

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

10 August, 2016

16/1181

SITE INFORMATION

RECEIVED: 18 March, 2016

WARD: Preston

PLANNING AREA: Brent Connects Wembley

LOCATION: Land rear of 66 to 68 Llanover road, Pembroke Road, Wembley

PROPOSAL: Demolition of existing garages and erection of a two storey 3 bedroom dwellinghouse with a converted loft space, associated car and cycle parking spaces, bin stores, landscaping and amenity space

APPLICANT: Mr Smy

CONTACT: BCConsultants

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_127145

[When viewing this as an Hard Copy](#) .

Please use the following steps

1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "16/1181" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

SITE MAP



Planning Committee Map

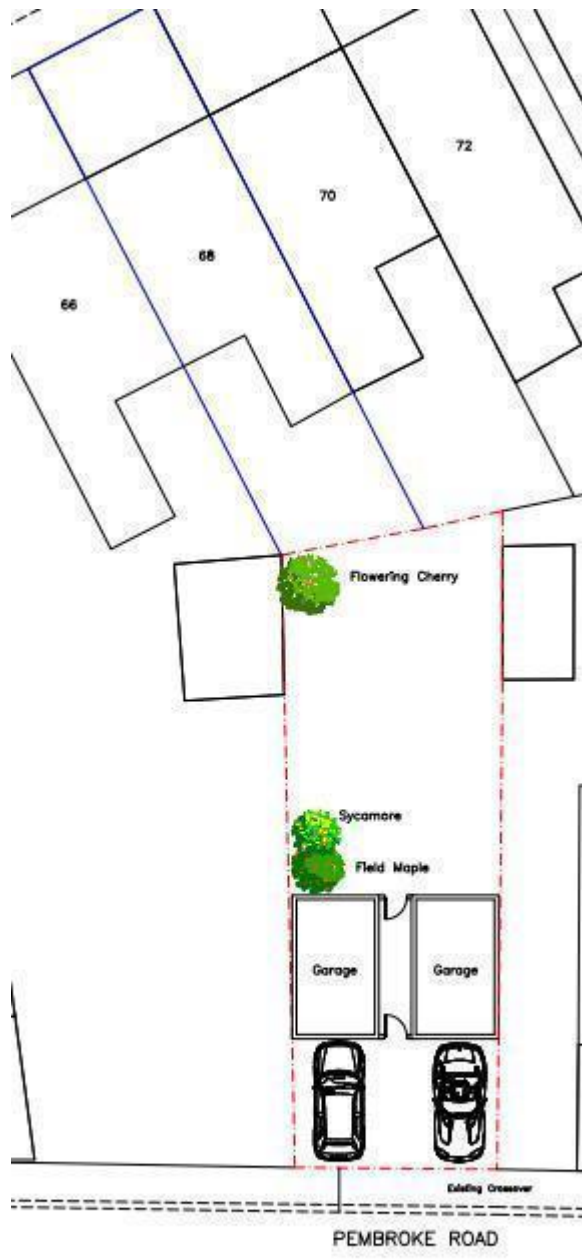
Site address: Land rear of 66 to 68 Llanover road, Pembroke Road, Wemley

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This map is indicative only.

