

# COMMITTEE REPORT

Planning Committee on  
Item No  
Case Number

19 October, 2016

**16/2399**

## SITE INFORMATION

**RECEIVED:** 19 June, 2016

**WARD:** Wembley Central

**PLANNING AREA:** Brent Connects Wembley

**LOCATION:** 16 Princes Court, Wembley, HA9 7JJ

**PROPOSAL:** Conversion of existing dwellinghouse into 2 self-contained flats (1 x 2bed and 1 x 3bed) to include the demolition of side garage, single storey side extension and rear conservatory, erection of single storey rear extension, single storey side extension and rear dormer window, subdivision of rear garden, car parking and cycle storage

**APPLICANT:** Ms Remi-Judah

**CONTACT:** RaT

**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\\_128450](https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_128450)

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1. Please go to [pa.brent.gov.uk](https://pa.brent.gov.uk)
2. Select Planning and conduct a search tying "16/2399" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

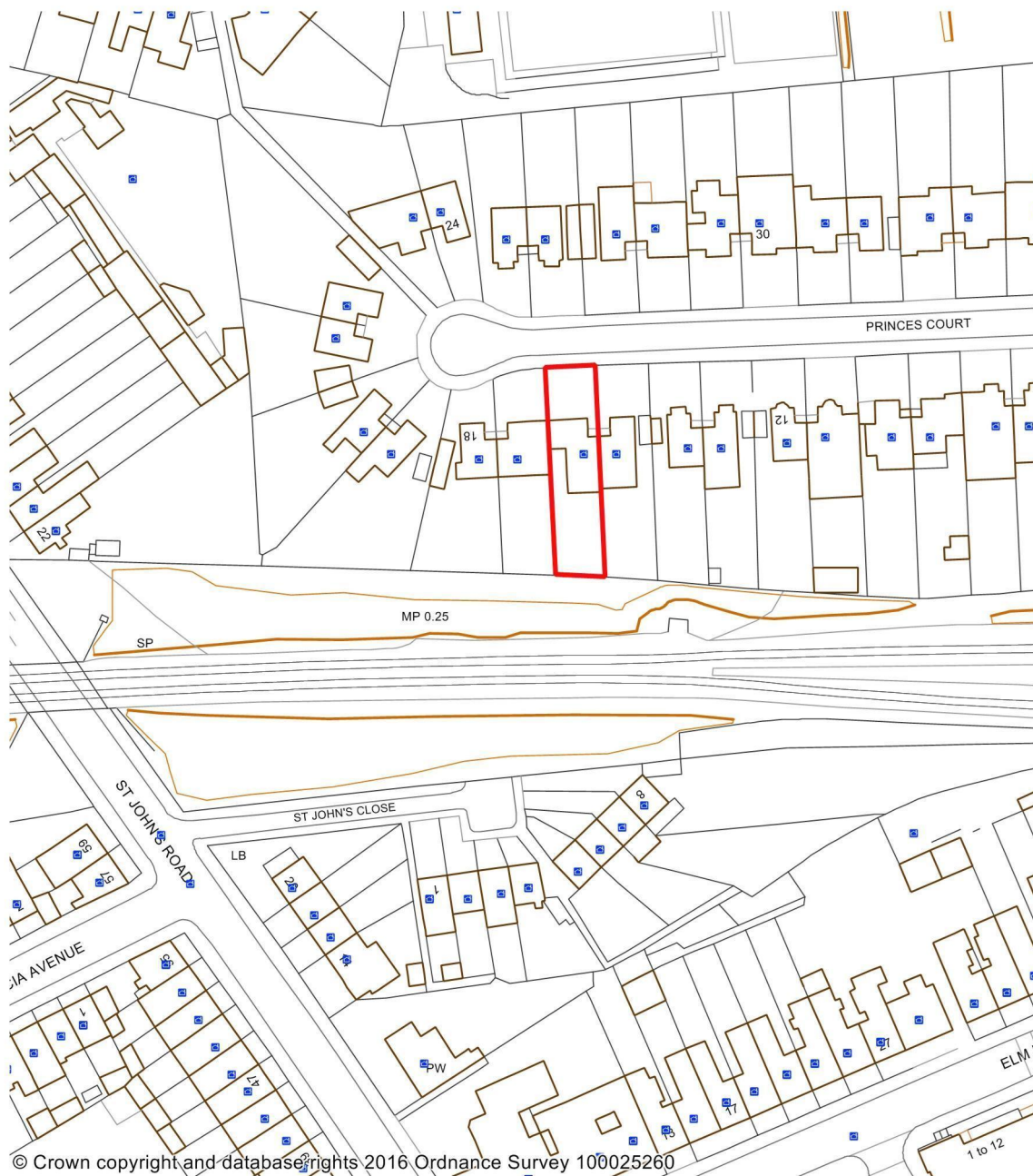
## SITE MAP



### Planning Committee Map

Site address: 16 Princes Court, Wembley, HA9 7JJ

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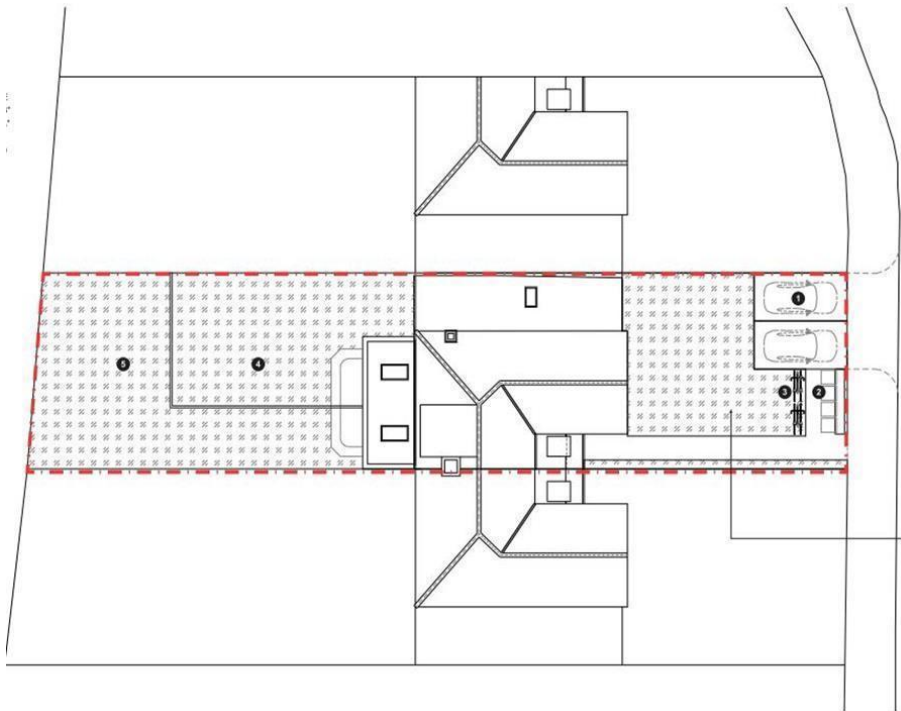


This map is indicative only.

