

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

8 June, 2016

15/4998

SITE INFORMATION

RECEIVED: 16 November, 2015

WARD: Brondesbury Park

PLANNING AREA: Brent Connects Kilburn

LOCATION: 1A-C, 3, 5A-D Deerhurst Road and Shree Swaminarayan Temple, 220-222 Willesden Lane, Willesden, London, NW2

PROPOSAL: Erection of a three storey rear extension to the temple, and demolition of Nos 1, 3 and 5 Deerhurst Rd and erection of two 2 storey buildings with converted loft space providing a 14 bed care home and 5 self-contained flats (1 x 1bed, 1 x 2bed, 2 x 3bed and 1 x 4bed) with associated two storey basement level car and cycle parking and landscaping

APPLICANT: Shree Swaminarayan Temple, Willesden

CONTACT: Studio V architects

PLAN NO'S: See condition 2

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

When viewing this on an Electronic Device

Please click on the link below to view **ALL** document associated to case

https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_125124

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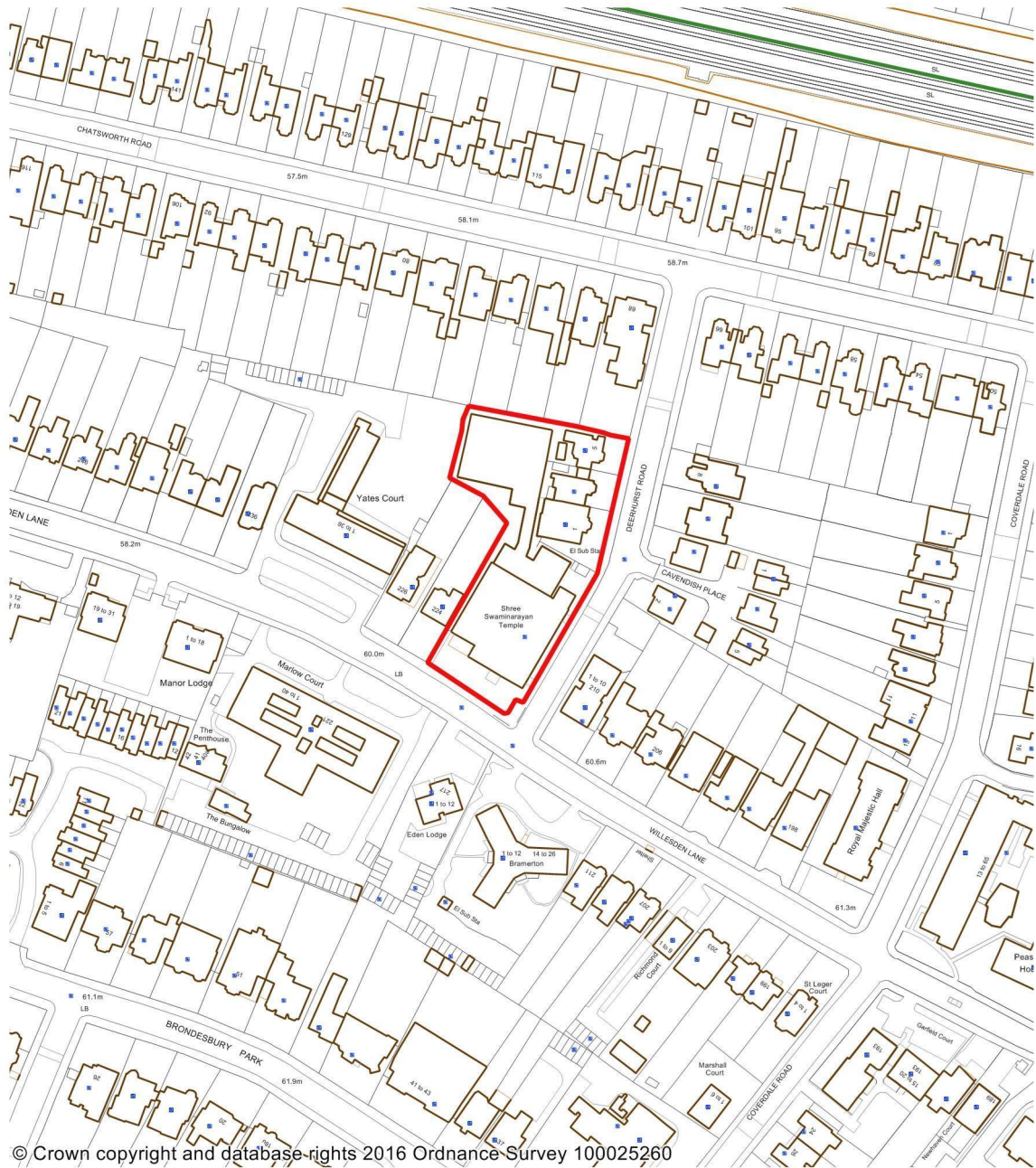
SITE MAP



Planning Committee Map

Site address: 1A-C, 3, 5A-D Deerhurst Road and Shree Swaminarayan Temple, 220-222 Willesden Lane, Willesden, London, NW2

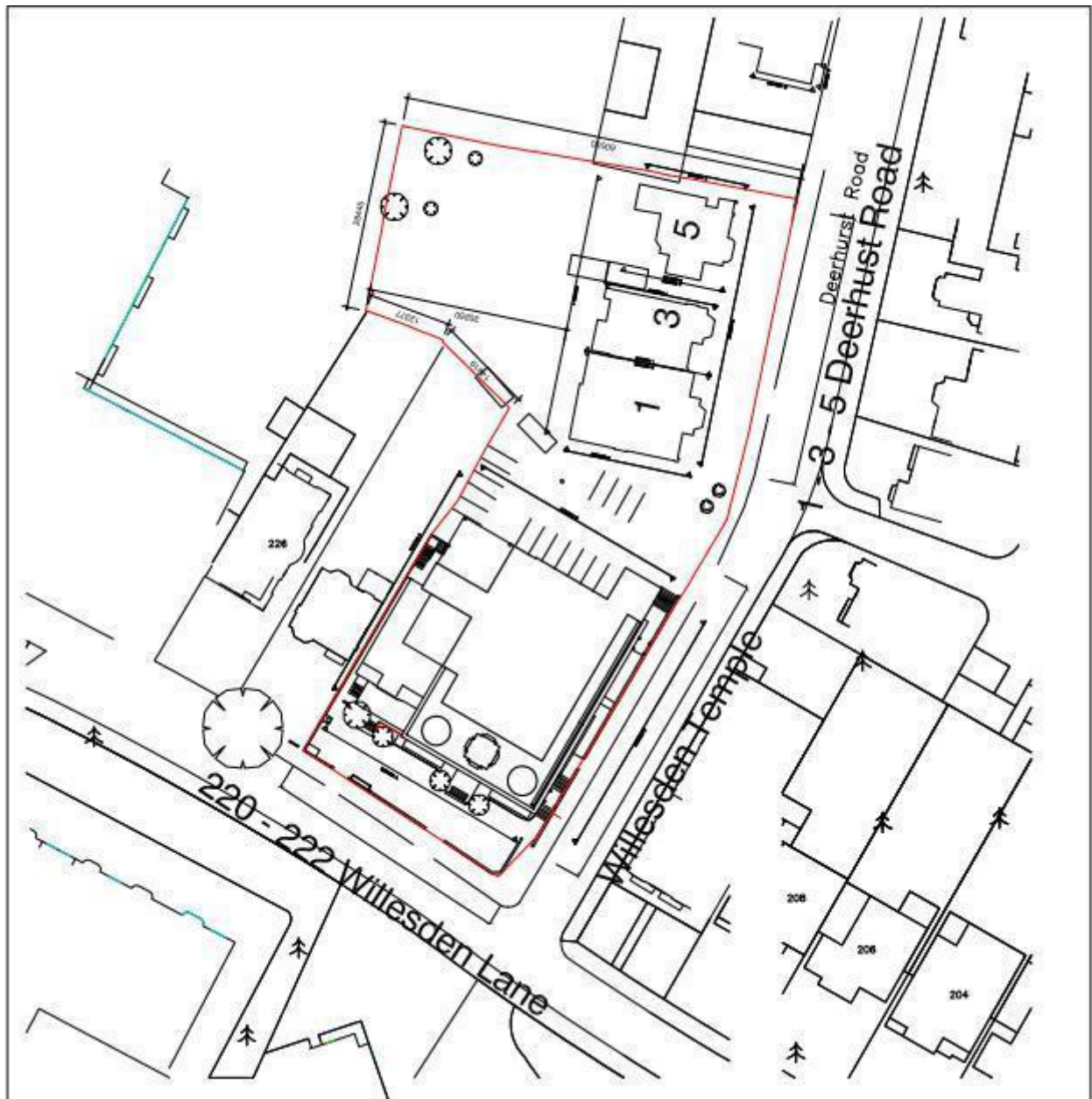
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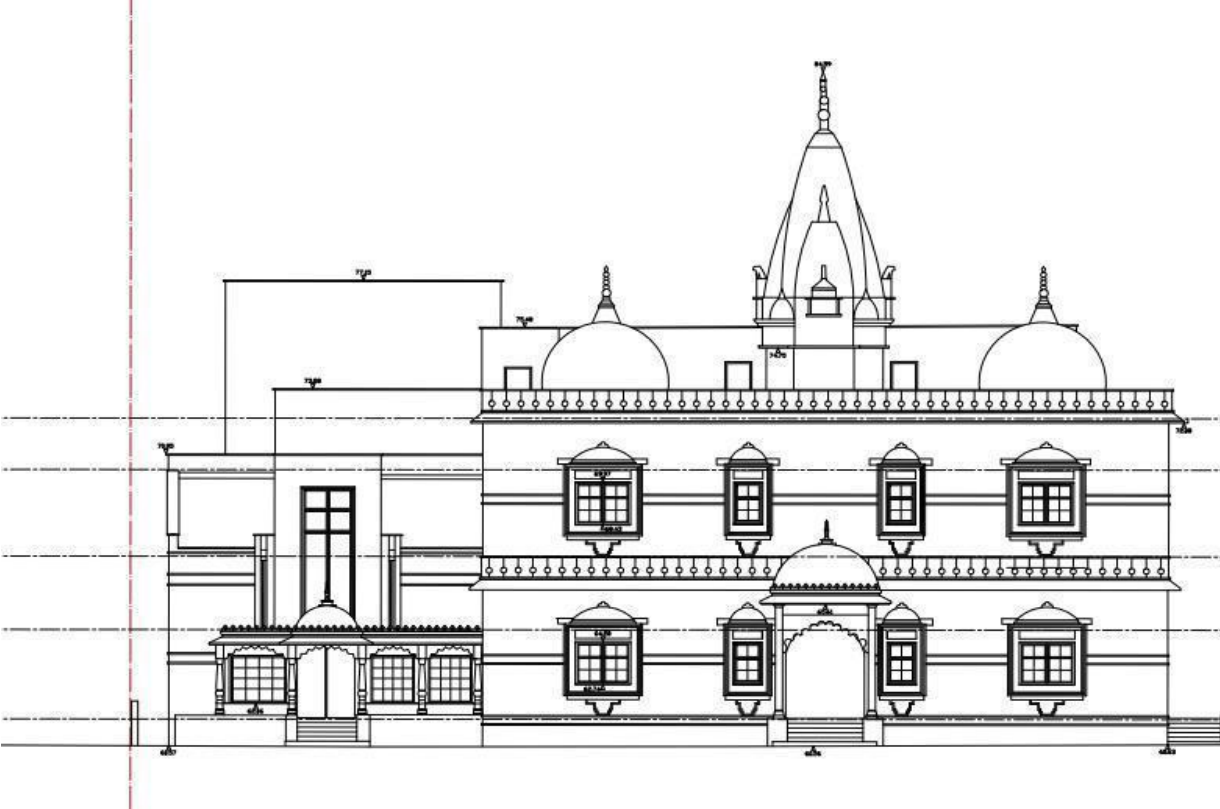
This map is indicative only.

