

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

14 December, 2016

16/3731

SITE INFORMATION

RECEIVED: 24 August, 2016

WARD: Queens Park

PLANNING AREA: Brent Connects Kilburn

LOCATION: 111-115 Salusbury Road, London, NW6 6RG

PROPOSAL: Erection of a fourth and fifth storey over existing three-storey office building to create 8 self-contained flats (comprising 6 No. 2-bedroom flats and 2 No. 3-bedroom) with associated new street level entrance to the front and secondary entrance to the side, new lift and stairs along with glazed link bridge, amendments to car parking arrangements and provision for refuse and cycle stores to the rear

APPLICANT: Allenby Investments Holdings Limited

CONTACT: ROH 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_129893

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Please use the following steps

1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "16/3731" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

SITE MAP



Planning Committee Map

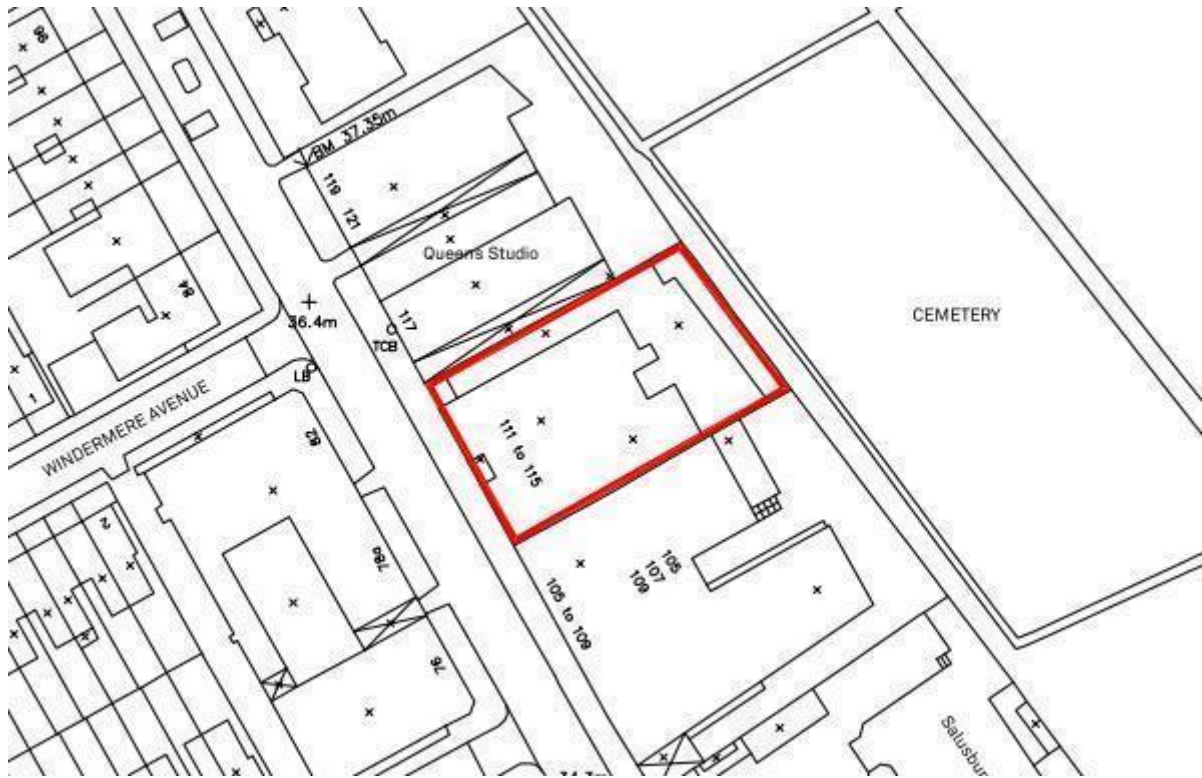
Site address: 111-115 Salusbury Road, London, NW6 6RG