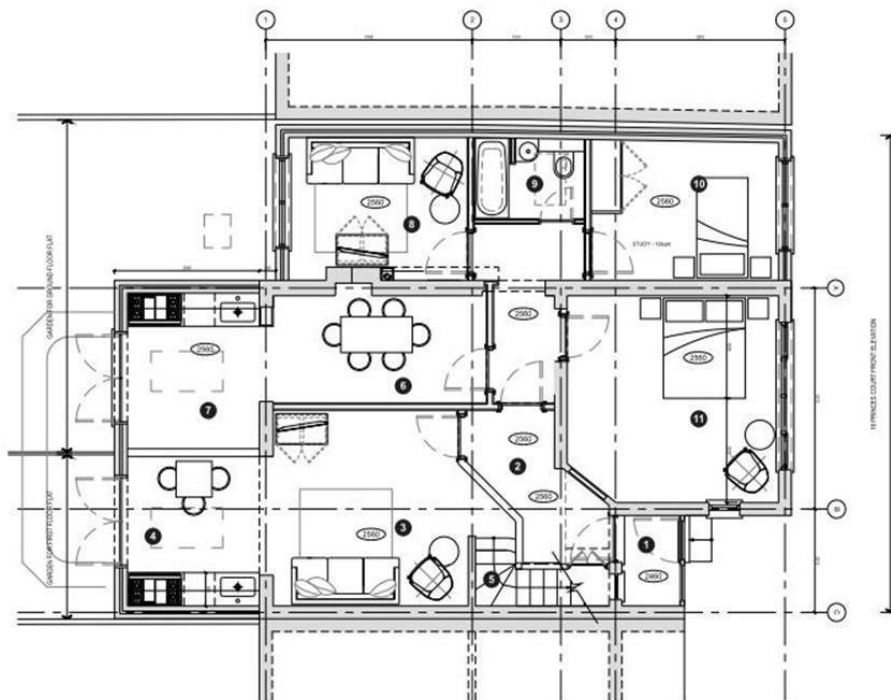
# SELECTED SITE PLANS

## SELECTED SITE PLANS

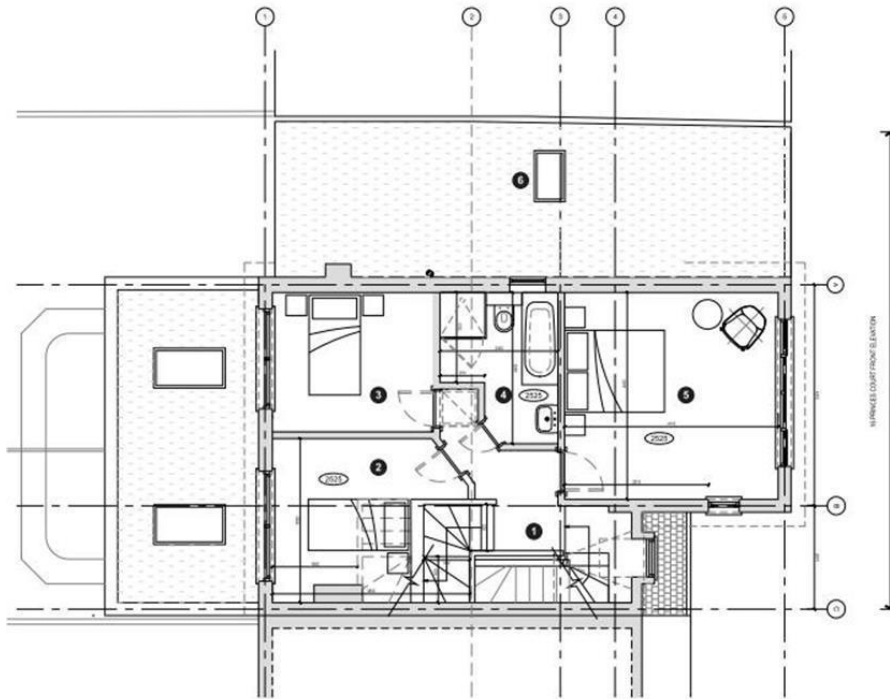
Site plan



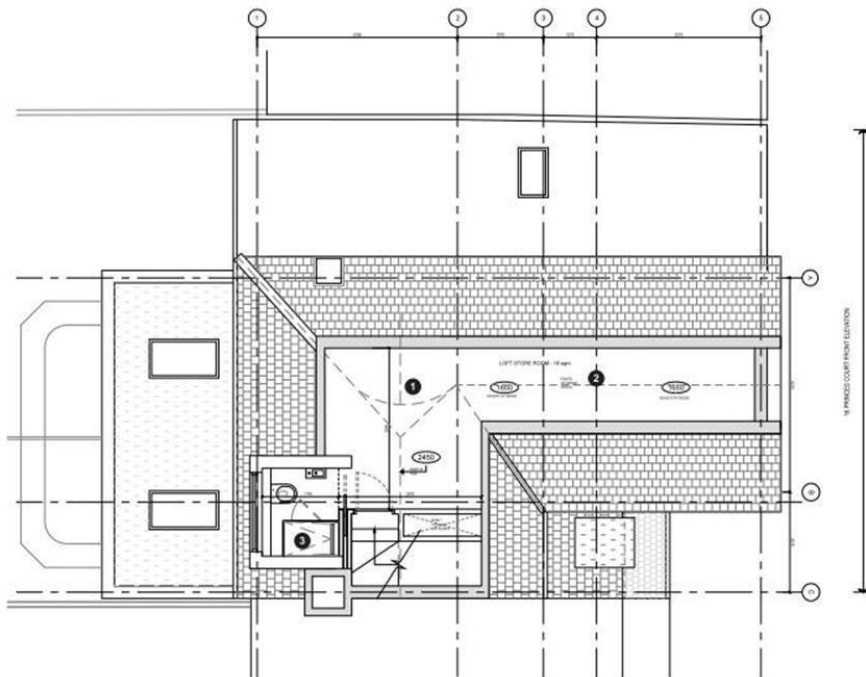
Proposed ground floor plan



Proposed first floor plan



Proposed loft plan



Proposed front elevation



Proposed rear elevation



## 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. Time Limit (3 Years)
2. Approved drawings / documents
3. External materials to match existing
4. Implementation of proposed frontage landscaping
5. Provision of parking spaces and access to the highway

6. Approval and implementation of details of rear garden landscaping
7. Details of secure, weatherproof cycle storage
8. Measure to limit internal noise
9. Construction method statement

#### Informatives

1. Party Wall
  2. Building within site boundary
  3. Development is CIL Liable
  4. Asbestos may be present
3. 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.

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

Conversion of existing dwellinghouse into 2 self-contained flats (1 x 2bed and 1 x 3bed) to include the demolition of side garage, single storey side extension and rear conservatory, erection of single storey rear extension, single storey side extension and rear dormer window, subdivision of rear garden, car parking and cycle storage.

### B) EXISTING

The subject property is a semi-detached property situated on the south side of Princes Court. The property is situated in a residential area. The property is not situated within a conservation area as designated in Brent's Unitary Development Plan, nor is it a listed building. The property is located within an area of distinctive residential character, as defined within Brent's UDP 2004.

### D) SUMMARY OF KEY ISSUES

#### *Key considerations*

- Principle;
- Quality of accommodation;
- Impact of extensions on the character of the house and street;
- Impact on neighbouring amenity;
- Parking & servicing;

#### **1. Principle**

Princes Court and its surrounding area are residential in nature and as such the continuation of the residential use within a converted dwelling is acceptable in terms of the character and use. The addition of extensions to the house would not be deemed to be unduly detrimental to the area's character if the design respects the features and proportions of the parent dwelling. The flat conversion is acceptable in the context of policies H17 and CP21 as the original house is of a significant size and the conversion would result in the retention 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. There is only one instance of a substandard condition which relates to a poor stacking relationship between the smallest bedroom in the three bedroom flat and the communal living/kitchen space in the two bedroom flat. However, details of sound proofing between floors have been provided to alleviate concern.