SELECTED SITE PLANS SELECTED SITE PLANS

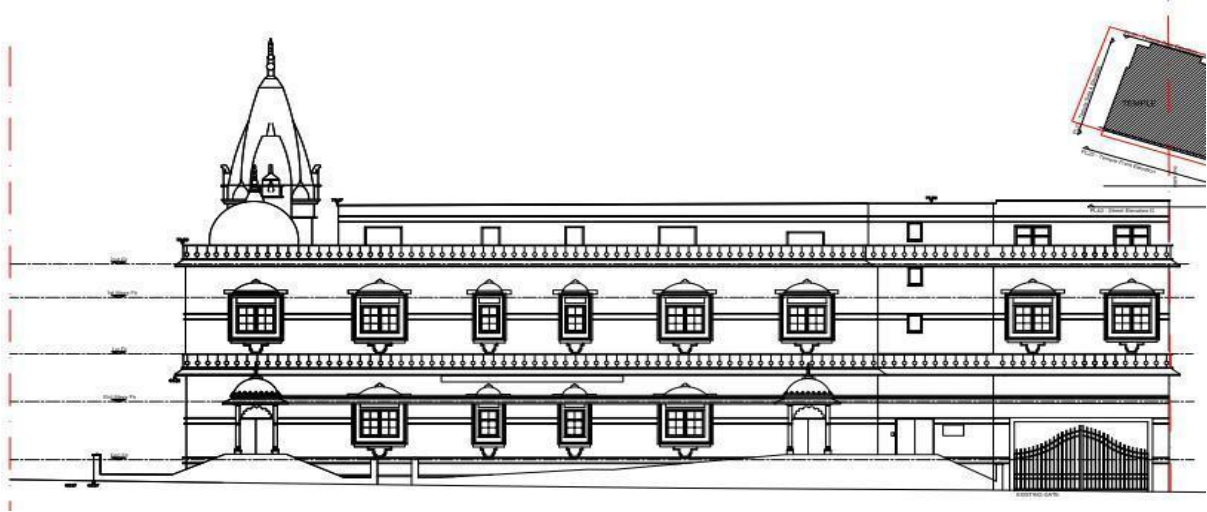
Site location plan



Wiilesden Lane front elevation



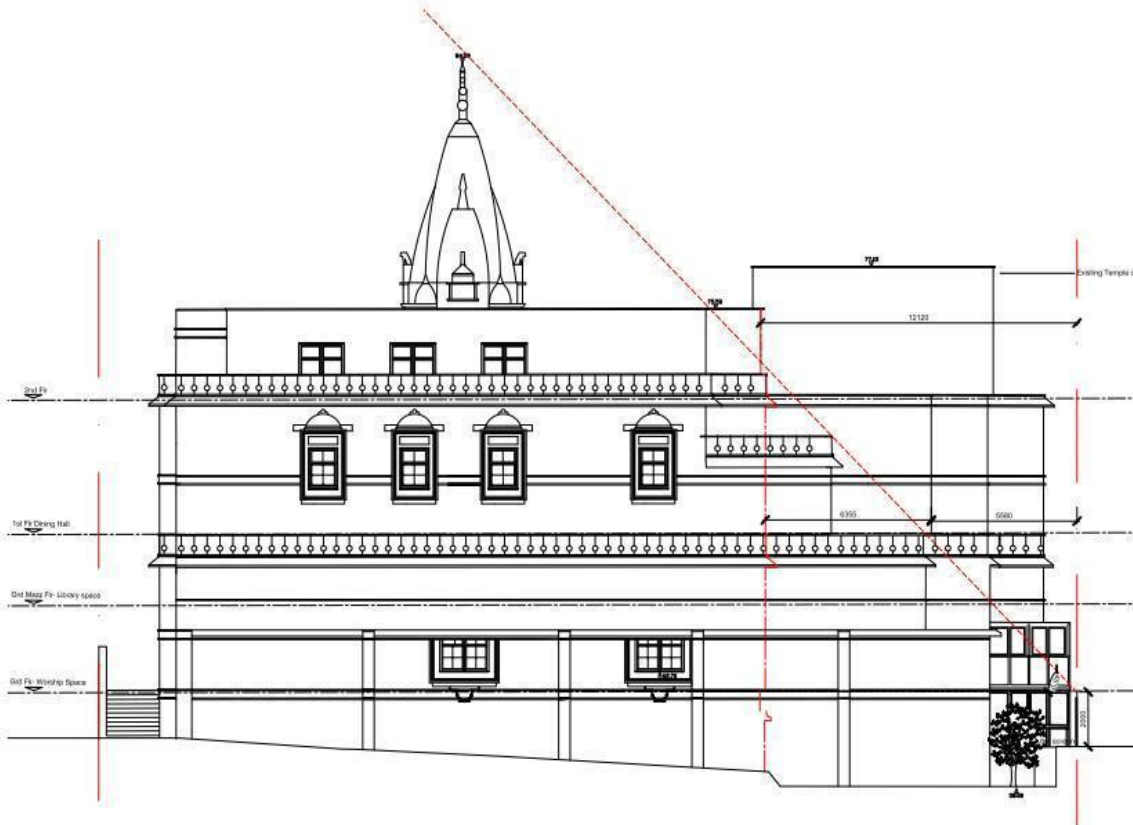
Deerhurst Road front elevation



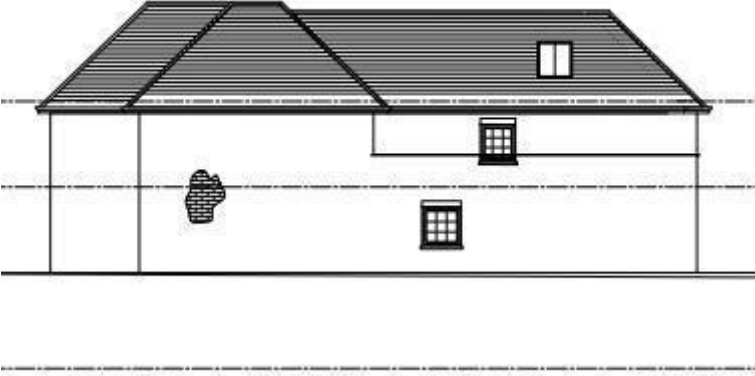
Care Home and Residential Units - Front Elevation



