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**RECEIVED:** 5 June, 2008

**WARD:** Harlesden

**PLANNING AREA:** Harlesden Consultative Forum

**LOCATION:** Site of former Willesden Court House, St Marys Road, London, NW10

**PROPOSAL:** Erection of a 3, 4, 5 and 6 storey building comprising 149msq community facility (Use Class D1) on the ground floor, 38 self contained flats (100% affordable, 4x1bed, 15x2bed, 17x3bed, 2x4bed), 3 disabled parking spaces, 38 cycle spaces, formation of new vehicular access onto St Mary's Road NW10, communal garden and associated landscaping as accompanied by Sustainability Report by Price & Myers Revision 1 dated 9 September 08 and Sustainable Checklist ('Car-free development').

**APPLICANT:** Kitewood Estates Ltd

**CONTACT:** CgMs

**PLAN NO'S:** STMR/E01, STMR/P12 A, STMR/P01 D, STMR/P02 C, STMR/P03 C, STMR/P04 C, STMR/P05 C, STMR/P06 C, STMR/P07 C, STMR/P08 C, STMR/P09 A, STMR/P10 A, STMR/P11 A

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## **RECOMMENDATION**

Grant planning permission subject to the completion of a satisfactory Section 106 or other legal agreement and delegate authority to the Director of Environmental Services to agree the exact terms thereof on advice from the Borough Solicitor

## **SECTION 106 DETAILS**

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

- a) Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and b) monitoring and enforcing its performance
- b) 100% Affordable Housing
- c) Contribution of £223,200 (£2,400 per bedroom), due on Material Start and index-linked from the date of committee, to be used for improvements to the education, sustainable transports, sports and open space in the local area.
- d) A requirement to implement sustainability measures implemented on TP6 Form "Sustainability Checklist" submitted with the application and measures to ensure that a Code for Sustainable Homes Level 3 rating has been achieved. Following the completion of construction works, appropriate independent evidence (such as a BRE Post-Construction Review) should be submitted to the Local Planning Authority to verify this.
- e) Compensatory provision of payment to the Council if an independent review shows sustainability measures have not been implemented on site.
- f) Offset 20% of the site's carbon emissions through onsite renewable generation. If proven to the Council's

satisfaction that it's unfeasible, provide it off site through an in-lieu payment to the council who will provide that level of offset renewable generation.

g) The provision of no less than 149sqm of D1 Class publicly accessibly community space within the development.

h) Join and adhere to the Considerate Contractors scheme.

i) Remove the right of residents to apply for parking permits.

And, to authorise the Director of Environment and Culture, 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.

## **EXISTING**

The subject site is situated on the north side of Craven Park Road at its junction with St Mary's Road and was previously occupied by the two storey Court House building which has now been demolished and the site is vacant.

## **PROPOSAL**

This application seeks to construct a 3, 4, 5 and 6 storey building comprising 149sq.m community facility (Use Class D1) on the ground floor, 38 self contained flats (affordable - 4x1bed, 15x2bed, 17x3bed, 2x4bed), 3 disabled parking spaces, 38 cycle spaces, formation of new vehicular access onto St Mary's Road NW10, communal garden and associated landscaping.

## **HISTORY**

Planning permission granted in November 1991 for the demolition of the existing building and the redevelopment of the site with a part 3 storey, part 4 storey building for office use with the provision of 48 parking spaces at basement and ground level.

Planning permission granted in December 1993 for the change of use of the courthouse to community centre and construction of atrium to internal courtyard.

Planning permission refused in June 2006 for the erection of a part 7-storey, part 6-storey building comprising 56 flats, with commercial use on the ground floor and an appeal against this refusal was withdrawn by the applicant.

## **POLICY CONSIDERATIONS**

The following policies and standards contained within the Council's Adopted Unitary Development Plan 2004 are considered to be relevant to consideration of the application.

### **Unitary Development Plan 2004**

**STR11** - Which seeks to protect and enhance the quality and character of the Boroughs built and natural environment and resist proposals that have a harmful impact on the environment and amenities.

**BE1**- requires the submission of an Urban Design Statement for all new development proposals on sites likely to have significant impact on the public realm or major new regeneration projects.