### **3 Impact of extension on the character of the house and street**

The design of the extensions is considered to be complementary and subservient to the existing dwelling. All extensions proposed (single storey rear, single storey side and rear dormer window) comply with relevant SPG5 requirements.

### **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 design parameters.

### **5 Parking & transport considerations**

Princes Court is no longer defined as a heavily parked street. However it is too narrow to safely accommodate parking along both sides whilst still allowing service vehicles to pass and the bays are marked out along the property frontage. As the property is within a Controlled Parking Zone and has very good access to public transport services, reduced parking allowances are applicable. To comply with the Crossover Policy, the crossover should be no wider than 4.2m. This application proposes a reduced number of bedrooms in the flats compared to the previous planning application 16/0755 and so the parking allowance is also reduced below two spaces, but the retention of an off-street space for each flat is acceptable. The drawing proposes 50% soft landscaping, which is welcomed. Refuse storage has been provided within the front garden which allows for straightforward collection. This proposal can be supported on transportation grounds, subject to a condition requiring the provision of the two cycle spaces within secure stores.

## **RELEVANT SITE HISTORY**

### **16/0755. Full Planning. Refused. 22/06/2016.**

Removal of existing garage, erection of a two storey side extension, single storey rear extension, rear dormer window extension, insertion of one side facing rooflight, one rear facing rooflight and conversion of the dwellinghouse into two self contained flats (2x 3 bedroom flats).

## **CONSULTATIONS**

### Neighbour Consultations

5 nearby properties along Princes Court were given prior notification of this proposal for a minimum of 21 days on 20/06/2016.

4 objections were received in total from residents along Princes Court. Objections were received from the occupiers at no's 13, 14, 26 and 28.