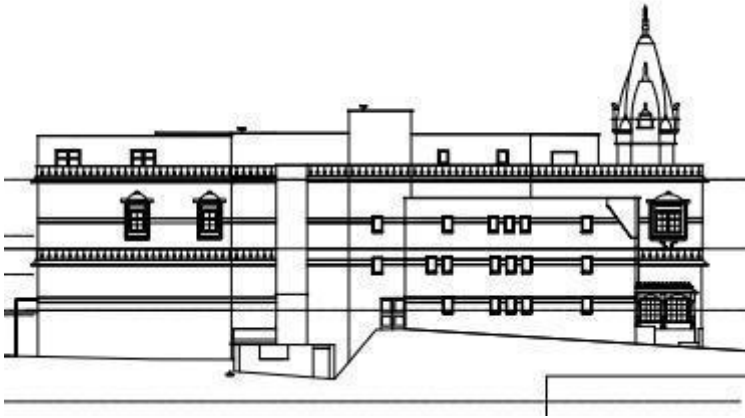
Side Elevation



Residential



Rear Elevation - Temple, Care Home and Residential



Basement - Level 1

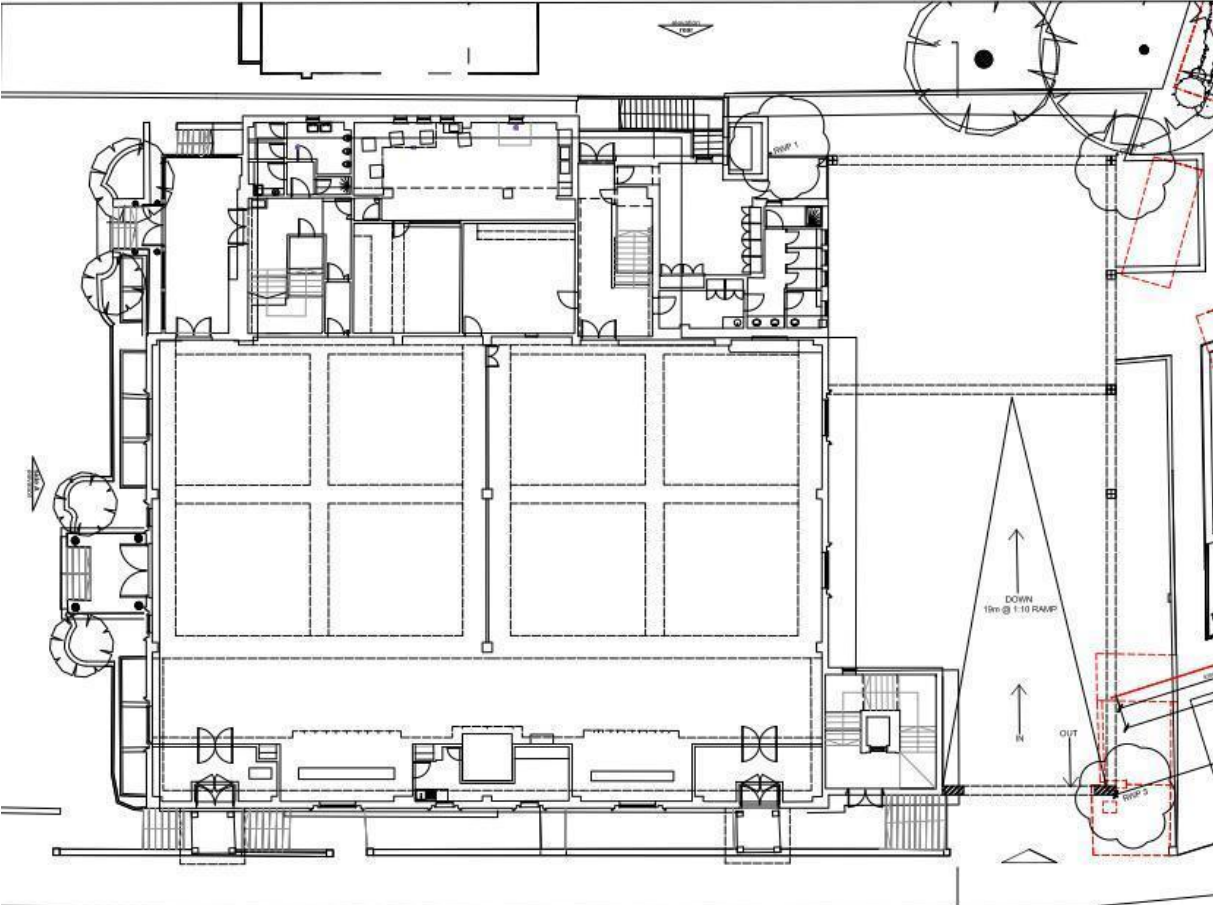


1D
Basement Plan Level 1

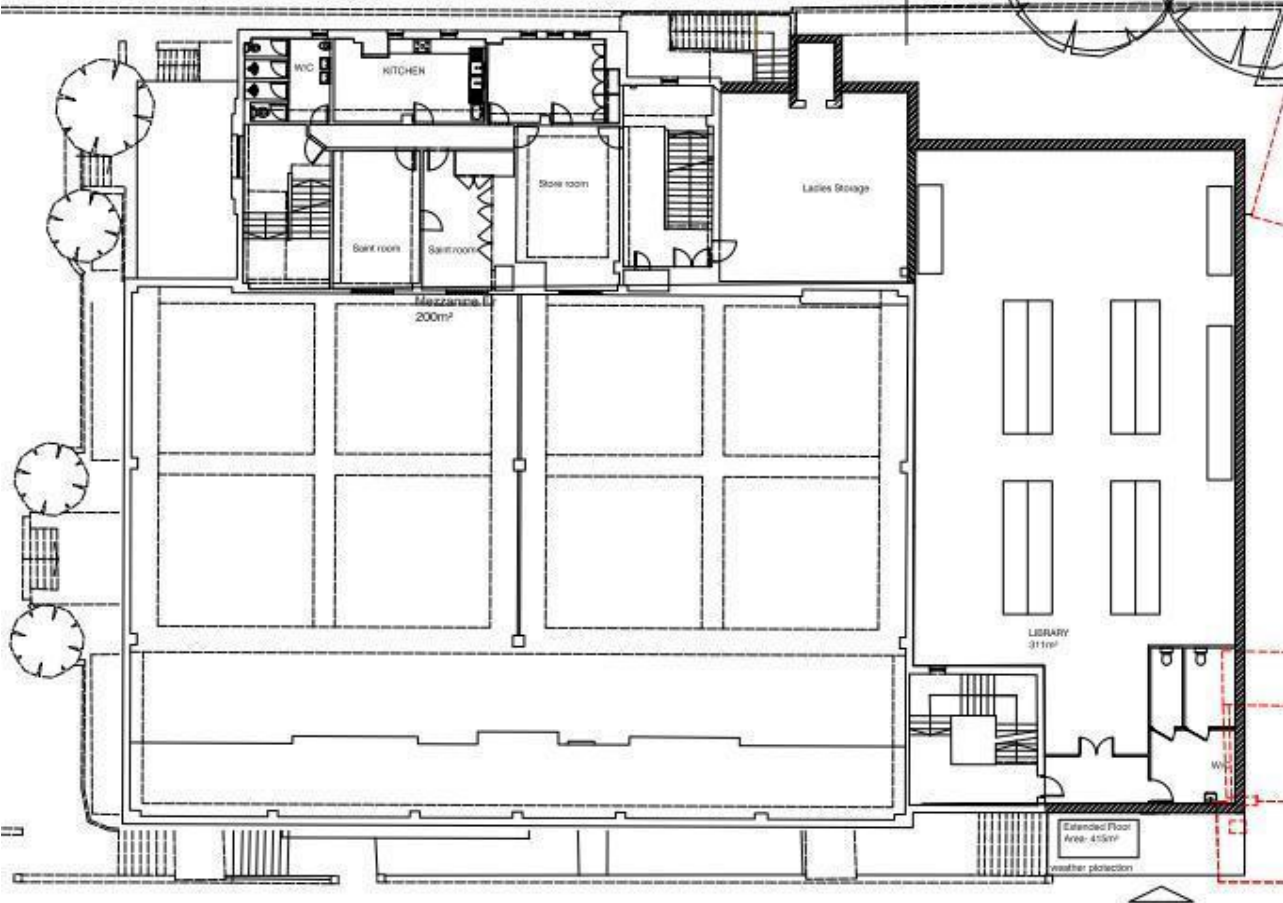
Basement Level 2



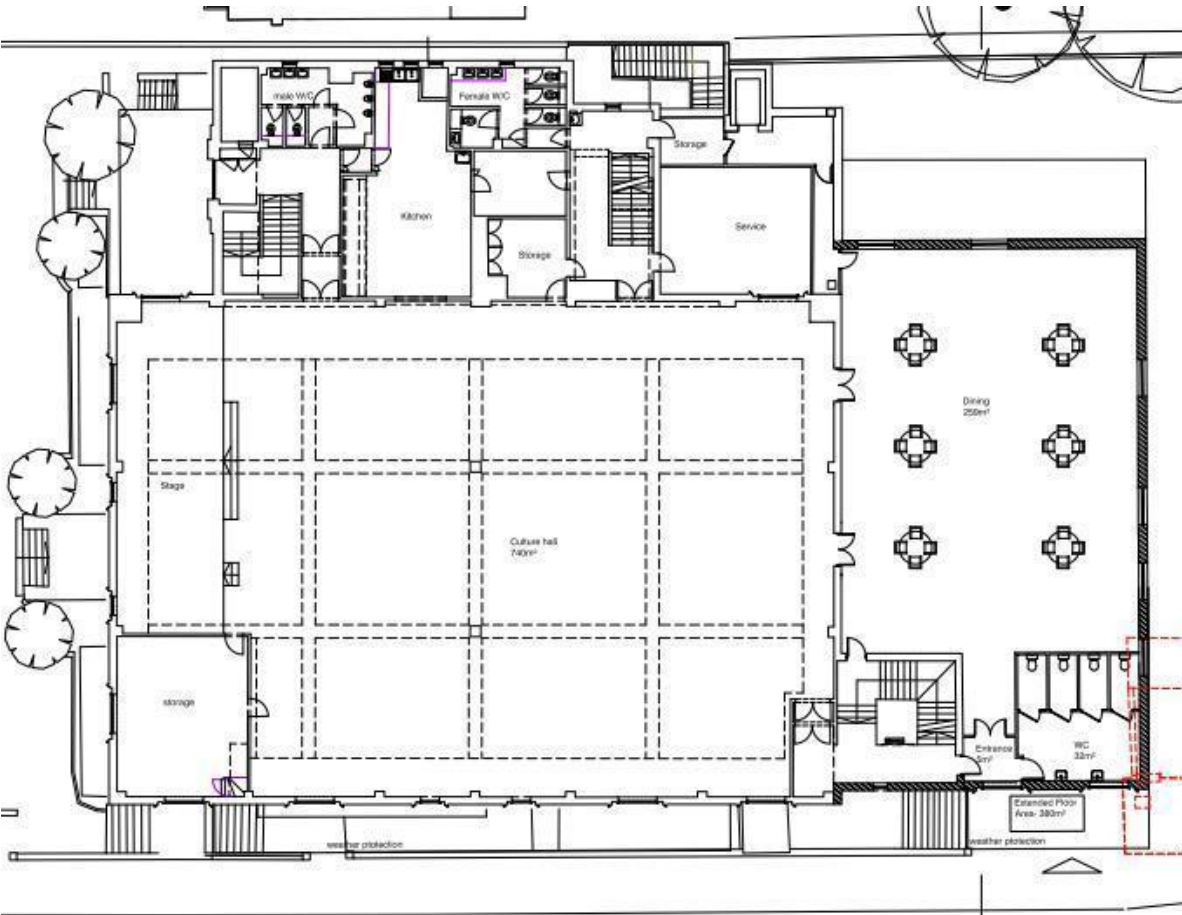
Temple Ground Floor



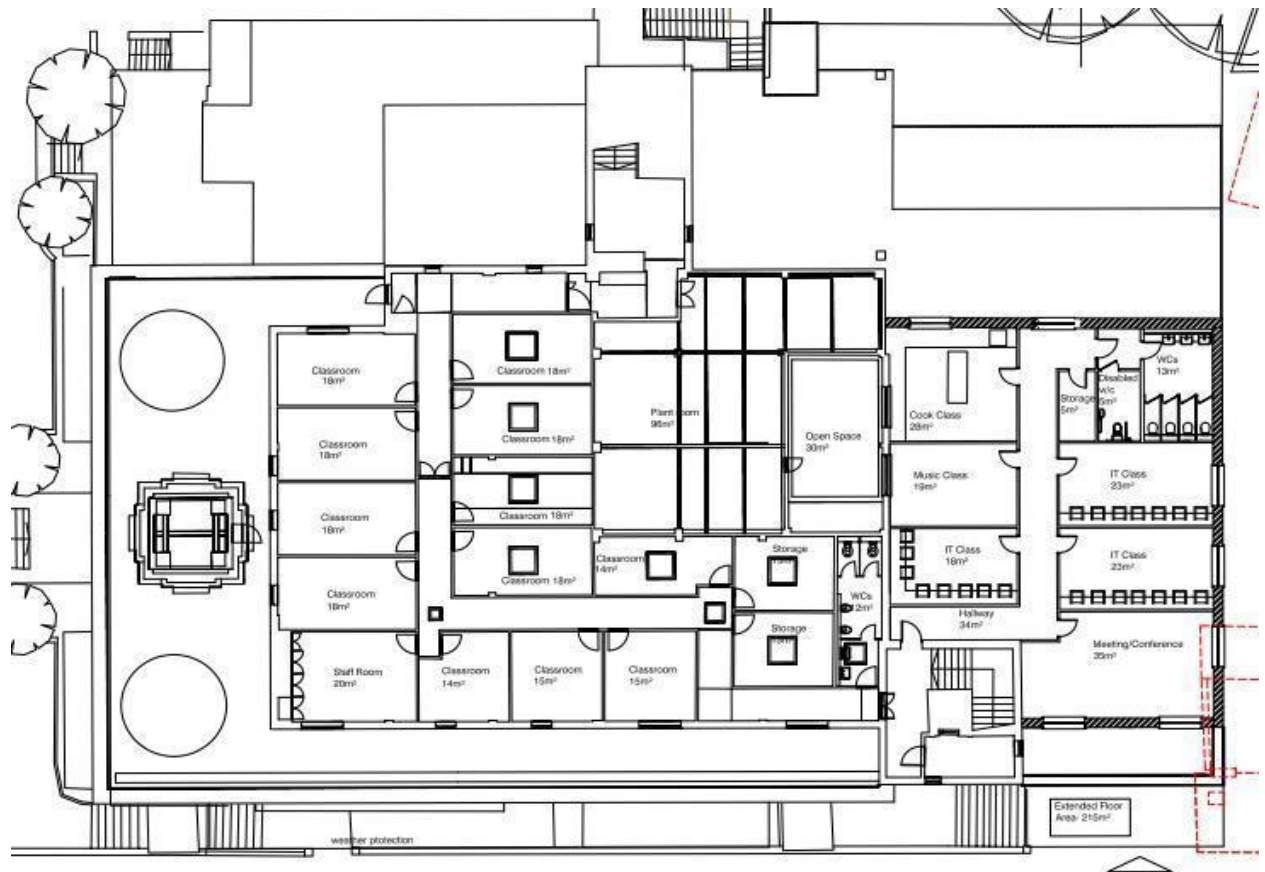
Temple Ground Mezzanine Floor



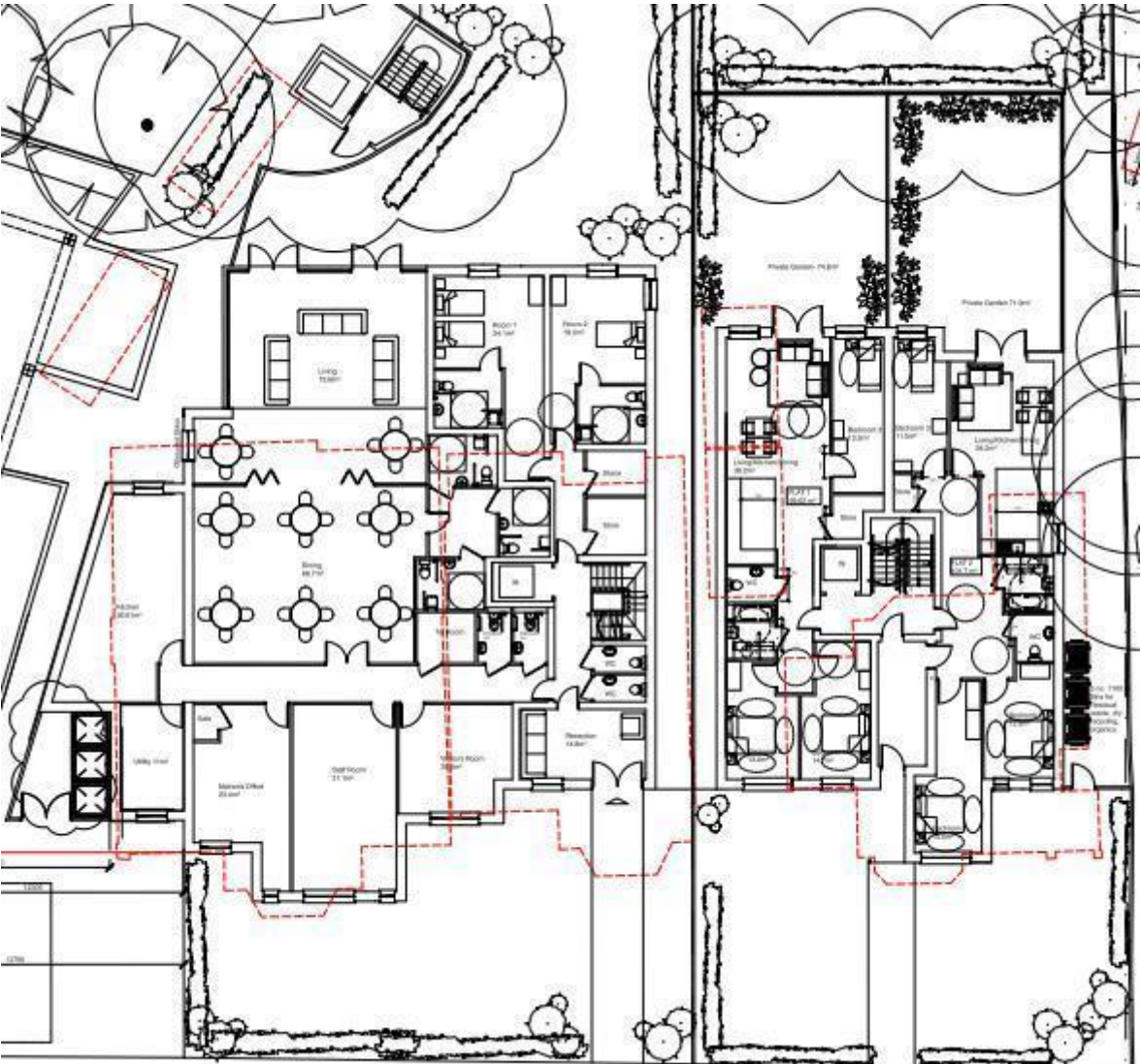
Temple 1st Floor



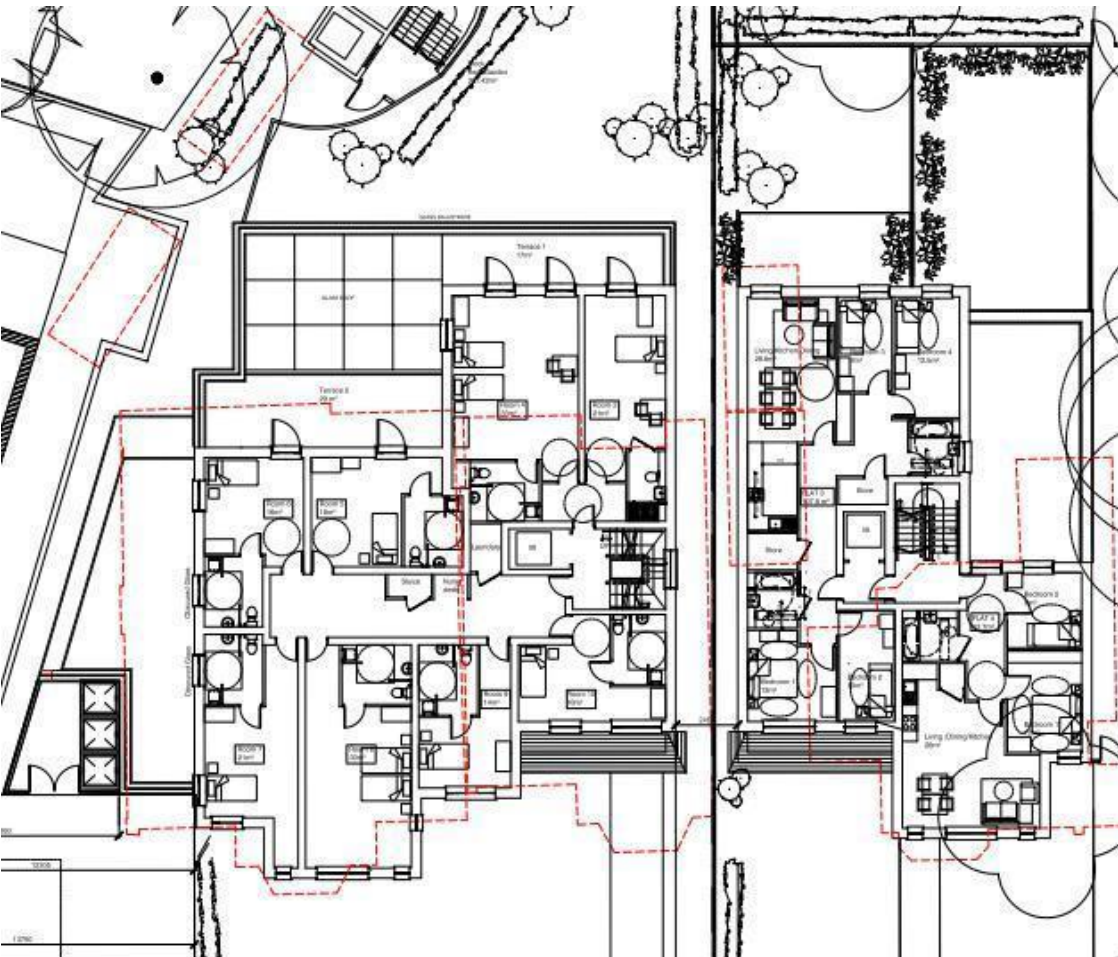
Temple 2nd Floor



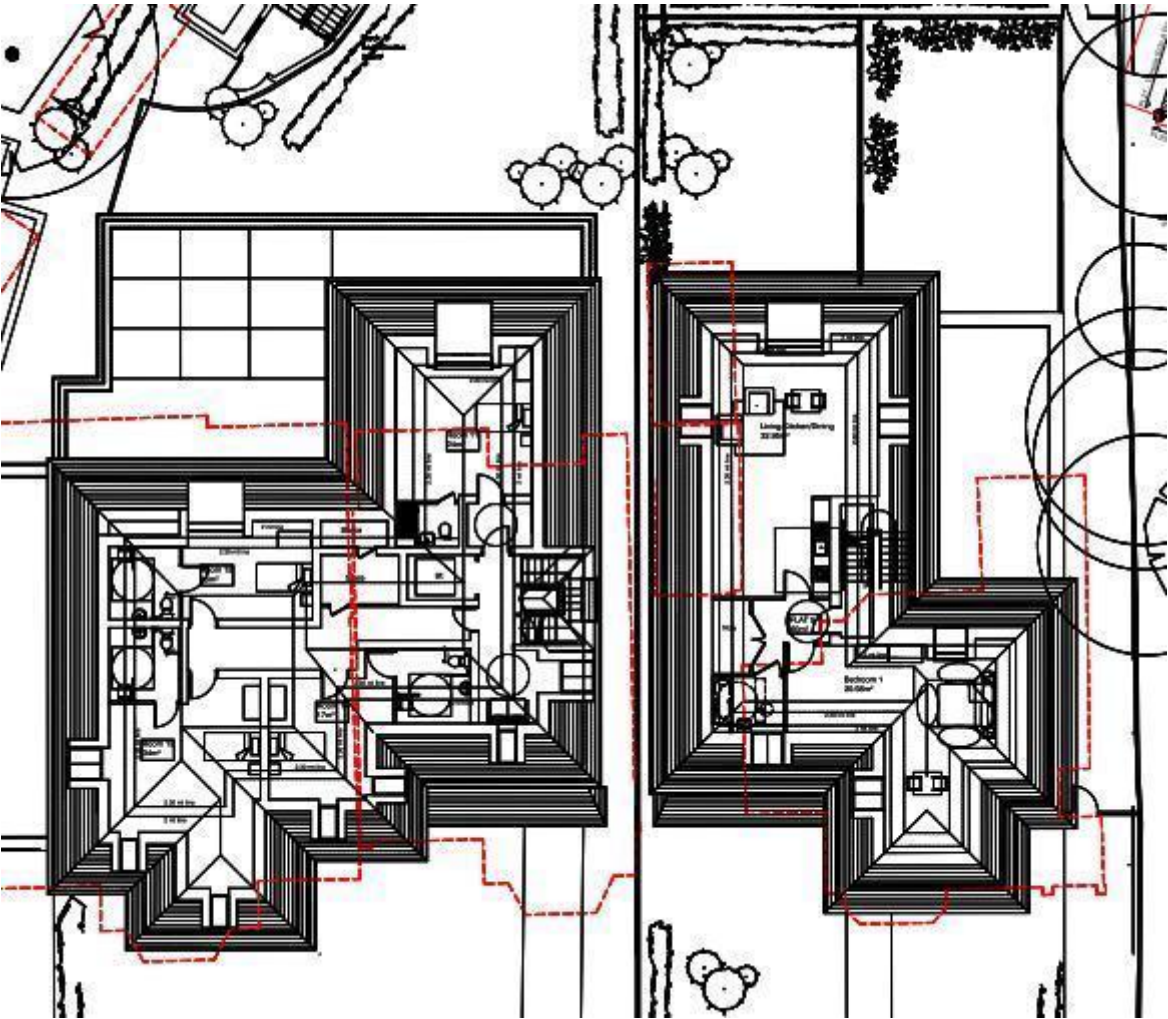
Care Home and Residential - Ground Floor



