits.

Wrong plan at the wrong time due to Coronavirus. Building may be left partially incomplete with implications of construction.	Coronavirus is not a material planning consideration in terms of determining this application.
Impact on the garden and appearance	
Want Brent to stop paving over gardens and green space to protect the environment. Oppose the conversion of a garden to parking spaces as this erodes the natural characteristics of the neighbourhood.	The subdivision of the garden was removed and most of the garden will be retained to preserve the soft landscaping. A condition will be included on any decision notice to return the garden to its former state.
The property would be surrounded by a 2.3m fence which is not acceptable in this neighbourhood.	A 2.3 m high fence is proposed adjacent to the rear garden and to the site of the house, but not within the front garden. Please see paragraph 9 for a discussion of the proposed fence.
Plans call for the destruction of the garden; in a climate emergency this should be preserved.	The garden is mostly preserved and the parking has been reduced.
Other comments	
Would the UK government have to pay council tax for two buildings whilst the other embassy is renovated?	This is not a material planning consideration.
An Embassy and its Embassy-employees have all the right vis-a-vis the local population who have absolutely no rights vis-a-vis an Embassy.	This is not a material planning consideration.
If it is temporary it will cause disruption whilst converting and disruption whilst converting it back to its original state.	Any construction works of any type of scheme would cause some disruption. There are no external changes to the building fabric. Any excessive disturbance is managed by Environmental Health Legislation
Some if not all of the staff will have diplomatic immunity; this is important if there should be an accident or if diplomats ignore parking restrictions. Also security concerns, will there be firearms?	This is not a material planning consideration. Parking is discussed in the "Highways" section of the report.
No timeframe nationally or internationally how long Covid pandemic will last. No idea that this project will be viable or how long it would take/the result.	This is not a material planning consideration. As this is temporary consent a condition will be placed on any decision notice.
Site has been chosen because of cost, not because it is suitable.	Not a material planning consideration.

POLICY CONSIDERATIONS

For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the Development Plan in force for the area is the Brent Core Strategy 2010, Brent Development Management Policies DPD 2016 and the London Plan 2016 (Consolidated with Alterations since 2011)

Key policies include

The London Plan consolidated with alterations since 2011 (March 2016)

6.3 Assessing Effects of Development on Transport Capacity

6.9 Cycling

7.2 An Inclusive Environment

7.3 Designing Out Crime

7.4 Local Character

7.6 Architecture

7.8 Heritage Assets and Archaeology

7.21 Trees and Woodlands

Brent Core Strategy (2010)

CP1: Spatial Development Strategy

CP5: Placemaking

CP6: Design & Density in Place Shaping

Brent Development Management Policies (2016)

DMP 1: Development Management General Policy

DMP7 Brent's Heritage Assets

DMP 12: Parking

In addition the Examination in Public for the Draft New London Plan has been completed and the Panel Report has been received by the GLA. The GLA have now released a "Intend to publish" version dated December 2019. This carries substantial weight as an emerging document that will supersede the London Plan 2016 once adopted. As such considerable weight should be given to these policies.

Draft London Plan

GG1 Building Strong and inclusive communities

GG2 Making the best use of land

D2 Delivering Good Design

D3 Inclusive Design

D11 Fire Safety

HC1 Heritage Conservation and Growth

G1 Green Infrastructure

G7 Trees and Woodlands

T4 Assessing and Mitigating Transport Impacts

T5 Cycling

T6 Car Parking

T7 Deliveries, servicing and construction

The council is currently reviewing its local plan. Formal consultation on the draft Brent Local Plan was carried out under Regulation 19 of the Town and Country Planning Act (Local Planning) (England) Regulations 2012 between 24 October and 5 December 2019. At its meeting on 19 February 2020 Full Council approved the draft Plan for submission to the Secretary of State for examination. Therefore having regard to the tests set out in the paragraph 48 of the NPPF it is considered by Officer's that greater weight can now be applied to policies contained within the draft Brent Local Plan.