The objections received expressed the following concerns:

Objection	Discussion
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Princes Court consists of largely matching semi-detached houses with striking and notable architecture.	These matters are discussed in paragraphs 2, 3, 4 and 8. The Council's assessment of the proposal's compliance with SPG5 policy will consider whether the property acceptably alters the character of the property and the wider street.
The proposal goes against the restrictive covenant on these properties, which states that the houses cannot be used as more than one dwelling.	See above.
The conversion would severely impact the look and character of the property and the overall cul-de-sac.	See above.
The area is recognised by Brent as an area of distinctive residential character, affording the property additional protection in terms of planning considerations.	See above.
The 2 flats would incur further traffic along the narrow and congested cul-de-sac.	Matters relating to transportation and highways have been discussed in paragraph 7.
There is limited off street parking and the proposal will exacerbate the problem.	Matters relating to transportation and highways have been discussed in paragraph 7.
To the best of our knowledge, there are no other houses along the street that are converted into flats and the conversion would set a bad and irreversible precedent that would ruin the character of the road.	The Council's planning policies and guidance do not prevent conversions of houses to flats in specific streets. The range of policies and guidance that are applied when considering such proposals is set out within this report. Each proposal must be considered on its merit and if a proposal accords with adopted policy and guidance, whether or not it may set a precedent cannot be considered.
The proposals would intensify the use of the property and set an unacceptable precedent, spoiling the character of the Princes Court.	See above.
Why do restrictive covenants exist if planning policies do not consider them?	Restrictive covenants cannot be considered within a planning application. The grant of planning consent does not remove the legal requirement to comply with a covenant relating to a property.
With the Chesterfield House redevelopment nearby, there is no perceived need for additional housing in the vicinity.	The need for additional housing, as set out in the London Plan and the Council's policies, is greater than the level of housing to be provided within Chesterfield House. This application must also be considered on its merits, and is considered acceptable for the reasons set out in this report.

### Internal Consultations

The Council's Transportation unit, Environmental Health unit and Landscape and Design Team were consulted regarding this application on 21/06/2016

Transportation – No objections, subject to a condition requiring amended cycle storage

Environmental Health – Advised to impose conditions and informatives relating to Noise from the nearby railway, Construction Management and Asbestos.

Landscaping – Raised concerns regarding the scale of the property's forecourt as drawn on the plans.

## **POLICY CONSIDERATIONS**

### National

### Core Strategy

CP17: Protecting and Enhancing the Suburban Character of Brent  
CP21: A Balanced Housing Stock

### Unitary Development Plan

BE2: Townscape – Local Context and Character  
BE6: Public Realm – Landscape Design  
BE7: Public Realm – Streetscape  
BE9: Architectural Quality  
H17: Flat Conversions  
H18: The quality of flat conversions  
H19: Flat Conversions – Access and Parking  
PS14: Residential Parking Standards  
TRN3: Environmental Impact of Traffic  
TRN15: Forming an access to a road  
TRN23: Parking Standards – Residential Developments  
TRN24: On-street Parking

### Emerging Brent Development Management Policies

DMP1 Development Management General Policy  
DMP11 Forming an access to a road  
DMP12 Parking  
DMP16 Resisting loss of family sized dwellings  
DMP18 Dwelling size and residential outbuildings  
DMP19 Residential amenity space

### Supplementary Planning Guide

SPG5 “Altering and Extending Your Home”  
SPG17 “Design Guide for New Dwellings”

Brent Domestic Vehicle Footway Crossover Policy

## **DETAILED CONSIDERATIONS**

### **1.0 Overview**

1.1 The existing property has been extended by means of single storey side garage extension and a single storey rear conservatory extension. The existing front garden is mostly hard-surfaced and a cross over is present.

1.2 The proposal seeks conversion of the house into a three bedroom flat and a two bedroom flat, the three bed occupying part of the ground and all of the first and loft floors and the two bed occupying most of the ground floor. The proposal also seeks some external alteration and extension including: Removal of existing garage, side extension and rear conservatory and the erection of a single storey side extension, single storey rear extension and rear dormer window. The submitted plans indicate the provision of two off-street parking space and a proportion of soft landscaping within the front garden.