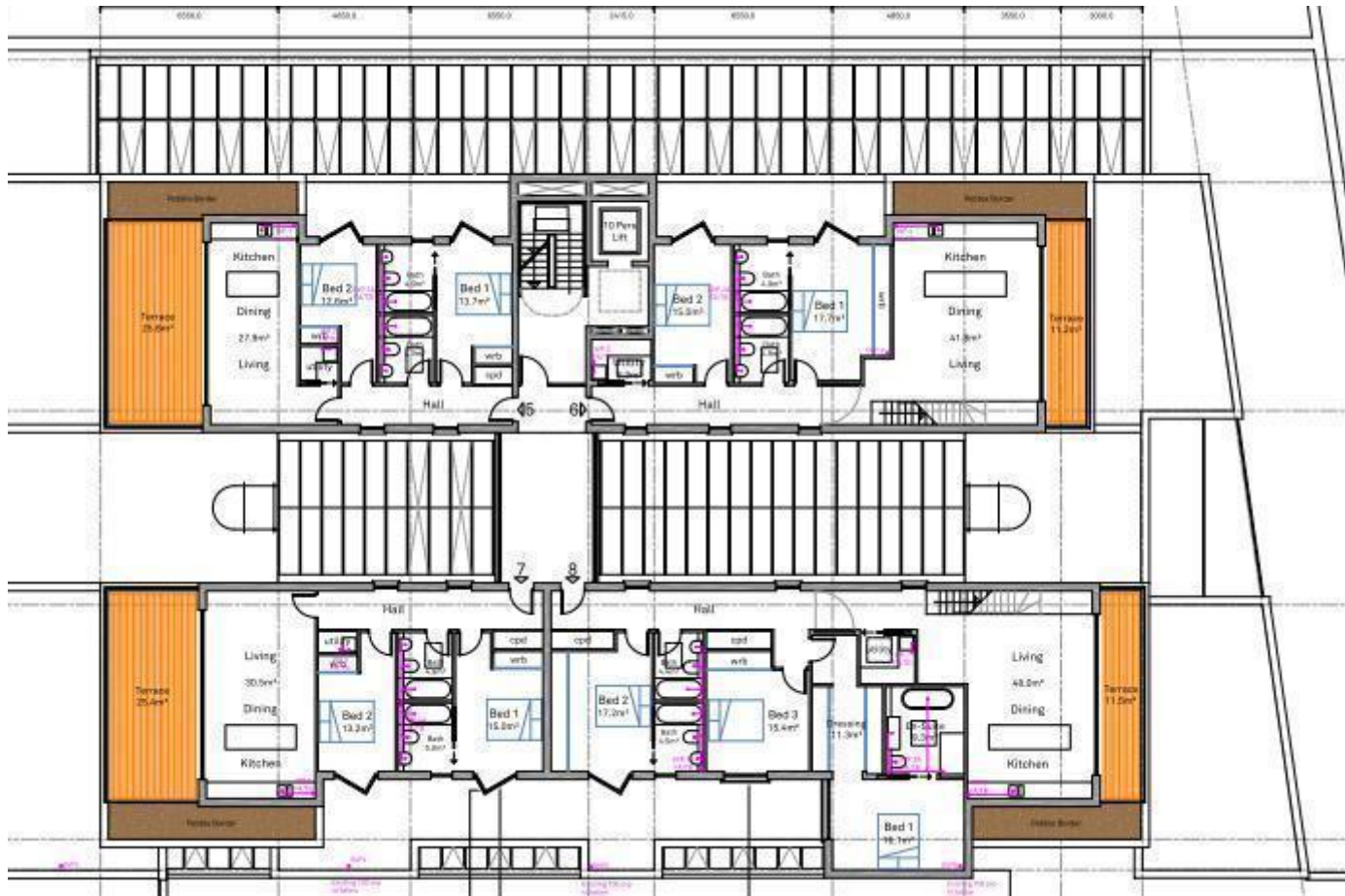
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This map is indicative only.