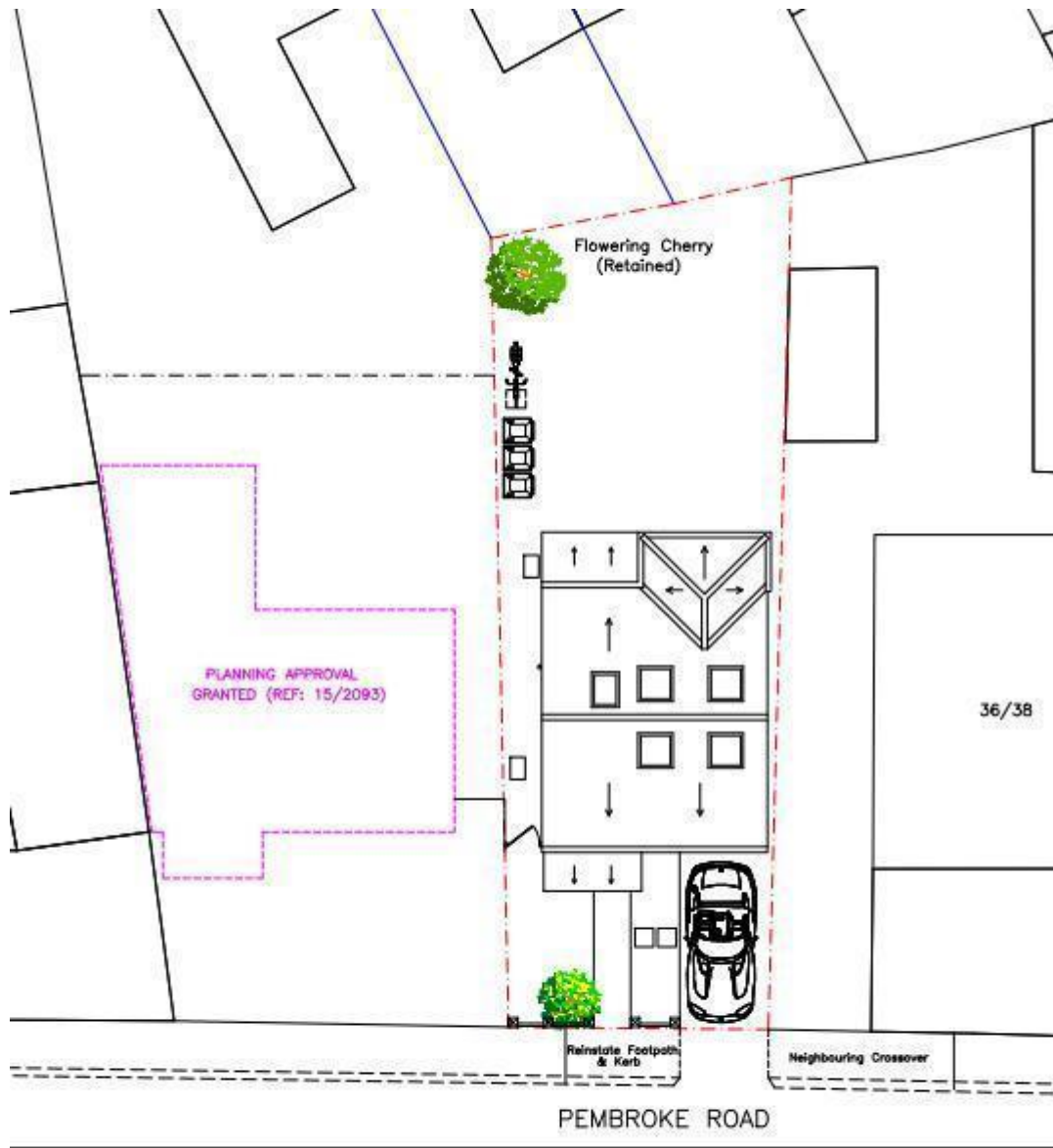
SELECTED SITE PLANS



EXISTING BLOCK PLAN

Ing Garages &
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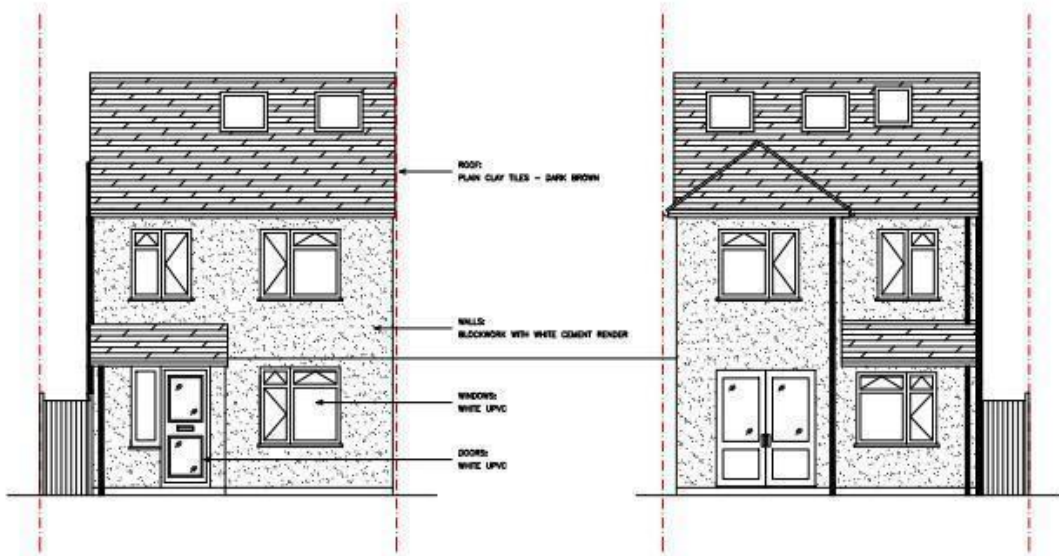




PROPOSED BLOCK PLAN

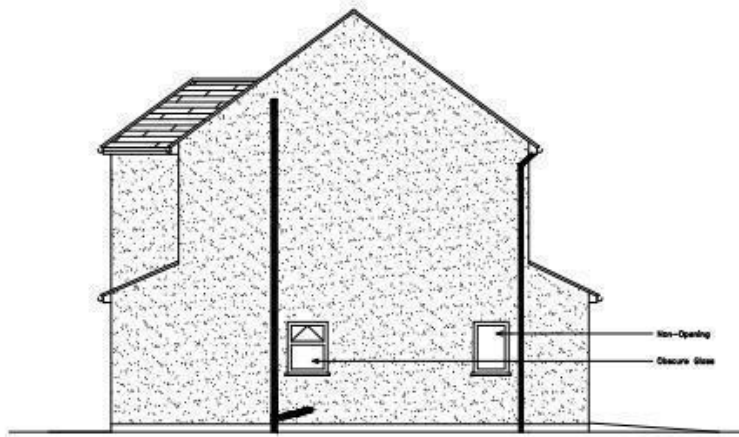
cription:
 nollition of Existing Garages &
 istration of New Build 3 Bed
 nily Dwelling with Associated





