

# COMMITTEE REPORT

Planning Committee on  
Item No  
Case Number

18 January, 2017

**16/4054**

## SITE INFORMATION

**RECEIVED:** 16 September, 2016

**WARD:** Mapesbury

**PLANNING AREA:** Brent Connects Kilburn

**LOCATION:** 91D-F INC, Mora Road, London, NW2 6TB

**PROPOSAL:** Erection of a part two and part three storey building providing 3 self-contained flats (2 x 1bed and 1 x 3bed) with associated car and cycle parking space, bin stores, landscaping and amenity space

**APPLICANT:** Carfrey Developments Ltd

**CONTACT:** Planning Co-operative

**PLAN NO'S:** Received 7/11/16: MRC/02 revB; MRC/03 revB; MRC/04 revB; MRC/05 revB; MRC/06 revB; MRC/07 revB; MRC/08 revB; MRC/09 revB; MRC/10 revB; site access plan; Received 29/12/16: MRC/11 REVB; further information via email: 4/1/2016

### 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\\_130237](https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_130237)

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2. Select Planning and conduct a search tying "16/4054" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

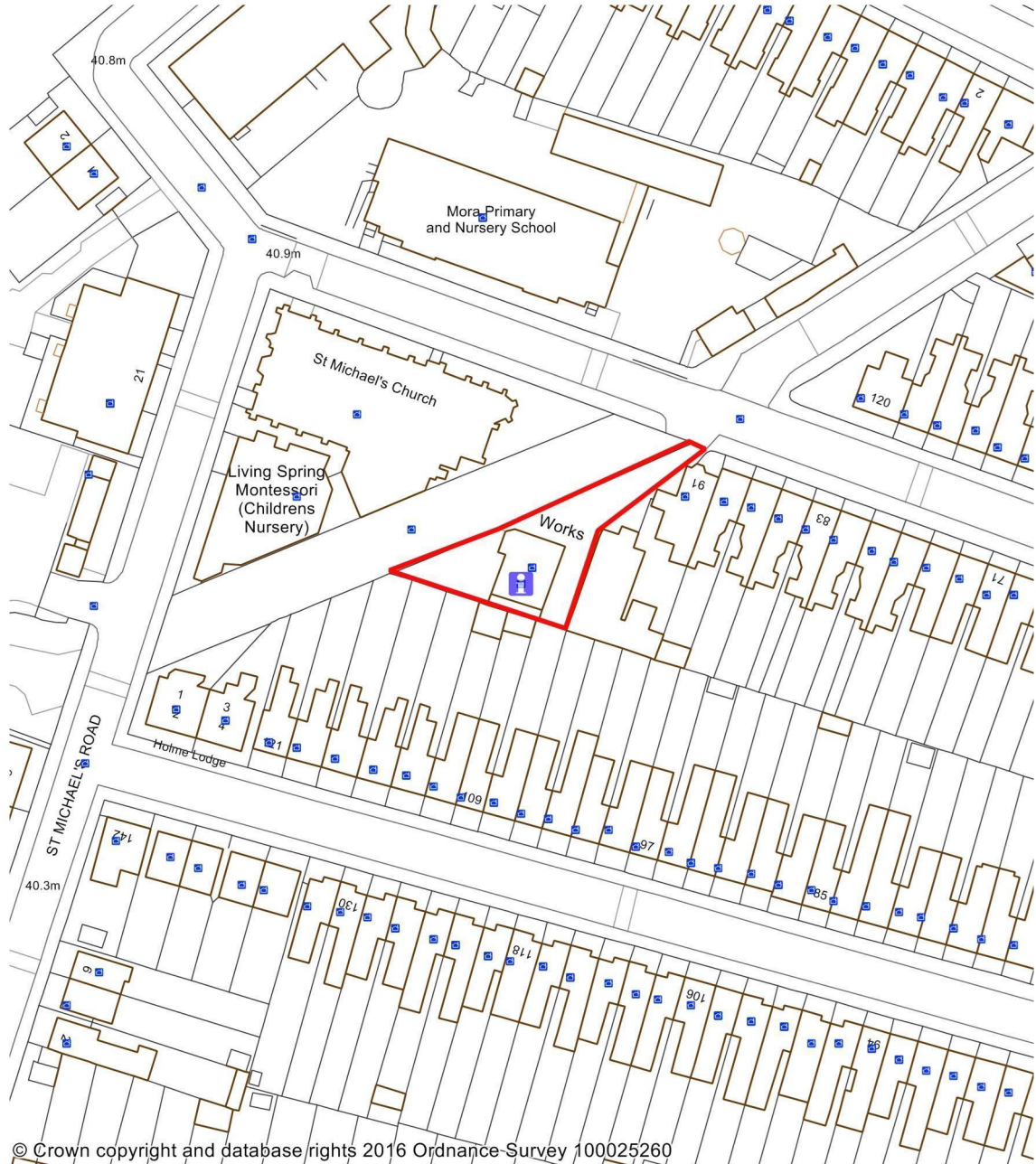
# SITE MAP



## Planning Committee Map

Site address: 91D-F INC, Mora Road, London, NW2 6TB

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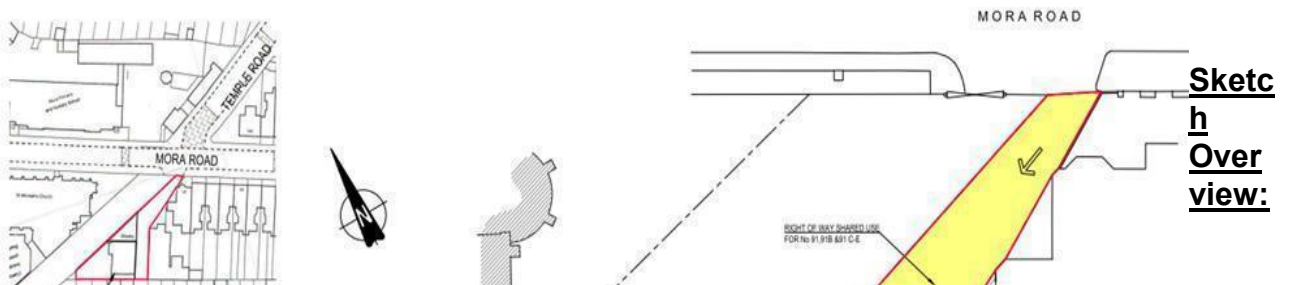


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This map is indicative only.

# SELECTED SITE PLANS SELECTED SITE PLANS

Site Plan: .