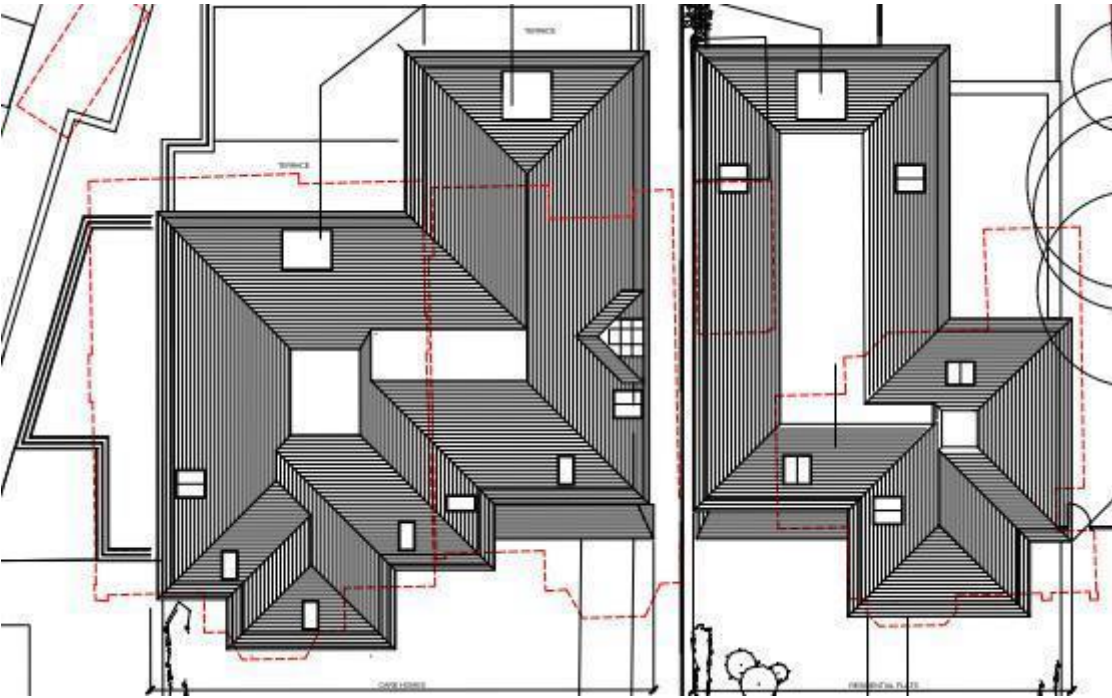
Care Home and Residential - 1st Floor



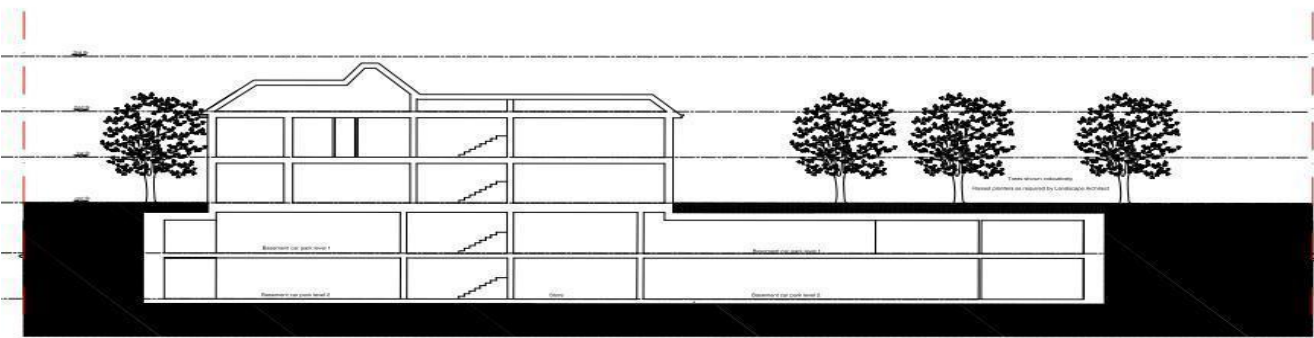
Care Home and Residential - 2nd Floor



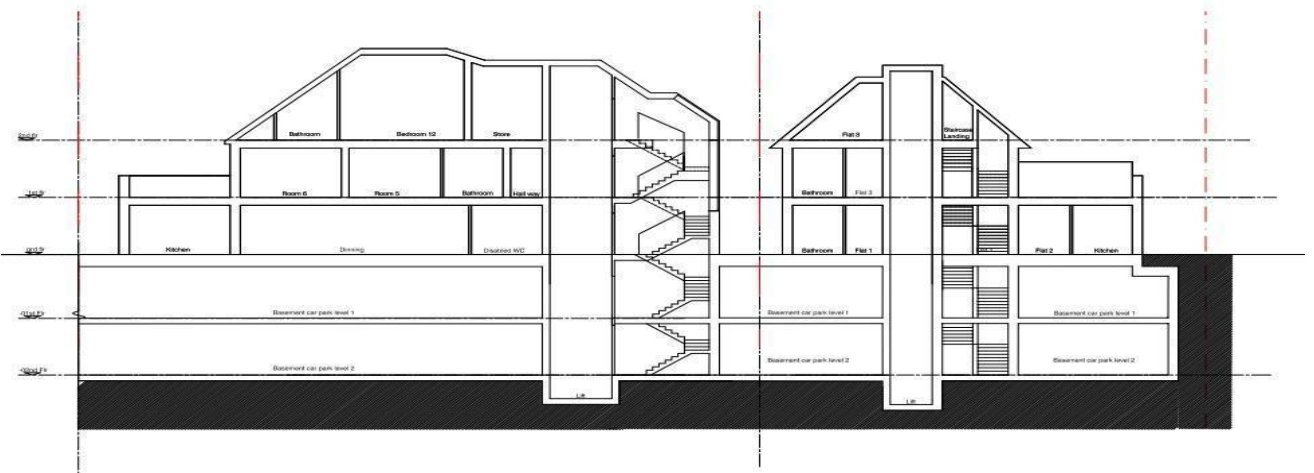
Care Home and Residential - Roof Plan



Basement Sections



Section B-B



RECOMMENDATIONS

Grant planning permission subject to the completion of a satisfactory Section 106 or other legal agreement 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.

A) PROPOSAL

For the ease of assessment the application has been split into three main sections which are as follows:

1. Extension to the Temple and two storey basement extension
2. Care Home
3. Residential Units

1. The extension to the Temple includes a three storey rear extension to the northern side of the Temple. The extensions to the Temple are not proposed to expand the existing membership but rather to provide more improved facilities and services for existing attendees. At ground floor mezzanine level the proposed extension will see the creation of a library. At first floor level the proposed extension will see the creation of a dining area to be used in conjunction with the existing Culture Hall, which is typically used for weddings. Toilet facilities will also be provided and a stairway to access the other floors. At second floor level the proposed extension will see the creation of classrooms, a meeting room, and storage and toilet facilities.

The proposed two storey basement extension will provide parking for the Temple and the proposed care home and residential units in the form of 106 car parking spaces. This will include 97 spaces for the Temple including 20 disabled parking spaces and 21 spaces for electric vehicle charging; 2 spaces for the care home including 1 disabled space; and 7 parking spaces for the residential units. The basement will also provide a total of 102 cycle spaces including 88 for the Temple; 6 for the care home; and 8 for the residential units.

2. The application proposes the demolition of Nos. 1, 3 and 5 Deerhurst Road which are located to the north of the Temple and the erection of a two storey building comprising a care home. The care home will occupy the current location of No.1 Deerhurst Road. At ground floor level the care home will consist of a visitor's room, staff room, matrons, office, dining and living facilities, storage, toilets and two ground floor rooms. At first floor level the proposed care home will consist of 8 bedrooms and terraces to the rear. The loft area will consist of a further 4 bedrooms and storage. A portion of the rear area has been designated as a landscaped area to provide residents with outdoor space.

3. As part of the demolition of Nos. 1, 3 and 5 Deerhurst Road a two storey building with loft space is also proposed which will contain 5 self-contained flats to include 1 x 1bed, 1 x 2bed, 2 x 3bed and 1 x 4bed. In addition to this landscaping is proposed to the front and rear in the form of two gardens for the ground floor flats and a communal area for the other flats. Both cycle storage and car parking are proposed in the two storey basement car park with refuse storage proposed to the north of the site adjacent to the shared boundary with the car park of Innisfree House.

B) EXISTING

The application site concerns the Shree Swaminarayan Temple which is located on the corner of Willesden Lane and Deerhurst Avenue. The Temple currently consists of a ground floor, ground floor mezzanine, first floor and second floor set out over approximately 2565 sqm of space with basement parking for 58 vehicles located under the main Temple building.

The application site also includes three properties, Nos. 1, 3 and 5 located to the immediate north of the Temple on the western side of Deerhurst Road. Nos. 1 and 5 have been converted to form a total of seven flats and No. 3 is a single dwellinghouse with all three properties in the ownership of the Temple.

No. 224 Willesden Lane is located to the immediate west of the application site and consists of a detached residential building consisting of a number of rooms and self-contained flats and a large rear garden to the rear. Innisfree House is a three storey building located to the north of the site and consists of 18 flats. The application site and Innisfree House are separated by a small car park used by the residents of Innisfree House.

The application site is not located within a conservation area nor does it contain any listed buildings. The existing Temple is one of 12 temples which make up the original Swaminarayan Sampradaya religious community in the UK and has occupied the site since 1975. In 1988 the building underwent conversion from a Victorian Methodist church to the existing Temple.

C) AMENDMENTS SINCE SUBMISSION

Extension to Temple

The applicant has reduced the size of the rear extension to the temple at first and second floor level to take into account the close proximity of the neighbouring property.

Basement extension

The applicant has reduced the size of the basement extension at both levels to take into account the presence of trees and also to move the extent of development away from the neighbouring boundary. The applicant has also revised the internal layout of the basement car park to address concerns with the underutilisation of space and also to provide a safer environment for vehicles. The applicant has also revised the height levels to allow for converted disabled vehicles to safely manoeuvre. The applicant has revised the access to allow for safe turning of vehicles.

Care home

The applicant has reduced the size of the single storey aspect on the front left hand elevation to address concerns with design.

Residential units

The applicant has increased the size of the units to comply with minimum space standards and also revised the layout of the flats to address concerns.

D) SUMMARY OF KEY ISSUES

Principle of extension to temple and basement extension

The proposed extensions are acceptable in policy terms taking into account the religious and cultural needs of the Temple members and also the need to remove cars from the surrounding streets

Principle of Care Home and Residential Units

The proposed care home is acceptable in policy terms as it will meet a local need. The proposed residential units will provide two family sized units with access to rear amenity space of which there is a recognised shortage and need within the borough.

Parking and Access

The Travel Plan and increased number of off-street parking spaces will ensure more sustainable methods of transport and also reduce traffic congestion in the area.

Impact on neighbouring amenity

The reduction in the size of the extension to the temple will minimise the impact on neighbouring amenity to acceptable levels. The applicant will be required to sign up to the considerate constructors scheme and a number of environmental conditions will ensure that the impact of construction work will be reduced.

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)
Assembly and leisure	0		0	0	
Businesses / research and development	0		0	0	
Businesses and light industry	0		0	0	
Businesses and offices	0		0	0	
Drinking establishments (2004)	0		0	0	
Financial and professional services	0		0	0	
General industrial	0		0	0	
Hot food take away (2004)	0		0	0	

Hotels	0		0	0
Non-residential institutions	2794		0	1104
Residential institutions	0		0	935
Restaurants and cafes	0		0	0
Shops	0		0	0
Storage and distribution	0		0	0

Monitoring Residential Breakdown

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

RELEVANT SITE HISTORY

Temple

13/0891 – Withdrawn 20/09/2013

The erection of a rear extension to the temple, the demolition of 1, 3, 5 Deerhurst Road and the erection of

- Block A - 13 bedrooms care units, 2 staff units and 1 visitor unit
- Block B - Lounge and 3 x One Bed
- Block C - 12 flats
- Two storey basement parking area with associated landscaping to the site

02/1182 – Granted

Details pursuant to condition 2 (brick samples) of planning permission ref. 01/1678 dated 14/03/2002 for erection of a single-storey rear extension

01/1678 – Granted 14/03/2002

Erection of a single-storey rear extension

01/1673 – Refused

Submission of details (glazed infill screen) details pursuant to condition 3 of planning permission 00/1726 granted on 5/11/2000 for the erection of a single storey front extension

01/1343 – Granted

Details pursuant to condition 3 (details of glazed infill screen) of full planning permission 00/1726 dated 5/10/00 for erection of single-storey front extension

00/1726 – Granted

Erection of single-storey front extension

00/0970 - Refused

Erection of single-storey front extension

00/0755 – Granted

Formation of vehicular crossover

99/1453 – Granted

Erection of roof extension to Hindu temple comprising 6 classrooms (as revised by plans received on 22/12/1999 and 21/01/2000) and supported by a S106 Unilateral Planning Obligation

87/2611 – Granted

DETAILS PURSUANT TO CONDS 3 & 4 OF P.P. DTD 11FEB86, REF 85/0964

83/0338 – Granted

ER. OF GRD & 1ST FLR EXTN TO PROVIDE ANCILL. LIVING ACCOM. FOR PRIEST (REV PLANS

30AUG83)

1 Deerhurst Road, London, NW2

Planning application (Ref No: 94/1462) for the retention of 3 flats was granted permission in November 1994.

3 Deerhurst Road, London, NW2

The Council is currently investigating the change of use of the property from a single family dwellinghouse to a hostel (Ref No: E/10/0235). As the use has only commenced in the last three years, it is understood the lawful use to be a single family dwellinghouse.

