



Planning Committee Map

Site address: 15 Summit Close, London, NW9 0UL

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This map is indicative only.

RECEIVED: 30 July, 2014

WARD: Fryent

PLANNING AREA: Kingsbury & Kenton Consultative Forum

LOCATION: 15 Summit Close, London, NW9 0UL

PROPOSAL: Sub-division of the site to provide a detached 2 storey three bedroom dwellinghouse to include a new vehicular crossover, provision for off-street car parking, bin stores and associated landscaping, and alterations to existing dwellinghouse (15 Summit Close) involving demolition of existing side garage and erection of two storey side extension, single storey rear extension, rear dormer window, alterations to existing vehicular crossover and landscaping to the frontage (as amended).

APPLICANT: Mr Derek Harrison

CONTACT: Open Practice Architecture

PLAN NO'S:
(See Condition 2)

RECOMMENDATION

Approval with the conditions listed after paragraph 35.

CIL DETAILS

This application is liable to pay the Community Infrastructure Levy (CIL). The total amount is **£20,663.14** of which **£17,585.65** is Brent CIL and **£3,077.49** is Mayoral CIL.

CIL Liable?

Yes/No: Yes

EXISTING

The application site is on the western side of Summit Close, situated towards the end of this cul-de-sac. It comprises a detached dwellinghouse to the southern part of the site, and the remainder is a rear and unusually large side garden with a mature boundary hedge running along the frontage of the site. A vehicle access serves the side garage, and frontage parking space.

This is not within a conservation area, nor is it a listed building.

DEVELOPMENT SCHEDULE

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

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain
dwelling houses	94			126	220

TOTALS in sqm

Totals	Existing	Retained	Lost	New	Net gain
	94			126	220

Monitoring Residential Breakdown

Existing

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

Proposed

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

PROPOSAL

Sub-division of the site to provide a detached 2 storey three bedroom dwellinghouse to include a new vehicular crossover, provision for off-street car parking, bin stores and associated landscaping, and alterations to existing dwellinghouse (15 Summit Close) involving demolition of existing side garage and erection of two storey side extension, single storey rear extension, rear dormer window, alterations to existing vehicular crossover and landscaping to the frontage (as amended).

HISTORY

No planning history.

POLICY CONSIDERATIONS

National Planning Policy Framework/National Planning Practice Guidance

London Plan 2011/ Mayors Housing SPG 2012

Policy 3.3

Brent Core Strategy 2010

CP17 Suburban Character
CP21 A Balanced Housing Stock

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

BE2 Townscape: Local Context & Character
BE6 Public Realm: Landscape Design
BE7 Public Realm: Streetscape
BE9 Architectural Quality
H12 Residential Quality
TRN3 Environmental Impact of Traffic
TRN23 Parking Standards: Residential Development
TRN34 Servicing In New Development
PS14 Residential Parking Standards

Supplementary Planning Guidance 17:- Design Guide For New Development

Supplementary Planning Guidance 5:- Aletring and Extending Your Home

Brent's Domestic Vehicle Footway Crossover Policy 2008

CONSULTATION

EXTERNAL

On 31 July 2014 a total of 18 addresses on Summit Close, Pear Close and Sunny View were consulted. In response to this four individual objections have been received, as well as a petition of objection containing five signatures.

The grounds for objection raised include the following;

- Impact on existing garden habitat, trees and loss of existing street tree.
- Impact on drainage. This will increase the risk of flooding to neighbouring properties.
- Increased density on an already crowded street.
- This will have a negative impact on existing parking conditions. The street already suffers parking

problems, and the crossover works will result in the loss of two off-street spaces. Furthermore parking conditions presented in the application are at daytime only, whereas the problem is worse at night.

- This will be harmful to the character of the area.
- Will set a dangerous precedent for other proposals to build dwellings in gardens.
- Increased traffic will lead to noise and air pollution.
- Increased traffic generated will be hazardous to children who play out in the street.
- This will lead to a loss of light to a property directly opposite.
- This will affect the re-sale value of neighbouring properties in a negative way.
- Permission for a single dwelling may lead to this building being converted into multiple flats in the future.

INTERNAL

Transportation;-

No objection raised - see remarks section for detailed discussion.

Environmental Health;-

No objection raised.

Landscape Design (including Tree Protection officer);-

No objections raised - see remarks section for detailed discussion.

Ward Councillor's;-

No representations received.