**BE2** - Proposals should be designed with regard to their local context, making a positive contribution to the character of the area.

**BE3** - relates to urban structure, space and movement and indicates that proposals should have regard for the existing urban grain, development patterns and density in the layout of development sites.

**BE4** - states that developments shall include suitable access for people with disabilities.

**BE5** - Proposals should, amongst other things, clearly defined public, private and semi-private spaces in terms of their use and control.

**BE6** - High standard of landscaping required as an integral element of development, including a design which reflects how the area will be used and the character of the locality and surrounding buildings, boundary treatments to complement the development and enhance the streetscene.

**BE7** – A high quality of design and materials will be required.

**BE9** - Creative and high-quality design solutions (for extensions) specific to site's shape, size, location and development opportunities Scale/massing and height should be appropriate to their setting and/or townscape location, respect, whilst not necessarily replicating, the positive local design characteristics of adjoining development and satisfactorily relate to them, exhibit a consistent and well considered application of principles of a chosen style, have attractive front elevations which address the street at ground level with well proportioned windows and habitable rooms and entrances on the frontage, wherever possible, be laid out to ensure the buildings and spaces are of a scale, design and relationship to promote the amenity of users providing satisfactory sunlight, daylight, privacy and outlook for existing and proposed residents and use high quality materials.

**BE12** - states that proposals should embody sustainable design principles commensurate with the scale and type of development.

**EP3** - requires developments within Air Quality Management Areas to support the achievement of National Air Quality Objectives.

**H9** – 15+ unit developments are required to provide a mix of family and non family units having regard to local circumstances and site characteristics. Special regard will be had to affordable housing designed to meet the needs of a particular priority group.

**H10** - New residential development should be self-contained.

**H11** - Housing will be promoted on previously developed urban land which the Plan does not protect for other land uses.

**H12** - Layout and urban design of residential development should reinforce/create an attractive/distinctive identity appropriate to the locality, housing facing streets, have access and internal layout where cars are subsidiary to cyclists and pedestrians, appropriate car parking and cycle parking ,where dedicated on-street parking is maximised as opposed to in curtilage parking and avoids excessive tarmac and provides an amount and quality of open landscaped area appropriate to the character of the area, local availability of open space and needs of prospective residents.

**H13** - The appropriate density will be determined by achieving an appropriate urban design which makes efficient use of land, particularly on previously used sites and meets the amenity needs of potential residents. The most dense developments will be in areas with good and very good public transport accessibility. surrounding densities should at least be matched unless it would harm residential amenity. The density should have regard to the context and nature of the proposal, the constraints and opportunities of the site and type of housing proposed.

**H15** - States that the density and height of any buildings should be subsidiary to the street fronting development.

**TRN1** -Transport impact assessed, including cumulative impacts on the environment, on the road network and all transport modes including public transport, walking and cycling. Developments having a potentially significant impact on the transport network should submit a Transport Assessment, incorporating proposed traffic reduction by the developer (e.g. green transport plans). Where this transport impact is demonstrated to have an unacceptable public transport or environmental impact the application will be refused unless measures are secured as part of the application making this acceptable.

**TRN2** - Development should benefit and not harm the operation of the public transport network and should be located where the public transport accessibility is sufficient to service the scale and intensity of the use, in particular, the capacity of the public transport network within convenient and safe walking distance of the site should be sufficient to accommodate any increase in passenger trips to an acceptable level of service, any

significant increase in traffic generated by the development and/or associated highway works should not cause material harm to the speed and/or reliability of bus services.

**TRN3** - Where a planning application would cause or worsen an unacceptable environmental impact from traffic generated it will be refused, including where:

- (a) The anticipated level of car generation/attraction is greater than the parking to be provided on site in accordance with the Plan's standards and any resulting on-street parking would cause unacceptable traffic management problems; and/or
- (b) The proposal would have unacceptable environmental problems such as noise or air quality (especially affecting air quality management areas); and/or
- (c) The development would not be easily and safely accessible to pedestrians and/or cyclists; and/or
- (d) Additional traffic generated would have unacceptable consequences in terms of access/convenience for pedestrians and/or cyclists; and/or
- (e) The proposals would produce unacceptable road safety problems; and/or
- (f) The capacity of the highway network is unable to cope with additional traffic without producing unacceptable levels of traffic congestion – especially where this would hinder the ability of the Strategic Road Network and/or London Distributor Roads to cope with through trips, or would introduce through traffic onto local roads; and/or
- (g) The proposal would cause a significant increase in the number and/or the length of journeys made by the private car.