SELECTED SITE PLANS

SELECTED SITE PLANS







RECOMMENDATIONS

That the Committee resolve to GRANT planning permission and 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 condition of 3 years
2. Details of the Approved Plans
3. Further details of proposed materials
4. Cycle parking and refuse provision
5. Installation of communal satellite dish
6. Removal of the Residents Parking Permits from Proposed Flats
7. Further details balcony treatments and privacy screens
8. Landscaping
9. Any other planning conditions considered necessary by the Head of Planning

Informatives

1. Party Wall
2. Building Near Boundary
3. Repair the highway if damaged during works
4. Any other informatives considered necessary by the Head of Planning

And 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.

A) PROPOSAL

Erection of a fourth and fifth storey over existing three-storey office building to create six No. two-bedroom flats and two No. three-bedroom flats with associated new street level entrance to the front and secondary entrance to the side, new lift and stairs along with glazed link bridge, amendments to car parking arrangements and provision for refuse and cycle stores to the rear

B) EXISTING

The subject site comprises a 3-storey office (B1) building comprising of approximately 3000sqm of floor space. To the rear of the subject site are 16 car parking spaces and 10 cycle spaces, accessed via shared 3.6m wide rear gated service road with 3.8m headroom, also extending around nos. 105-109.

C) AMENDMENTS SINCE SUBMISSION

The applicant has made several minor amendments since submission.

- Reduced the size and scale of the fourth floor extension by pulling it back in line with the frontage of the 4th floor of 109 Salusbury Road. This was in response to officer and resident comments.
- Introduced angled windows on the north elevation to overcome loss of privacy concerns
- Reduced the size of the roof terraces to reduce the visual impact of the scheme

None of these points are considered to change the general description of the proposal.

D) SUMMARY OF KEY ISSUES

The key issues for consideration are as follows:

- The site's opportunity to deliver new homes in a sustainable, urban location to which your officers give significant weight;
- The impact of the proposal on the character and appearance of the area, which your officers consider to be limited and not harmful;
- The transport impacts of the proposed development. Your highway officers consider that the proposal addresses all highway concerns;
- The quality of the proposed residential accommodation. Your officers consider that proposal provides an excellent standard of accommodation, within a building demonstrating strong design credentials, which is in line with the adopted Development Plan; and
- The living conditions of neighbours, which your officers consider are not materially harmed as a result of the proposal.

RELEVANT SITE HISTORY

Of relevance to this application:

16/0288 - Erection of two additional storeys over existing three-storey office building to create 8 self-contained flats (6 x 2bed and 2 x 3bed) with proposed residential access from the ground floor side elevation, new lift and stairs along with glazed link bridge, cycle parking spaces and bin stores to the rear, installation of solar panels and associated amenity space - Withdrawn by applicant

CONSULTATIONS

Neighbours have been consulted on the application. Ward Councillors have been notified. The Queens Park Residents Association have been notified.

There have been five responses to date. One supporting the application. Four objections, including the Queens Park Residents Association

Support

Comment	Response
Attractive scheme	None required
Welcome new neighbours and the scheme	None required

Objections

Comment	Response
Building height and building design	See point 4.3 and 4.4
Wind tunnel effects	See point 4.4
No requirement for new homes	See key summary
Four and five storeys are not in keeping with the area	See point 4.3
Congestion from additional cars	See Highways summary.- Car Free

Your officers have responded to these points to within the report.

POLICY CONSIDERATIONS

For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the Development Plan in force for the area is the 2010 Brent Core Strategy, the 2016 Brent Development Management Policies Document and the 2016 London Plan (Consolidated with Alterations since 2011).

