



### Planning Committee Map

Site address: STORAGE LAND OPPOSITE LINDEN AVENUE, Station Terrace, London

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This map is indicative only.

**RECEIVED:** 19 August, 2014

**WARD:** Queen's Park

**PLANNING AREA:** Kilburn & Kensal Consultative Forum

**LOCATION:** STORAGE LAND OPPOSITE LINDEN AVENUE, Station Terrace, London

**PROPOSAL:** Redevelopment of the storage land opposite Linden Avenue to include the demolition and removal of existing buildings and structures and the erection of four storey building comprising 9 no. self-contained flats (7 x 2 bed and 2 x 3 bed) (Use Class C3), 5 no. retail units (Use Class A1) and 1 no. office unit (Use Class B1) on the ground floor with associated loading bay

**APPLICANT:** Mr Paul Evers

**CONTACT:** Truekiffin & Co

**PLAN NO'S:**

See Condition 2.

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## RECOMMENDATION

Grant permission subject to the completion of a satisfactory Section 106 or other legal agreement and conditions detailed after paragraph 24 of the *Remarks* Section and Delegate Authority to the Head of Area Planning or other duly authorised person to agree the exact terms thereof on advice from the Director of Legal Services and Procurement.

## SECTION 106 DETAILS

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

- Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance
- Servicing Management Plan
- Car Free Agreement (Residential and Business Users)
- #50,000 to go towards off-site tree planting in Station Terrace and public realm/landscaping improvements at land at the junction of Station Terrace and Chamberlayne Road.

If approved, the application would attract a liability for both Brent and Mayoral Community Infrastructure Levy (CIL).

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

## CIL DETAILS

This application is liable to pay the Community Infrastructure Levy (CIL). The total amount is **£197,349.57** of which **£161,646.43** is Brent CIL and **£35,703.14** is Mayoral CIL.

### CIL Liable?

Yes/No: Yes

## EXISTING

The site located on Station Terrace is bound by a Railway line to the North, a Skip Yard to the West and a parking lot to the East. The site is accessed via Station Terrace. The Western end of the site itself is occupied by a two storey building, which is in use as an office to a roofing company. The remainder of the site is used for the storage of shipping containers. The site is not located within a Conservation Area, nor is any part of the site considered to be a listed feature. The property is located within a Local Centre.

## **PROPOSAL**

See above.

## **HISTORY**

Planning application (Ref No: 12/2511) for Erection of 9 residential units with 5 (A1) retail units and 1 (B1) office. Application technically deleted 7 May 2014

Planning permission (Ref No: 98/0219) for the redevelopment of site to provide two detached 2-storey Use Class B1 (Business Class) buildings (as amended by plan received on 14/09/98) was granted on 2 December 2002.

Planning application (Ref No: C5648 1449) for the erection of a single storey office building extension was refused on 27 September 1971.

Planning application (Ref No: P1864C 3654) for the erection of an extension to provide a cloakroom and accommodation was granted permission on 13 June 1976.

Planning application (Ref No: P1864A 1554) for the erection of a new workshop and office block was refused permission on 6 September 1966

## **POLICY CONSIDERATIONS**

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

### **The National Planning Policy Framework (NPPF)**

National Planning Policy Framework (NPPF)

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

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

The recommendation here is considered to comply with the Core Principles set down in the NPPF:

- Planning should be genuinely plan led empowering people to shape their surroundings. Plans should be kept up-to-date and provide a practical framework within which decisions on planning applications can be made.
- Creation of the opportunity to be creative in finding ways to enhance and improve places in which people live their lives.
- Proactively drive and support sustainable economic development to deliver homes, business and industrial units, and thriving local places that the country needs. Plans should set out a clear strategy for allocating sufficient land which is suitable for development in their area taking account of the needs of the residential and business communities.
- Secure a high standard of design and levels of amenity.
- Promote the vitality of the main urban areas whilst protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside.
- Aim for a low carbon future in a changing climate and encourage the use of renewable resources.
- Conserve and enhance the natural environment and reduce pollution. Allocations of land for development should prefer land of lesser environmental value.
- Encourage the use of brownfield land provided it is not of high environmental value.
- Promote mixed use developments.
- Conserve heritage assets in a manner appropriate to their significance.

- Manage patterns of growth to make the fullest use of public transport, walking and cycling focussing significant development on locations which are or can be made sustainable.
- Support strategies which encourage health, social and cultural well being for all and deliver community and cultural facilities and services to meet local needs.

