

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

29 July, 2015

14/3892

SITE INFORMATION

RECEIVED: 6 October, 2014

WARD: Brondesbury Park

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: 62 The Avenue, London, NW6 7NP

PROPOSAL: Erection of a rear dormer window with Juliet balcony and conversion of the property into 3 self-contained flats comprising 1 x 1bed and 2 x 3bed, erection of a rear timber fence and gate to form a private rear amenity space; rear cycle parking and associated forecourt landscaping with car parking spaces and a timber bin enclosure

APPLICANT: H & I Investments Limited

CONTACT: FC Architects

PLAN NO'S: See Condition 2

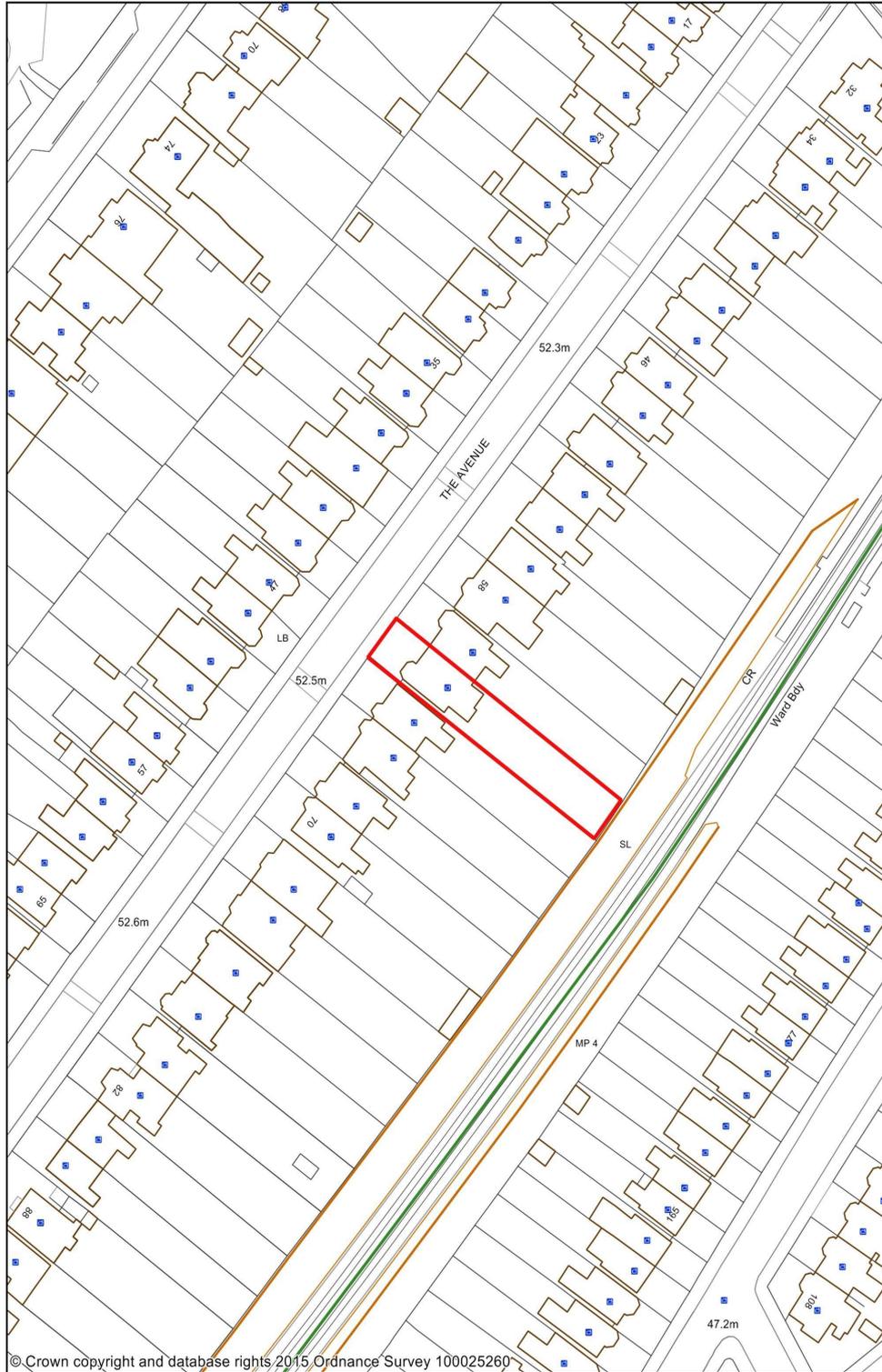
SITE MAP



Planning Committee Map

Site address: 62 The Avenue, London, NW6 7NP

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1:1250

0 0.02 0.04 kilometres



This map is indicative only.

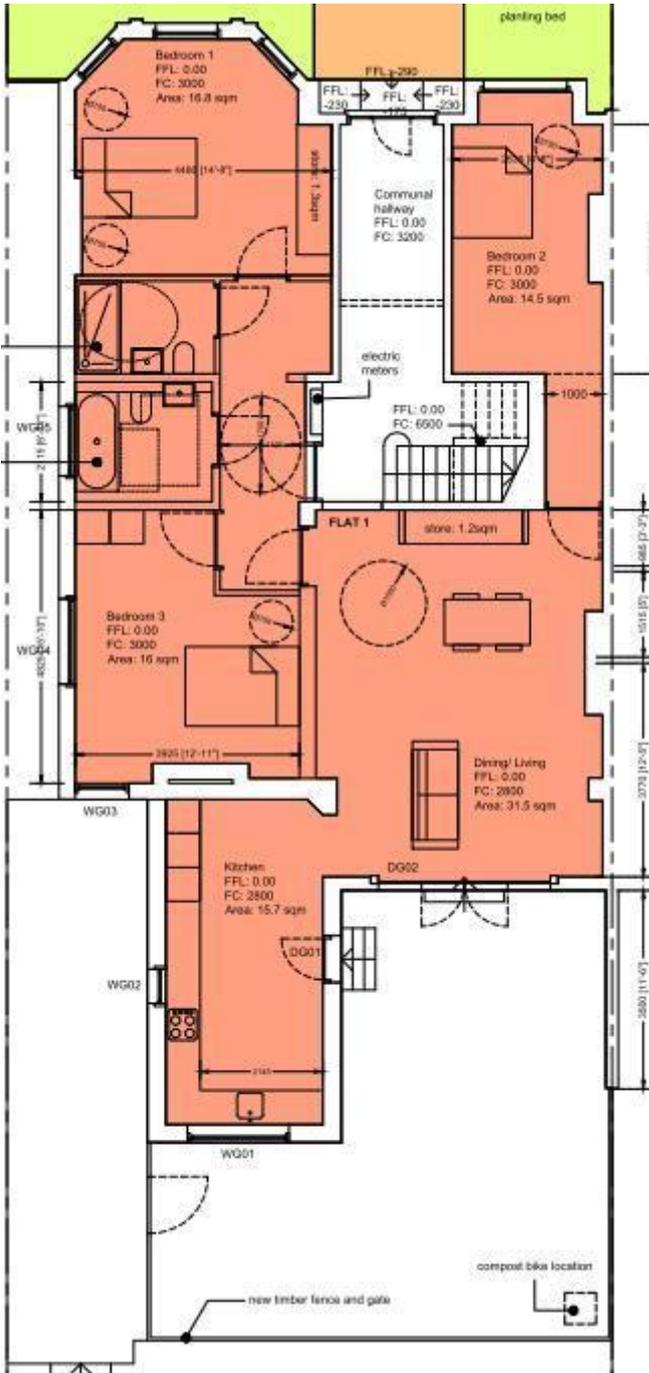
SELECTED SITE PLANS
SELECTED SITE PLANS
Existing front & rear elevations