The following are also relevant material considerations:

- The National Planning Policy Framework (2012)
- London Plan Housing SPG (2016)

Brent SPG17 – Design Guide for New Development (2001)

DETAILED CONSIDERATIONS

1. Key Considerations

The key issues for consideration are as follows:

- The site's opportunity to deliver new homes in a sustainable, urban location to which your officers give significant weight;
- The impact of the proposal on the character and appearance of the area, which your officers consider to be limited;
- The transport impacts of the proposed development. Your highway officers consider that the proposal addresses all highway concerns;
- The quality of the proposed residential accommodation. Your officers consider that proposal provides an excellent standard of accommodation, within a building demonstrating strong design credentials, which is in line with the adopted Development Plan; and
- The living conditions of neighbours, which your officers consider are not materially harmed as a result of the proposal

2. Principle of Development

- 2.1. The subject site is within a residential area and does not have any site specific designations.
- 2.2. The subject site is in close proximity to retail/local centre type facilities, good public transport links and open spaces. The proposal is also consistent with the Core Strategy policy of seeking to provide 25% of dwellings as 3 bed or more.
- 2.3. Your officers note that very little office space is lost as a result of these proposals and that the owner is using the opportunity to extend as part of a wider reinvestment/desire to keep a mixed use development and sustain the economic activity/interest that the existing units provide to Salusbury Road.
- 2.4. Your officers consider the proposal to be acceptable in principle, and give significant weight to the provision of residential units in a sustainable urban location. Further considerations relating to Quality of Accommodation, Impact on Character and Appearance of the Area, Impacts on Neighbouring Amenity and Highway Impacts will be considered.

3. Quality of Accommodation

3.1. Policy DMP 1 *Development Management General Policy* requires high levels of amenity for future occupants and DMP 18 *Dwelling Size and Residential Outbuildings* refers to the London Plan policy in terms of space standards. A good standard of accommodation is a combination of several factors including basic space standards (as defined by the London Plan policy 3.5); outlook; privacy; daylight and sunlight; and amenity space. A good living environment is subject to more subjective matters such as the quality of that amenity space, the design of the scheme and the relationship with car parking, cycle storage and external factors such as noise and pollution.

3.2. The proposal consists of eight new residential units, comprising

Flat	Size	Amenity
1 - 2b 4p	113sqm	30 sqm external balcony
2 - 2b 4p	128sqm	27 sqm external balcony
3 - 2b 3p	124sqm	33 sqm external balcony
4 - 3b 6p	177sqm	50 sqm external balcony
5 - 2b 4p	75sqm	26 sqm external balcony
6 - 2b 4p	107sqm	33 sqm external balcony
7 - 2b 4p	87sqm	25 sqm external balcony
8 - 3b 6p	155sqm	33 sqm external balcony

3.3. All properties greatly exceed the minimum requirements for London Plan (Supplementary Housing Guidance 2016, MALP 2016) though not in such a way as to lead officers to conclude the units are artificially oversized to avoid an affordable housing contribution. All units have ample storage and are laid out in a sensible arrangement with all units being dual aspect. Your officers note that the proposal does not have any single aspect, north facing units. The units are given generous outlooks to the front and rear which aids in providing an acceptable standard of accommodation.

3.4. The bedroom windows are all on the flank which is an acceptable solution given the sites lack of frontage. The bedrooms are inset from the building edge and whilst the outlook is limited due to the window design, this is to be expected in the denser parts of the Borough and the size of these rooms plus the generous space directly adjacent to their windows is considered to be acceptable. The rooms will also be afforded plenty of light.

3.5. Policy DMP 19 *Residential Amenity Space* sets targets for amenity space for new dwellings. The proposal provides private amenity space in the form of generous external balconies.

3.6. Your officers consider the overall standard of accommodation provided for future occupants of this proposal is very good and is in accordance within the Development Plan.

4. Impact on Character and Appearance of the Area

4.1. The subject site is in a relatively sensitive location, being adjacent to the Paddington Cemetery (Grade II Listed Park) and opposite the Queens Park Conservation Area. As such policy DMP 7 *Brent's Heritage Assets* is of some relevance, though it is not of paramount importance. The applicant has submitted a Heritage Statement to explain the significance of the proposal in relation to the designated and non designated heritage assets. Your officers accept the conclusions within the report and generally find the Heritage Statement sound in its summary.