Mayors London Plan 2011

### **The London Borough of Brent LDF Core Strategy 2010**

CP2 Population and Housing Growth  
 CP21 A Balanced Housing Stock

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

BE2 Townscape: Local Context & Character  
 BE7 Public Realm: Streetscape  
 BE9 Architectural Quality  
 H12 Residential Quality – Layout Considerations  
 TRN23 Parking Standards – Residential Development  
 PS14 Parking Standards  
 SH3 Major Town Centres and Districts Centres

### **Supplementary Planning Guidance Note 17: Design Guide for New Development**

#### **CONSULTATION**

Letters were sent to 105 neighbouring properties as well as Ward Councillors on 22 August 2014.

**5 objections** have been received from local residents on the following basis:

- The building is too high;
- The design is out of keeping with what is around. Should be more based on Station Terrace properties opposite.
- Views from Clifford Gardens not considered;
- No off-street parking is proposed;
- There has already been significant noise and disturbance from existing works undertaken by TFL. The development will increase noise from trains using railway line; and
- Does Brent need more housing?

#### Officer response

- The height of the building has been addressed in the remarks section below;
- A car-free agreement would be secured by a s106 agreement to prevent parking on adjacent roads;
- Any noise and disturbance associated with the proposal would be covered by Environmental Health legislation, also the s106 agreement obliges the applicant to join the considerate contractors scheme.
- The need for additional housing in Brent is established by the London Plan and Policy CP2 of the Core Strategy.

In addition, **1 letter of support** has also been received. The feeling is that something needs to happen on this site.

#### **REMARKS**

##### **Principle of development**

1. The site is in use as storage and offices and has evidently been under-used in recent years. Policy EMP9 of the UDP generally restricts the loss of employment sites, but expands to say that where a site is adjacent a town centre, and contributes to regeneration, then certain alternative uses may be acceptable. Policy SH3 requires that new Major Development to be subject to such a sequential approach (ie: The first preference will be for development on sites within Wembley and Kilburn). However as the development is not a Major development, the sequential approach set out in Government Policy is not applicable here. Policy SH3 also requires new development to demonstrate a need for the development. Retail (A1) and Offices (B1) uses are considered to contribute to the vitality and viability of the adjacent Town Centre itself.

2. The site is as explained located adjacent Kensal Rise town centre therefore a scheme comprising ground floor retail and office uses with residential above meets the general aspirations of policy EMP9. As such the

form of development is accepted in principle. The site benefits from a very good Public Transportation Accessibility Level (5) and as such is considered to be appropriately located in terms of general access.

**Urban design**

3. The character here is generally mixed with the subject site sited between a Bus Depot to the South, a railway line to the North, skip goods yard to the West, a car park to the East and 3 storey terraced housing further North and South. The proposal envisages a 4-storey block with A1 on the ground floor and residential on the upper three floors. The site is physically constrained so any development is likely to follow the form currently proposed and alternative approaches to a linear building are limited.

4. The proposed development will help to strengthen the building line which the existing vacant site fails to do. It is noted that Chamberlayne Road and Clifford Gardens on the opposite side of the railway line have higher ground levels than that of Station Terrace, as such the 4 storey building is considered to be a reasonable approach for a development in this location taking into account what is around. The proposed scale of the development appears to sit comfortably within the streetscape. The height of the new building will be one recessed storey higher than properties on Station Terrace. There has been concern that the building is too high, including when viewed from across the railway line in Clifford Gardens. Although the matter is a balanced one given that the site has been undeveloped for a long period of time and so any building is going to have an impact in visual terms it is considered that the proposal is able to be accommodated on the site in design terms.

5. The recessed circulation cores on the front elevation split the development into 6 elements which effectively reduces the scale of the block. The front elevation is reasonably well proportioned with strong elements of both vertical and horizontal emphasis. The arrangement of material (which will need to be secured by condition for clarity) and fenestration creates a visually interesting and coherent building which is likely to present an improvement to the existing streetscene. The variety within the palette of materials creates an interesting architectural language and is generally supported.

6. The ground floor shopfront does not include great clarity over the detail of future signage where future advertising might take place. It is considered that, whilst this absence might not be a reason for refusal on its own, it is something that needs to be considered in order to avoid unacceptable signage proposal at a later date. A condition securing such details is attached.