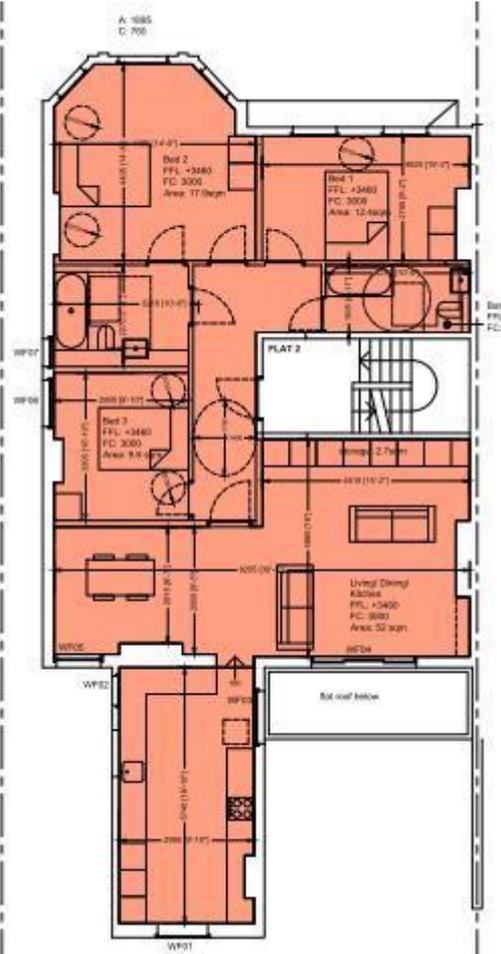
Proposed front & rear elevations



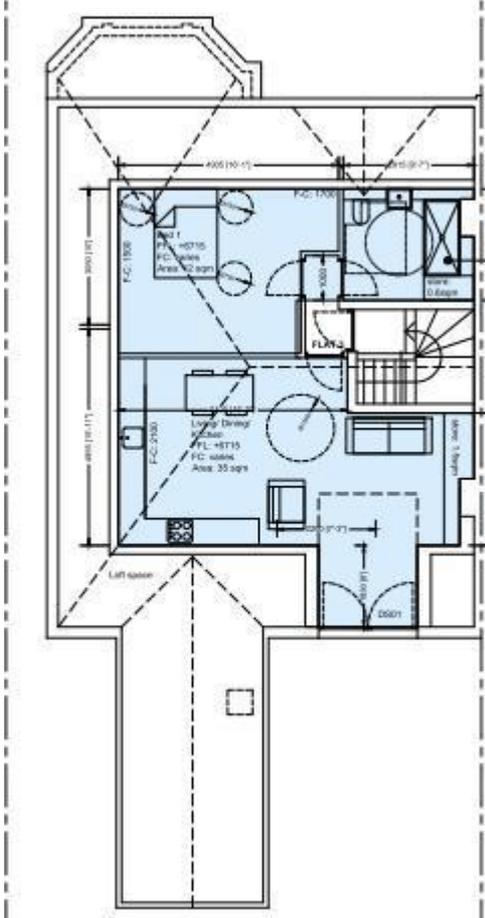
Proposed ground floor plan: Flat 1 - 115sqm GIA



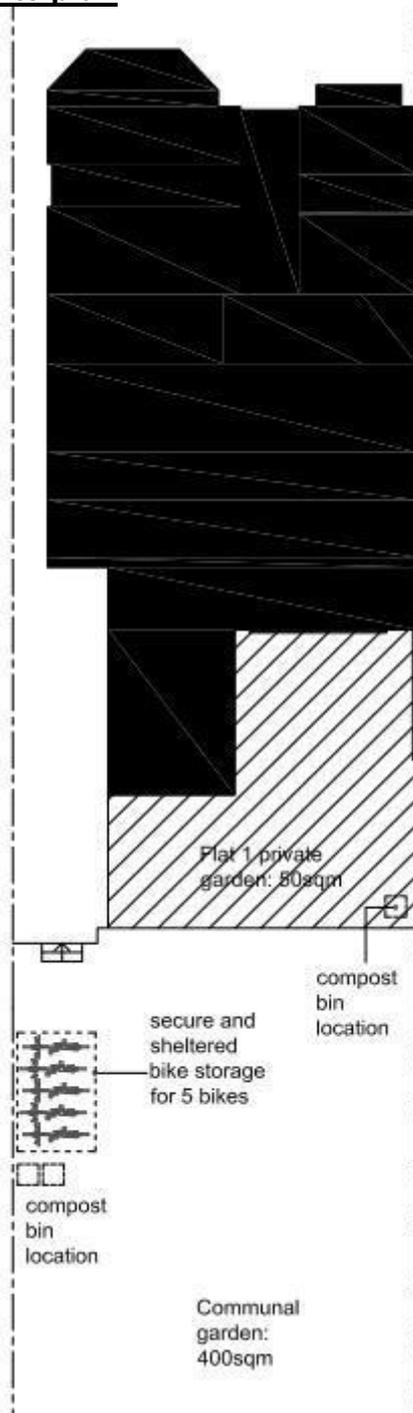
Proposed first floor plan - Flat 2 - 117sqm, GIA