Brent Draft Local Plan

BD1: Leading the Way in Good Urban Design

BSI1: Social Infrastructure and Community Facilities

BHC1: Brent's Heritage Assets

BG12: Trees and Woodlands

BSUI2: Air Quality

BSUI4: On Site Water Management and Surface Water Attenuation

BT1: Sustainable Travel Choice

BT2: Parking and Car Free Development

BSU13 Managing Flood Risk

BSU14: On site water management and surface water attenuation

Other material planning considerations include:

National Planning Policy Framework (2019)

Supplementary Planning Documents/Guidance (SPD/SPG)

Brent SPD1: Design Guide for New Development (2018)

National Planning Policy Guidance

National Design Guide

DETAILED CONSIDERATIONS

Principle of Development

1. Brent's local plan states that additional housing or its loss is likely to occur in the borough through a variety of sources: redevelopment/new build of existing residential or non-residential sites, conversion of existing residential or non-residential buildings or change of use.

2. Section 3.14 of the London Plan states that loss of housing, including affordable housing, should be resisted unless the housing is replaced at existing or higher densities with at least equivalent floorspace. It further explains that to address London's housing needs and sustain its neighbourhoods, existing housing should be retained where possible and appropriate, except where there are acceptable plans for its replacement.
3. In addition to circumstances identified in London Plan Policy 3.14, DMP16 states that development resulting in the net loss of residential units will be supported where: a. sub-standard units would be brought in line with space standards; b. de-conversion of flats would create a family size home (3 bed or more) resulting in the net loss of no more than one dwelling of 2 bedrooms or less; c. social or physical infrastructure to meet an identified local need; d. the proposed loss of housing would radically improve the neighbourhood.
4. The Embassy is identified as providing diplomatic and consular services that will aid foreign nationals as well as local people. Therefore, the change of use will provide infrastructure related to meeting community needs. Further, the change of use to the Embassy of Slovakia is proposed on a temporary three-year basis so that the services can continued in an uninterrupted manner whilst the current Embassy is renovated. As such, the Sui Generis use will be ceased after these three years and the property will be converted back to a residential use.
5. On balance, whilst the proposal would result in the loss of one dwelling on a temporary basis, in terms of numbers this is not significant. The change of use would provide infrastructure that would serve the wider community and the residential use would be brought back into use after a three-year period. As such, there is no in principle policy objection to the proposal.

Heritage, Design and Impact on the subject property and the streetscene

6. Local Plan Policy DMP1 states that development will be acceptable provided it is of a location, use, scale, materials, detailing and design, and complements the local area. This is supported by SPD1 that offers detailed design guidance.
7. The subject property is a well-proportioned and generally intact detached property dating from the late Victorian era which is situated within the Brondesbury Conservation Area a heritage asset. Policy DMP7 is therefore relevant.
8. The Character Appraisal describes Mapesbury Road thus the houses in this street are larger and this in turn makes this street appear slightly more grand and imposing and rather spectacular. The property conforms to this description and is part of a run of substantial villas with attractive detailing.
9. The proposed change of use seeks convert the existing dwelling to an Embassy. There are no external alterations required to the existing building fabric and the proposed change of use will also limit the internal alterations to the existing dwelling, including the Lower Ground, Ground and First floor.
10. It is not a requirement to convert the second floor roof volume as per the extant planning consent. As such, the existing building will remain largely unaltered from its existing form, with a minimal amount of associated works.
11. The application proposes the erection of new fencing to the Chatsworth road proposed to be 2.3m high. While this is within a street frontage, it is adjacent to the rear garden and to the side of the building, and not within the principle frontage. It is not unusual to have a higher fence in such locations and while the proposed fence is slightly higher than a typical fence in

this type of location, it is not considered to be harmful to the streetscene or the conservation area. Further details of the fence are proposed to be required through condition.

12. The original submission saw the subdivision of the garden which would not have been acceptable in design terms; an amended site plan was received showing no subdivision which is now acceptable as it retains the majority of the character of the existing site. The subdivision of the rear garden was removed and the amount of car parking reduced to 3 spaces, which was also a requirement (through condition) of extant planning permission 18/1528. Following these changes, it was considered that the proposal would not result in harm to the character and appearance of the conservation area. A landscaping plan detailing planting, paving, fences and hardstanding will be a condition of any decision notice. It is considered that the amendments to the scheme and the proposed conditions will ensure that the development will make a positive contribution to the local character and distinctiveness of the Brondesbury Conservation Area.