7. The site occupies a fairly prominent location, with views of it from Station Terrace, Clifford Gardens and the railway to the rear. The existence of the railway means that opportunities for window openings are limited and the appearance of the building needs to reflect this. Details of the proposed materials will be secured by condition so to ensure a good quality development is ensured. Visuals have been submitted which give an indication that the building should be acceptable in urban design terms with it essential that attention is paid to the rear elevation in addition to the front. The elevation that faces the railway line will be visible both to passengers who use the station, but also those who travel along the railway line through the Borough, and residents in Clifford Gardens across the line. It is considered that sufficient attention has been paid to all elevations in order for the proposal to be supported.

8. The proposed development has been designed to respect the established the scale and design of the surrounding streetscene. It is considered that the proposal is appropriately sited and laid out, whilst maintaining the existing street formation and grain. The proposed elevations represent a relatively simple design approach and a contemporary development is proposed. The simple palette of materials is welcomed and details will be secured by condition.

**Quality of Accommodation**

8. The site is located on Station Terrace and backs onto a Railway Line. The potential for noise nuisance therefore exists and it is important that the residential units are built to a specification that will reduce the impact of noise. Details will be secured by condition. Noise transmission can be mitigated by correct insulation and in order to deal with the issue of street noise the applicant will be required to undertake a noise assessment to ascertain what level of mitigation is needed. This will ensure that suitable attenuation is achieved in the rooms facing the Railway Line

9. The Mayors London Plan 2011 details minimum internal floor area requirements for proposed self contained units. The current standards require 2-bedroom (4-person) flat to be a minimum of 70 square metres and 3 bed units to be 86 square metres in floor area. The internal space provision within this scheme complies with the Mayors guidance as set out in the table below:

Flat No	No of Rooms	No of	Flat size
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		<b>Occupants</b>	
Flat 1	3 Bed	6 Person	102 sqm
Flat 2	2 Bed	4 Person	74 sqm
Flat 3	2 Bed	4 Person	74 sqm
Flat 4	2 Bed	4 Person	74 sqm
Flat 5	2 Bed	4 Person	74 sqm
Flat 6	2 Bed	4 Person	74 sqm
Flat 7	2 Bed	4 Person	74 sqm
Flat 8	3 Bed	6 Person	102 sqm
Flat 9	2 Bed	4 Person	88 sqm

10. External amenity space is provided in the form of external balconies at third floor level. SPG17 requires 240 sqm (7 x 20sqm and 2 x 50 sq m) for a development of this quantum, although the Guidance Note also makes an allowance for a more flexible approach to be employed, particularly in urban areas such as this where it is inevitably more difficult to meet the guidance requirements. The proposed balconies located to the front of the property provide approx half of the SPG17 guidance normal requirements. The development would, therefore, provide an element of useful external space, but the issue is inevitably a balanced one on sites like this where it is difficult to provide the full amount. The submitted visual illustration indicates the introduction of street trees in front of the building (the plans show a total of 6 trees) and this is something that has been explored over time with Officers in an effort to mitigate the impact of limited on site amenity space. The provision of such trees will certainly serve to enhance the street scene in this location and is welcomed, as is the opportunity to undertake some landscaping/public realm improvements towards the Chamberlayne Road/Station Terrace junction which is an area identified by Ward Councillors as being in need of attention. The funding of such trees and off-site improvement works needs to be controlled by way of a legal agreement. It is considered that the reasonably sized internal floor area in the units when considered alongside the outside terrace space and the off-site improvements described above means that the development provides a suitable standard of accommodation which can be supported.

11. The issue of having residential units next to a railway line has been considered. Whilst the units are proposed to be dual aspect which will maximise the amount of light and outlook available to them, the windows fronting the railway line will be secondary windows only and will be fixed closed so to minimise noise transmission into the units. Post completion noise testing will ensure this is the case.

#### **Impact on Neighbouring amenity**

12. SPG17 requires a minimum separation of 20m between directly facing habitable room windows. Windows fronting the railway will as explained above be fixed closed and will, in any event, be in excess of 20sqm from nearest neighbouring properties in Clifford Gardens. Windows fronting Station Terrace will follow the traditional relationship of neighbouring properties across the street from one another.

13. There has been some objection from Clifford Gardens in terms of the impact that the building would have on those properties. As explained above things are inevitably going to change for people living nearby, given the long standing storage use. There will be no loss of privacy as a result of overlooking on the basis that there will be no windows allowing views and the height of the building would be well within the SPG17 guidance as far as building close to boundaries are concerned which Members will be aware is used to assess impact of new development on existing residents.