Proposed loft plan - Flat 3 - 58sqm, GIA



Site plan



RECOMMENDATIONS

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

A) PROPOSAL

Erection of a rear dormer window with Juliet balcony and conversion of the property into 3 self-contained flats comprising 1 x 1bed and 2 x 3bed, erection of a rear timber fence and gate to form a private rear amenity space; rear cycle parking and associated forecourt landscaping with car parking spaces and a timber bin enclosure

B) EXISTING

Two storey semi detached dwellinghouse located on The Avenue NW6. The area is predominantly residential in character. The site is not within a conservation area nor is it a listed building.

Existing situation: . The application building is empty and appears to be in need of refurbishment. There is no significant change in ground level to the forecourt which currently contains a mature front boundary hedge

and an area of grass. The rear of the property is characterised with a 2 storey gable end outrigger that is present on neighbouring properties of similar design, and a 1st floor balcony area to the main rear wall of the property. The rear balcony is considered to be an original feature since there is a flank 'balustrade' wall with the adjoining site and other neighbouring properties appear to have this feature. There is a single storey lean-to infill between the outrigger and main rear wall of the property. The original brick work at the back of the property has been rendered and roof tiles changed. A small change in ground level to the rear of the site is present.

Neighbouring properties:

60 The Avenue. is the adjoining semi and lies to the east of the application site. This property is subdivided into 4 units with the benefit of planning permission 85/0943. The 1st floor rear balcony and door on this property has been removed.

64 The Avenue: lies to the west of the application site. This property remains a single family dwellinghouse and has a change significant change in rear garden level towards the back end of the garden. This property is of a slightly different design to the application site, but has a 2 storey outrigger and 1st floor balcony area to the rear.

C) AMENDMENTS SINCE SUBMISSION

During the course of the application the following amendments were requested:

- **Reduction in the number of flats proposed:** :A reduction in the number of units was requested from 4 to 3 for reasons of the site being unable to accommodate that number of units including the 4 parking spaces required.

Forecourt landscaping: Increased planting in association with 2 parking spaces.

D) SUMMARY OF KEY ISSUES

Sub-division of the existing: The existing property is registered as 2 flats although submitted plans do not show this. The proposal will now provide 3 flats with conversion of the loft space and erection of a rear dormer window. The ground floor will provide a 3 bedroom unit, the 1st floor will provide a 3 bedroom unit and the attic a 1 bed unit.

The ground floor 3 bed flat will have its own private rear garden area to the immediate rear of the property, whilst the other 2 flats will have shared access to the remaining area of rear garden via the existing side passage to the property. The existing lean-to infill structure is to be demolished.

Rear dormer window: The proposed rear dormer will comply with design principles set out in SPG5. Its width will be approx. 2.8m which is less than half the width of the original rear roof plane (7.2m) and is proportional to the glazing layout below. The front face of the dormer will be mainly glazed in the form of doors to a Juliet balcony.

Parking: Now that the scheme has been reduced to 3 flats, a comfortable parking arrangement to the forecourt can be provided with associated landscaping and bin storage in compliance with adopted guidance.