1.3 The bedroom sizes for the three bedroom flat: 17.3sqm, 9.9sqm and 8.5sqm, as a result the flat is of a 4 person size (1 double bedroom and 2 single bedrooms).  
The bedroom sizes for the two bedroom flat: 16.6sqm and 10sqm, as a result the flat is of a 3 person size (1 double bedroom and 1 single bedroom).

1.4 The internal floor area for 3 bedroom (4 person) ground floor flat measures 104sqm, which is in excess of the 90sqm minimum London Plan requirement.

The internal floor area for 2 bedroom (3 person) first floor flat measures 67sqm, which is in excess of the 61sqm minimum London Plan requirement.

## **2.0 Removal of garage and erection of a single storey side extension**

2.1 The ground floor side extension is acceptable under its current design as the existing garage extension is also flush with the front wall of the projecting bay feature of the house.

2.2 The width of the side extension is appropriate, extending to a width that is narrower than the internal width of the house's front room.

2.3 The height of the side extension's flat roof is 2.6m, with a 0.9m high parapet at the front and back elevation. The parapet is approx. 0.3m higher than the existing garage extension. Given that the extension will not incur any additional amenity impact, this height of extension is deemed acceptable and will provide a similar situation to the existing.

2.4 The extension includes 1 upward facing rooflight and one front facing window, which matches closes within the house's existing windows.

## **3.0 Single storey rear extension**

3.1 The single storey rear extension is proposed to a depth of 2.83m. This depth is acceptable under SPG5 guidance. The height of the extension is 2.6m with a flat roof.

3.2 Two patio doors will be inserted into the rear elevation and two rooflights will be inserted into the roof of the rear extension.

3.3 The single storey rear extension is a modest addition and complies with SPG5 requirements.

## **4.0 Rear dormer window**

4.1 The rear dormer window will be 2.34m, which is narrower than half the average width of the house's original roof plane. As such, its width is acceptable. The dormer is to be located directly above a window below. The dormer is set down from the ridge by 0.35m and up from the eaves by 0.5m. The face of the dormer is predominantly glazed with a window that appears similar in design to the one below.

4.2 The dormer window is a subordinate addition that meets SPG5 requirements.

## **5.0 Principle of Flat Conversion Development**

5.1 Princes Court is not defined as a heavily parked street within Brent's Unitary Development Plan (2004). Policy H17 requires a minimum original floor area of 110 square metres for properties which are not situated within heavily parked streets (as defined within Brent's UDP) in order for the principle of a conversion to flats to be supported.

5.2 The floor areas of any extensions to the original property cannot be counted when considering Policy H17. As part of this, policy H17 specifically states that the original house floor space "should be calculated so as to exclude any extensions, garages (including converted garages) or loft conversions to the original (i.e. pre-1948 un-extended) property."

5.3 The original un-extended floor area is 108sqm on the existing plans provided. The floor area of the original property falls slightly short of the 110sqm requirement, but not to the extent that could warrant refusal of the application. It is noted that Brent's emerging policy DMP17 is proposing an alteration to policy H17 that will see the minimum floor area requirement of 130sqm including any extensions to the property rather than 110sqm (excluding extensions). The area of the existing property is approximately 132 square metres (excluding the garage) so marginally exceeds this minimum level.

5.4 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.

5.5 At present the property has more than 3 bedrooms and is therefore deemed to be a family sized dwelling. Under policy CP21 adequate compensation for this loss is required. As at least one 3 bedroom property (with access to at least 50sqm of amenity space) is proposed to replace the existing situation, the proposal meets Policy CP21.

## **6.0 Standard of accommodation**

6.1 Brent's Supplementary Planning Guidance 17 on Design Guide for New Development (SPG17) is relevant when appraising this development. LDF Core Strategy Policy CP17 is also relevant. The current application is for the creation of 1x 3 bedroom and 1x 2 bedroom self contained flats for 4 and 3 residents respectively; the former flat having a gross internal area of 104sqm and the latter having a gross internal area of 67sqm.

6.2 The bedrooms proposed on the ground and first floors all have front or rear facing outlook which is considered to offer a good standard of accommodation.

6.3 In terms of the layout of the proposed flats, the stacking of bedrooms is considered acceptable. There are no instances where a bedroom is located below a communal living/kitchen/bathroom space; however the smallest bedroom within the three bedroom flat will be located directly above the dining room of the two bedroom flat, which on balance is considered acceptable as a lower level of noise transfer is experienced when the noisier room is located below rather than above the quieter room. Furthermore, drawing D-200 indicates an insulated floor cross-section to indicate that the conversion will be carried out with noise reduction measures, which is welcomed.