PROPOSED FRONT ELEVATION

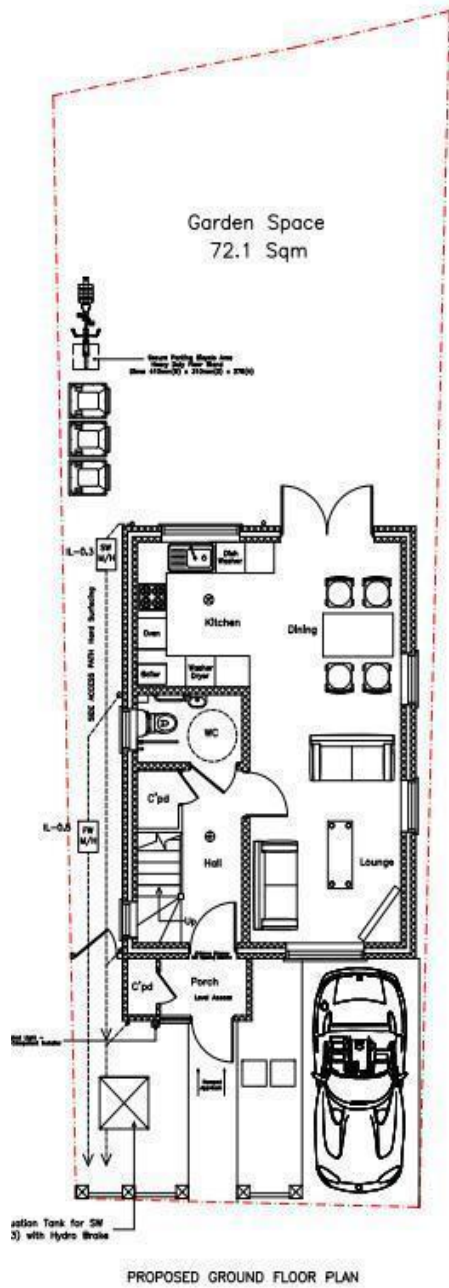
PROPOSED REAR ELEVATION



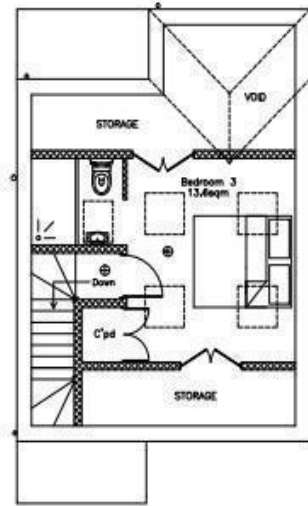
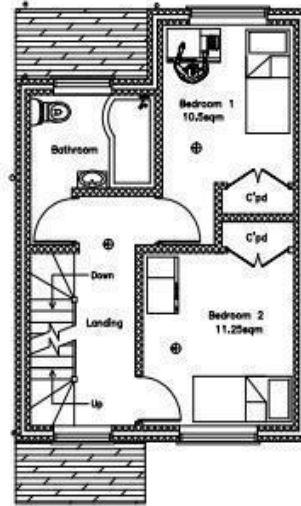
PROPOSED SIDE ELEVATION



- NOTES
1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
 2. ALL DIMENSIONS WILL BE CHECKED ON THE BUILDING.

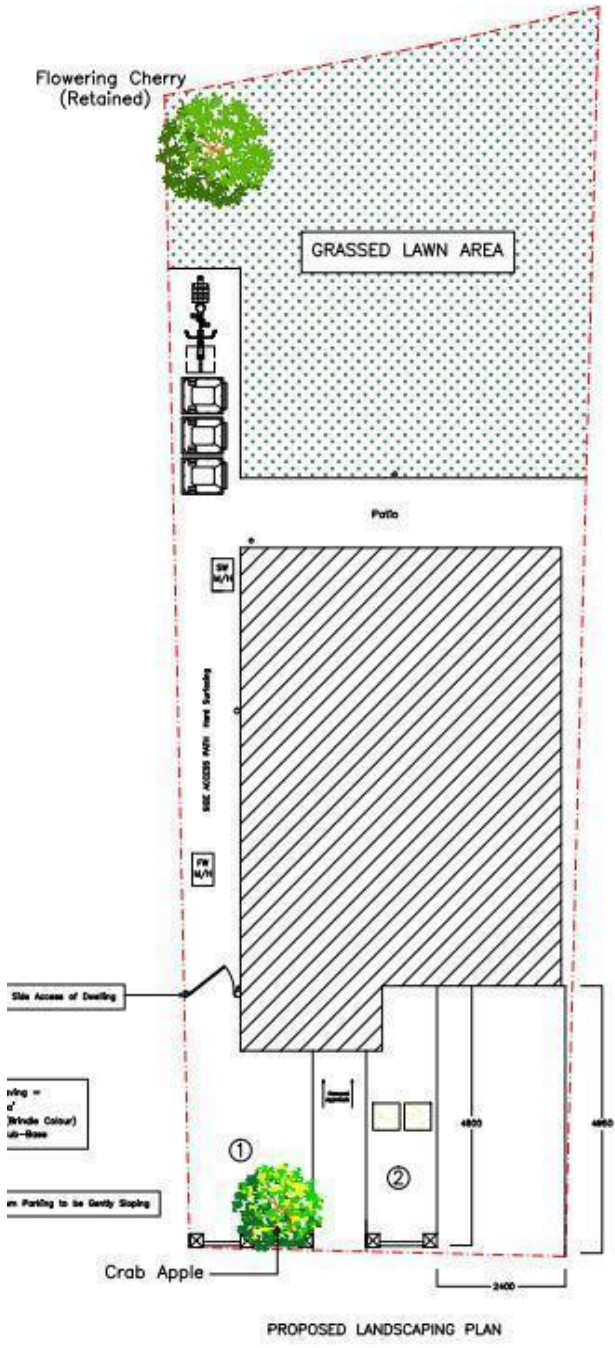


Approach to Entrance from Parking to be Gently Sloping



- ⊕ Smoke D to Ground
- ⊙ Heat Det

- NOTES
1. SECURITY NOTES ON RESOLVE NUMBERING IN RESPECT OF BORES ON THE FIRST WALLS ARE THE OWNER'S RESPONSIBILITY. BE APPROVED BY A PROFESSIONAL ENGINEER.
 2. ALL DIMENSIONS ARE TO BE CHECKED ON SITE BEFORE COMMENCING WORKS OF CONSTRUCTION.