E) MONITORING

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

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Dwelling houses	286		286	326	326

Monitoring Residential Breakdown

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

RELEVANT SITE HISTORY

No relevant planning history

CONSULTATIONS

Dated: 17 Oct 2014

Neighbours/Representees:

1. The Owner / Occupier, 43 The Avenue, London, NW6 7NR
2. The Owner / Occupier, 45 The Avenue, London, NW6 7NR
3. The Owner / Occupier, 47 The Avenue, London, NW6 7NR
4. The Owner / Occupier, 49 The Avenue, London, NW6 7NR
5. The Owner / Occupier, 49A The Avenue, London, NW6 7NR
6. The Owner / Occupier, 58 The Avenue, London, NW6 7NP
7. The Owner / Occupier, 60A The Avenue, London, NW6 7NP
8. The Owner / Occupier, 60B The Avenue, London, NW6 7NP
9. The Owner / Occupier, 60C The Avenue, London, NW6 7NP
10. The Owner / Occupier, 60D The Avenue, London, NW6 7NP
11. The Owner / Occupier, 62A The Avenue, London, NW6 7NP
12. The Owner / Occupier, 62B The Avenue, London, NW6 7NP
13. The Owner / Occupier, 64 The Avenue, London, NW6 7NP
14. The Owner / Occupier, 66 The Avenue, London, NW6 7NP

Four objections received.

Comments	Officers Response
<ul style="list-style-type: none"> • Four units is too intensive a use for the site. the site is capable of providing 2x3bedroom units together with the single flat in the attic. • Proposal is an over development of the site. 	<ul style="list-style-type: none"> • The proposal has been amended to provided 3 flats because of the sites inability to provide the required parking
<ul style="list-style-type: none"> • Flat conversion is not in line with character of street 	<ul style="list-style-type: none"> • There will be no extension to the frontage of the property that will indicate sub-division. Additionally, a planning condition requesting further details for planting to the forecourt and retention of the existing front boundary hedge will be attached to the decision notice. This will help to retain a good appearance to the property frontage and streetscene.
<ul style="list-style-type: none"> • Current landlords have shown no interest in updating the property whilst the previous tenant occupied it. As such, it is likely that the new development will be poorly maintained. As such, planning conditions should be used to ensure the development is of quality and well maintained to make a proper contribution to the streetscene 	<ul style="list-style-type: none"> • Forecourt planning will be required with retention of the existing front boundary hedge. Further planning conditions will be added to ensure quality insulation/sound proofing will be present within the conversion. • Maintenance of the property after conversion is a matter that falls within civil law; as such it can not be controlled through planning legislation
<ul style="list-style-type: none"> • Request that planning conditions be used to control building noise during weekends. 	<ul style="list-style-type: none"> • Building developments do create noise, dust and can be a general nuisance to neighbouring occupiers. There are specific times at which building works can take place which is set under s60 of the Control of Pollution Act 1974 and the

	<p><i>British Standard Codes of practice 5228:1997 Parts 1 to 4 .</i></p> <ul style="list-style-type: none"> The Planning Decision Notice will set these times out for the applicant to abide with. Additionally, the applicant will need to join the Considerate Constructors Scheme to ensure neighbouring amenity is protected as far as possible from building works.
<ul style="list-style-type: none"> Inadequate parking provision. There is a restriction for on-street parking will make the road more overcrowded and very busy 	<ul style="list-style-type: none"> With reduction of the number of units with the scheme, only 2 off-street parking spaces are required leaving the need for only 1 on-street parking space which already exists to the front of the property. This complies with council policies for residential parking in areas of low public transport accessibility.

POLICY CONSIDERATIONS

National policy guidance

National Planning Policy Framework 2012 : This sets out 12 core planning principles, of which the following are relevant. Planning should:

- be genuinely plan-led, empowering local people to shape their surroundings;
- proactively drive and support sustainable economic development to deliver the homes, infrastructure and thriving local places.
- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);
- contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;
- conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life for this and future generations;
- encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);
- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

Regional policy guidance

The Further Alterations to the London Plan 2015

The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London. London boroughs' local plans need to be in general conformity with the London Plan, and its policies guide decisions on planning applications.