14. As explained above, if this site is to be developed then it is likely to be developed in this way. The scale, mass and positioning of the building is on balance considered to be acceptable. As a result, whilst matters will inevitably change for those residents of Clifford Gardens and Station Terrace who look out towards the application site, the physical impact of the buildings will be within acceptable limits and the erection of the new block will not have such an unacceptable visual impact so as to justify refusing the scheme on this ground. It has been suggested that the building is a storey too high. Although it is obviously the case that the scale of the building could be reduced the current scheme is considered to be acceptable for the reasons set out, making effective use of land that has been plainly underused.

15. It is considered that the relationship of the proposed building to people living around would be acceptable.

#### **Highways and Access**

16. The site is located on a Local Access Road and lies within a CPZ. It has a very good public transport accessibility with a PTAL rating of 5. In terms of the existing situation the site is occupied by a light industrial use comprising over 475sq of B8 floorspace. This attracts a maximum car parking standard of 1 car, and requires servicing provision of at least a single full sized bay (for a 8m rigid vehicle).

## Commercial

17. The proposed development will attract a maximum of 6 car spaces for the A1/B1 office development and will require 3 "Transit"-sized servicing bays to fully meet standards. One transit servicing bay has been provided at the end of the building furthest away from the entrance into the railway station on neighbouring land which is in the ownership of the applicant. Whilst the provision of 1 transit bay falls short of the stricter requirements quoted above, the Highway Engineer is of the view given the small sizes of the commercial units which range in size from 22 to 55 sq metres all units could be serviced adequately if details were secured via a management plan and it is unlikely in this situation that the proposal would be likely to result in conditions that would be prejudicial to highway safety in the locality. As such details of servicing shall be secured via a condition and controlled through a legal agreement as failure to control the servicing would be unacceptable to the Councils Transportation Engineers.

## Residential

18. Above the proposed retail and office units will be a total of nine residential properties, which will attract a further 8.3 car spaces. There is not room to provide car parking to the maximum standards, either off-street or on-street, but Transportation would accept a "car-free" agreement in this location which would remove the rights of residents and business owners to apply for on-street parking permits. This would again need to be secured via Section 106 Legal Agreement.

## Other Matters

### Refuse and Recycling

19. The proposed refuse and recycling storage facilities for the commercial and residential properties are located in two storage areas, one at either end of the proposed property frontage. These stores mean that residents and business occupiers will need to carry waste a maximum of approximately 30m from their front doors, which complies with Safer Streets guidance on maximum carry-distances

### Cycle Parking

20. Residential properties should each be provided with a secure and covered facility, while retail units require secure facilities too. The requirement for retail cycle parking may be waived as there is local on-street cycle parking within 40m of the site, however residential cycle parking should be provided at a rate of 1 space per dwelling, within secure lockers or similar arrangement. The amended submission shows the development to fall in line with these requirements.

### Contamination

21. The proposed development is on a site that has been identified by Brent Council as being potentially contaminated as a result of previous uses that have taken place. So to ensure a safe development is achieved, if Members are minded to grant permission, details of ground testing and due remediation (if so required) should be secured by condition

## Consultation Overview

<b>Objection raised</b>	<b>Response</b>
The proposed development will be out of scale and of poor design	A contemporary design approach is considered to be an appropriate one. The design and appearance of the proposed development is discussed above in paras' 2 - 6
There is insufficient parking for the proposed flats which will result in unsafe and congested parking conditions within the locality of the site.	This issue is discussed in paras 15-17 of the above report
Loss of Neighbouring Amenity	See paragraph 11.
Noise Pollution to gardens at Clifford Gardens	It is considered that the development itself is unlikely to cause increased noise nuisance and the erection of a building would not be likely to result in noise from trains on the line reflecting back towards residential properties.
The proposal is off limited value to the community	Please see paragraph 1

## Previous Application

22. As explained in the History section above a previous application was withdrawn on this site having made it onto the Planning Committee agenda. This was essentially to do with issues of land ownership and concerns expressed by Network Rail in relation to the railway land to the rear. The Council have sought confirmation that the applicant has control over all the land that forms part of this application, including the proposed servicing bay which is proposed to be shared at the western end of the site. We have received correspondence from Network Rail which says that the matter is now resolved.

23. Originally Network Rail also set out a number of concerns relating to "Asset Protection" and potential conflicts between the operation of the railway and the proposed building that would have had implications on the form of development that could be achieved on the site. Once again, we have received confirmation from Network Rail that their concerns about Asset Protection have been adequately dealt with and that the building could (1) be built and (2) once built would not cause issues for the rail operator.