6.4 The proposal retains the existing garden for use by the three and two bed flats. The three bed flat's garden space will measure more than 50sqm and the two bed flat's garden space will measure more than 20sqm and the proposal accords with SPG17. The shape of the garden space as defined by the proposed separating fence is very useable in both instances. As such, the amenity space offered is acceptable.

6.5 The loft space is comprised of a bathroom (within the dormer window) and storage space. As no habitable rooms are proposed within the loft, it is considered that because 75% of floor space within the whole flat is at least 2.5m in terms of ceiling height, the implementation of the loft space into the three bedroom flat meets the relevant London Plan requirement.

## **7.0 Transport Considerations, Landscaping and Parking in the Front Garden**

7.1 Princes Court is no longer defined as a heavily parked street. However it is too narrow to safely accommodate parking along both sides whilst still allowing service vehicles to pass and the bays are marked out along the property frontage.

7.2 The street is within a Controlled Parking Zone (C) operational Mon – Sat 8am – 6.30pm. The site has very good access to public transport services (PTAL 5), with close access to Wembley Central (Bakerloo, London Overground and Southern lines) and Wembley Stadium (Chiltern line) stations, plus nine bus routes.

7.3 Car parking allowances for dwelling houses are given in standard PS14 of the UDP. As the property is within a Controlled Parking Zone and has very good access to public transport services, reduced parking allowances are applicable. As such, the parking allowance for the existing 3-bed house is up to a maximum of 1.2 spaces and the existing provision of a garage and driveway exceeds this standard. The parking allowance for the proposed 3 bedroom flat is 1.2 spaces and the 2 bedroom flat will have an allowance of 0.7 spaces, which will give a total of 1.9 for the proposed site.

7.4 Drawing number GA-020 proposes to widen the existing crossover to 4.6m to access two independently accessible off-street parking spaces (one per flat). This will result in the loss of one on-street parking space. To comply with the Crossover Policy, the crossover should be no wider than 4.2m.

7.5 This application proposes a reduced number of bedrooms in the flats compared to the previous planning application 16/0755 and so the parking allowance is also reduced below two spaces, but the retention of an off-street space for each flat is acceptable. The drawing proposes 50% soft landscaping, which is welcomed. Refuse storage has been provided within the front garden which allows for straightforward collection.

7.6 The applicant does propose 2 cycle parking spaces in the front garden and these should be within a covered and secured shed to prevent against weather and theft. This proposal can be supported on transportation grounds, subject to a condition requiring the provision of the two cycle spaces within secure stores.

## 8.0 Landscaping Considerations

8.1 The landscaping consultee raised concerns about the accuracy of the site plan, with the illustrative cars being shown as comparatively small in the context of the garden.

8.2 However, following additional cross-comparisons made by the officer, the actual car parking spaces (as in 2.4mx4.8m boxes) are confirmed to be of a proportionate size. The overall proportions of the frontage are also confirmed to be broadly accurate when measured on the Council's mapping software.

## 9.0 Environmental Health Considerations

9.1 The proposed site is close to a railway line (to the rear of the property). Therefore in order that the proposed dwelling has appropriate noise mitigation designed into the construction of the house, to ensure that noise disturbance to prospective occupiers is prevented, Environmental Health have recommended that a condition is attached requiring details demonstrating that the noise levels will be in accordance with BS8233:2014

9.2 The proposed construction works will be carried out within close proximity to existing residential premises. Therefore without appropriate controls noise and dust emissions could cause disturbance to local residents and also dust emissions may adversely impact on local air quality. The development is also within an Air Quality Management Area and located very close to other residential properties. Construction therefore has the potential to contribute to background air pollution levels and cause nuisance to neighbours. A condition is therefore recommended to minimise the impact on local air quality and protect the amenity of neighbours during demolition.

9.3 Due to the proposal including the demolition of a building built before 1985, Environmental Health recommend that an informative is attached to any approval granted regarding the potential for asbestos to be present within the building.