PLANTING AREAS

- 1 Alternate Pyracantha Orange & Red Saphyr - 2 per m² in 5L pots
- 2 3x Berberis Thunbergii in 5L pots

NOTE: Areas 1&2 to be covered in 50mm Wood Bark to suppress weeds & retain moisture

Planting Specification

All native species should be of local stock. Native trees and shrubs certified as British Native plant stock.

All planting stock should comply with the Horticultural Trade Association National Plant Specification.

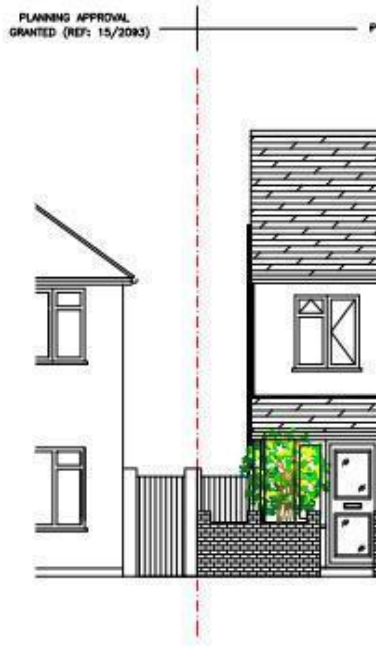
All planting preparation, handling, planting and maintenance should be in accordance with CPRE Code for Handling and Establishing plants.

All trees and shrubs to comply with BS2088 Part 1 1996, planted to BS 4909:1999 and BS4422:1999.

Topped incorporated into planting beds to be gently rounded towards the centre of each bed to allow for settlement.

In completion of planting the whole area of the shrub bed shall be mulched with 75mm consolidated thickness of natural textured decorative grade natural pine bark having first been prepared in accordance with the specification.

Free standing hedges shall have a 3 strand galvanized site and finished softwood three post fence to BS 1722 Part 2 1977 erected along a line between the two rows of hedge plants.



- NOTES
1. NECESSARY NOTES ON PLANS AND DRAWINGS IN RESPECT OF WORKS TO BE PERFORMED ARE THE OWNER'S RESPONSIBILITY. THE ARCHITECT IS NOT RESPONSIBLE FOR THE ACCURACY OF ANY INFORMATION PROVIDED.
 2. ALL DIMENSIONS ARE TO BE CHECKED ON THE SITE BEFORE COMMENCING WORK.

RECOMMENDATIONS

1. That the Committee resolve to GRANT planning permission.
2. That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. That works on the development must commence within 3 years of the decision
2. That works are carried out in accordance with the approved plans
3. That the applicant submits details of the all external materials to be approved by the LPA
4. That the applicant implements the approved landscaping details prior to occupation of the development and maintains the planting
5. That no further extensions be constructed at the dwelling without planning permission
6. That the four side facing windows are obscure glazed and non-opening below a height of 1.8m
7. That the parking space be constructed as per the approved plans before occupation and retained as such
8. That suitable sound insulation and noise reduction measures are implemented to prevent noise nuisance
9. That a Construction Method Statement is approved by the LPA and implemented during construction.

Informatives

1. The applicant may have obligations under the provisions of the Party Wall etc Act 1996
 2. The applicant must ensure that works is carried out entirely within the subject property
 3. The applicant has obligations under the Control of Asbestos Regulations given the age of the existing building
 4. The applicant is advised to contact the transportation department to make arrangements for necessary highway works
 5. The applicant is liable to pay the Community Infrastructure Levy should the development proceed
 6. Any [other] informative(s) considered necessary by the Head of Planning
1. That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.
 2. That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

A) PROPOSAL

Demolition of existing garages and erection of a two storey 3 bedroom dwellinghouse with a converted loft space, associated car and cycle parking spaces, bin stores, landscaping and amenity space.

B) EXISTING

The application site comprises a plot of land occupied by garages, to the rear of 66 and 68 Llanover Road. The plot fronts the western side of Pembroke Road with 36/38 Pembroke Road bordering the site to the north. A vacant plot of land which has planning permission for the erection of a new dwelling (15/2093) borders the south boundary of the site.

The property to the rear of the site, No. 68, is outlined blue on the Site Location Plan indicating that the applicant also owns this property. It is likely that the garages belong to number 68. Number 68 has crossover onto Llanover Road serving one off street parking space. The garages at the rear onto Pembroke Road also has a crossover. The existing drawing does not accurately show the existing crossover, but its location can be seen within the site photos.

The plot is not within a conservation area nor does a listed building exist within its curtilage. The plot is located within an area of distinctive residential character, as designated within Brent's UDP 2004.

D) SUMMARY OF KEY ISSUES

Key considerations

- Principle;
- Quality of accommodation;
- Design;
- Impact on neighbouring amenity;
- Parking & servicing;

1. Principle

Pembroke Road and its surrounding area are residential in nature and as such the continuation of the residential use within a detached dwelling is acceptable in terms of the character and use. It is noted that the houses along the road are mixed between terraced, semi-detached and detached. The addition of a detached house would not be deemed to be unduly detrimental to the area's character if the design respects the features and proportions of surrounding dwellings. At present there is no property on this plot and the proposal seeks to erect a two storey dwelling with three bedrooms. The new housing is particularly welcomed in the context of CP21 as it would result in the creation of a family unit.