5 Deerhurst Road, London, NW2

The property is in use as 4 self contained units. These units do not benefit from express planning permission but are considered to be older than 10 years and are therefore immune from enforcement action.

CONSULTATIONS

Consultation period: 24/12/2015 – 04/02/2016

1092 consultation letters were sent to neighbouring properties.

Site notices erected: 06/01/2016

Press notice: 14/01/2016

Ward Councillors notified: 24/06/2016

Chatsworth Area Residents Association notified: 04/01/2016

Objections

The Council received a total of 65 individual objections via the Council's website, three individually posted letters of objection and 484 similar letters received from two members of the public, who collated seven packs of those similar letter and sent those to the Council on various dates throughout the application period. At present your officers are treating those similar letters as 484 individual objections however some come from people outside of the borough and your officers will update Members in the Supplementary Report on the split of objections from residents within the borough and those outside of the borough. Your officers are also seeking confirmation from the two members of the public who submitted the objections as to whether they did so intending the letters to be considered a petition and whether they did so in their formal role as representatives of the Chatsworth Area Residents Association or as interested members of the public. This has a bearing on how the 484 individuals who signed the letters are recorded in terms of the administrative process required to do so, and would not have a bearing on the weight given to the material planning considerations raised in the letters.

An individual objection to the proposal was received from the Chatsworth Area Residents Association and an objection from Councillor Shaw. A summary of the objections raised and the response/section in the report that addresses the objection can be found in the table below:

Objection	Response
An objector has brought to the Council's attention the parking situation on Deerhurst Road on Sundays when a considerable number of people attend the Temple for Sunday prayers. The objector noted that the gates that lead into the existing car park were closed and that marshals affiliated to the Temple were standing outside preventing cars from accessing the car park.	The applicant has confirmed that stewards close the gates as soon as the car park becomes full which ensures that visitors do not attempt to drive into the already full car park. The Marshalls also insist that if spaces are available in the car park that visitors will be directed to use the available parking spaces rather than parking in the surrounding streets. In some instances spaces may appear to be vacant in the small car park directly inside the gates that can be seen from the street however these spaces are reserved for disabled drivers as they are in close proximity to the Temple.

Increase in traffic	See paragraphs 1.1 and 1.1.4 The number of attendees will not be increased from current numbers
Encouragement of car use	See paragraphs 2.4.1 – 2.4.7 The Travel Plan will seek to reduce reliance on cars
Inclusion of school	See paragraph 1.1.2 A new school is not proposed. The classroom elements refer to existing language, educational, cultural and music classes available to existing members.
Deterioration of air quality	See paragraph 2.4.5 The Travel Plan will promote non-car modes of transportation to the Temple
Need for extension to temple	See paragraph 1.1 – 1.1.9 The applicant has provided justification for the extension which is needed to provide more modern facilities
Loss of neighbouring amenity from temple extension	See paragraph 3.1.1 to 3.1.3 The temple extension has been reduced accordingly and complies with SPG17
Impact on character from temple extension	See paragraph 4.2 The extension will respect the character and appearance of the existing building
Design of block of flats and care home	See paragraph 4.3 and 4.4 The design of the block of flats and care home has taken into account local designs
Potential flooding	See paragraph 3.2.4
Impact on quietway	See paragraph 2.6.1 and 2.6.2
Pollution from cars	See Paragraph 2.4.5 Travel Plan
Overlooking from flats	See paragraph 3.4 Minimum separation distances have been exceeded
Increase in number of people attending	See paragraphs 1.1 and 1.1.4 The number of attendees will not be increased from current numbers
Impact on residential character	See paragraph 4.2
Car park within residential area	See paragraph 2.1.1
The development will benefit people outside Brent	See paragraphs 1.1 – 1.3.3 The temple and care home will benefit local people
700 guests is inappropriate for residential area	See paragraph 1.1.4
Building works will affect local residents	See paragraph 3.2.2

Support

The Council received two separate petitions on the 8th and 31st of January 2016 in support of the application with 808 and 36 signatures respectively. The Council also received a total of 64 individual comments in support of the application. The main points raised in support were the following:

- Car parking and improvements to congestion in the area
- The design of the proposed care home and residential units is improved from previous designs
- The Care Home will provide will provide accommodation for the elderly in the area
- Improved classes and facilities

POLICY CONSIDERATIONS

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 12 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 2015

The relevant issues set down in the London Plan, and identified by the GLA, are as follows:

- Social Infrastructure
- Mix of Uses
- Housing
- Affordable Housing
- Density
- Historic Environment
- Urban Design
- Inclusive Access
- Sustainable Development
- Transport
- Crossrail.

Also relevant is Brent Core Strategy policy CP17 on Protecting and Enhancing Suburban Character in Brent. In terms of density, the number of units proposed is appropriate for the site as it is within a range considered by the London Plan to be appropriate for this type of location (urban) and which benefits from very good public transport accessibility.

Adopted in July 2010, the Core Strategy has 12 strategic objectives:

- Objective 1: to promote economic performance & regeneration
- Objective 2: to meet employment needs and aid the regeneration of industry and business
- Objective 3: to enhance the vitality and viability of town centres

- Objective 4: to promote the arts and creative industries
- Objective 5: to meet social infrastructure needs
- Objective 6: to promote sports and other recreational activities
- Objective 7: to achieve housing growth and meet housing needs
- Objective 8: to reduce the need to travel and improve transport choices
- Objective 9: to protect and enhance Brent's environment
- Objective 10: to achieve sustainable development, mitigate & adapt to climate change
- Objective 11: to treat waste as a resource
- Objective 12: to promote healthy living and create a safe and secure environment

The following spatial policies are considered relevant to this application:

- CP 5 Place making. Sets out requirements for place making when major development schemes are considered
- CP 6 Design & density in place shaping. Sets out the requirements for appropriate design and density levels for development
- CP17 Protecting and Enhancing Suburban Character in Brent.
- CP18 Protection and enhancement of Open Space, Sports & Biodiversity. Protects open space from inappropriate development.
- CP 19 Brent strategic climate mitigation and adaptation measures. Highlights the need for new development to embody, or contribute to, climate mitigation objectives, especially in growth areas
- CP 23 Protection of existing and provision of new community and cultural facilities. Encourages new accessible community and cultural facilities and protects existing facilities. Sets a standard for the provision of new community facilities

Unitary Development Plan 2004

Strategic

- STR3 In the interests of achieving sustainable development (including protecting greenfield sites), development of previously developed urban land will be maximised (including from conversions and changes of use).
- STR5 A pattern of development that reduces the need to travel, especially by car, will be achieved.
- STR11 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.
- STR12 Planning decisions should protect public health and safety and in particular, support the achievements of targets within the National Air Quality Strategy.
- STR13 Environmentally sensitive forms of development will be sought.
- STR14 New development to make a positive contribution to improving the quality of the urban environment in Brent
- STR15 Major development should enhance the public realm.
- STR19 New housing developments should provide adequate amenity, reduce need for car travel and improvement to public infrastructure.

Built Form

- BE2 On townscape: local context & character states that 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 On urban clarity and safety stipulates that developments should be designed to be understandable to users, free from physical hazards and to reduce opportunities for crime.
- BE6 Landscape design in the public realm and draws particular attention to the need to create designs which will reflect the way in which the area will actually be used and the character of the locality and surrounding buildings.
- BE7 Public Realm: Streetscene
- BE9 Seeks to ensure new buildings, alterations and extensions should embody a creative, high quality and appropriate design solution and should be designed to ensure that buildings are of a scale and design that respects the sunlighting, daylighting, privacy and outlook for existing and proposed residents.
- BE12 States that proposals should embody sustainable design principles commensurate with the scale and type of development.

Environmental Protection

- EP3 Noise and vibration
EP3 Requires developments within Air Quality Management Areas to support the achievement of National Air Quality Objectives.

Housing

- H11 Housing on brownfield sites
H12 States that the layout and urban design of residential development should reinforce or create an attractive and distinctive identity appropriate to the locality, with housing facing streets, and with access and internal layout where cars are subsidiary to cyclists and pedestrians. Dedicated on-street parking should be maximised as opposed to in-curtilage parking, and an amount and quality of open landscaped area is provided appropriate to the character of the area, local availability of open space and needs of prospective residents.
H13 Notes that the appropriate density for housing development will be determined by achieving an appropriate urban design which makes efficient use of land, particularly on previously used sites. 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.
H14 The appropriate land density should be achieved through high quality urban design, efficient use of land, meet housing amenity needs in relation to the constraints and opportunities of the site.

Transport

- TRN1 Planning applications will be assessed, as appropriate for their transport impact on all transport modes including walking and cycling.
TRN2 Development should benefit and not harm operation of public transport and should be located where access to public transport can service the scale and intensity of the proposed use
TRN3 Directs a refusal where an application would cause or worsen an unacceptable environmental impact from traffic, noise, pollution it generates or if it was not easily and safely accessible to cyclists and pedestrians.
TRN4 Measures to make transport impact acceptable
TRN10 Walkable environments
TRN11 The London cycle network, schemes should comply with PS16
TRN12 Road safety and traffic management
TRN14 New highway layouts, visibility splayed and accesses to and within development should be designed to a satisfactory standard in terms of safety, function, acceptable speeds, lighting and appearance.
TRN22 On parking standards for non-residential developments requires that developments should provide no more parking than the levels listed for that type of development.
TRN27 Loss of existing off-street parking
TRN34 The provision of servicing facilities is required in all development covered by the plan's standards in Appendix TRN2.
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.
PS12 Car parking standards – Class D1
PS15 Parking standards for disabled people
PS16 Cycle parking standards
PS19 Servicing standards

Tourism, Entertainment & the Arts

- TEA2 Location of small-scale tourist, visitor and arts, culture and entertainment facilities.

Community Facilities

- CF5 Location of large scale community facilities
CF4 Community facilities capable of holding functions should have an acceptable transport impact. Where the number and/or scale of functions could have an unacceptable impact on residential amenity these will be limited by condition.
CF14 Places of worship permitted where there would be no loss of residential amenity or unacceptable transport impact.

Brent Council Supplementary Planning Guidance and Documents

SPG 17 "Design Guide for New Development"

Provides comprehensive and detailed design guidance for new development within the borough. The guidance specifically sets out advice relating to siting, landscaping, parking, design, scale, density and layout.

SPG19 "Sustainable Design, Construction & Pollution Control"

This supplementary planning guidance focuses on the principles and practice of designs that save energy, sustainable materials and recycling, saving water and controlling pollutants. It emphasises environmentally sensitive, forward-looking design, and is consistent with current government policy and industry best practice, aiming to be practicable and cost-effective.

The Council has previously received a request for an Environmental Impact Screening (EIA) on the site. It assessed other possible impacts and effects of the development, and on 31 January 2012 determined that it considered that there were none that were significant enough to warrant an EIA.

DETAILED CONSIDERATIONS

Introduction

The London Borough of Brent is the most ethnically diverse local authority area in England and Wales (2011 census data) and also one of the most religiously diverse. The population of Brent is 41.5% Christian, 17.8% Hindu (55,393 people) and 18.6% Muslim. This is the second largest percentage of Hindu population in a local authority area in the UK with the neighbouring London Borough of Harrow being the largest with 25.3%. This compares with the population of London which is only 5.2% Hindu. Nationally the total Hindu population is 817,000 or 0.7% of the population; thus the 55,393 Hindu residents of Brent represent 6.7% of the Hindu population of the UK. Combined with Harrow's Hindu population of 40,548 and Barnet's 21,011, this site lies close to 19% of the Hindu population of the UK.

The London Borough of Brent has local policy objectives to meet the needs of the borough's diverse community in respect of cultural facilities and sport and recreational activities. The Temple provides a valuable community and religious use within the borough for the local Hindu population. As previously mentioned in the 'Proposed' section of this report there are three main aspects to the proposal including the physical extension to the temple, the care home and the self-contained flats.

Key considerations

Your officers hold the key considerations in this application to be:

1. Principle of development
2. Parking and Access
3. Impact on neighbouring amenity
4. Impact on character and design
5. Standard of accommodation
6. Landscaping

1. Principle

Temple and basement extension

1.1 As outlined in the 'Proposal' section of this report the proposed extension to the Temple will provide facilities on the ground, first and second floors. The applicant has made it clear that the proposed extension is not to increase the number of attendees at the Temple but rather to provide better and improved facilities and services to the existing members. Your officers have given consideration to the existing facilities and also the existing capacity of the Temple.

1.1.2 Following discussions with the applicant detailed accounts of the services provided by the Temple to its members have been provided which have explained the different classes and facilities available at the Temple and also the services that are provided. Concerns have been raised by a number of objectors regarding the inclusion of a 'new school'. However the classroom elements seen on the submitted plans refer to language, educational, cultural and music classes currently available to the existing Temple members. The applicant has stated that currently the community hall is operating at full capacity and there is a need to extend to provide facilities for the existing members. In addition to this there is a requirement to provide a separate dining area for large gatherings such as weddings and festivals whilst the classrooms on the top floor are currently quite small in size and inefficient for providing adequate learning facilities.

1.1.3 The applicant has submitted a detailed statement of use which clearly explains the current use of each

part of the Temple. Prayers currently take place on the ground floor in the large hall which takes place during the following days and times with the following numbers of attendees:

<i>Monday-Friday</i>	<i>09.00-11.00</i>	<i>150-175 visitors and staff</i>
	<i>18.00-20.00</i>	<i>100-120</i>
<i>Saturday</i>	<i>09.00-11.00</i>	<i>80-100</i>
	<i>17.00-19.00</i>	<i>400-450</i>
<i>Sunday</i>	<i>09.00-11.00</i>	<i>100-125</i>
	<i>16.00-19.00</i>	<i>up to 700</i>

1.1.4 The proposed extension is not intended to create any increased capacity to the existing Prayer Hall with this aspect of the Temple remaining unchanged. Your officers have considered the fact that there are concerns from a significant number of objectors that the Temple is looking to increase the number of people visiting the Temple. The Applicant's Statement of Use has confirmed the existing number of members that attend the prayer services available at the Temple. Your officers have also worked closely with the applicant to agree to a Temple Management Plan to limit the number of visitors and staff who can attend the Temple, via a planning obligation secured under a S106 legal agreement. The Temple Management Plan will set out the maximum number of people that can attend the Temple at each service provided and also attend larger festivals and weddings. This is a robust method of ensuring that the number of visitors and staff do not increase above current levels and should help to ensure that the impact on local people is not material.

1.1.5 The proposed ground floor mezzanine aspect of the extension will accommodate the extension of the library to allow members of the Temple to access reading material. The applicant has provided justification for this aspect of the proposal as currently large numbers of books are either stored off site or in storage facilities around the Temple thus restricting peoples access. The proposed new library will provide a modern facility with better access to books and manuscripts for Temple goers to use and borrow. The library will also provide a modern facility for people to read and study in during the day.