## 10.0 Conclusion

10.1 The proposal to convert the house into two flats will provide a suitable standard of residential amenity for future occupants. The proposed alterations and additions to the building will respect the house's original character and will not detract from the current streetscene or architectural integrity of the area. Furthermore, the proposed parking arrangement should not worsen the existing parking capacity of Princes Court.

10.2 Approval is accordingly recommended.

## 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 **£9,388.15\*** 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): 178 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
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Dwelling houses	178	145	33	£200.00	£35.15	£7,984.82	£1,403.33
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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)	271	
<b>Total chargeable amount</b>	£7,984.82	£1,403.33

\*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: 16/2399

To: Mr Rugg  
RaT  
5 Mervan Road  
Brixton  
London  
SW2 1DP

I refer to your application dated 04/06/2016 proposing the following:

Conversion of existing dwellinghouse into 2 self-contained flats (1 x 2bed and 1 x 3bed) to include the demolition of side garage, single storey side extension and rear conservatory, erection of single storey rear extension, single storey side extension and rear dormer window, subdivision of rear garden, car parking and cycle storage

and accompanied by plans or documents listed here:

See condition 2.

at 16 Princes Court, Wembley, HA9 7JJ

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:

**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:-

National Planning Policy Framework  
London Plan Consolidated with alterations since 2011  
Mayor's Housing SPG  
Brent LDF Core Strategy 2010  
Brent Unitary Development Plan 2004  
Council's Supplementary Planning Guidance 17 - Design Guide for New Development  
Council's Supplementary Planning Guidance 5 - Altering and Extending your Home

- 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):

GA-001 P01  
GA-010 P01  
GA-100 P01  
GA-101 P01  
GA-102 P01  
GA-103 P01  
EL-100 P01  
EL-101 P01  
EL-102 P01  
GA-020 P02  
GA-200 P02  
GA-201 P02  
GA-202 P02  
GA-203 P02  
EL-200 P02  
EL-201 P02  
EL-202 P02  
D-200 P01

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

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

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

- 4 The hard and soft landscape works and planting to the front garden shown on the approved plans shall be completed in full prior to the occupation of any part of the development and retained thereafter.

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.

- 5 The flats hereby approved shall not be occupied unless the parking spaces and access to the highway (which shall be completed by the Local Highway Authority at the applicant's expense) in material accordance with drawing GA-020 hereby approved have been completed in full unless otherwise agreed by the Local Planning Authority. The parking spaces shall thereafter be retained, shall not be used other than for purposes solely for the parking ancillary to the flats hereby approved, and one parking space shall be allocated to each flat.

Reason: In the interest of highway flow and safety.

- 6 Prior to occupation of the flats hereby approved, further details of the rear gardens for the two residential units shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include:

- (a) details of soft landscaping (including species, densities and numbers)
- (b) details of hardstanding materials for patios, pathways and driveways
- (c) details of the boundary fences/walls including materials and height
- (d) details of any external lighting within the gardens or attached to the building

The approved landscaping plan shall be implemented in full prior to first occupation of the development, or other timescales to be agreed in writing by the Local Planning Authority.

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.

- 7 Prior to first occupation of the development, further details indicating the design and layout of a secure and weatherproof cycle storage unit for two bicycles shall be submitted to and approved in writing by the local planning authority.

The approved cycle storage unit shall be implemented prior to first occupation of the development hereby approved retained as such for the lifetime of the development.

Reason: To ensure a suitable level of transport amenity is offered to residents in the interest of sustainable transport and highway flow and safety.

- 8 Details shall be submitted to and approved in writing prior to the commencement of works (excluding any demolition, the laying of foundations and associated works) demonstrating that the units hereby approved will meet the noise standards set out in BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' and will attain the following noise levels (unless otherwise agreed in writing by the Local Planning Authority):

Time	Area	Max level
Daytime noise (7:00-23:00)	Living/bedroom	35 dB LAeq(16hr)
Night time (23:00-7:00)	Bedrooms	30dB LAeq(8hr) 45dB LMax

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

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

- 9 Prior to the commencement of the development a Construction Method Statement shall be

submitted to and approved in writing by the Local Planning Authority detailing measures that will be taken to control dust, noise and other environmental impacts associated with the construction of the development and any approved measures shall be implemented throughout the construction of the development.

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

#### 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](http://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 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](http://www.brent.gov.uk/CIL).
- 4 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.

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