2. Quality of accommodation

Overall, the proposed indoor and outdoor spaces are considered to provide a good standard of amenity and general environment for future occupants of the site and are considered acceptable. This is when tested against the relevant standards within SPG17 and the London Plan.

3 Design

The design is considered to be complementary in the context of the established, mixed character of the street. The materials and design of the dwelling façade are acceptable, opting for a traditional character and features that are replicated from surrounding properties; this includes window proportions and general house proportions.

4 Impact on neighbouring amenity

When tested against all immediately adjoining properties, the dwellinghouse is not deemed to give rise to unduly detrimental amenity impacts on nearby residents, in accordance with the relevant SPG5 and SPG17 design standards.

5 Parking & transport considerations

On-street parking in front of the property on Pembroke Road is not able to be safely accommodated, due to the very limited width of the road, with majority parking on the public footway. The maximum parking allowance for a 3 bedroom dwelling is 1.6 spaces. The provision of one off-street parking space is therefore considered to be sufficient for the proposed dwelling. The loss of the garage and off-street parking for the existing dwelling is acceptable as the site does have a crossover onto Llanover Road, which can accommodate one off-street parking space. In conclusion, parking for the site as whole is one space per dwelling and this is acceptable. The plans were amended to ensure that that the parking layout for the proposed dwelling complies with Brent's Domestic Vehicle Crossover Policy.

RELEVANT SITE HISTORY

98/2238. Full Planning. Refused. 21/12/1998.

Clearance of site and erection of a pair of three-bedroom semi-detached houses with integral garages and vehicular accesses onto Pembroke Road.

CONSULTATIONS

15 nearby properties along Pembroke Road and Llanover Road were consulted regarding the proposal for a minimum of 21 days on 19/04/2016.

Two representations were received.

A letter of objection was received from the occupier at 39 Pembroke Road and a petition with three signatories was received, with the head petitioner being the occupier at 35 Pembroke Road. Both of these objections were sent to the Council on 09/05/2016.

The grounds of objection are summarised as follows:

- The proposed development is in the garage space representing overdevelopment which will erode the character of the surrounding area.
- The new property will result in losses of light to the adjoining residence.
- The development cannot meet the need for accommodation in the borough because of its cramped nature.
- The development defeats the original intent of local housing to maintain a certain degree of green land for private gardens and for accommodation not to be cramped. This could open the door to numerous other applications within private gardens and parking spaces.
- It is likely that the proposed 3 bedroom development will have a need for more than one car, adding cars to a very busy and congested road.
- The appeal decision relating to application 15/0544 states that the area currently experiences a high level of parking pressure, notably exacerbated by the proximity of a tyre centre. The increased parking pressure of the development would reduce convenience for local road users and pedestrians as well as potentially cause a reduction in highway safety.
- The proposed site is adjacent to another site recently granted planning permission. That site alone will increase parked cars by at least two if not three further cars on an already congested road.
- Over the years the Council has approved development to such an extent that the area bound by Llanover Road, Clarendon Gardens, Rosslyn Crescent and East Lane has no open space left for the enjoyment of residents.
- The proposed development appears to provide cramped living accommodation.

Officer's response to concerns raised:

- The plot in question is comparable in size to many of the surrounding gardens and would not be deemed to result in a pattern of development that is out of character with the area.
- Particular attention is paid to the appeal decision for application 15/2093 where development within a similarly sized site adjacent to this was deemed to be appropriate by the planning inspectorate.
- The dwelling will provide a suitable amount of private open amenity space to ensure that a good standard of accommodation is offered to residents and that the accommodation will not be cramped. It is deemed that this will maintain a suitable open, suburban character at the proposed dwelling and will not result in an unacceptable loss of green space.
- The scheme has been assessed by the Council's highways department to determine if the likely parking requirements of the house can be accommodated along the road given the current parking situation. Further details can be seen in the 'detailed considerations' section.
- The scheme has been assessed to determine whether the dwelling provides an acceptable standard of accommodation to residents. The assessment has been made in accordance with London Plan standards and local Brent standards (within SPG17). Further details can be seen in the 'detailed considerations' section.

Further consultations

The Council's Transportation, Environmental Health, Urban Design and Landscape units were also consulted, as well as the three Council Members for Preston Ward, Cllrs Hossain, Bradley and Harrison.

Transportation initially resisted the proposal on grounds that the length of the proposed driveway for the new

house would not be able to accommodate a standard length car, leading to overhanging of the footway of Pembroke Road and obstruction to pedestrian movement. Amendments have since been made to address these concerns (full details in the 'detailed considerations' section).

Environmental Health did not object to the proposal although did recommend conditions and informatives relating to noise emanating from the nearby tyre repair centre, construction noise, dust and asbestos.

Urban Design suggested that the house should be equipped with a bay window that is in rhythm and size of the bays on the street. The frontage of the building is articulated through the arrangement of fenestration (doors and windows). Many of the houses in the locality have bay windows. However, the directly adjoining house does not. It is not necessary to directly replicate the surrounding buildings in order to reflect with the character of the area, particularly where houses in the street are of varied size and design. As such, it is considered that a bay window is necessary to reflect the patterns and rhythms of development in the locality.

Landscaping did not object to the applicant's revised front garden layout proposal.

POLICY CONSIDERATIONS

National Planning Policy Framework 2012

London Plan 2011

Policy 3.5 – Quality and design of housing developments

Brent UDP 2004

STR11 – The quality and character of the Borough's built and natural environment will be protected and enhanced; and proposals which would have a significant harmful impact on the environment or amenities of the Borough will be refused.