REMARKS

Site context

1. The site is located towards the northern end of this cul-de-sac. It is bordered to the south by an existing dwelling on Summit Close, and to the north west by 8 Pear Close. The orientation and relationship of the proposal with 8 Pear Close is discussed in more detail below. A public right of way pedestrian only footpath runs along the northern edge of the site, connecting Summit Close with Pear Close. Opposite the site on the eastern side of Summit Close are pairs of semi-detached dwellings. The built form in the vicinity is 2-storey development of either detached or semi-detached housing.

2. Buck Lane Conservation Area is just to the north west of the application site, affecting properties on Pear Close. The application site is outside of this conservation area.

Proposal

3. The proposed development seeks permission for the extension of 15 Summit Close. It is proposed to demolish the existing attached garage and erect a 2-storey side extension, part single storey glazed extension to the rear and rear dormer window. The enlargement proposed would increase this from a 2-bed to a 4-bed family dwelling.

4. It is also proposed to sub-divide the existing plot into two, and to the northern portion erect a 2-storey detached, 3-bedroom dwellinghouse.

5. It is proposed to widen the existing crossover for 15 Summit Close, this will serve the extended dwelling which proposes 2 off-street spaces. A new crossover is proposed to the north of this, which will serve the proposed dwelling and a single off-street space. In total three off-street spaces are proposed

6. The application also proposes associated landscaping, planting and refuse storage.

Amendments made since initial submission

7. Landscape officers requested further detail on the impact of the development on existing trees and proposed hard and soft landscaping. As well as this some revisions to the frontage layout, parking arrangement and vehicle crossovers were required by Transportation.

8. Below is a summary of the changes that have since been made, and the additional supporting information that was submitted;-

- Frontage parking layout amended as per Transportation comments, to provide two off-street spaces for the extended dwelling and a single space for the proposed dwelling.

- The width of crossovers reduced to comply with Brent's Domestic Vehicle Footway Crossover Policy (DVFCP) (2008), and placed side-by-side.
- Increased the amount of soft landscaping per front garden.
- Details provided of front boundary treatment showing pedestrian visibility splays (2m x 2m above a height of 0.8m) at the vehicular accesses, in order to comply with Brent's DVFCP (2008).
- Proposing a replacement street tree on Summit Close.
- Detailed Tree Report submitted, and carried out to BS5837:2012.
- Submission of a more detailed landscape plan, including proposals for new tree planting on site, and greater clarity on hard landscaping proposals.
- Confirmation that the existing front hedge along the back edge of pavement is to be retained.

Design (new dwelling)

9. The existing detached, two-storey dwellinghouse is typical of the style of dwelling in many suburban parts of the borough. The scale of the proposed dwellinghouse is considered to respect the scale of neighbouring dwellings, and the streetscene. The elevational treatment of the proposed dwellinghouse is simple and well considered so as not to cause overlooking or loss of privacy to the west (i.e from the rear elevation). This has been achieved through the careful orientation of windows with an aspect north, and the absence of any first floor habitable room windows on the rear elevation facing 8 Pear Close. A simple architectural approach is proposed with a render finish, which is in keeping with the existing dwelling and other dwellings within the street.

10. A well considered landscape scheme has been submitted. This recognises the value of trees on site, the importance of providing an attractive frontage and the need to retain the attractive boundary hedge. Further details of the landscaping matters are discussed below.

SPG5 assessment of proposed extensions to 15 Summit Close

11. The two-storey side extension is fully compliant with SPG5, it is of an appropriate width and provides the necessary set back at first floor level. The extended roof also provides for an appropriate set down below the main roof. As a result it appears subservient to the existing house.

12. To the rear a modest single storey conservatory style extension is proposed; this will project 1.5m, and will have solid flank walls and is to be 2.5m high overall. Given its size it is not considered this will harm the amenity of neighbouring occupiers.

13. The rear dormer window is modest in size, centrally positioned and of proportions that satisfy the requirements of SPG5.

Quality of accommodation - new dwelling

14. The new dwelling is sized at 86sqm internally, which broadly satisfies residential space standards, as set out in London Plan policy 3.3 (87 sqm for 3bed 4 person dwelling). Suitable daylight and outlook will be afforded to all habitable rooms, including those orientated north.

15. The new dwelling will benefit from a side and rear garden that amounts to approximately 155sqm of amenity space. This is significantly more than is required, which can only serve to benefit prospective residents. The provision of amenity space for the existing dwelling is not compromised either, in excess of 50sqm will continue to be provided. SPG17 is therefore satisfied in respect of private amenity space.