4.2. The proposal seeks two additional storeys on top of the existing three storey property. The increase in height is 6.2m (3.1 on each floor) and the proposal is staggered. Officers have considered the height, massing and siting of the schemes adjacent, their design approaches and the relative heights/setbacks in comparison to the proposal and the objections received in this respect.

4.3. Salusbury Road is a relatively wide road with a commercial character with the facilities of a town centre, where both sides of the road the buildings are three storeys in height, to the south and decreasing in density to the north as the buildings on the west side of the road reduce to two storeys. The scale of the existing block and the one immediately to the south are at odds with the western side of the street in terms of numbers of storeys, floor to ceiling heights and width. In this context, providing additional storeys with a substantial set back is not harmful to the character of the existing building. Whilst these additional storeys will be noticeable from the public realm both at a distant and closer to the site, the impact is not likely to be harmful to the character of the area.

4.4. The set in from the frontage of the third floor is 3.85m and the fourth floor is set back 7.75m. Officers consider this to be an appropriate design response to a sensitive area and due to this set back and gaps between the buildings is unlikely to create a 'wind tunnelling' effect. The set in from the rear of the 2nd storey is between 4.2m and 6.5m between roof additions. Officers consider that the size and massing of the proposal is appropriate, given the local context and development adjacent to the subject site.

4.5. The roof addition is proposed to be clad in a zinc standing seam cladding with ppc aluminium frames to match the existing. This material approach is broadly acceptable however further details of this will be required as a condition.

4.6. Your officers have tested the proposal against the requirement within the NPPF (para. 134) and have concluded that the proposal would have less than substantial harm to the identified Heritage Assets and the public benefit of providing new homes in a sustainable location outweighs any harm. The proposal also finds accordance with Policy 7.8 of the London Plan which states that development affecting Heritage Assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

4.7. The proposals meet the NPPF's core principles; particularly that planning should be seeking to secure high quality design and a good standard of amenity whilst making efficient use of land. The proposal is considered to have a less than substantial impact on the adjacent Heritage Assets and is in accordance with the NPPF (chapter 12), London Plan Policy 7.8, DMP1 and DMP7 of the Development Management Policies Document and SPG17, Design Guide for New Developments.

5. Neighbouring Residential Amenity

5.1. The Council, via DMP1 and SPG17, seeks to protect the amenity of neighbouring occupants to acceptable standards whilst recognising the right of land-owners to develop their property. On new developments such as this the main impact on amenity arises from (i) overbearing impact of the size and scale of the building(s); (ii) loss of outlook, which is related to overbearing impact; (iii) loss of privacy; and (iv) loss of sunlight. The Council has published supplementary planning guidance (SPG17) which establishes generally acceptable standards relating to these matters, although site specific characteristics will mean these standards could be tightened or relaxed accordingly. Overbearing impact arising from the height of blocks is controlled via 30 degree and 45 degree planes from neighbouring habitable rooms and relevant boundaries; privacy is quoted as distances between directly facing habitable windows and from boundaries. Neither outlook nor light have specific values, although light is generally controlled to BRE standards.

5.2. Your officers have assessed the proposal to ensure there would not be an undue loss of privacy or any unjustified overlooking from the proposed development. The tight relationships are evident with the proposal, given the adjacent properties with planning permission, however with appropriate design responses (obscure glazing, directional oriel windows, internal balconies) the proposals have overcome this to a point that your officers find these relationships acceptable.

5.3. To assess the impacts on neighbouring properties, officers have assessed: the distance between habitable room windows; the aspects/outlooks from neighbouring properties; and the design treatments given to various windows. The adjacent properties have not yet implemented (117-121) or completed (105-109) their schemes, however officers have still assessed the potential impacts on these neighbours by assessing their sets of approved plans.