Chapter 3 - London's People

- Policy 3.2: Improving Health and addressing Health Inequalities
- Policy 3.3: Increasing Housing Supply
- Policy 3.5: Quality and Design of Housing Development
- Policy 3.9: Mixed and Balanced Communities

Chapter 4 - London's Economy

Chapter 6 - London's Transport

- Policy 6.3: Assessing Effects of Development on Transport Capacity
- Policy 6.5: Funding Crossrail and other strategically important transport infrastructure
- Policy 6.9: Cycling
- Policy 6.13: Parking

Chapter 7 - London's Living Places and Spaces

- Policy 7.2: An Inclusive Environment
- Policy 7.4: Local Character
- Policy 7.5: Public Realm
- Policy 7.6: Architecture
- Policy 7.15: Reducing Noise and Enhancing Soundscapes
- Policy 7.19: Biodiversity and Access to Nature

Chapter 8 - Implementation, Monitoring and Review

- Policy 8.3: Community Infrastructure Levy

Local policy guidance

Brent's Core Strategy 2010

The Council's Core Strategy was adopted by the Council on 12th July 2010. As such the policies within the Core Strategy hold considerable weight. The relevant policies for this application include:

- CP1: Spatial Development Strategy
- CP2: Population and Housing Growth
- CP21: A Balanced Housing Stock

Brent's Unitary Development Plan 2004

In addition to the Core Strategy, there are a number of policies which have been saved within the Unitary Development Plan (UDP), which was formally adopted on 15 January 2004. The saved policies will continue to be relevant until new policy in the Local Development Framework is adopted and, therefore, supersedes it. The relevant policies for this application include:

Built Environment

- BE2: Townscape - Local Context & Character
- BE3: Urban Structure - Space & Movement
- BE5: Urban Clarity & Safety
- BE6: Public Realm - Landscape Design
- BE7: Public Realm - Streetscape
- BE9: Architectural Quality
- BE11: Intensive and Mixed Use Developments
- BE12: Sustainable Design Principles

Housing

- H17: Flat conversions
- H18: quality of flat conversions
- H12: Residential Quality - Layout Considerations
- H13: Residential Density

Transport

- TRN3: Environmental Impact of Traffic
- TRN4: Measures to make Transport Impact Acceptable
- TRN10: Walkable Environments
- TRN11: The London Cycle Network
- TRN23: Parking Standards - Residential Developments

DETAILED CONSIDERATIONS

Conversion to 3 flats

1. *Principle:* The conversion of the existing house into 3 units with a rear dormer window extension is considered acceptable because the original GIA of the property is greater than 110sqm and because a 3 bedroom family sized unit with access to a private rear garden space will be re-provided in line with the council's Core Strategy(2010) policy CP21, UDP(2004) policy H17 and standards set out in SPG17.

Obviously the provision of two 3 bed units will make a contribution, albeit a small one, to meeting the housing needs within the Borough.

2. *Scale of proposal:* The existing property is a large dwellinghouse which can comfortably be sub-divided into 3 flats without significant extensions. The previous scheme of 4 units could not be supported because it was considered to propose an over-intensive use of the site. Overall, the scale of the proposal will satisfy transportation and built environment policies.

Table 1: Size & mix of flats

Unit	Location	Capacity	Proposed GIA	Outdoor amenity
Flat 1	Ground floor	3b6p	115sqm (LHSPG.95sqm)	Yes, private 50sqm
Flat 2	1st floor	3b6p	117sqm (LHSPG.95sm)	Yes, communal, 400sqm
Flat 3 (<i>labelled as flat '4' on plan</i>)	Loft	1b2p	58sqm (LHSPG.50sqm)	Yes, communal, 400sqm

Standard of accommodation

3. *Space standards and mix:* Table 1 sets out the space standards for the proposed 3 flats (NB. flat 3 is labelled as flat 4 on plan). The proposed mix of units is acceptable with provision of x2 family sized units, one of which will have direct access to its own private rear garden comprising 50sqm (SPG17). All units will be greater than the essential space standards set out by the London Housing SPG (2012) which is welcome. Flats 2 & 3 will have access to the remaining garden area which amounts to approximately 400sqm. Occupiers of Flat 1 will also have access to this communal garden for use of the cycle parking. Overall, the space standards of all 3 flats is very good.
4. *Living Conditions:* The entire property is to be refurbished and as such compliance with building regulations will be necessary. In relation to stacking, part of the rear open plan dining/lounge area of flat 2 will be above a bedroom of flat 1. This is the only stacking concern with the scheme, but it is likely to be made acceptable by building regulations; but a planning condition will be added to the decision notice to ensure noise standards are complied with. Overall, the proposed living condition are considered acceptable.