**TRN4** - Where transport impact is unacceptable, measures will be considered which could acceptably mitigate this and enable the development to go ahead, secured at the developers' expense including public transport improvements sufficient to service the scheme or to integrate it with the surrounding area, the extension or bringing forward of on street parking controls/waiting restrictions, improvements to pedestrians and/or cycle facilities, traffic calming measures, acceptable road safety and essential highway improvements, not necessarily restricted to junctions and road lengths adjacent to the development, providing these improvements are limited to measures necessary to make the transport impact acceptable and management measures necessary to reduce car usage to an acceptable level (e.g. green transport plans). Such measures should be necessary for the scheme to go ahead and be related to the development, should be consistent with any existing or proposed parking controls and Local Area Transport Strategy covering the area and should not unacceptably divert traffic problems elsewhere. Wherever possible, measures should be completed before the development is completed/operational.

**TRN10** - The walkability of the public environment should be maintained and enhanced especially to key destinations such as schools, shopping centres and public transport and for those with mobility difficulties. New development should have safe walking routes which are overlooked, convenient and attractive within the site and to surrounding facilities and areas. These should normally be along streets or where not practical or desirable overlooked pedestrian routes. There should be level access at pedestrian crossing points

**TRN11** - Developments shall comply with the Councils minimum cycle parking standard (PS16); with parking situated in a convenient, secure, and where appropriate sheltered location.

**TRN23** - Parking standards for residential developments require that residential developments should provide no more parking than the levels listed in PS14 for that type of housing.

**TRN34** - Servicing required to standard

**TRN35** - On transport access for disabled people and people with mobility difficulties states that development should have sufficient access to parking areas and public transport for disabled people, and that designated parking spaces should be set aside for disabled people in compliance with levels listed in PS15.

**PS14** - Residential parking standards - Maximum of 1.2 spaces per for 2 bedroom units. Spaces should be unallocated as far as possible.

**PS15** - 10% of spaces should be widened to 3.3 metres for disabled parking. A minimum of 1 space will be required for developments of 10 units or more.

**PS16** - 1 cycle parking space per unit

**Site Specific Proposal HP11** - the site would be acceptable a mix of development including community use, housing, offices food and drink and arts, culture and entertainment. Any uses though should contribute to the regeneration of Harlesden. The retention of the existing buildings is recommended.

**Supplementary Planning Guidance(SPG) 17** - "Design Guide for New Developments".

**Supplementary Planning Guidance(SPG) 19** - "Sustainable Design, Construction & Pollution Control".

## **SUSTAINABILITY ASSESSMENT**

The applicants have submitted the sustainability checklist and have been amended throughout the application stage to achieve a very positive rating of 51%. This will be subject to a legal agreement for the development.

## **CONSULTATION**

Adjoining occupiers within at least 100m of the site in Craven Park Road, Fortunegate Road, Nicoll Road, St Mary's Road and St Thomas's Road consulted. 14 letters were received, 12 objecting to, 1 in support and 1 comment from nearby occupiers: The objections are;

- Development too big for the site
- loss of light, privacy and outlook;
- increase in cars and parking problems on adjacent roads;
- increase in noise, pollution, smell from refuse storage,
- increase opportunities for crime
- design out keeping with character of the area
- excessive height
- building too close to the street
- community use would increase number of people coming to the area and be nuisance in the local area

Councillor Long also queried the proposed Community Use and what it was going to be used for.