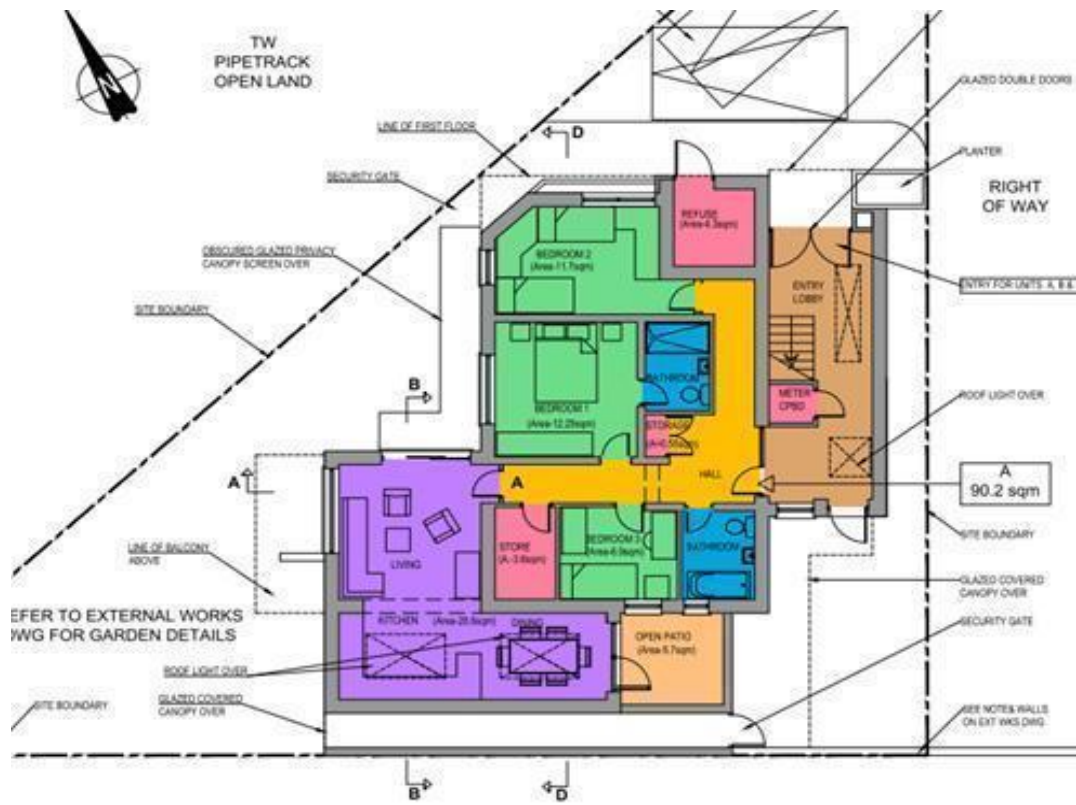


Sketch  
Over  
view:

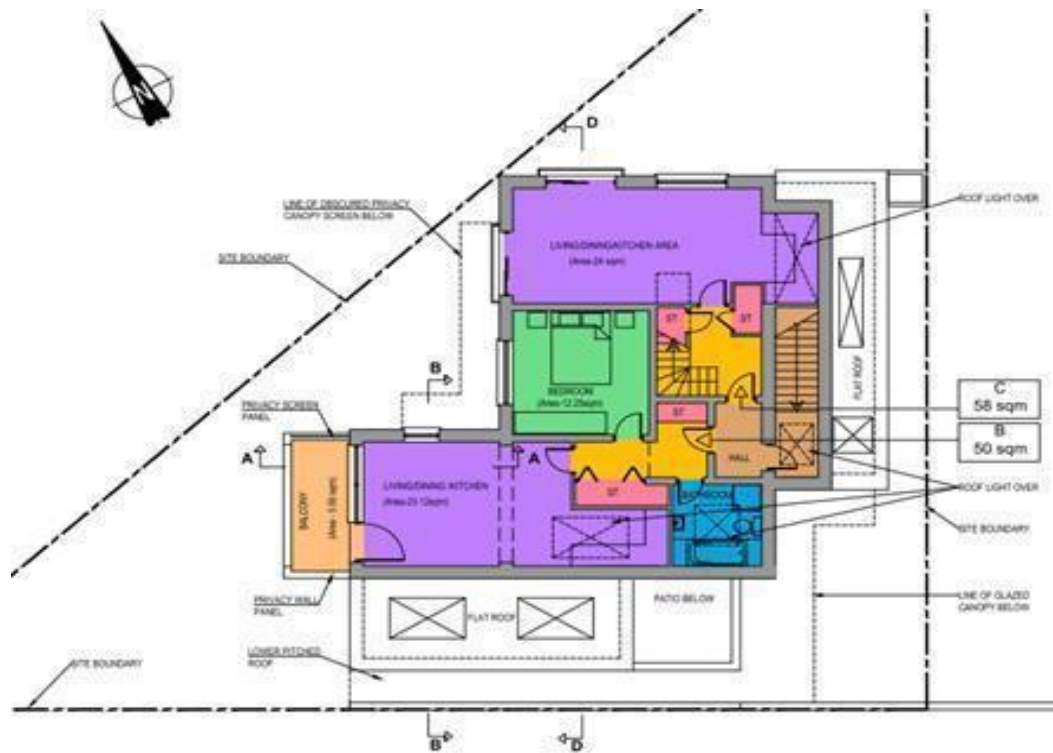


**ELEVATIONS TO BE ADDED FOLLOWING REVISION**

**Ground Floor Plan (to be revised): .**

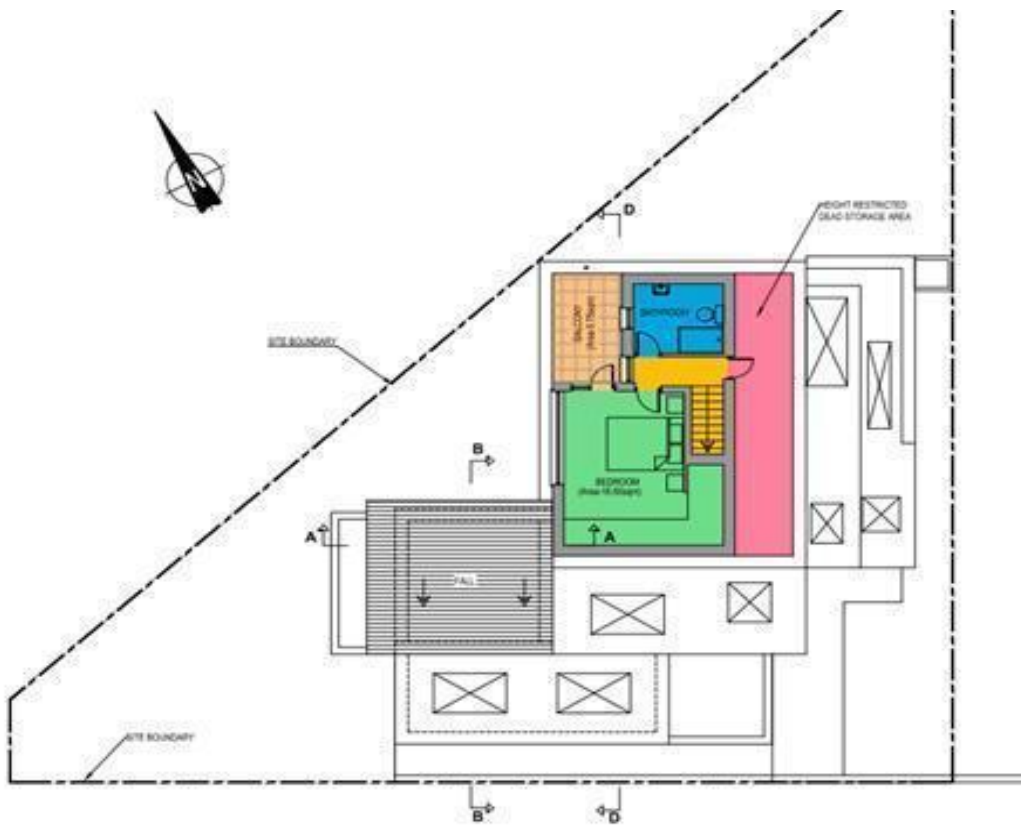


**First Floor Plan:**



**Second Floor Plan:**





**Landscape Plan:**



**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
2. Built as per the approved drawings
3. Details of all facing Materials, to include doors, fenestration, balconies and screening
4. Further details of Landscaping, Lighting and boundaries
5. Cycle parking (secure and covered)
6. Vehicular access (crossover width)
7. No right to secure residents parking permit
8. Further details of Refuse
9. Any other planning conditions considered necessary by the Head of Planning

**Informatives:**

1. Party Wall
2. Building near boundary
3. Repair of damaged highway at applicant's expense
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**

**Synopsis:**

Construction of a three storey building comprising 1x 3-bed flat and 2x 1-bed flat, in the land known as 91C-E Mora Road, accessed from Mora Road, with associated vehicular crossover, cycle parking spaces, bin stores, landscaping and amenity space and use of one shared car parking space.

**Details:**

-Ground floor three-bedroom flat with private garden ('Flat A'): 90.2m<sup>2</sup>

-1<sup>st</sup> floor 1-bedroom flat with access to shared garden ('Flat B'): 50m<sup>2</sup>