1.1.6 The classes that take place on the first floor of the building within the Culture hall are outlined in the table below. This includes yoga, a youth academy, children's school and ceremonies. The proposed extension will see the addition of a dining hall to be used in conjunction with the Culture Hall and will provide facilities for serving and hosting the meals. As such the proposed extension will not see an expansion in the size of the hall but rather facilities to provide food to people during ceremonies.

<i>Women's yoga</i>	<i>Monday</i>	<i>8pm – 9pm</i>	<i>30</i>	<i>1st Floor</i>
<i>Men's yoga</i>	<i>Wednesday</i>	<i>8pm – 9pm</i>	<i>25</i>	<i>1st Floor</i>
<i>Youth Academy</i>	<i>Friday</i>	<i>7pm – 9pm</i>	<i>150</i>	<i>1st & 2nd Floor</i>
<i>Children's pre-school</i>	<i>Saturday</i>	<i>5pm – 7pm</i>	<i>80</i>	<i>1st Floor</i>
<i>Wedding Ceremonies</i>	<i>Sunday</i>	<i>10am – 4pm</i>	<i>600-700</i>	<i>1st Floor</i>

The current classes that take place on the second floor are outlined in the table below.

<i>Gujarati Classes</i>	<i>Saturday</i>	<i>5pm – 7pm</i>	<i>150</i>	<i>2nd Floor</i>
<i>English Classes</i>	<i>Sunday</i>	<i>4pm – 6pm</i>	<i>25</i>	<i>2nd Floor</i>
<i>Sanskrit Classes</i>	<i>Sunday</i>	<i>4pm – 6pm</i>	<i>20</i>	<i>2nd Floor</i>
<i>Hindusim Classes</i>	<i>Sunday</i>	<i>4pm – 6pm</i>	<i>20</i>	<i>2nd Floor</i>
<i>IT Classes</i>	<i>Sunday</i>	<i>4pm – 6pm</i>	<i>25</i>	<i>2nd Floor</i>
<i>Music Classes</i>	<i>Various Days and times</i>		<i><10</i>	<i>2nd Floor</i>

1.1.7 The proposal will result in more modern learning facilities for the existing temple members including a library and classrooms. These facilities will help the members of the Temple to engage in a mixture of useful language classes including English and cultural classes such as Gujarati and Sanskrit which are important aspects of the Hindu culture. The Temple has provided justification for the new classrooms by means of the statement of use which identifies that there is a demand for these facilities within the Hindu community that use the Temple. As such your officers consider that the principle of extending the temple to provide more modern facilities for the members of the temple can be supported and is acceptable. The Temple Management Plan will ensure these community activities will not take place during the peak Sunday prayer times.

1.1.8 As outlined in the introduction section of this report, the London Borough of Brent is an extremely diverse Borough with a significant Hindu population who require community and religious facilities for their members. Your officers have taken into consideration the need for providing more modern facilities for the temple members. Your officers have therefore given a significant amount of weight to the requirement of providing both religious and cultural facilities to people and also to the potential harm that the proposal could have on other local people living in the area who do not attend the Temple. After careful consideration of the fact that the number of attendees at the Temple will not increase due to the proposed extension and the agreement to limiting numbers, your officers consider that the extensions are acceptable in principle and can be supported.

1.1.9 The application proposes a two storey basement extension which will largely be contained underneath the current location of Nos. 1, 3 and 5 Deerhurst Road and the Temple. Whilst it is acknowledged that this is a significant form of development in close proximity to a number of residential units your officers have given a considerable amount of weight towards the fact that the proposed basement will provide 97 off-street car parking spaces in total, thus removing a further 39 vehicles who normally would have had to park in the surrounding streets during prayer times and when attending large weddings, festivals and day to day activities. Whilst it is acknowledged that some, potentially significant, disruption is inevitable during the construction of basements, your officers have given significant weight to the long term benefit of removing vehicles from the surrounding area as this is likely to reduce traffic congestion and improve conditions for local people living in the area.

Care Home

1.2 The application proposes the creation of a 14 bed care home adjacent to the five self-contained flats. During the course of the earlier withdrawn application, concerns were raised by officers regarding the proposed care home. Core Strategy (2010) policy CP21 seeks to make locally appropriate provision for Brent's wide range of specific and special housing needs, as required by London Plan Policies 3a.5 and 3a.13, including family homes, sheltered housing for older persons, non self contained accommodation, such as hostels for households without children, housing providing support (including extra accommodation for older persons) and residential care homes. During the course of the pre-application enquiry and application attempts have been made by officers to highlight the importance of demonstrating that the proposed care home would meet an identified local need.

1.2.1 In the previous application officers raised concerns with the provision of sheltered accommodation proposed in the forms of 'Elderly and visitor accommodation and a 'Care Home'. Specifically, the basis on which a care home in the form of self-contained single bedroom units with additional study areas, in conjunction with self-contained single bedroom self units and 'bedrooms' with ensuite bathrooms were being proposed. The previous application failed to provide clarity in planning terms on the identified and recognised local need within Brent that the proposed care home would have met.

1.2.2 In the applicant's original submission and in the current application under the section 'The Need for Care Accommodation', they have stated that "there is a specific and proven need for specialist accommodation for the elderly, particularly of the type that is proposed, which is specialised towards the needs of the Hindu community, although it would not be restricted to such". Your officers requested further information regarding the proposed operation and management of this facility to understand the justification behind the stated local need of the care home. In response to this, the applicant has provided a Statement of Use for the care home. The applicant has provided a brief outline of the staff that will be employed in the care home including a full time manager, three kitchen staff members and three cleaners with a further three part-time kitchen staff members. The applicant has also stated that a management company will run the proposed care home but that a live-in manager will not be required as the occupants of the care home live alone and will therefore continue to do so.

1.2.3 In addition to this the applicant has sought to work with Brent Adult Social Care to provide accommodation that meets a specific local need in order to comply with Core Strategy (2010) policy CP21. Ian Buchan (Lead Commissioning Manager, Adult Social Care) has confirmed that there is a demand for Supported Living Schemes within the Borough and that the proposal would meet a local need. This has resulted in a proposed facility that will meet the needs of the individuals listed in the Case Study provided by the applicant. The proposed care home will use a Domiciliary Model of care and have tenancies for their rooms and will get care delivered in a flexible way to respond to their needs. The applicant has provided examples of local people who are becoming elderly and developing care needs. This conforms to Brent Council's Adult Social Care document which states that although Brent has a comparatively young population, the number of people aged 65 and over--a key focus for Adult Social Care--is expected to increase by 10% from 2015 to 2020, with the largest proportionate increase in the 85 and over age population. Further to this, within Brent the Black, Asian and minority ethnic (BAME) groups make up 65% of the population as a whole with expected changes in time set to make the Asian population up to 39% of the population of over 65 by 2020. With this in mind the proposed care home will provide a facility for elderly members of the Brent populace and will meet a recognised need that is supported by Brent Adult Social Care. As such your officers consider that the proposed care home element of the application complies with Core Strategy (2010) policy CP21 and is therefore acceptable in principle.

Residential

1.3 The application proposes the demolition of three existing residential properties, Nos. 1, 3 and 5 Deerhurst Road and their replacement with a 14 bed care home and five self-contained flats. As detailed in the 'History' section of this report No.1 Deerhurst is lawfully considered to consist of three self-contained flats due to the grant of retention permission in 1994. No. 5 Deerhurst Road is in use as four self-contained flats which does not benefit from planning permission but are considered to be in use as this purpose for over 10 years. No.3 Deerhurst Road is lawfully considered to be a single family dwellinghouse and as such the loss of this unit requires replacement as per Core Strategy (2010) policy CP21. Brent's Core Strategy sets out that Brent's housing stock is considered inadequate to satisfactorily accommodate the Borough's disproportionately larger households. In addition to this the historical shortage of family-sized accommodation has been exacerbated by a large number of 1-2 bed units constructed between the years of 1997-2007.

1.3.1 The proposal for five self--contained flats consists of two three-bedroomed units, which are considered family sized accommodation, at ground floor level that will have access to 75 and 72 sqm of private amenity space to the rear. As such your officers consider that the loss of the existing family dwellinghouse would be offset by the inclusion of the two three bed units with access to private amenity space. Therefore this aspect of the proposal is deemed to be in compliance with Core Strategy (2010) policy CP21 and would provide two family sized units to the Borough which is welcomed.

2. Parking and Access

2.1 Introduction

2.1.1 New basement car parking is proposed beneath the care home and flats, which will now increase the total car parking provision for the temple and housing development from 58 spaces to 106 spaces. The temple will be allocated 97 spaces which will include 20 spaces for disabled parking and 19 spaces for electric vehicle charging. The care home will be allocated two parking spaces with one disabled and the residential units will be allocated seven parking spaces. In addition to this a total of 102 bicycle parking spaces are also proposed within the basement car park with six for the care home, eight for the residential units and 88 for the Temple. Your officers acknowledge that there is significant concern from local people regarding the potential increase in cars using the Temple due to the increased number of car parking spaces. However the proposed additional car parking is based on removing cars from the surrounding streets and should help to alleviate current problems with congestion by providing more off-street parking.

2.1.2 The basement will be accessed via the existing 7.3m wide crossover from Deerhurst Road. The site is located within a Controlled Parking Zone that operates between 10am-3pm on weekdays. Brent Council's most recent overnight parking survey for the area confirms that the surrounding streets (Deerhurst Road, Coverdale Road and Chatsworth Road) remain lightly parked at night. On-street parking along Willesden Lane is prohibited between 8am-6.30pm on weekdays, with loading prohibited at peak times. Public transport access to the site remains moderate with a PTAL rating of 3, with Brondesbury Park (London Overground) and Willesden Green (Jubilee line) stations within 960 metres of the application site and two bus services within 640 metres of the application site.

2.2 Parking and Cycle Standards

2.2.1 Car parking standards PS12, PS13 and PS14 apply to the existing and proposed uses of the site. Allowances for the temple are based upon visitor numbers, whilst full residential allowances apply for the flats. The current week-to-week peak attendance at the temple is estimated at 735 people on a Sunday afternoon between 4pm-6pm. This increases to about 1,000 people during the Diwali festival in autumn however the s106 Temple Management Plan will limit numbers attending the Temple on large festival days to 750 people which is a significant reduction in numbers. Based on the weekly peak, up to 294 car parking spaces would be permitted, so both the existing provision of 51 spaces and proposed provision of 99 spaces (incl. 21 disabled) for the temple would accord with standards, whilst also providing more than sufficient disabled parking to satisfy standard PS15. 20 of the spaces for the temple have also been shown with electric vehicle charging points, which is welcomed. In addition to this the Temple has acknowledged that on occasions such as major event days and weddings some people may not travel to the Temple by Public Transport. However in these cases the temple will arrange for members to be collected by private minibus or arranged transport. This is welcomed and could form part of a robust travel plan, to be secured by a planning obligation within a s106 legal agreement, to reduce the number of cars arriving on given days.

2.2.2 A number of objectors have raised queries regarding the amount of weight that can be given to the parking standards contained in Appendix 1 of the Development Management Policies that are currently in draft form. The NPPF states that from the date of publication policies can be given greater weight as they go through the examination process, depending on the extent to which there are unresolved objections. In the case of policy DMP 12, which applies to parking, there are no unresolved objections. Therefore at this time the policy can be given some weight however the standard contained in the UDP (2004) is still the adopted policy with regard to parking for D1 uses. Currently standard PS12 of the UDP (2004) contains parking standards for Non-residential Institutions (use class D1), which the Temple falls under and states that two spaces for every five visitors based on maximum capacity are required. When applying this standard to the maximum number of visitors of 750 people the Temple would need to provide 300 spaces for visitors. The standard in Appendix 1 of the DMP states that for all D1 uses, one car parking space should be provided per 10 users/visitors on site at any one time. Therefore under the DMP standards, the maximum amount of parking allowed for the Temple would fall to 75 spaces, based on the maximum number of people attending. The proposal includes 77 standard width spaces, which is within this range. As such, officers consider that the proposal would still be broadly acceptable under the revised DMP standards.

2.2.3 The proposed 14-bed care home would be permitted two parking spaces and the proposed provision of a standard space and a disabled space accords with requirements. The allowance for the five proposed flats is 7.4 parking spaces. Previously the application proposed eight allocated spaces which marginally exceeded standards however this has now been reduced to seven in order to comply with parking standards. All residential spaces are to be grouped together in the north-eastern corner of the lower basement level of the car park, close to the stairs and lift cores to the buildings which will allow their use to be separated from the temple parking. A means of restricting access to these spaces for residents only has been submitted on revised plans.

With regard to bicycle parking, there are no particular standards for the temple, but the proposed provision of 88 secure spaces for the temple is nevertheless welcomed to help support the temple's Travel Plan. Six secure spaces for the care home and eight secure spaces for the flats are also proposed within the basement, which more than meets standards.

2.3 Access

2.3.1 Access to the car park will remain via the existing entrance crossover from Deerpark Road, which is wide enough to accommodate two-way traffic. Officers therefore consider this to be acceptable to serve the proposed basement car park. Previously a directional arrow instructed traffic to turn left when leaving the site; however, following consultation with officers in Transport & Highways, this has been removed as it is preferable for traffic to arrive and depart the site via the main road network rather than the residential streets. The layout of the car park provides adequately dimensioned parking spaces and aisle widths for vehicles.

2.3.2 The up- and down-ramps between the upper and lower levels of the car park will each measure approximately 3.5m in width with a 500mm separating island, whilst the gradient is shown at 14%, with 3m transition lengths to a 10% gradient at either end which accord with design standards for basement car parks. Previously there were concerns with the alignment of the exit ramp however this has now been addressed by the applicant. Revised drawings have been submitted to take into account the turning into the ramp and also improved tracking diagrams have been submitted which are deemed to be acceptable by Transport & Highways Officers. Headroom of 2.6 metres for the disabled parking spaces has also now been achieved which is necessary to accommodate high-top conversion vehicles for disabled use.

2.3.3 Previously the headroom of the new and existing car park was shown at only 2.375m reducing to 2.1 metres in certain places. Whilst this would be acceptable for standard cars the amount of headroom would not be acceptable for high-top conversion vehicles for disabled use. In response to this the applicant has increased the height of the roof to 2.6 metres which now complies with head height standards.

2.3.4 The two existing crossovers to Nos. 1-5 Deerhurst Road will become redundant as a result of the site's redevelopment and these must be reinstated to footway at the developer's expense, which can be secured by condition should Members be minded to grant permission. This will also allow the on-street parking bays to be extended to provide three additional on-street parking spaces.