Impact on neighbouring properties

13. Impact on neighbouring occupiers is considered in terms of overbearing or overshadowing impact, loss of privacy and noise.
14. As there are no external changes proposed to the building, it is considered there would be no adverse impact on neighbours in regard to an overbearing or overshadowing impact or loss of privacy in relation to this proposal.
15. Concerning noise, an Embassy has the potential to produce more noise than a dwelling. However, it is not unusual for small embassies to be situated in residential areas..
16. The agents have proposed the operational use within the building will be limited to the following hours of use:
 - 8.30 am - 4.30 pm Monday, Tuesday and Thursday.
 - 8.30 am to 6 pm on Wednesday
 - 8.30 am to 12 pm on Friday.
 - Closed - Weekends

Given the nature of the use, these hours are considered to be acceptable and are not considered likely to result in unduly detrimental levels of noise and disruption.
17. Brent's Regulatory Services noise team had no objections to the application. Furthermore, should excessive noise nuisances occur, these can be dealt with by Regulatory Services through the Environmental Protection Act.

Highways

18. Maximum parking standards are set out in Table 6 at Appendix 1 of the adopted DMP 2016. As the site has good access to public transport, the lower parking allowances are applicable.
19. According to Brent's property database, the site currently comprises two flats and these would be allowed, at most, two off-street parking spaces. The existing long driveway and garage exceed this standard, although only one flat can effectively use it anyway as the spaces are not independently accessible.
20. As the site is located to the south of the Dudding Hill railway line, only one space per 800m² is permitted for the proposed consular office. This gives an allowance of one space (rounded up), which is available on the existing driveway.
21. The original site plan proposed a further eight parking spaces in the rear garden of the site which would have significantly exceeded the maximum parking allowance as well as unnecessarily reducing soft landscaping in the rear garden. It was considered that as the site lies in an area with good public transport access, alternative modes of travel to the site are readily available and if visitors do need to drive to the site, there is plenty of lightly used pay and display parking along Chatsworth Road fronting the site.
22. There was no operational justification provided for the new parking spaces and as such the spaces were reduced to 4 to address highway concerns (in line with the extant consent, ref: 18/1528). The number of spaces was then further reduced to three to address heritage concerns (as recommended by the Principal Heritage Officer- this is discussed further within the Heritage section of the report). The resultant level of parking is considered to be acceptable, having regard to the high level of public transport accessibility of the site.
23. London Plan policy requires at least six long stay and two short stay bicycle parking spaces for the offices. No details of bicycle parking have been provided. However, there is plentiful external space around the building that could be used to locate cycle shelters and stands, so a condition is recommended to address this issue.
24. It is considered that the proposed change of use is acceptable in terms of its impact on the highway and parking subject to the submission and approval of further details of bicycle parking. As such it would be in accordance with Policy DMP12 and promotes sustainable transport.

Trees

25. Two of the trees within the survey area are protected by Tree Preservation Order (TPO), reference 07/49 as such a Tree survey report and tree protection plan have been submitted for consideration.
26. Trees T8 and T11 will be removed to enable the construction of the car park. Trees T7, T10 and T21 will be affected by the construction of the car park in the rear garden; the new hard

surface will be porous and will be installed in accordance with the methodology outlined in Section 5.3 of the Tree Protection Plan.

27. A significant amount of excavation is proposed around T21 London Plane street tree, with a lesser amount around TPO T10. If this is not carried out correctly and properly supervised works intended could put those trees at risk.
28. The proposed Arboricultural Method Statement is adequate to cover protection of existing trees during proposed works.
29. In order to mitigate the loss of the two existing trees, one Apple and one Pear, Two replacement small fruit trees (Apple, fruiting Cherry, or Plum) are recommended to be secured through condition, to be planted in a suitable location within the garden. Furthermore, a condition is recommended regarding Arboricultural supervision, including notification of our own Tree Officer prior to any works around T21 street tree. Site supervision should be included at the initial set up of protection measures and then at two weekly intervals throughout the duration of works. A specific supervision visit should be carried out whilst excavating within the RPA's of T10 and T21 and this should extend to the installation of the cellweb systems.

Equalities

30. In line with the Public Sector Equality Duty, the Council must have due regard to the need to eliminate discrimination and advance equality of opportunity, as set out in section 149 of the Equality Act 2010. In making this recommendation, regard has been given to the Public Sector Equality Duty and the relevant protected characteristics (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, and sexual orientation).