- 1<sup>st</sup> and 2<sup>nd</sup> floor flat with access to shared garden (this flat to have living/kitchen/dining area to first floor, and bedroom and bathroom to second floor). ('Flat C'): 58m<sup>2</sup>

The plans below demonstrate how the flats are to be laid out, particularly how the first floor is to be split between flats B and C:

Landscaping is to consist of a larger decked area and smaller grassed area for flat A, and a communal garden split equally between grassed space and decking for sharing for flats B and C. Trees and shrubs are to be planted.

Both flats B and C are to have their balconies overlooking the TW open land and St Michael's church.

The first floor would be set in 2.65 from the boundary adjacent to the rear gardens of Ivy Road and the second floor housing the bedroom, bathroom and balcony of Flat B is set in further, 5.4m from the southern extent facing the rear gardens of the Ivy Rd properties

An internal refuse and recycling storage area of 4m<sup>2</sup> has been included, and cycle parking to the south side of the property. One communal parking bay is allowed for on the plans.

## B) EXISTING

The site is a triangular brownfield site, of area 172m<sup>2</sup>. It is enclosed by a strip of Thames Water (TW) open land covering a main water main, to the north; the rear garden boundaries of nos. 117 to 109 Ivy Rd, to the south, and a shared access with 91B Mora Road to the east. The area is primarily residential, is not a conservation area, and is covered by a controlled parking zone which is in operation Monday-Saturday, 10am to 9pm.