## **REMARKS**

This application proposes the erection of a part 6, 5, 4 and 3-storey building on the site comprising a total of 38 flats (all affordable), with Community Facility Use (Use Class D1) on the ground floor fronting Craven Park Road. In terms of the mix of units proposed, these can be summarised in the table below:-

Size	Number	Percentage
One bed flats	4	10.5
Two bed flats	15	39.4
Three bed flats	17	44.7
Four bed flats	2	0.5

The application site is designated as proposal HP11 for community use/housing/offices/food and drink in UDP 2004. More recently, as part of the Emerging Local Development Framework, the site has also been identified and designated in the Site Specific Allocation document, SSA80, for mixed use including a new community facility on the ground floor and residential development above, including amenity/open space and even though the LDF process has stalled this would be more relevant for the purpose of assessment. Members will be aware that Officers have previously discouraged the demolition of the building. Once that advice was ignored and the Court House was removed, the view was taken that any development would have to be of the highest quality possibility to compensate for the loss of the architecturally important building.

## **HOUSING MIX**

The proposed housing mix provides for 50% three/four bedroom, family sized units. The proposed development, which would be 100% affordable, demonstrates that a satisfactory proportion of accommodation for larger family sized dwellings is provided, so as to better meet the Borough's housing needs and, as a result, the proposal does satisfy UDP Policy H9 on Dwelling Mix

The applicant have not confirmed any registered social landlord (RSL) as the applicants are, at the time of writing, currently in discussions and negotiations with a number of RSLs. Members may be aware that normally Officers would expect any application to be submitted with one of the Councils affordable housing partners on board. This is to ensure that the form of development would not subsequently change in the

future once the RSL gets involved. However, in this case the Council's RSL Housing Officer has considered the submitted information and is satisfied with the tenure, dwelling mix and size of units for affordable housing are all acceptable and, on this basis, Officers consider it appropriate to consider the application.

## **HIGHWAY CONSIDERATIONS.**

The application site is located on the north-western side of St Mary's Road, a local access road in Harlesden. The site also has a boundary onto Craven Park Road, part of the London Distributor Road through central Harlesden. St Mary's Road defined in the UDP as being heavily parked, however the road now lies within the CPZ. The site has very good access to public transport with a PTAL rating of level 5.

A site with very good access to public transport would have reduced parking allowances of 0.7 spaces per 1 and 2 bed flats and 1.2 spaces per 3bed units. As such, up to 36 car parking spaces would be permitted for the 38 proposed flats.

The relatively recent extension of the Controlled Parking Zone into St Mary's Road would allow the development to be 'car-free' and a 'car-free' agreement is therefore secured within the Section 106 Agreement for the site, to ensure that overspill of parking from the site should be minimised.

The proposed new access road to the development is not wide enough to allow two vehicles to pass one another. However, with a separate footway provided into the building and with only three disabled parking spaces served, this arrangement is considered acceptable for the limited amount of use it will incur. The proposed gates are adequately set back to allow cars to wait clear of St Mary's Road whilst they open, whilst the setting of the access away from the site boundary will allow pedestrian and vehicular sightline requirements to be met.

Thirty-eight bicycle spaces are provided in line with parking standard PS16 and a central refuse storage area for both waste and recycling bins is also provided.

## **DESIGN CONSIDERATIONS.**

The proposed development building is well designed and is proposed to have good quality finish. The building line slightly projects forward of the adjacent building, the Trinity Centre. The staggered building line of the proposed building and relationship with the Trinity Centre are not considered to be detrimental to the streetscene and indeed add interest to the scene. The change in the building line is minor and it allows a gradual transition between the two buildings.

The proposed building is staggered itself and the closest part of the building is setback 2.4m from the St Mary's Road pavement. Other parts of the building are 4m and 5m set back from the boundary with the said Street. This helps to break up the building line and the massing from the street and is therefore welcomed. On St Mary's Road the setback generally ranges from 1.4m (directly opposite) to 2.7m (further down the street on the eastern side - semi detached properties). Therefore the proposed setback is considered acceptable and coherent with the existing streetscene. Whereas the previously proposed building was considered to have a significantly detrimental impact on the character and appearance of the area, this latest development is an improvement and is now considered to be of the necessary design quality required on a site like this.

On the Craven Park Road frontage, the building is proposed to be sited along the back edge of the footpath in line with the adjacent buildings. This is acceptable.

A contemporary approach in design is proposed and would enhance the area from architectural point of view.