5.4. Your officers have concluded that whilst distances between flank habitable rooms are on the thresholds of acceptability as outlined in SPG17, it is understood that the design of the neighbouring properties is a constraint with regards to the extent of development available at the subject site. To overcome this the applicant has proposed angled windows on the flank windows and obscure glazed treatment of certain sections of the balconies/windows. Additionally, the main habitable rooms have uninterrupted outlooks to the front or rear of the proposals. As a result, your officers conclude that none of the proposed windows will have an uninterrupted, direct outlook onto the sole habitable rooms of neighbouring properties. The outlook from these flank windows are acceptable and the levels of privacy of the habitable rooms of the adjacent properties are not considered to be materially affected as a result of this proposal.

5.5. The applicant has also supplied information relating to Sunlight/Daylight. Your officers consider that the conclusions within this report are adequate and the provisions made for the site constraints - such as the adjacent internal balconies and existing distances between the flank walls - as generally acceptable.

5.6. In conclusion, your officers are of the opinion that there will be affects on the amenity of these neighbours, however they are not considered to be material given the nature of the urban area, the existing relationships and the design responses to the proposal to reduce impacts.

6. Transportation

6.1. Car parking allowances for the existing and proposed uses of the building are set out in standards within DMP 12 *Parking* and Appendix 1. As the site has good access to public transport services and is located within a CPZ, a reduced residential allowance applies to the proposed flats.

6.2. The existing offices are therefore permitted up to 21 off-street car parking spaces and the existing provision of 16 spaces accords with standards, with the disabled parking provision (25% of the total) more than satisfying LBB standards.

6.3. The proposed addition of eight flats on two new floors above the building would increase the parking allowance by 6.6 spaces to 27 spaces. However, no new spaces are proposed to be allocated to the eight new flats. This is acceptable in principle in this location, subject to it being supported by a car-free agreement to remove the right of future residents to on-street parking permits and the applicant has offered this.

6.4. There are no concerns if the owner wishes to make some of the existing office spaces on site available for use by residents at night and weekends, but they will need to manage this themselves.

6.5. Two existing spaces are proposed to be removed from the rear car park, including a disabled space. With a weekday CPZ in operation in the area to effectively prevent overspill parking by staff on local streets, this is fine in principle, helping to encourage travel by non-car modes. The reduction in disabled parking to three spaces is also fine, with only one space required as a minimum.

6.6. The Development Management Policies require a secure bicycle parking space per flat. A secure storeroom is indicated at ground floor to the rear of the site for ten residents' bicycles to supplement the ten existing spaces for the offices, which is acceptable.

6.7. Space for four Eurobins has also been added to the rear of the site and it is assumed that refuse vehicles will continue to access the rear of the site via 105-109 to service the site, which is acceptable. Adequate fire access is available from Salusbury Road without vehicles needing to enter the site.

6.8. Additionally, this amended scheme now proposes a residential entrance directly from Salusbury Road, so that future residents will not need to walk along the narrow and poorly lit side access road to access these properties, thus addressing previous concerns. A secondary access door onto the access road is still retained to reduce the distance between the flats and the refuse and bicycle stores at the rear of the site, which is sensible.

6.9. In summary, there are no objections on transportation grounds to this proposal subject to a 'car-free' condition to withdraw the right of future occupiers of these flats to on-street parking permits in the area.

7. Summary

7.1. The proposal is in broad accordance with the NPPF (2012), the London Plan (2015 as amended), Brent's Development Management Policies DPD (2016), the Brent Core Strategy (2010) and SPG17, Design Guide

for New Developments.

7.2. The proposal contains eight new dwellings of an excellent standard, in a sustainable location making efficient use of land. Your officers attach significant weight to these points. Given the very limited harm to the character and appearance of the area, and surrounding neighbours, your officers accordingly recommend this application 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'.