STR14 – New development will be expected to make a positive contribution to improving the quality of the urban environment in Brent by being designed with proper consideration of key urban design principles relating to townscape (local context and character), urban structure (space and movement), urban clarity and safety, the public realm (landscape and streetscape), architectural quality and sustainability.

BE2 – Townscape: Local Context & Character

BE3 – Urban Structure

BE6 – Landscaping

BE7 – Public Realm: Street scene

BE9 – Architectural Quality

H11 – Housing on Brownfield Sites

H12 – Residential Density – Layout Considerations

TRN3 – Environmental Impact of Traffic

TRN11 – Cycle Parking

TRN23 – Parking Standards - Residential Developments

TRN24 – On-Street Parking

Brent Core Strategy – July 2010

CP2 – Population & Housing Growth

CP17 – Protecting & Enhancing the Suburban Character of Brent

CP21 – A Balanced Housing Stock

Supplementary Planning Guidance

SPG 5 – Domestic Extension Standards

SPG 17 – Residential Design Standards

DETAILED CONSIDERATIONS

Key considerations

- Principle;
- Quality of accommodation;
- Design;
- Impact on neighbouring amenity;

- Parking & servicing;

1. Principle

1.1 Pembroke Road and its surrounding area are residential in nature and as such the continuation of the residential use within a detached dwelling is acceptable in terms of the character and use. It is noted that the houses along the road are mixed between terraced, semi-detached and detached. The addition of a detached house would not be deemed to be unduly detrimental to the area's character if the design respects the features and proportions of surrounding dwellings.

1.2 Policy CP21 of the Council's Core Strategy sets out the housing priority for the Borough and places particular emphasis on the meeting the identified demand for family sized (capable of accommodating 3 or more bedrooms) accommodation through both major developments and subdivision/conversion schemes.

1.3 At present there is no property on this plot and the proposal seeks to erect a two storey dwelling with three bedrooms. The new housing is particularly welcomed in the context of CP21 as it would result in the creation of a family unit.

2. Quality of accommodation

2.1 The application proposes a single dwellinghouse in place of garages on this wide tract of land. A forecourt is to be created at the front of the plot.

2.2 The proposed internal floor space is 97.9m² which is in excess of the standards stipulated in the London Plan for a three bedroom, four person dwelling, which requires 90m² across three stories. The proposal would allow for 68m² of outdoor amenity space to the rear of the unit which is greater than the minimum 50m² set out in SPG17. The garden would provide a good standard of private space that is suitably set away from highways and other sources of sound disturbance.

2.3 It is noted that the house has a good level of outlook to the front and the rear and that all habitable rooms benefit from this outlook.

2.4 The section shows the ground and first floor to have a floor to ceiling height of 2.4 m, and the loft bedroom reaching a maximum height of 2.3 m. The floorspace of the loft is approximately 19 % of the floorspace of the. The proposal does not meet the 2.5 m floor to ceiling height target set out in the Mayor's Housing SPG, but does meet the 2.3 m target set out in the Technical Housing standards. The floor to ceiling height for the proposed house is considered to be acceptable, resulting in a good standard of residential accommodation. The five front and rear facing rooflights would provide an acceptable standard of light and outlook in the absence of windows.

2.4 Overall, the proposed indoor and outdoor spaces are considered to provide a good standard of amenity and general environment for future occupants of the site and are considered acceptable. The proposal is considered to accord with London Plan Policy 3.5, UDP Policies BE2 and BE9 and Supplementary Planning Guidance 17 and the Mayor's Housing SPG.

3 Design

3.1 The proposed dwelling is modest in size and scale and would occupy a substantial width of its plot. The coverage of the building is in keeping with the character of surrounding houses. The materials and design of the dwelling façade are acceptable, opting for a traditional character and features that are replicated from surrounding properties; this includes window proportions and general house proportions. The proposed porch is of suitable proportions that are suitably subservient to the house's character.

3.2 Whilst there is a predominance of hipped roofs along the eastern side of Pembroke Road, there is a predominance of gable end roofs along the western side of Pembroke Road, which this dwelling will be in keeping with. It is noted that the two immediately adjoining properties (36/38 Pembroke Road and the approved dwellinghouse under 15/2093) have hipped roofs; however both of these dwellings are considerably wider than the house proposed. The width of the proposed house is in keeping with the older properties which generally possess gable end roofs.

3.3 Whilst it is noted that the proposed neighbouring dwellinghouse (15/2093) was approved with a hipped roof, this property will be notably narrower and as such will appear as a less bulky addition within the streetscene, even when built with a gable end roof. The justification for accepting the hipped roof design is

given further weight when it is considered that it enables roof staircase access. Furthermore, the two front rooflights would be an acceptable addition to the streetscene which would not dominate the roofplane.

3.4 The house is within half a metre of the boundary with 36/38 Pembroke Road. However, there is a generous spacing (approx. 3m) between the two dwellings by virtue of a wide neighbouring plot. As such, the spacing between houses is considered to reflect the local character and appearance.

3.5 There is a well established building line that runs up both sides of the street with properties having a consistent set back from the public highway which this house's design broadly respects.

3.6 The Council's urban design officer suggested that a bay window is introduced. Whilst this has not been proposed, it is not considered to be necessary given that the proposed house reflect the patterns and rhythms of development in the street. It should be noted that the adjoining house does not have a bay window, nor does the approved house on the southern side of the site. Also, the provision of a bay would result in an inadequate depth of the car parking space.