The elevational treatment with different render finishes would break up the massing and scale of the development and provide visual interest. The proposed height is also stepped down along St Mary's Road, so from 6 storeys high on the frontage to three adjacent to the Trinity Centre, this results in an acceptable relationship with what is around. It allows a better relationship, architecturally, to the two storey semi detached properties along St Mary's Road further down the street from the application site. The building also includes something of a "landmark" feature at the junction with Craven Park Road, which is curved and uses copper material. The materials of the corner element of the building are considered to contribute to the positive design of the development and to ensure that the proposed materials are implemented on the scheme and the scheme is not 'watered down' after it is determined, a condition will be specified with details of colour to be submitted for further approval.

Green roofs are proposed to all flat roof parts of the building which will enhance the permeability of the site but also visual amenity for the future occupiers of the development as well as the adjacent neighbouring occupiers. The green roofs are not to be used for external amenity space and access to these roofs are limited to maintenance only and therefore there are no privacy implications.

## **AMENITY SPACE/LANDSCAPING ISSUES**

There are presently no features of landscape importance on the site. The proposed built form allows introduction of soft landscaping at the rear and St Mary's Road frontage of the site which would enhance the visual amenity of the streetscene and the occupiers of the nearby residential accommodation.

The development proposes a total of 38 flats. The Council's adopted SPG17 guidance indicates that a minimum of 20 square metres of external amenity space should be provided per unit. The guidance does indicate that there will be certain instances where this figure need not be complied with, for example if the amount of internal space proposed exceeds the guidance, or useful, useable balcony areas compensated for the lack of other amenity space. In this case, all flats have balcony provision and flats on the top floor have generous sized balconies. The ground floor flats (4 flats) have their own private amenity space and there is an external communal garden space of approximately 140sq.m. On balance, whilst majority of the units do not meet the minimum amenity space provision the internal space is more than the minimum as stated in the SPG 17 and the financial contribution from the standard charge will be adequate to provide improvements to the nearby open spaces, in particular to Challenge Close Open Space. Therefore, due to the combination of larger internal areas, some provision of external space for all units and financial contributions towards improvements, on balance, the proposal is acceptable.

A detailed landscaping will be sought through a condition which will further assist in improving the visual amenity of streetscene and for the future occupiers.

## **RESIDENTIAL QUALITY FOR FUTURE RESIDENTS**

As well as providing guidance on the amount of external space required in residential developments, SPG17 also sets out the minimum unit sizes for flats having different numbers of bedrooms. The Council's current standards seek the following flat sizes as a minimum:

- 1-bedroom flat – 45 square metres.
- 2-bedroom (3-person) flat – 55 square metres.
- 2-bedroom (4-person) flat – 65 square metres.
- 3-bedroom flat – 80 square metres.
- 4-bedroom flat - 90 square metres

The proposal seeks the provision of 4no. 1-bed flats, 15no. 2-bed flats, 17no. 3-bed flats, and 2no. 4-bed flats. An assessment of the current scheme indicates that all flats shown on the plans comply with the Council's guidelines, in quantitative terms. In addition, majority of the units have dual aspects. Stacking issues are resolved by virtue of the fact that the floors of residential accommodation are virtually identical in terms of layout.

## **IMPACT ON ADJOINING RESIDENTS**

The Court House Building which previously occupied the site inevitably had an impact on people living nearby as a result of its scale and siting. However, as it is demolished and the site is empty, it can be considered that the site has nil impact to the adjoining occupiers. This is only a temporary situation as the land is a brownfield site and a development of it is encouraged, with any replacement building likely to be higher than what was on the site previously. The proposed building, would comply with majority of the design guidelines as stated in SPG 17. The habitable room windows are 10m away from the boundaries and therefore outlook is acceptable. There is an instance where three units have windows 8.5m away from the rear boundary however there is no impact of overlooking to the immediate rear facing building as there are no habitable room windows in that building. The nearest facing habitable window from these three units is approx 17m away. Therefore, the proposal would have minimal impact in terms of overlooking and privacy issues.