## Affordable Housing

24. Policy 3.13 of the London Plan requires the provision of affordable housing on sites with a capacity to provide 10 or more units. It is noted that the size of some of the 9 units proposed here exceed the minimum floor space standards contained in Policy 3.5 of the London Plan with the internal design of the units and their mezzanine floors reducing the amount of floor space further. It is therefore necessary to consider whether the existing building envelope that could provide 10 units or above (but is essentially underdeveloped) which would then trigger the requirement to provide affordable housing. This point has been discussed with the applicants who have explained their thinking behind the proposal and it is considered that the situation is not so clear so as to argue that this is a case where a building is being deliberately under developed so as to avoid the need for affordable housing.

**RECOMMENDATION:** Grant Consent subject to Legal agreement

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

National Planning Policy Framework  
Brent Core Strategy 2010  
Brent Unitary Development Plan 2004

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

Built Environment: in terms of the protection and enhancement of the environment  
Housing: in terms of protecting residential amenities and guiding new development

## CONDITIONS/REASONS:

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

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

(2) The development hereby permitted shall be carried out in accordance with the following approved drawing:

- 629 E'01-E'04.
- 629 PX'01, P01-P'05.
- 629 SC X01, 02, 03.
- 629 EMR 01.
- 629 3D 01, 3D 02, 3D 03.
- 629 PT01, PT02, PT03, PT04.



- 629 OS01-10.
- 629 S01, SV01, TS01
- 629 SC01.
- 629 SC X01P.
- Cross section through railway & Station Terrace existing.
- Cross section through railway & Station Terrace proposed
- Design & Access Statement 5/2/2015.
- Practical Acoustics report (31/1/2012).

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

- (3) No water tank, air conditioning or ventilation plant, extraction equipment or other roof structure shall be erected above the level of the roof hereby approved without the further written consent of the Local Planning Authority

Reason: To ensure that such further structure(s) do not prejudice the amenity of the neighbouring occupiers or the appearance of the area.

- (4) Details of materials for all external work, cladding system, including bricks, balconies, canopies, windows and render shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out in accordance with the approved details.

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

- (5) Prior to occupation of the dwellings results of the post-completion testing undertaken to demonstrate that reasonable resting conditions (Living rooms) LAeq, T 30 dB (day: T =16 hours 07:00 –23:00), reasonable sleeping conditions (Bedrooms) LAeq, T 30dB (night: T = 8 hours= 23:00 – 07:00) LAmax 45 dB (night 23:00 – 07:00) have been met should be submitted and approved in writing by the Local Planning Authority and thereafter the development shall not be occupied until the approved scheme has been fully implemented.

Reason: To ensure that the occupiers are not subjected to excessively high noise levels and to ensure an adequate standard of amenity.

- (6) In order to mitigate against the possibility of numerous satellite dishes being installed on the buildings hereby approved, details of a communal television system/satellite dish provision shall be submitted to, and approved in writing by, the Local Planning Authority. The approved details shall be fully implemented.

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

- (7) Further details of the shop and office frontages (Including signage zone) shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out in accordance with the approved details.

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

- (8) Prior to 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 the Local Planning Authority, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination, and an appraisal of remediation options should any contamination be found that presents an unacceptable risk to future site users. The written report is subject to the approval in writing of the Local Planning Authority.

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

- (9) Any remediation measures required by the Local Planning Authority shall be carried out in full.

A verification report shall be provided to the Local Planning Authority, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is permitted 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

- (10) The A1 units shall not be used except between the hours of:-

0800 hours and 1900 hours Mondays to Saturdays

0900 hours and 1700 hours Sundays and at no time on Bank Holidays without the written consent of the Local Planning Authority.

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

- (11) The redundant vehicular crossover shall be restored to kerb-and-channel and any street markings altered at the developer's expense before the development hereby permitted is first occupied.

Reason: In the interests of highway and pedestrian safety.

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

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

- (13) Prior to commencement of the development, further details of construction and maintenance shall be submitted to and approved in writing by the Local Planning Authority and Network Rail. The work shall be carried out in accordance with the approved details.

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

- (14) Prior to commencement of the development, the applicant must submit details of the proposal for the approval of Network Rail and the Local Planning Authority in terms of the building and its precise location and proximity to the Network Rail boundary in order for any future maintenance of the development to commence in a place of safety due to the presence of electrified overhead line equipment (OHLE).