2.4 Transport Impact

2.4.1 The Applicant's Transport Assessment submitted with the withdrawn application included surveys of the existing operation of the temple. This included questionnaire surveys, which showed 86% of visitors travelling to the site by car. With an average occupancy of 1.74 persons per car, this translates to a total of 363 cars for a weekly peak attendance of 735 visitors and a car driver modal share of 45% (with 41% car passengers including those simply dropped off at the site). Surveys were also undertaken of parking conditions in the area on a Sunday (16th June 2013), which showed marked parking bays in the area in general to be up to 85% parked. However, site observations by Brent Council's officers noted that bays in streets closest to the site (in particular Deerhurst Road, Chatsworth Road and Coverdale Road) were fully parked and a detailed street by street examination of the data showed this to be the case.

2.4.2 A Transport Note has been submitted with the current application which includes an updated survey undertaken on Sunday 5th July 2015 between 12 noon and 8pm. This showed on-street parking demand on site and on the surrounding streets peaking at about 6pm, when a total of 59 cars were observed parked within the car park and 166 cars parked on-street within 300 metres of the temple, which is approximately one third lower than for the 2013 survey. This difference is explained by the fact that a wedding was also taking place in the temple during the 2013 survey, along with another function at the nearby Royal Majestic Hall on the corner of Coverdale Road. These additional events were not taking place at the time of the 2015 survey.

2.4.3 The transport consultant has again broken parking down by street to give a better indication of where parking stress is greatest. Correcting for an overestimate by the consultant on the practical legal parking capacity of the streets, it is noted that Deerhurst Road and Chatsworth Road were again fully parked at 6pm on Sunday 5th July 2015. Coverdale Road was much more lightly used on this occasion, with parking demand peaking at 63%, whilst legal on-street parking space on Willesden Lane was up to about one-third occupied.

2.4.4 Officers acknowledge that the temple does create a considerable degree of parking stress on the streets closest to the site, particularly early evening on a Sunday and at festival times. However, there is generally spare capacity a little further afield, as the streets in the area are not generally heavily parked otherwise. The applicant states, and your officers accept, that the proposed extensions to the temple are not intended to attract more visitors to the temple. The main elements are a library, which is expected to be used by existing visitors, and a dining area, which is to allow existing wedding parties to eat in a separate area of the temple to the main festival. The additional classroom space is proposed to offer greater numbers of teaching places, but these are for children already attending the temple as part of a family group.

2.4.5 Mitigation measures are therefore proposed to help to manage the parking impact on local streets, of which the extension to the car park is one part. As before, these measures also include a Travel Plan, which has now been resubmitted with amendments in a number of areas to take on board comments from Brent Council's Transportation officers, to encourage a modal shift to non-car modes of transportation. All of the suggested comments have been incorporated, although the targets still need to be more clearly spelt out over three and five year periods, with clear reference against the baseline figures provided in table 7 within the document. As it stands, the main aim-type targets are to reduce the proportion of visitors to the site travelling by car from 86% to 70% over five years, which is considered acceptable. However, there are no baseline figures against which the targets to reduce the proportion of visitors driving along by 20% and to increase the proportion of staff and visitors car sharing by 20% can be referenced and these targets need to be much more clearly set out. In addition, the target to halve the amount of on-street parking, which is very much welcomed, needs to be referenced against the total that occurs at present at the peak time of occupancy (i.e. 6pm on a Sunday).

2.4.6 An assessment of the Travel Plan has been undertaken using TfL's ATTrBuTE programme and aside

from the above point on the targets, it would score a pass. In light of the above comments, a revised version of the travel plan expanding section 4.5 for targets over three and five years, referenced against baseline travel surveys, is required before this Travel Plan can be approved. To help to achieve the aim of halving the amount of on-street parking occurring at peak times, the Travel Plan also offers to provide a financial contribution towards a review of CPZ operating hours in the vicinity of the site. This is very much welcomed as a means to help to reduce car use and ensure that the adverse impacts of parking on local streets is minimised, although the level of funding offered has not been spelt out. Otherwise, the Transport Assessment has assumed that the only additional traffic generated by the development would be from the five new flats and the care home. These would not generate significant enough levels of traffic to require any further assessment of highway capacity in the area.

2.4.7 In summary, subject to the submission of a revised travel plan and a financial contribution towards CPZ review and improvements in the area to be secured via a planning obligation under a s106 legal agreement, your officers are satisfied that the transport impact of the proposal would not materially worsen the existing situation on the local highway network.

2.5 Construction Traffic

2.5.1 A Construction Management Plan has been submitted for the development that proposes that all unloading will be undertaken by crane within the site, using the existing car park access road and crossover. Banksmen will be employed to assist with the safe reversing of vehicles into the site and staff accommodation and welfare facilities will also be provided on site. As such, your officers consider that there is no general requirement to close any area of public highway, although a temporary road closure for Deerpark Road will be required for the crane set-up which will need to be arranged through Brent Council's Transportation Unit.

2.5.2 Deliveries will be pre-booked to ensure space is available on site to receive deliveries and any unbooked vehicles will be turned away. Delivery slots will take place between 9.30am-3.30pm on weekdays to avoid peak hours, whilst construction works will take place between 8am-6pm on weekdays and 8am-1pm on Saturdays. Wheel washing facilities will be provided on site and road sweepers will be used to keep the adjoining roads clean. The condition of the adjoining roads will also be assessed prior to works commencing and damage monitored and repairs funded as necessary. In this respect, the existing block paved crossover may be unable to withstand construction vehicle usage so may need to be strengthened with concrete for a temporary period. Assurances also need to be provided that the piling, excavation and construction works for the basement will be robust enough to ensure there is no risk of the highway in Deerpark Road collapsing. An approval in principle (AIP) for the basement excavation works is therefore required from the Transportation Unit.

2.5.3 The expected volume of construction traffic movements over the 80 week construction period is 5-6 vehicles per day on average, increasing to a peak of 16 vehicles per day during the excavation works (between weeks 7 and 21). These vehicles will all be routed to and from the site via Willesden Lane, which will keep lorry traffic away from residential streets, which is welcomed. A workforce of up to 25 staff is proposed and no off-street parking will be provided for them. The CPZ restrictions in the local area will help to prevent overspill parking by employees though and they will therefore be encouraged to use public transport to access the site.

2.6 Quietway

2.6.1 A number of objectors including the London Cycling Campaign have raised concerns regarding the designation of Chatsworth Avenue as a Quiet way Cycle Route. These objections relate specifically to the potential increase in motor vehicle traffic and car parking issues on Chatsworth Road as a result of the proposed development. By means of background information construction of the Quietway commenced in November 2015 and is due to be completed by early summer 2016 with the route designated as Quietway Cycle Route 3 as part of the Regent's Park to Gladstone Park Quietway. However officers must again point to the fact that the proposed development will not actually see an increase in the number of visitors to the Temple but rather will improve existing facilities for people and provide additional off street parking within the proposed basement car park thus removing more cars from the surrounding streets.

2.6.2 The Councils' Traffic Engineers have confirmed that the existing peak hour traffic flow on Chatsworth Road (between Mapesbury Road and Lydford Road) has been surveyed as being 145 vehicles/per hour which scores the highest Cycling Level of Service (CLoS) score (<200 vehicles/hour). However Transport & Highways Officers have confirmed that it is anticipated that the Travel Plan and CPZ review would offset any marginal increase in trips arising from the extension to the Temple, whilst the new care home and flats would

generate minimal additional traffic. Officers therefore consider that there will not be an adverse impact on the quietway.

3. Impact on neighbouring amenity

3.1 Extension to temple

3.1.1 The application proposes extending the northern side of the temple at ground and first floor level adjacent to the boundary with No. 224 Willesden Lane. Originally the application proposed extending the footprint much closer to the boundary, however following consultation with officers this has been revised and set in further from the shared boundary to take into account the presence of the private amenity space to the rear of No. 224 Willesden Lane. The ground mezzanine floor consisting of the library is proposed to be set in by 5.5 metres from the shared boundary. The proposed dining room on the first floor will now be set in by 9.3 metres. The extensions at second floor consisting of new classrooms, storage and a meeting room will now be set in by 14 metres from the shared neighbouring boundary.

3.1.2 Consideration has therefore been given to the Council's Supplementary Planning Guidance SPG 17 – Design Guide for New Development and specifically section 3.2 Size and Scale. Section 3.2 states that where proposed development adjoins private amenity/garden areas then the height of new development should normally be set below a line of 45 degrees at the garden edge, measured from a height of 2 metres. Your officers consider that due to the increased set in from the boundary and compliance with the guidance in SPG17 and specifically the 45 degree rule, that the proposed extension to the Temple would not have a negative impact on the amenity of the residents of No. 224 Willesden Lane.

3.1.3 Your officers have given considerable and significant consideration to not only the physical impact of the extension to the Temple but also to how the increased size could potentially affect local people. A significant number of objections centre on the perceived expansion of not only activities but new members attending the Temple. However following detailed discussions with representees of the Temple and the submission of the statement of use, your officers consider that the extension will not attract more members but rather provide more modern and improved facilities for the existing members. The applicant has submitted detailed information regarding the current usage of the Temple as previously discussed in the 'Principle' section of this report. The number of attendees and the exact function at the Temple that they will be utilising has been carefully negotiated and the number of attendees will remain as existing. In addition to this the preparation and submission of a management plan for the Temple will be submitted and reviewed in order to ensure that there isn't a negative impact on neighbouring amenity. Your officers are aware of traffic problems in the area during peak prayer times, festivals and weddings and have sought to ensure that this is not exacerbated by limiting the existing numbers of people attending the Temple and also limiting major events such as festivals and weddings to specific times per month and year where necessary. Your officers therefore consider that with these robust mechanisms in place that the impact on neighbouring residents will be minimised and controlled. It is acknowledged that there will be some disruption to local people but the Temple Management Plan and Travel Plan, controlled through a legal s106 agreement, will help to improve the current situation.

3.2 Basement extension

3.2.1 Your officers recognise that basement excavations can affect neighbouring amenity during construction through dust, noise and vibrations. Your officers also appreciate the concerns surrounding the impact of basement excavations on structural and soil stability and potential flooding. Brent's approach to basement development proposals is to seek to minimise these impacts and therefore applicants are expected to provide a Construction Method Statement as required by Brent's 'Basements Practice Guide'.

3.2.2 The applicant has provided a Construction Method Statement which details how the potential impacts of the proposal during construction will be mitigated and details of build methodology. This includes for example establishing hoarding around the site and precautions in terms of soil stability and structural stability of neighbours. In addition to this the applicant has submitted detailed site investigation reports examining the impact of the proposed basement excavation on neighbouring buildings, the hydrological conditions of the site and the proposed construction.

3.2.3 In terms of nuisance, some disruption during construction is unavoidable but limited to usual hours of working for construction sites. Should Members decide to grant consent your officers propose a condition be attached requiring the contractor to be a member of the Considerate Constructors Scheme.

3.2.4 A significant number of objectors have raised concerns regarding the potential impact of flooding in the

area due to the proposed two storey basement excavation. Officers from the Council's Regeneration and Environmental Services department have confirmed that water is present in the area at a depth of 2.5 metres and that there is an issue with flooding in the area. In response to this the applicant has submitted a Flood Risk Assessment and details of SuDS that are proposed to be installed. Engineering Officers have assessed this submission and confirmed that the information that has been submitted is acceptable and that if the basement area is excavated then a pumping arrangement will be required. Your officers also recommend that a condition be attached to ensure that the applicant routinely inspects the storage tanks and control devices.

3.3 Care Home

3.3.1 The proposed care home will be constructed over what is currently Nos.1 and 3 Deerhurst Road. The proposed building will have a similar overall mass to the existing buildings and will not encroach further towards any neighbouring boundaries. The closest neighbouring residential buildings are the properties on the eastern side of Deerhurst Road including Nos. 4, 6 and 8 which are located approximately 35 metres away. Your officers consider that the proposed care home would be unlikely to have a negative impact on the amenity of the residents of these properties due to the separation distance and also due to the fact that the new building would have a similar overall size to the existing residential units. No.224 Willesden Lane is located approximately 35 metres to the south-west of the site and again your officers consider that the separation distance and siting of the Temple would negate any potential impact on neighbouring amenity.

3.4 Residential units

3.4.1 The proposed residential units would be constructed over what is effectively No.5 Deerhurst Road albeit the new building would be set in further from the shared boundary by a distance of 2.6 metres. Innisfree house, a three storey residential building comprising 18 flats and 70A-C Chatsworth Road are located to the north of the proposed residential units and share a side/rear boundary. The proposal will however manage to maintain a distance of at least 20 metres between the flank wall of the proposed residential units and the rear of these properties which your officers consider acceptable. In addition to this there is a small car park located between the application site and Innisfree House which would not be considered as amenity space. No.8 Deerhurst Road is a large semi-detached property located across the road to the east of the site at a distance of 31 metres. Due to the similar size of the existing and proposed building your officers consider that there would not be any negative impact on the amenity of the residents of this property.

4. Impact on character and design

4.1 Willesden Lane is characterised by the relatively wide road connecting Willesden Green with Kilburn. There is a variety of building types located in the section occupied by the Temple including a number of three to four storey blocks of flats and three storey detached residential buildings. Deerhurst Road is characterised by large two storey detached dwellinghouses leading towards Chatsworth Road with the exception of a three storey block of flats located on the corner of Deerhurst and Chatsworth Road.

4.2 Temple Extension

The proposed extension to the rear and side of the Temple has sought to maintain the character of the host building by utilising the same style and design of the existing building. Consideration has been given to existing materials and architectural features which have been successfully replicated. This is particularly evident when viewing the proposed side elevation that would be largely in view from Deerhurst Road. Concerns have been raised regarding the impact of the extension on the residential character of the area however your officers consider that the overall approach to design would be in keeping with the existing building and is visually acceptable.

4.3 Care Home

The proposed care home will consist of a detached building that has been designed to replicate the large detached inter war period dwellinghouses found in the surrounding area. Members will recall the previous design that consisted of three larger blocks that did not exhibit a particular style or complement the neighbouring properties or streetscene. With regard to the height of the proposed building, the highest point will actually be lower than the three existing dwellinghouses. Care has also been taken to match the pitch of the roofs of the existing dwellinghouses.

The proposed care home will be set back from the street by 6.45 metres at its closest point and 11.2 metres at its furthest. This will leave ample room for a landscaped front garden area which will help to retain the suburban feel of the street. This is also the case for the self-contained flats which will also be set back from the street at a distance of 8.3 at the closest point and 11.2 at its furthest. Again this will help to maintain the

suburban character of Deerhurst Road and the surrounding area.