3.7 The design is considered to be complementary in the context of the established, mixed character of the street. The proposal is considered to accord with UDP Policies BE2, BE7 and BE9, Core Strategy Policy CP17 and Supplementary Planning Guidance 17.

4 Impact on neighbouring amenity

4.1 The house would match the rear building line of no. 36/38 Pembroke Road and as such would not give rise to concerns of undue loss of light or amenity at this property by virtue of rearward projection. There are no side facing habitable room windows at 36/38 Pembroke Road and as such there would be no loss of amenity by virtue of side wall proximity.

4.2 The house would extend approx. 2.8m to the rear of the proposed dwelling to the south (15/2093). Considering that the house will be set in by more than a metre from the shared boundary there is no concern that this rearward projection would give rise to unduly detrimental amenity impacts or losses of light. There is also a two storey projection (of 2.8m) proposed which will begin approx. 6m from centre of the nearest habitable room at the recently approved property (15/2093) as measured laterally. With this level of separation, it is noted that the proposed dwelling would accord with the 1:2 guidance as specified within SPG5.

4.3 There is a separation distance to the rear garden boundary with 66 to 70 Llanover Road of between 8.5 and 10 m. The distance from the first floor rear bedroom window to the rear boundary is a minimum of 9.5 m from the rear boundary. Whilst this falls marginally below the 10 m distance specified in SPG17, this level of shortfall is not considered to result in an unduly detrimental level of impact.

4.4 When tested against all immediately adjoining properties, the dwellinghouse is not deemed to give rise to unduly detrimental amenity impacts on nearby residents. The proposal is considered to accord with UDP Policies BE2 and BE9 and Supplementary Planning Guidance 17.

5 Parking & transport considerations

5.1 Llanover Road is a local access road. It is a narrow 6m wide road and because of this, illegal footway parking is prevalent along the road. This obstructs access for pedestrians with wheelchairs and pushchairs. The road also experiences relatively high traffic flows from vehicles travelling between East Lane and Wembley High Road. Pembroke Road is also a 6m wide local access road along which footway parking is fairly common place. The site is within Wembley Stadium event days, when on-street parking is restricted to permit holders only. Neither of the two roads is listed in the UDP as being heavily parked at night, but more recent overnight parking surveys from 2013 indicate that both roads are now heavily parked. The site has fairly low access to public transport with PTAL 2. There is one bus route available locally and North Wembley station within walking distance.

5.2 The parking allowance for the dwelling unit is given in Standard PS14 of the UDP. Policy BE7 may be applicable. The maximum parking allowance for 3 bedroom dwelling is 1.6 spaces and this is a significant increase in the parking allowance. The loss of the garage and off-street parking for the existing dwelling is acceptable as the site does have a crossover onto Llanover Road, which can accommodate one off-street parking space (albeit at a reduced depth) to satisfy the existing parking standards. Drawing number LA36Pembroke/16/01, showed the existing site however, the existing crossover does not extend the full width

of the rear of garages as shown on the drawings.

5.3 The drawings initially submitted proposed one off-street parking space along the northern section of the front boundary wall, making use of the existing crossover which was considered acceptable providing the remainder of the crossover must be reinstated back to footway and only a 2.4m wide crossover should be retained. However, the depth of the proposed crossover was less than 4.8 m and the proportion of soft landscaping within the frontage did not accord with the Council's crossover policy. The cycle parking initially proposed also was not suitably secure or weatherproof.

5.4 Revised drawings were submitted which showed the parking space increased in length to 4.8 m, accessed via a 2.4 m wide crossover, and approximately 46 % of the frontage soft landscaped. The revised proposals address the concerns previously raised by Highways and is in compliance with Brent's Crossover Policy. Details of cycle storage can be secured through condition.

5.5 The proposal is considered to accord with policies TRN3, TRN10 and TRN15 of the adopted UDP 2004 and Brent Council's Domestic Vehicle Footway Crossover Policy. It is recommended that the consent, if granted, is subject to a condition requiring that the property shall not be occupied until all associated crossover works have been completed to the satisfaction of the Local Highway Authority. An informative is recommended, advising the applicant to contact the Head of Transportation to arrange for the various crossover works to be undertaken.

6 Environmental health considerations

6.1 The proposed site is close to a commercial property that carries out car/tyre repairs. Due to the type of tools that are used in this activity noise could cause disturbance to prospective occupiers of the proposed dwelling. It is recommended that a condition is attached requiring the applicant to consider the existing noise climate of the area and if required installing noise mitigation measures into the design of the property. A condition has been recommended in relation to this.

6.2 The proposed demolition of the existing garages and construction of the dwelling will be carried out within close proximity to existing residential and commercial premises. Therefore without appropriate controls noise and dust emissions could cause disturbance to local residents and businesses. Dust emissions may also adversely impact on local air quality. It is therefore recommended that a condition is attached to any approval granted.

6.3 Given the age of the building to be demolished it is possible that asbestos may be present. The applicant should be reminded of their duties under the Control of Asbestos Regulations and must ensure that a qualified asbestos contractor is employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials. An informative will be attached to the decision notice to remind the applicant.

7 Landscaping considerations

7.1 There is no objection to the landscaping plan proposed which includes permeable block paving with suitable provision of soft landscaping in the form of alternate Pyracantha Orange and Red Saphyr (2 per m² in 5L pots) and 3 Berberis Thunbergh (in 5L pots). A crab apple tree is to be planted in the front garden and a flowering cherry tree is to be retained close to the rear site boundary.