Reason: To ensure the safe operation of the railway and occupier during construction and completion of the development

- (15) Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) and the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification) the use of the area denoted as A1 and B1 on the ground floor plan hereby approved shall only be for purposes within Use Classes A1 and B1, unless otherwise agreed in writing by the Local Planning Authority, providing that any extraction equipment required by the uses are approved by the Local Planning Authority in advance of the unit being served by the required extract equipment being occupied.

Reason: To allow an appropriate level of flexibility in the use of this floorspace and in the interests of amenity.

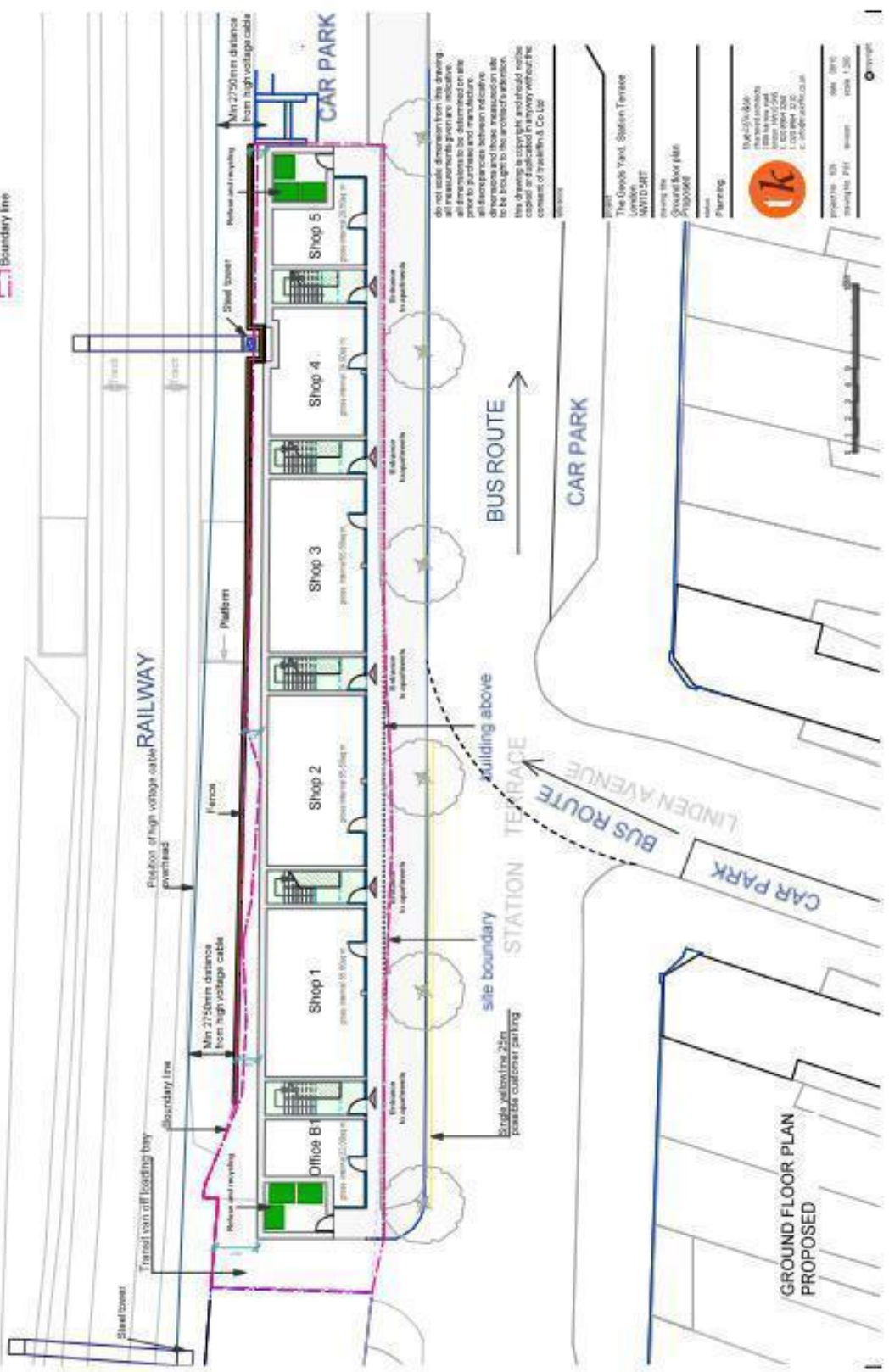
## **INFORMATIVES:**

- (1) The applicant is informed that, the quality of imported soil must be verified by means of in-situ soil sampling and analysis. The Council do not accept soil quality certificates from the soil supplier as proof of soil quality.