Impact to Neighbouring Amenity

5. *Sub-division:* The proposed conversion itself is considered unlikely to have a significant impact to the amenity of occupiers at neighbouring sites because the majority of the development will be internal to the principal building. The number of people living at the new development will inevitably be greater than that of a single family; but given the existing property is able to provide 3 units that meet regional policy requirements for internal floorspace with minimal further extension, the proposal is not considered to be an overdevelopment of the site that would have a detrimental impact to neighbouring occupiers by way of noise, traffic or over-intensive use.
6. *Rear dormer with Juliet balcony:* The insertion of a rear dormer to the rear roof plane is considered acceptable and unlikely to affect neighbouring privacy by way of overlooking because this element will not have any outside platform on which a person can stand and overlook neighbouring properties. In relation to visual amenity, the dimensions of the rear dormer will comply with principles set out in SPG5. As such, the rear dormer is considered unlikely to be visually discordant within the rear roof plane and its Juliet balcony feature unlikely to have a significant impact to neighbouring amenity.

Visual Impacts

7. *Frontage:* The proposed development is considered unlikely to have a significant impact to the overall streetscene because there are no extensions to the front of the property.
8. *Forecourt:* The forecourt is to contain at least 50% soft landscaping with retention of the existing front boundary hedge. Plans indicate the coverage of planting but details of plants will be requested by a condition to the decision notice. This is acceptable and the planning agents have been sent example forecourt layouts as to the level of detail required.
9. *Bins:* Brent's Waste & Recycling Storage guidance for residential properties has recently changed; and requires that each household have a bin capacity of 120L for residual & recycling types of waste collection; and a caddy for food waste. As such, the required bin capacity should be 3x120L for recycling (blue bin); 3x120L residual waste (grey bin) and 3xcaddies for food waste for the whole development.

Shared bins are welcome because it will help reduce clutter within the forecourt. As such, this requirement will be set as a condition for further details of the forecourt layout including that of the bin enclosure; as well as the requirement to place a sign on the bin enclosure setting out how waste should be sorted for disposal in the separate bin types. In relation to garden waste, the council charges an annual tariff per household for collection of garden waste which occupiers of the scheme can choose to enter into. In order to ensure occupiers have a means of disposing of garden waste without using the grey bins, compost bins will be placed in the rear gardens as shown on plan. Insertion of the compost bins will be set as a condition.

Transportation & parking

10. *Car parking*: The site is within an area that has a low public transport accessibility level (PTAL); where connectivity and direction of travel is limited without the use of a private vehicle. Given the low PTAL, the site can not be car-free with residents prevented from applying for car parking permits and as such the full parking standard is applicable i.e. 3 parking spaces. After detailed discussions with the agent, it was agreed that only 2 parking spaces within the forecourt was achievable with the need to provide 50% soft landscaping. One on-street parking space is allowed to the frontage of the site and is unlikely to be affected with the need to widen the crossover to 4.2m. Plans have indicated a forecourt parking arrangement, but notwithstanding this plan, further details for the forecourt with parking arrangement will be requested by condition to include a footpath which the current plan does not accommodate.
11. *Cycle parking*: Plans indicate shared secure cycle parking will be provided to the rear of the property with 5 spaces. Access to the communal garden is provided by the existing side passage. This complies with PS16 and is acceptable.

Conclusion

The principle of converting the existing property into 3 flats is considered acceptable as it would provide 2 family sized units compliant with Core Strategy policy CP21, design principles in Brent's UDP(2004), residential standards set out in the London Housing SPG(2012) and Brent's SPG17. As such, approval with conditions is recommended.