Impact on neighbour amenity

16. Supplementary Planning Guidance 17 '*Design Guide for New Development*' is relevant guidance to assess the relationship of the proposed dwelling against the amenity of neighbouring occupiers. The size and scale of new development can potentially cause harm if this does not respect the height of surrounding dwellings, or if it relates poorly to neighbouring sites (including private gardens).

17. To ensure that relationships created between buildings and between buildings and private amenity spaces does not become detrimental by being over dominant or overbearing then SPG17 states;-

- *The building envelope should be set below a line of 30 degrees from the nearest habitable room window of adjoining existing property, measured from a height of 2m above floor level.*
- *Where proposed development adjoins private amenity/garden areas then the height of new development*

should normally be set below a line of 45 degrees at the garden edge, measured from a height of 2m.

18. No 8 Pear Close is immediately north west of the site, and given this buildings positioning, orientation and resultant relationship of windows, there is no conflict with the 30 degree test. Similarly, the positioning of the new dwelling relative to the shared boundary and the scale of building proposed demonstrates that the size and scale of the proposed building will sit below a 45 degree line, measured at a height of 2m on the boundary. It has been demonstrated that at its closest point, with a separation of 2.2m from the boundary with 8 Pear Close the proposed building satisfies the 45 degree test. The test has also been applied at two other points along the rear elevation, as the site boundary is tapered then at each of these other points there is a more generous separation between proposed building and boundary. It follows therefore that there is a greater degree of compliance with the 45 degree test at these other points. It is also relevant to note that the site immediately to the rear is at a higher level, by approximately 550mm, which helps to improve the relationship.

19. Within the rear elevation of the proposed dwelling there has been consideration for the relationship with 8 Pear Close. Windows facing north west are only proposed at ground floor level. Which due to the change in levels, the screen provided by existing trees and vegetation along the shared boundary, and outside the site, and the fact that a new 2m high boundary treatment is proposed (with climber plants) then it is not considered these ground floor windows would give rise to unacceptable overlooking or loss of privacy for the occupiers of 8 Pear Close. Existing windows within the rear elevation of 8 Pear Close are at an oblique angle to the proposed building, and due to this relationship will not be unduly affected by loss of outlook, light or privacy. No windows are present within the flank wall of the neighbouring property.

20. At first floor level of the proposed building there are no rear facing windows. Windows have been orientated to face north, where their location will not impact on neighbour amenity. This is a well considered response to the site constraints.

Transportation & parking

21. The maximum parking allowance for the existing 2-bedroom dwelling is up to 1.2 spaces, which can be accommodated within the existing front garden.

22. The proposed extensions will result in the existing dwelling becoming a 4 bedroom dwelling and the maximum parking allowance for a 4 bedroom dwelling will have up to 2 spaces. The new detached 3 bedroom dwelling will have a maximum parking allowance of up to 1.6 spaces.

23. The amendments that have been made which reduce the width of each crossover, place these side-by-side and increase the amount of soft landscaping to meet the requirements of Brent's Domestic Vehicle Footway Crossover Policy (DVFCP) (2008). It has also been demonstrated that adequate visibility splays for pedestrian safety (as set out in the guidance in SPG3) are achievable, in that there will be no obstruction over a height of 0.85m, for 2m x 2m either side of the vehicle access points.

24. Additional on-street parking on Summit Close cannot be safely accommodated, due to the very limited width of the road. Therefore Transportation advises it is essential that three off-street parking spaces overall are retained for the site; 2 spaces are proposed for the existing dwelling and 1 space for the new dwelling. This level of provision will comply fully with adopted UDP standard, PS14.

25. The applicant has not provided cycle parking, but the house will have private garden areas which can easily accommodate bicycle storage in compliance with PS16. Further details of this will be required through condition.

26. As amended the level of parking provision, parking layout, vehicle access arrangements, visibility splays and frontage layout will ensure the proposed development is acceptable in terms of its impact on parking on-street and highway safety. Transportation support the proposal on this basis.

Impact on landscaping and tree's

27. A detailed, site wide landscaping scheme has been submitted. This covers soft and hard landscaping proposals. It also confirms that the existing front boundary hedge, which makes a positive contribution to the streetscene is to be retained. In any event a planning condition is recommended to ensure the existing hedge is protected.

28. A sufficiently landscaped frontage is proposed that strikes an appropriate balance between soft and hard

landscaping, this would accord with UDP policy BE7.

29. Landscape officers require further details of shrub planting, and details of plant species, pot size, density, position and quantity should be submitted for approval.