8 Amendments

8.1 The discussions above (with the exception of parking and transport) relate to the amended plans (as submitted on the 29/06/2016). The original plans saw a house that was set slightly further forward in the plot and extending slightly further to the rear.

8.2 These plans were amended to set the house further back from the front to provide a full 4.8m deep parking bay, a reduced 2.4m wide vehicular access and crossover and 50% soft landscaping (as detailed in the previous section). This satisfied transportations requirements for an acceptable front garden layout. In addition, the rear projection of the property was reduced so as to ensure a full 10m was maintained to the rear site boundary in order to acceptably maintain outlook and rear garden amenity for properties along Llanover Road.

9 Conclusion

9.1 For the reasons discussed above, the proposed dwellinghouse is considered to be in keeping with all relevant planing policies and guidance. Accordingly, the application is recommend for approval.

CIL DETAILS

The proposal is liable to pay CIL as set out below despite providing less than 100sqm of new floorspace because the proposal comprises at least one new residential unit, in accordance with Reg 42(2) of the CIL Regulations 2010 (as amended), the provisions of which supersede the provisions of Reg 42(1) 'exemption for minor development'.

This application is liable to pay **£28,159.85*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

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

Total amount of floorspace on completion (G): 97.9 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	97.9	0	97.9	£200.00	£35.15	£23,950.54	£4,209.31

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	£23,950.54	£4,209.31

*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.



Brent

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 16/1181

To: Mr Cunningham
BCConsultants
140 Weston Road
Aston Clinton
Buckinghamshire
HP22 5EP

I refer to your application dated 17/03/2016 proposing the following:
Demolition of existing garages and erection of a two storey 3 bedroom dwellinghouse with a converted loft space, associated car and cycle parking spaces, bin stores, landscaping and amenity space and accompanied by plans or documents listed here:
See condition 2.
at Land rear of 66 to 68 Llanover road, Pembroke Road, Wembley

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 5 - Altering and Extending your Home
Council's Supplementary Planning Guidance 17 - Design Guide for New Development

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

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

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

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

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

LA36Pembroke/16/01 – Issue Date: 29/06/2016

LA36Pembroke/16/02 – Issue Date: 29/06/2016

LA36Pembroke/16/03 – Issue Date: 29/06/2016

LA36Pembroke/16/04 – Issue Date: 29/06/2016

LA36Pembroke/16/05 – Issue Date: 29/06/2016

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

- 3 The landscape works, planting and other front forecourt works shown on the approved plans shall be carried out prior to the occupation of any part of the development; this is to include the width of the vehicular access being reduced to 2.4m and the remainder of the redundant existing crossover being reinstated back to footway.

Any planting that is part of the approved scheme that within a period of *five* years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced with others of a similar size and species and in the same position, unless the Local Planning Authority first gives written consent to any variation.

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

- 4 No further extensions or buildings shall be constructed within the curtilage of the dwellinghouse(s) subject of this application, notwithstanding the provisions of Class(es) A, B, C, D & E of Part 1 Schedule 2 of the Town & Country Planning (General Permitted Development) Order 2015, as amended, (or any order revoking and re-enacting that Order with or without modification) unless a formal planning application is first submitted to and approved by the Local Planning Authority.

Reasons: In the interest of the amenities of the adjoining dwellings, having regard to the size and siting of the proposed development and relationship with adjoining properties.

- 5 The windows on the side faces of the dwellinghouse shall be constructed with obscure glazing and non-opening or with openings at high level only (not less than 1.8m above floor level) and shall be permanently returned and maintained in that condition thereafter unless the prior written

consent of the Local Planning Authority is obtained.

Reason: To minimise interference with the privacy of the adjoining occupier(s).

- 6 Prior to the occupation of the dwellinghouse the parking space shall be completed in accordance with the approved plans and maintained as such and used solely for purposes ancillary to the main dwellinghouse for the lifetime of the development.

Reason: in the interest of highway and pedestrian safety.

- 7 Details of materials for all external work, including samples which shall be made available for viewing on site, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out in accordance with the approved details.

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

- 8 Prior to the commencement of the development a Construction Method Statement shall be submitted to and agreed by the Local Planning Authority outlining measures that will be taken to control dust, noise and other environmental impacts of the development. The construction of the development must be carried out in accordance with the approved details.

Reason: To safeguard the amenity of the neighbours by minimising impacts of the development that would otherwise give rise to nuisance.

Details shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development (excluding any demolition, site clearance or the layout of foundations) to demonstrate how the proposed development will accord with the BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' to attain the following noise levels:

Time	Area	Maximum noise level
Daytime Noise 07:00 – 23:00	Living rooms and bedrooms	35 dB LAeq (16hr)
Night time noise 23:00 – 07:00	Bedrooms	30 dB LAeq (8hr)
		45 dB L _{Amax}

The development shall be completed in accordance with the approved details.

Reason: In the interest of the amenities of future occupiers.

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INFORMATIVES

- 1 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk
- 2 The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented as this may involve the use of adjoining land and should also ensure that all development, including foundations and roof/guttering treatment is carried out entirely within the application property.
- 3 Given the age of the building to be demolished it is possible that asbestos may be present. The applicant should be reminded of their duties under the Control of Asbestos Regulations and must ensure that a qualified asbestos contractor is employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials.

- 4 The applicant is advised to contact the Council's head of transportation (020 8937 5123) to arrange for the necessary works to the crossover to be carried out on their behalf, at the applicant's expense.
- 5 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.

Any person wishing to inspect the above papers should contact Toby Huntingford, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1903