CIL DETAILS

This application is liable to pay **£10,205.71*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

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

Total amount of floorspace on completion (G): 324 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Dwelling houses	324	286	38	£200.00	£35.00	£8,685.71	£1,520.00

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	256	
Total chargeable amount	£8,685.71	£1,520.00

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

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

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 14/3892

To: Mr Peter Chiu
FC Architects
20 Camomile Drive
Weaving
Maidstone
Kent
ME145FL

I refer to your application dated 06/10/2014 proposing the following:
Erection of a rear dormer window with Juliet balcony and conversion of the property into 3 self-contained flats comprising 1 x 1bed and 2 x 3bed, erection of a rear timber fence and gate to form a private rear amenity space; rear cycle parking and associated forecourt landscaping with car parking spaces and a timber bin enclosure
and accompanied by plans or documents listed here:
See Condition 2
at 62 The Avenue, London, NW6 7NP

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

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance 5 - Altering and Extending Your Home

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

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

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

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

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

AL(0)001 Rev C;
AL(0)002;
AL(1) Rev P;
AL(1) 002 Rev C;
AL(1) 003 F.

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

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

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

- 4 All residential premises shall be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' to attain the following internal noise levels:

Time	Area	Maximum noise level
Daytime Noise 07.00 - 23.00	Living rooms and bedrooms	35 dB LAeq (16hr)
Night time noise 23.00-0700	Bedrooms	30 dB LAeq (8hr) 45 dB LAmax

A test shall be carried out prior to the discharge of this condition to show that the required internal noise levels have been met and the results submitted to the Local Planning Authority for approval.

Reason: To obtain required sound insulation and prevent noise nuisance

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

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

- 6 Composting bins shall be installed in the private and communal rear garden area.

Reason: To ensure occupiers can maintain their outdoor amenity areas and have adequate means for disposal of garden waste in the absence of collection by the local authority.

- 7 The existing vehicular crossover for 62 The Avenue shall be increased to a 4.2m wide to accommodate two off street parking spaces within the area of hardstanding shown on drawing no:AL(1)003 F. The works shall be carried out at the applicants expense, in compliance with a scheme to be submitted to and approved in writing by the Highway Authority, with the works carried out and completed in accordance with these approved details prior to occupation of the flats hereby approved.

Reason: In the interests of highway conditions within the vicinity of the site.

- 8 The proposed partition fence to form the private rear garden shall comprise timber fencing no higher than 1.5m in height.

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

- 9 Notwithstanding the plans hereby approved, details of the front garden layout shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. All detailed works shall be carried out as approved prior to the occupation of the premises. Such details shall include:

- (i) planting of the front garden area with shrubs and/or trees;
- (ii) retention of the existing front boundary hedge;
- (iii) a defined footpath to the front door;
- (iv) provision of front garden wall or other form of boundary treatment across the whole frontage other than the crossover access point;
- (v) car parking space for 2 cars, the defined points of access and the surfacing materials to be used;
- (vi) waste and recycling storage facilities for 3 flats in accordance with council residential waste policy.

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 position, unless the Local Planning Authority first gives written consent to any variation.

Where shared bins facilities are required the owner shall place a notice on the bin enclosure stating that waste should be sorted and disposed of in the appropriate bin type.

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.

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 You are advised that construction and demolition work is controlled by the Council under *Section 60 and 61 of the Control of Pollution Act 1974*, and the *British Standard Codes of practice 5228:1997 Parts 1 to 4*. In particular, building work that is audible at the boundary of

the site shall only be carried out between the following hours:

Monday to Friday - 08.00 to 18.30

Saturdays – 08.00 to 13.00

Sundays and Bank Holidays – No noisy works at all

- 3 Widening of the existing vehicular crossover to no. 62 the Avenue NW6 shall be carried out by the Local Highway Authority at the applicant's expense prior to occupation of the proposed development. The applicant is advised to telephone The Highways unit on 0208937 5121 or email transportation@brent.gov.uk

- 4 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.

Any person wishing to inspect the above papers should contact Harini Boteju, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5015