PBA tree report

30. The application is supported by a detailed tree report, carried out to BS5837: 2012. The report considers the value of existing trees on site and on adjacent land, grading each tree into categories. It identifies trees that are required to be removed for the development, those for retention and the protection measures intended for the retained trees. It is noteworthy that none of the trees on site are covered by preservation orders.

31. The Council's Tree Protection Officer has assessed the PBA report and notes the proposed loss of 12 small apple trees. By way of compensation for their removal replacement trees will be sought, and secured through a landscape condition.

32. Tree protection measures are considered to be adequate for trees identified in the report T3 and T4, as well as T5 and T6, both off site. It is recommended that tree protective fencing as indicated and specified within the PBA report should be installed and inspected prior to commencement of any works on site, and this protective fencing should also be extended around T2 Apple in order to mitigate the effects of general construction sprawl. This should be annotated on a revised tree protection plan, and secured by condition.

33. The loss of T1 Birch on the street is regrettable and a replacement street tree should be sought as a matter of course. This will be secured through condition.

34. In conclusion no objections from Landscape Design, or the Tree Protection Officer to the above scheme are raised in terms of the impact on landscaping or tree's and it is considered that the new dwellinghouse will have minimal impact on the arboricultural landscape of the site. Standard Tree Protection conditions in accordance with BS5837:2012 should suffice to ensure the measures set out in PBA's report are adhered to, and through conditions replacement tree planting can be secured for the site.

Response to grounds of objection

Objection

Impact on existing garden habitat, trees and loss of existing street tree.

This will increase the risk of flooding to neighbouring properties.

Increased density on an already crowded street.

This will have a negative impact on existing parking conditions. The street already suffers parking problems, and the crossover works will result in the loss of two off-street spaces. Furthermore parking conditions are worse at night.

This will be harmful to the character of the area.

Will set a dangerous precedent for other proposals to build dwellings in

Response

The PBA tree report has been considered in detail by the Landscape Design officer and the Tree Protection Officer. The existing group of trees do have some value, however none of the trees are covered by a preservation order. They could conceivably be removed without needing any permission. Regrettably some trees will be removed, some existing trees will be retained on this and neighbouring sites, as identified in the PBA report and new tree planting will be secured as part of a site wide landscaping condition.

The existing street tree to be removed is to be replaced, this is required by condition.

There is no evidence to suggest this will be the case. A large proportion of the site will be soft landscaped, this will allow natural drainage of surface water to occur.

One additional dwelling is not considered to represent over crowding on Summit Close.

Additional on-street parking is not something that Transportation will support, due to the narrow width of Summit Close. The parking standards for both the extended dwelling, and the new dwelling are to be fully met off-street (3 spaces overall). Thereby the scheme complies fully with UDP standard PS14. On this basis it would be unreasonable to resist the scheme on the grounds it would result in unacceptable on-street parking.

The new dwelling is in keeping with the scale of surrounding development. It is not considered to appear out of character.

Each case is assessed on its individual planning merits.

Support for this scheme does not automatically set a precedent

gardens.
Increased traffic will lead to noise and air pollution.

Increased traffic generated will be hazardous to children who play out in the street.

This will lead to a loss of light to a property directly opposite.

Permission for a single dwelling may lead to this building being converted into multiple flats in the future.

This will affect the re-sale value of neighbouring properties in a negative way.

for other forms of garden development.

It is not considered that the introduction of a new dwelling will significantly affect existing traffic levels on Summit Close, or contribute to an unacceptable increase in noise or air pollution. As stated above it is not considered that one additional dwelling will lead to an unacceptable increase in traffic. Residents feel this would be hazardous to children who play out in the street, however it is reasonable to take the view that this wouldn't be any more hazardous than the existing situation with cars on Summit Avenue.

A separation of 20m is provided between properties. This is consistent with the existing patterns of development along Summit Close, which is not considered to result in a loss of light. Officers consider that there will be no undue loss of light, with properties spaced this far apart.

Any application to convert the property into flats will require planning permission. This would be assessed on its merits at the time, should such an application be submitted. Approval of a single dwelling does not set any precedent for flats to be created,

The affect on nearby property values is not a material planning consideration.

Conclusion

35. On balance it is considered that the proposal will result in an acceptable form of accommodation, that will be acceptable in terms of its impact on the area and the streetscene, without unduly harming neighbouring amenity. Approval (subject to conditions) is accordingly recommended.