Conclusion

31. Following the above discussion, officers consider that taking the development plan as a whole, the proposal is considered to accord with the development plan, and having regard to material planning considerations, should be approved subject to conditions.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 20/0614

To: Mrs Halliday
PADD LIMITED
PADD LIMITED
20-22 Wenlock Road
London
N1 7GU

I refer to your application dated **23/02/2020** proposing the following:

Change of use from residential (Use Class C3) to operational diplomatic and consular services (Use Class Sui Generis) for a temporary period of 3 years and associated alterations to car parking, installation of pedestrian gates and new fencing

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

at **16A & 16B Mapesbury Road, London, NW2 4JB**

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: 01/09/2020

Signature:

Gerry Ansell
Head of Planning and Development Services

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 development hereby approved is in general accordance with the following:
 - National Planning Policy Framework 2019
 - The London Plan 2016
 - Development Management policies 2016

- 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):

PL01 LOCATION PLAN AND BLOCK PLAN

PL02 EXISTING SITE PLAN

PL03 PROPOSED SITE PLAN Rev 5 dated 29.06.2020

PL04 EXISTING LOWER GROUND FLOOR PLAN

PL 05 EXISTING GROUND FLOOR PLAN

PL 06 EXISTING FIRST FLOOR PLAN

PL 08 EXISTING AND PROPOSED ELEVATIONS

PL09 PROPOSED LOWER GROUND FLOOR PLAN

PL10 PROPOSED GROUND FLOOR PLAN

PL 11 PROPOSED FIRST FLOOR PLAN

PL 12 STREET SCENE ELEVATION TO CHATSWORTH ROAD

Design and Access with Heritage Statement- dated 06.08.2020

Tree Survey Report

Tree Protection Plan

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

- 3 Following the expiration of three years beginning on the date of this permission, the use of the premises as an embassy shall cease and the property shall not be used other than for purposes within Use Class C3, and the fence, gates and hardstanding shall be removed and the garden returned to its previous state (prior to the implementation of the works hereby approved).

Reason: In the interest of the character and amenity of the local area and to ensure the adequate supply of homes within Brent.

- 4 A scheme for the hard and soft landscaping of the site shall be submitted to and approved in writing prior to first occupation of the development hereby approved and the approved scheme shall be completed in accordance with the approved scheme prior to first occupation of the approved development. The scheme shall include details of:

1. Planting, including a planting plan detailing plant species, size, location and number/density, including the planting of two new trees;
2. Walls / fences / means of enclosure;
3. Any levels or contouring within the site;
4. Hard landscaping, including materials and any proposed furniture;
5. Any drainage;

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

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

- 5 Prior to the commencement of the use, details of on-site cycle parking including at least six secure, weatherproof long stay and two secure short stay bicycle parking spaces shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be implemented in full prior to the commencement of the use unless otherwise agreed by the Local Planning Authority.

Reason: To ensure the development makes appropriate provision for sustainable transport.

- 6 The tree protection measures set out within the Tree Survey Report hereby approved shall be carried out in full prior throughout the period of works associated with development. The Council's Tree Officer shall be notified at least two weeks prior to any works taking place near to T21, the initial set-up of the protective measures and prior to excavations within the RPAs of trees T10 and T21, including the installation of the cellweb systems, to allow the tree officer to observe the works.

Reason: To ensure that the proposed works do not unduly impact the trees within the site that are subject to TPOs.

- 7 The operational use of the embassy shall not take place other than between the hours of:
 - 8.30 and 4.30 pm Monday, Tuesday and Thursday;
 - 8.30 am and 6 pm on Wednesday;
 - 8.30 am and 12 pm on Friday;
 and shall not take place on Saturday or Sunday unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of the amenities of surrounding occupiers.

- 8 Occupiers of the development, hereby approved, shall not be entitled to a Business Parking Permit or Visitors Parking Permit to allow the parking of a vehicle within the Controlled Parking Zone (CPZ) operating in the locality within which the development is situated unless the occupier is entitled; to be a holder of a Disabled Persons Badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970. For the lifetime of the development written notification of this restriction shall be included in any licence transfer lease or tenancy agreement in respect of the development. On, or after, practical completion but prior to any occupation of the development, hereby approved, written notification shall be submitted to the Local Highways Authority confirming the completion of the development and that the above restriction will be imposed on all future occupiers of the residential development.

Reason: In order to ensure that the development does not result in an increased demand for parking that cannot be safely met within the locality of the site.

INFORMATIVES

- 1 Brent Council supports the payment of the London Living Wage to all employees within the Borough. The developer, constructor and end occupiers of the building are strongly encouraged to pay the London Living Wage to all employees associated with the construction

and end use of development.

- 2 The Council recommends that the maximum standards for fire safety are achieved within the development.

Any person wishing to inspect the above papers should contact Leah Wright, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 2026