4.4 Residential units

Similarly to the proposed care home the residential unit containing the five self-contained flats will also exhibit a large detached style similar to the inter war period dwellinghouses found in the surrounding area. Again with regard to the proposed height the building will actually be lower than the existing detached residential units found on Deerhurst Road. Care has also been taken to match the pitch of the roofs of the existing dwellinghouses. The building comprising the self-contained flats will also be set back from the street at a distance of 8.3 at the closest point and 11.2 at its furthest. This also leaves ample room to provide a front landscaped garden which will again help to maintain the suburban character of Deerhurst Road and the surrounding area. The unit housing the self-contained flats will be set in 5 metres from the boundary on the northern side of the site which is actually further away than the existing property No. 5 Deerhurst Road. This gap will then provide access to the rear communal area and also gives the opportunity to provide landscaping. Refuse storage will be located close to this gap and within a suitable distance to allow disposal by residents and collection.

5. Standard of accommodation

5.1 The application proposes the creation of five self-contained flats as outlined in the table below:

Flat	Location	Type	G I A proposed	GIA required Technical Housing Standards (2015)	Private amenity space
Flat 1	Ground floor	3 bed 6 person	99.62sqm	95 sqm	74.8 sqm
Flat 2	Ground floor	3 bed 6 person	101.7sqm	95 sqm	71.9 sqm
Flat 3	First floor	4 bed 6 person	107.8 sqm	99 sqm	0 sqm
Flat 4	First floor	2 bed 3 person	63.7 sqm	61 sqm	0 sqm
Flat 5	Second floor	1 bed 2 person	60 sqm	50 sqm	0 sqm

5.2 Previously your officers raised concerns with regard to the units as a number of them were below the required minimum space standards. However in response to this the applicant has now ensured that all five of the proposed flats will exceed the minimum space standards as per the most recent edition of the London Plan (2016) and the Technical Housing Standards (2015).

5.3 Both of the ground floor flats will have access to large rear private gardens which is welcomed as these units can cater for families. Generally new development is required to have 5 sqm of private amenity space for 1-2 bed flats and 1 sqm for each additional person as per the Mayor of London's Housing SPG (2016). In this case private amenity space has not been provided for Flats 3, 4 or 5 however each of the units exceed the minimum space standards and will also have access to a large communal garden with an area of 343 sqm located behind the rear gardens of the ground floor flats. Therefore on balance the requirement to provide private amenity space in this case can be waived.

5.4 Your officers previously raised concerns with stacking between the proposed units and also the awkward layout of the rooms. Your officers still have concerns with the proposed layout and specifically Flat 4 which would contain a kitchen/living area over the bedrooms of Flat 2. In this case a condition requiring sound proofing could be attached in the event that permission was to be granted. Concerns over the layout of the units have now been addressed by the applicant and all rooms comply with the minimum double and single bedroom sizes as per the Technical Housing Standards (2015). With regard to outlook all of the proposed units would be dual aspect and would afford prospective residents with access to natural light. Flat 5 will be located in the second floor or loft area of the building. The Technical Housing Standards requires the minimum floor to ceiling height to be 2.3 metres for at least 75% of the Gross Internal Area. Flat 5 complies with this requirement and as such your officers deem the level of headroom to be acceptable.

5.5 Overall your officers consider that the proposed residential units will provide a good overall standard of accommodation for prospective residents for the reasons outlined above.

6. Landscaping

6.1 Your officers have given careful consideration to the impact that the proposed basement excavation could potentially have on existing and proposed landscaping in the site and neighbouring sites. There are three trees located close to the western side of the site boundary which have recently been made the subject of a tree preservation order. Landscape & Design Officers have examined the proposal and the submitted arboricultural statement to assess the impact on the existing trees and also the proposed landscaping scheme.

6.2 Previously there were concerns regarding the impact of the basement excavation on the Root Protection Area (RPA) of the retained trees. However the reduction in the size of the basement and the fact that it will now be further away from the site boundary and RPA have helped to ease concerns. Consideration has also been given to the current condition of the trees which have been heavily lopped and will not make full crowned trees again in their lifetime due to internal decay and structural weaknesses.

6.3 Landscape & Design Officer's have highlighted the issue of trees in neighbouring gardens to the north of the site and specifically Nos.68 to 76 Chatsworth Road where a total of 9 category B and C trees have been surveyed. These particular trees provide valuable natural screening and therefore it is crucial that the basement makes adequate allowance for root growth and healthy retention of the trees listed on the tree survey as T6-T16. Taking this into account the increased set in from the boundary has taken into account the existing RPA and will minimise the impact on these trees.

6.4 Landscape & Design Officers consider that the overall design of the submitted landscaping plan can be agreed as designs for the frontage of both the care home and residential units and also the rear of both. However the minimum soil depths of 1000mm should be provided where trees are to be planted, 600mm for shrubs/small trees and ideally 4-600mm for grass in order to avoid loss or decline during long periods of dry weather. As such your officers recommend that further details of the soil depth be secured by condition.

7. Conclusion

7.1 Your officers have given considerable weight to the fact that the proposal will provide a valuable and more modern facility for the Hindu community within the London Borough of Brent. The proposed care home will also meet a local need and is therefore policy compliant. In addition to this the residential units have re-provided family sized accommodation of which there is a recognised need within the Borough.

7.2 Your officers have worked closely with the applicant to take minimise the likely impacts on the surrounding area and local people. Taking this into account, amendments have been successfully sought with regard to the size of the extension to the Temple and also the size of the basement extension. In addition to this the Applicant has agreed to heads of terms setting out the planning obligations to be secured by a S106 legal agreement including a Travel Plan, Temple Management Plan and financial contribution to review the CPZ to limit the number of visitor numbers and also reduce the reliance on cars and promote more sustainable methods of transport.

7.3 Your officers conclude that the planning merits of the scheme are such that the proposal can be supported and accordingly recommend approval.

SUSTAINABILITY ASSESSMENT

The applicant has submitted an energy statement as part of the submission however this doesn't meet the requirements of Part L of the 2013 Building Regulations. The report states that reductions will be made purely from lean measures with a reduction of only 10.4%. As the proposed development exceeds 1000m² a financial contribution will be required in the event that a reduction of 35% cannot be achieved. The heads of terms require an energy strategy to achieve a 35% reduction on Building Regulations target emission rates where the applicant will have to demonstrate methods to reduce energy consumption or a financial contribution will be necessary.

S106 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
- Notification of material start 28 days prior to commencement
- Temple Management Plan to cap maximum attendance at 750 people and to reasonably limit those occasions when that volume of visitors is expected – prior to occupation submit and gain approval for a Temple Management Plan which will provide for:
 - a. Unlimited combined Prayers and Temple Community Uses with no more than 300 visitors and staff
 - b. Unlimited combined Saturday Evening Prayers and Temple Community Uses between 17.00-19.00 with no more than 700 visitors and staff
 - c. Unlimited Sunday Evening Prayers between 16.00-19.00 with no more than 700 visitors and staff
 - d. One Wedding Ceremony per Sunday between 10.00-16.00 with no more than 700 visitors and staff EXCEPT if there is a Major Religious Event scheduled then no Wedding Ceremony shall be held
 - e. 7 no. Major Religious Event between 10.00-19.00 up to 800 visitors and staff
 - f. No Temple Community Uses shall be held at the same time as a Religious Event or Major Religious Event if more than 700 visitors and staff are present for those Events
 - g. At no time shall more than 700 visitors and staff be present on the Temple premises except on Major Religious Events
- Travel Plan – standard obligation prior to occupation to submit for approval and then implement and adhere to a Revised Travel Plan with review mechanisms and penalties to be defined
- Energy Strategy – standard obligation to achieve 35% reduction on Building Reg 2013 target emissions rates or pay carbon offset contribution
- Financial Contribution – £25,000, index linked, for review of and if necessary alterations to CPZs within the vicinity of the land payable on a Material Start

And, to authorise the Head of Area 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 **£796,185.27*** 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): 909 sq. m.

Total amount of floorspace on completion (G): 8603 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	944		844.256189 701267	£200.00	£35.15	£206,541.25	£36,299.62
Residential institutions	1183		1058.00325 46786	£200.00	£35.15	£258,832.94	£45,489.89
Non-residential institutions	6476		5791.74055 562013	£0.00	£35.15	£0.00	£249,021.57

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)	274	
Total chargeable amount	£465,374.19	£330,811.08

*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.

Please Note : CIL liability is calculated at the time at which planning permission first permits development. As such, the CIL liability specified within this report is based on current levels of indexation and is provided for indicative purposes only. It also does not take account of development that may benefit from relief, such as Affordable Housing.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 15/4998

To: Mr Vekaria
Studio V architects
224
West Hendon Broadway
West Hendon
Greater London
NW9 7ED

I refer to your application dated 16/11/2015 proposing the following:
Erection of a three storey rear extension to the temple, and demolition of Nos 1, 3 and 5 Deerhurst Rd and erection of two 2 storey buildings with converted loft space providing a 14 bed care home and 5 self-contained flats (1 x 1bed, 1 x 2bed, 2 x 3bed and 1 x 4bed) with associated two storey basement level car and cycle parking and landscaping
and accompanied by plans or documents listed here:
See condition 2
at 1A-C, 3, 5A-D Deerhurst Road and Shree Swaminarayan Temple, 220-222 Willesden Lane, Willesden, London, NW2

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:

A handwritten signature in black ink, appearing to read 'Aktar Choudhury'.

Mr Aktar Choudhury
Operational Director, 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 - SPG5 and SPG17

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

Environmental Protection: in terms of protecting specific features of the environment and protecting the public

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

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

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

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

PL01 A

PL02 A

PL03

PL04

PL05

PL06

PL07

PL08

PL09

PL10

PL11

PL12

PL13

PL14

PL15

PL16

PL17

PL18 P

PL19 V

PL20 V

PL21 L

PL22 L

PL 23 K

PL 24 K

PL25 N

PL26 M

PL27 C

PL28 G

PL29 F

PL30 R

PL31 O
PL32 Q
PL33 O
PL35 P
PL36 P
PL37 J
PL38 J
PL39 D
PL40 B
PL42 A

Construction Management Plan prepared by Vascroft Contractors Ltd

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

- 3 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.

- 4 Prior to the occupation of the development the applicant shall reinstate the redundant crossovers to Nos.1, 3 and 5 Deerhurst Road and also amend the on-street parking bays accordingly at the developers expense.

Reason: in the interest of highway and pedestrian safety

- 5 Prior to the commencement of development the applicant shall submit details to mitigate against the impacts of dust and fine particles generated by the operation. This must include:

- Damping down materials during demolition and construction, particularly in dry weather conditions,
- Minimising the drop height of materials by using chutes to discharge material and damping down the skips/ spoil tips as material is discharged,
- Sheeting of lorry loads during haulage and employing particulate traps on HGVs wherever possible,
- Ensuring that any crushing and screening machinery is located well within the site boundary to minimise the impact of dust generation,
- Utilising screening on site to prevent wind entrainment of dust generated and minimise dust nuisance to residents in the area,
- Install and operate a wheel washing facility to ensure dust/debris are not carried onto the road by vehicles exiting the site,
- The use of demolition equipment that minimises the creation of dust.
- Construction Logistics Plan to include construction vehicle routes

The details shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in full.

Reason: To minimise nuisance from the construction and demolition operation and in the interest of neighbouring amenity

- 6 The details set out within the approved Construction Management Plan shall be adhered to at all times during the course of the development and implemented in full.

Reason: in the interest of highway and pedestrian safety

- 7 Details of materials for all external work of the temple extension, care home and residential units, including samples, 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 All areas shown on the plan and such other areas as may be shown on the approved plan shall be suitably landscaped with trees/shrubs/grass in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority prior to commencement of any demolition/construction work on the site. Such landscaping work shall be completed:-

Such scheme shall also indicate:-

(1) Walls and fences

Proposed walls and fencing, indicating materials and heights.

(2) Screen planting on boundary

Screen planting along the boundaries

(3) Physical separation

Adequate physical separation, such as protective walls and fencing, between landscaped and paved areas.

(4) Mounds

Existing contours and any alteration of the ground levels, such as earth mounding.

(5) Signboards and seating

Other appropriate matters within the context of a landscaping scheme, such as details of signboards, seating, foot ways and other paved pedestrian areas including a pathway to access the refuse area from the street frontage adjacent to the residential units.

(6) Maintenance details

Details of the proposed arrangements for maintenance of the landscaping.

(7) Trees:

All trees proposed to have a minimum stem girth of 12-14cm. and multi stemmed trees at a minimum height of 2.5-3m.

(8) Soil depth

A minimum soil depth of 1000mm provided where trees are to be planted, 600mm for shrubs/small trees and 600mm for grass

(9) Hard landscaping

Details of hard landscaping including materials

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

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

- 9 Prior to occupation of the new care home and residential units hereby approved the results of a sound test demonstrating compliance in excess of Building Regulations Part E minimums for the transmission of sound shall be submitted to and approved in writing by the local planning authority.

Reason: To safeguard the amenities of the occupiers.

- 10 Prior to the commencement of building works hereby approved, a site investigation shall be carried out by a person approved by the Local Planning Authority to determine the nature and extent of any contamination present. The investigation shall be carried out in accordance with a

scheme, which shall be submitted to and approved in writing by the Local Planning Authority, that includes the results of any research and analysis undertaken as well as details of remediation measures required to contain, treat or remove any contamination found. The results of the investigation shall be submitted to the Local Planning Authority and any remediation measures required by the Local Planning Authority shall be carried out in full.

Reason: To ensure the safe development and secure occupancy of the site proposed for domestic use in accordance with policy EP6 of Brent's Unitary Development Plan 2004.

- 11 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 proposed for domestic use in accordance with policy EP6 of Brent's Unitary Development Plan 2004.

- 12 Notwithstanding the plans hereby approved, a tree-protection method statement for the proposed works, specifying the method of tree protection for any potentially affected trees in accordance with BS 5837:2012 shall be submitted to and approved in writing by the Local Planning Authority prior to the development commencing. The mitigation measures within the tree protection method statement shall be implemented in full.

Reason: To ensure the preservation and protection of existing trees

- 13 Prior to the commencement of development details of a pumping arrangement and details of the proposed storage tanks and flow control device shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in full.

Reason: To ensure the safe development and secure occupancy

INFORMATIVES

- 1 The applicant is advised the need to agree any road closures and parking suspensions during construction works with Brent Council's Transportation Unit, to agree the need for a temporary construction crossover access to the site in place of the existing crossover from the Environment & Protection service and to also obtain an approval in principle (AIP) for all basement excavation works from the Transportation Unit.
- 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

Any person wishing to inspect the above papers should contact Barry Henn, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5232