- (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](http://www.communities.gov.uk)
- (3) The applicant is advised to contact Network Rail prior to commencement of work.
- (4) Whoever carries out the works is reminded of their obligation to comply in full with s60 of the Control of Pollution Act 1974 and the British Standard Codes of practice 5228:1997 Parts 1 to 4 which states that Construction/refurbishment and demolition works and ancillary operations which are audible at the site boundary shall be carried out only between the hours of: Monday to Friday 08:00 to 18:00, Saturday 08:00 to 13:00 and at no time on Sundays or Bank Holidays.

**REFERENCE DOCUMENTS:**

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

- Refuse and recycling store
- Internal Residential Cycle Area (secure)
- Boundary line



GROUND FLOOR PLAN  
PROPOSED

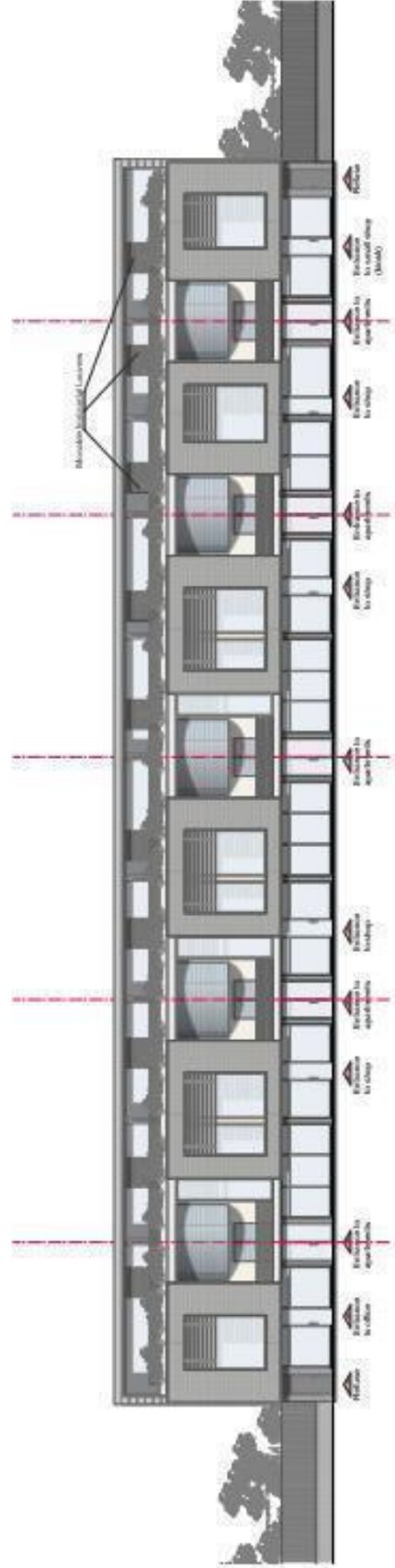


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PROJECT NO: 2017-001  
DRAWING NO: P11 - 001  
DATE: 1.10.17




Client: The Open Yard, Station Terrace  
Address: WINDSOR  
Drawing the Ground Floor Plan  
Scale: 1:500  
Drawing: Planning