The proposed building is set away from the rear boundary of the dwellings on St Thomas's Road. The proposal complies with the sightlines when taken from 45 degrees from the rear boundary at 2m height and also within 30 degrees from the rear habitable room window as stated in the SPG 17. Although there will inevitably be an impact on those people living nearby as a result of this building, the scale of the development in relation to the nearby buildings is acceptable when it is compared to SPG17 guidance.

## **OBJECTIONS**

Majority of the concerns raised have been addressed in the report.

In relation to the comments regarding smell from refuse storage, it is unlikely to be excessive as the area is enclosed with suitable ventilation and collected on a weekly basis like all domestic refuse in the borough.

With regards to noise and pollution, the level of noise and pollution level is at a domestic scale and therefore it will not adversely affect the environment.

The type of community use is to be submitted for further approval however the use is part of the legal agreement which is to be publicly accessibly community space. There are certain uses that the Council would resist on the basis of the likely problems that they may cause to amenity (eg: places of worship/nurseries) and the legal agreement would provide for adequate control over what could occupy this ground floor floorspace.

## **CONCLUSION**

The proposal is considered to have regeneration value to the area with the added positive that it provides 100% affordable housing with a large number of larger sized units. This would meet a specific area of housing need within the Borough. The building is a vast improvement on the previous attempts to develop the site and on this basis Officers now feel that they are able to support the scheme. The building is of a high quality design and has been designed so as to minimise the impact on existing occupiers, as far as is possible. As a result, the proposal is recommended for approval subject to Legal Agreement and conditions for the reasons as set out above.

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

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

Brent Unitary Development Plan 2004  
Council's Supplementary Planning Guidance 17  
LDF - Site Specific Allocations DPD

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  
Community Facilities: in terms of meeting the demand for community services

## **CONDITIONS/REASONS:**

(1) The development to which this permission relates must be begun not later than the expiration of three years, beginning with 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 approved shall be carried out and completed in all respects in accordance with the proposals contained in the application, and any plans or other particulars submitted therewith, prior to occupation of the building

Reason: To ensure that the proposed development will be carried out as approved so as to avoid any detriment to the amenities by any work remaining incomplete.



- (3) Notwithstanding any details of landscape works referred to in the submitted application, a scheme for the landscape works and treatment of the surroundings of the proposed development (including species, plant sizes and planting densities) shall be submitted to and approved by the Local Planning Authority prior to the commencement of any demolition/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 and fences indicating materials and heights
- (b) areas of hard landscape works and proposed materials
- (c) details of the proposed arrangements for the maintenance of the landscape works.
- (d) details of green roof (that shall not be accessible apart for maintenance purposes).

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

- (4) Details of materials for all external work (such as doors, windows, balustrades/balcony), including samples, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. In particular, this should include details of the cladding to the corner feature (Tecu Oxid Cooper). In addition:

- Stained Timber
- brick work
- render

The details shall include details of screening to balconies, both between adjoining balconies but also to ensure that there is no overlooking from balconies into other adjoining residential units.

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

- (5) The refuse storage facilities shown on the approved plans shall be installed prior to the occupation of development.

Reason: To protect the amenities of the locality and in the interests of hygiene.

- (6) All disabled parking spaces, turning areas, and footways shall be constructed and permanently marked out prior to commencement of use of any part of the approved development, or upon further application within such longer period as may be approved by the Local Planning Authority. Such works shall be carried out in accordance with the approved plans.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic, or the conditions of general safety within the site and along the neighbouring highway.

- (7) Further details of the use proposed for the ground floor commercial space, which is publicly accessibly community space, shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approval.

Reason: To ensure that the D1 use provides genuinely publicly accessible community space and to ensure that certain uses that might result in highway problems and general nuisance (eg: places of worship/nurseries) are not provided for on the site.

#### **INFORMATIVES:**

None Specified

#### **REFERENCE DOCUMENTS:**

Unitary Development Plan 2004  
LDF - Site Specific Allocations  
Supplementary Planning Guidance No 17

Supplementary Planning Guidance No 19  
Letters of objections

Any person wishing to inspect the above papers should contact Jane Jin, The Planning Service, Brent House,  
349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5231



# Planning Committee Map

Site address: Site of former Willesden Court House, St Marys Road, London, NW10

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