Beyond the Thames water open land, which has a width of 12m, is St Michael's Church, a Grade II listed building. Beyond the shared access road, which is between 4m and 7m wide, is a 2-storey office building, 91B Mora Road.

The site was previously occupied by an office building, which was demolished in the last 2-3 years. At the time of writing the site is cleared and fenced ready for works to commence.

## C) AMENDMENTS SINCE SUBMISSION

Since initial submission the applicants have amended aspects of design and lighting. Further amendments are agreed but to be received with respect to design (further amendment) and distribution of space to ground floor flat.

## D) SUMMARY OF KEY ISSUES

- Previous use of site for commercial purposes
- Effect on setting of Grade II listed building adjacent
- Constraints of site access and size
- Impact of parking on locality

## RELEVANT SITE HISTORY

04/4082: Erection of first floor extension and part single-storey and part two-storey extension to existing commercial building. Refused, 30/8/2006

07/0185: First floor extension, single storey and 2-storey side extension to non-residential building, installation of new front door and merging of existing sub-units into one office. Refused, 28/10/2008.

08/1039: Erection of first-floor extension and part 2-storey extension to existing building. Granted, 8/10/2008.

Enforcement History: E/12/0712. Under previous ownership the building on the site (now demolished) was subject to enforcement action with respect to unauthorised use as residential accommodation.

## CONSULTATIONS

Initial neighbour consultation letters were dispatched on 4/10/16, to 26 neighbours and nearby residents. Three Ward Councillors were consulted.

Following objections which are summarised below, revised plans were submitted. A re-consultation was sent to 30 neighbours and nearby residents on the 7/11/2016. Following this no further comments were received on planning matters.

In addition the applicants held a public consultation meeting, on 25/10/16 from 4.30pm to 8.30pm, at the Progress Centre, Cricklewood. A summary on file sent by the agents states that 12 people attended.

The table below lists the objections received, and where they are responded to within the report.

Objection	Instances	Referred to in para.
Development will cause pressure on parking and congestion	2	5
Overlooking	5	4.2, 4.3, 4.6, 4.8

Concern that flat roofspace could be used as terraces/balconies	2	4.8
Rendered finish not in keeping /design out of character	4	2.4
Stairwell windows will cause light pollution	1	4.6
Flood lighting will cause light pollution	2	4.7
Building will spoil view from rear (of Ivy Rd property)	1	Heritage comments, & 2
Access road is not wide enough to allow fire engines in	1	Highways comments/5 .3
Drainage/ flooding concern	1	4.7
Height will cause overshadowing	3	4.4, 4.5, 4.9

Your officers have also received objections from a planning consultant relating to the ownership of the site and certification. The Applicant has submitted a Certificate B, and have provided a Notice under article 13 of the Development Management Procedure Orders (2015). Officers are satisfied that the Authority's obligation in this respect has been discharged.

### **Internal Consultees**

#### ***Heritage Comments:***

The Heritage Officer acknowledged the significance of the Church of St Michael, being in the 'Late Decorated Style', designed in 1908 by John Samuel Alder and built 1909-10. Noted are its Limestone and Bath stone and a red-tiled roof.

Comments were that the development would not be excessively bulky or high and would preserve the setting of the church, being visible only to upper floors of nearby buildings. The conclusion was that the proposal is acceptable in principle. It would have limited detrimental impact on the setting or views of the church, and that with some amendments to the details and /or materials secured by condition, the proposal meets NPPF core principles of high quality of design, good standard of amenity and conserving heritage assets.

#### ***Highways Comments:***

The transport survey submitted with the application was acknowledged, however it was noted that an optimistic measure of 5m per vehicle had been employed. The PTAL level of 3 generates a requirement for the maximum 3.5 spaces, however this can be mitigated by conditioning the development as car-free, which is confirmed as enforceable.

It is confirmed that access for fire service vehicles is sufficient; however further details should be obtained for cycle parking, refuse collection and pedestrian access. Highways suggested that cycle parking for the ground floor flat could be accommodated within that property's private garden.

#### ***Policy Comments:***

In view of the particular constraints of the site- small footprint, proximity to residential development, and shared access, the site could be argued to be unviable for commercial purposes. On balance the benefits of the proposed development outweigh the precepts of DMP 14 by virtue of the productive use of the vacant site, creating additional dwellings and removing the potential conflict of a commercial use in a residential area.