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

(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

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

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

CONDITIONS/REASONS:

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

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

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

Existing
Drg No's 01, 02, 03, 04 & 05,

Proposed

Drg No's 06, 07, 08, 09, 10, 11, 12, 13, 14, 15 & 16

160 EX RevC

160 RevE

161 EX RevC

161 RevE

162

PBA Tree Report (October 2014)

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

- (3) Prior to commencement of development, details of all external materials for the new detached dwellinghouse shall be submitted to and approved in writing by the local planning authority. All works shall be carried out in full accordance with the approved details.

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

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

Reason(s):

In view of the restricted nature and layout of the site for the proposed development, no further enlargement or increase in living accommodation beyond the limits set by this consent should be allowed without the matter being first considered by the Local Planning Authority. To prevent an over development of the site and undue loss of amenity to adjoining occupiers.

- (5) The parking spaces shown on the approved plans shall be constructed prior to the occupation of the new building and shall be permanently retained and used solely in connection with the existing and approved new dwelling located within the site.

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

- (6) Notwithstanding drawings 160, RevE and 161, RevE hereby approved which identify the length of hedge that is required to be removed to facilitate adequate vehicle access, the remainder of the existing hedge situated along the frontage of the site shall be permanently retained. Should any part die or become seriously damaged or diseased, it shall be replaced in the next planting season with a planting of a similar size and species, unless the Local Planning Authority first gives written consent to any variation.

Reason: To ensure that the proposed development does not prejudice the appearance of the locality and retains a hedgerow that is an important feature of the streetscene.

- (7) Except as may be agreed in writing by the Local Planning Authority, there shall be no obstruction over 800 mm in height within the site within a visibility splay 2m x 2m either side of the vehicular access, measured from the public highway.

Reason: To ensure that construction of the access does not prejudice conditions of safety for pedestrians on the public highway.

- (8) Notwithstanding any details of landscape works referred to in the submitted application, a scheme for the detailed landscape works and treatment of the surroundings of the proposed development (including species, plant sizes, planting densities including the number and location of new trees) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any site clearance, demolition or construction works on the site. 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:-

(a) proposed walls, fences and gates and any other form of boundary treatment or means of enclosure indicating materials and heights;

(b) further details of screen planting along the north western site boundary;

(c) adequate physical separation, such as protective walls and fencing between landscaped and paved areas;

(d) provision for the satisfactory screening of bin store(s)

(e) details of the proposed arrangements for the maintenance of the landscape works.

(f) a suitable landscape plan showing details of the species, size, density, number and location of all new planting (including new trees) within the site

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 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) *Highway Works*

(a) Prior to commencement of the development, details shall be submitted to and approved in writing by the local planning authority providing confirmation that the applicant has entered into an agreement with the local highway authority to provide a replacement street tree at applicants expense within a agreed timeframe. The street tree shall be provided in accordance with the approved details.

(b) The proposed vehicular crossover shall be carried out at the applicants expense as shown on drawing 161, RevE., in compliance with a scheme to be submitted to and approved in writing by the local highway authority, with the works carried out and completed in accordance with these approved details, prior to the occupation of the new dwellinghouse hereby approved.

Reason: In the interests of highway and pedestrian safety in the locality, in pursuance of Section 278 of the Town and Country Planning Act 1990.

- (10) Details of the provision of a minimum of 1 secure cycle parking spaces per dwelling shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of work on site. Thereafter the development shall not be occupied until the cycle parking spaces have been laid out in accordance with the details as approved and these facilities shall be retained.

Reason: To ensure satisfactory facilities for cyclists.

- (11) Notwithstanding the approved details, additional protective fencing shall also be installed around tree T2 apple, and such details should be annotated on a revised tree protection plan, submitted to and approved in writing by the local planning authority prior to commencement of works on site, including any site clearance works.

All works shall be carried out fully in accordance with PBA report (dated October 2014) and tree protective fencing proposed (including as approved around tree T2 apple) shall be installed in full and inspected prior to the commencement of any works on site, including any site clearance works.

All trees indicated in the approved PBA report for retention shall be retained and shall not be lopped, topped, felled, pruned, have their roots severed or be uprooted or their soil levels within the tree canopy altered at any time without prior approval in writing of the Local Planning Authority. Any such tree which subsequently dies, becomes seriously diseased or has to be removed as a result of carrying out this development shall be replaced in the next planting season with a tree of a similar species and size in the same position or in such position as the Local Planning Authority may otherwise in writing approve.

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

INFORMATIVES:

- (1) The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk
- (2) The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented as this may involve the use of adjoining land and should also ensure that all development, including foundations and roof/guttering treatment is carried out entirely within the application property.
- (3) 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.

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