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 **£308,953.51*** 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): 1082 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	1082	0	1082	£200.00	£35.15	£262,771.43	£46,182.08

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)	272	
Total chargeable amount	£262,771.43	£46,182.08

*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: 16/3731

To: O'Hara
ROH Architects
25 Lonsdale Road
London
NW6 6RA

I refer to your application dated 24/08/2016 proposing the following:
Erection of a fourth and fifth storey over existing three-storey office building to create 8 self-contained flats (comprising 6 No. 2-bedroom flats and 2 No. 3-bedroom) with associated new street level entrance to the front and secondary entrance to the side, new lift and stairs along with glazed link bridge, amendments to car parking arrangements and provision for refuse and cycle stores to the rear and accompanied by plans or documents listed here:
See condition 2
at 111-115 Salusbury Road, London, NW6 6RG

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 that reads "Alice Lester".

Alice Lester
Head of Planning, Transport and Licensing

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:-

Development Management Policies 2016
Council's Supplementary Planning Guidance 17 - Design Guide for 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):

P-100 REVL GRD FL

P-101 REVP 1ST FL

P-102 REVC 2RD FL

P-103 REVP 3RD FL

P-104 REVS 4TH FL

P-105 REVF ROOF

P-201 REVK SECTIONS

P301 REVJ Front and Rear Elevations

P-302 REVK Side Elevations

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

- 3 Further details of the landscape works and planting, including the brown roof, shown on the approved plans shall be submitted to and approved in writing prior to the occupation of the Development. Any planting shall take place within the first available planting season post occupation.

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 Occupiers of the residential development, hereby approved, shall not be entitled to a Residents Parking Permit or Visitors Parking Permit to allow the parking of a motor car within the Controlled Parking Zone (CPZ) operating in the locality within which the development is situated unless the occupier is entitled; to be a holder of a Disabled Persons Badge issued pursuant to

Section 21 of the Chronically Sick and Disabled Persons Act 1970. For the lifetime of the development written notification of this restriction shall be included in any licence transfer lease or tenancy agreement in respect of the residential development. On, or after, practical completion but prior to any occupation of the residential development, hereby approved, written notification shall be submitted to the Local Highways Authority confirming the completion of the development and that the above restriction will be imposed on all future occupiers of the residential development.

Reason: In order to ensure that the development does not result in an increased demand for parking that cannot be safely met within the locality of the site.

- 5 Prior to the occupation of the Development, further details of all privacy screens, oriel windows, opaque glazing and terrace balustrades shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented as per the approved details prior to the occupation of the units and retained for the lifetime of the development.

Reason: To ensure that neighbouring residents are not unduly impacted by the proposal.

- 6 Further details of a communal television system/satellite dish provision shall be submitted to and approved in writing by the Local Planning Authority prior to the installation of any satellite dish. The approved details shall be fully implemented and retained for the lifetime of the development.

Reason: In order to mitigate the possibility of numerous satellite dishes being installed on the buildings hereby approved, in the interests of the visual appearance of the development, in particular, and the locality in general given the site's relationship with established heritage assets.

- 7 Details of materials for all external work, including samples and/or manufacturer's literature as appropriate, shall be submitted to and approved in writing by the Local Planning Authority before any external 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 Notwithstanding the plans hereby approved, the development shall not be occupied until further details of secure and covered refuse storage and further details of 10 x secure and covered cycle spaces are submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in accordance with the approved plans and such facilities shall be retained for the lifetime of the development.

Reason;- To ensure an adequate amounts of refuse anc cycle facilities are available for future occupants

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 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.

- 4 The applicant is advised to notify the Council's Highways Service of the intention to commence works prior to commencement. They shall contact Mark O'Brien (Public Realm Monitoring Manager) at Mark.O'Brien@brent.gov.uk, and include photographs showing the condition of highway along the site boundaries.

Any person wishing to inspect the above papers should contact Robert Reeds, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 6726