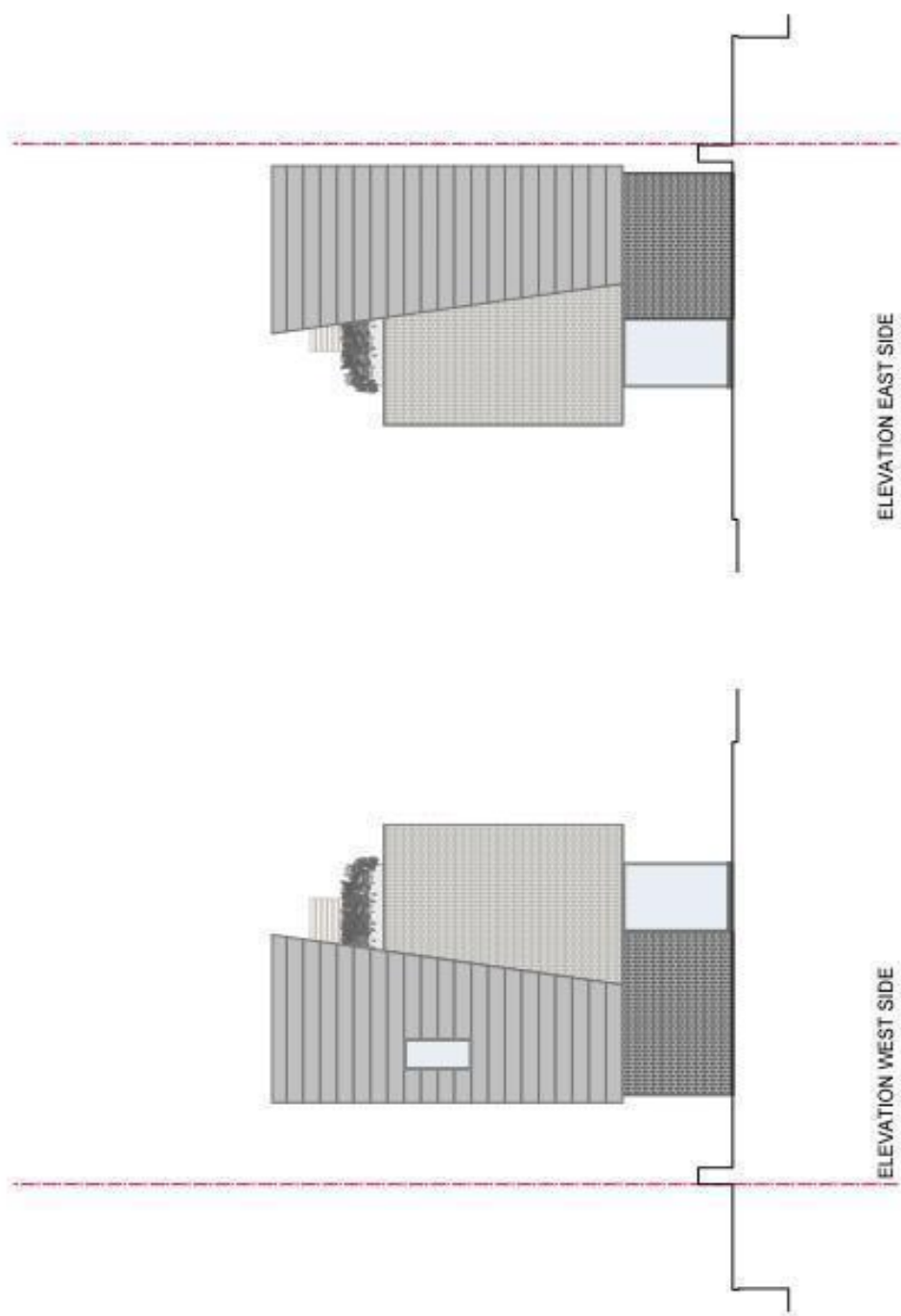


ELEVATION SOUTH FRONT

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<p>Address The Goods Yard, Salsbery Terrace London NW10 6RT</p> <p>Project No P006606</p>	 <p>Planning</p> <p>10000000000 0000000000 0000000000 0000000000 0000000000</p>	<p>Client The Goods Yard, Salsbery Terrace London NW10 6RT</p> <p>Project No P006606</p> <p>Phase Phase 1, 2 &amp; 3</p> <p>Scale 1:500</p> <p>Date 10/10/2024</p>
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ELEVATION EAST SIDE

ELEVATION WEST SIDE

do not scale dimension from this drawing  
 all measurements given are indicative  
 all dimensions to be determined on site  
 prior to purchase and manufacture  
 all discrepancies between indicative  
 drawings and those manufactured are  
 to be deemed to be a correct variation  
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 Pritchard



Unit 15/16A  
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address

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 London  
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project no. 101  
 drawing no. E11.010 west  
 date 08/19  
 scale 1:50





<b>status</b> Parking	<b>tk</b> tk tk	<b>Project</b> The Goods Yard, Station Terrace Lureton NW10 8RT
<b>client</b> 3D Front and side elevation Proposed	<b>Project No.</b> 339	<b>Date</b> 08/12
<b>author</b> tk	<b>Project No.</b> 339	<b>Issue No.</b> 001

do not scale dimensions from this drawing  
all measurements given are indicative  
all dimensions to be dimensioned on site  
prior to purchase and manufacture.  
all discrepancies between indicative  
dimensions and those measured on site  
to be brought to the architect's attention  
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3D - Front and side elevation



Any person wishing to inspect the above papers should contact Andy Bates, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5228