## **POLICY CONSIDERATIONS**

### **National Planning Policy Framework (2012):**

Section 7: Requiring Good Design



## **The London Plan (2011):**

Policy 3.5: Quality and Design of Housing Developments

Policy 5.3: Sustainable Design and Construction

## **Brent Core Strategy 2010:**

CP5: Placemaking

CP6: Design and Density in Place Shaping

CP17- Protecting and Enhancing the Suburban Character of Brent.

CP21: A Balanced Housing Stock

## **Brent Development Management Plan (2016):**

DMP1: Development Management General Policy

DMP9B: Onsite water management and surface water attenuation

DMP12: Parking

DMP14: Employment Sites

DMP 18: Dwelling size and residential outbuildings

DMP19: Residential Amenity Space

## **Supplementary Planning Guidance:**

SPG17: Design Guide for New Development (2001)

Sustainable Design and Construction Supplementary Planning Guidance, GLA

Waste Planning Guidance

# **DETAILED CONSIDERATIONS**

## **Key considerations**

The main issues of relevance in regard to this application are:

1. Principle of the development;
2. Design, impact on street scene and locality;
3. Quality of accommodation;
4. Impacts on neighbouring amenity;
5. Refuse and storage;
6. Car parking provision, access and highway safety; and

### **1. Principle of development**

1.1. Mora Road, Ivy Road and the surrounding area is residential in nature and as such the introduction of the proposed residential unit is acceptable in terms of the character and use.

The proposal would see the creation of three additional dwellings, one of which would be a three bedroom dwelling which would contribute towards the borough's need for family sized housing in line with policy CP21. Your officers give this element of the application significant weight.

1.2. Policy CP17 of Brent's Core Strategy seeks to prevent the infilling of plots with 'out-of-scale buildings' that do not respect the settings of existing dwellings, however this proposal is considered to be acceptable within the scale of the surrounding buildings, not all of which are residential two storey houses. Although it has been commented that the area is predominantly two storey, the Mora Rd Primary School opposite it three stories high, and the proposal would be subservient to the nearby Grade 2 listed church both in terms of height and position, being located 14m away from the church across the Thames Water open land. The

proposed building would also be beneath the ridge height of the nearby two storey office building.

1.3. Additionally, for a residential development to be acceptable on this site, Policy DMP 14 (Employment Sites) would need to be satisfied. The site is not designated Employment Land however in the past has been used as office accommodation. It is considered that the objective of DMP1 (General Policy) in supporting development in line with the NPPF, which supports a presumption in favour of sustainable development, carries greater weight than the retention of land for commercial purposes at this location. Policy Officer comments support this view.

1.4. Your officers consider that the proposal for one, three-bedroom flat and two x one-bedroom flats is acceptable, subject to further detailed assessment.

## **2. Design, impact on street scene and locality**

2.1. The area in the vicinity of the application site is characterised mainly by earlier 20th century houses. Their design is relatively simple and they comprise a mixture of two-storey, semi-detached and terraced properties. The properties are set back from their adjacent streets with small gardens/driveways to the front and larger gardens to the rear. The topology of the site is generally level.

2.2. Your officers consider that the site under consideration offers little in terms of quality amenity space or accessibility, being a brownfield site which previously held a dilapidated commercial building, now demolished. It is a small triangle of scrubland, bordered by back gardens (20m long to nearest habitable rooms), and an existing 2-storey commercial building of minimal individuality which appears to have been built around 1950-60. There is, in your officers' view, little meaningful loss of view or outlook over this building or the scrubland which is the subject of this proposal, to the nearby residents bordering the site. In summary officers consider that the proposal would be a good use of the space and an improvement of the land.

2.4. The architectural approach of the proposed building is modern and reflects the character of the area in terms of its height, the pitched and grey roof and by the use of a red facing brick to the majority of the elevations. Some revisions have been secured through the consultation process reflecting objectors' comments and design team feedback; the replacement of rendered surfaces with brick, alignment of windows and the agreement to securing of design details by condition.

2.5 The building would not be a pastiche copy of the surrounding houses or school however would carry materials to echo those surrounding buildings. Paragraph 2.5 of DMP 1 states that modern interpretations of existing styles or architecture can add interest to a quality area, and reproduction of existing styles can be not only unnecessary but also undesirable, detracting from the original quality and 'otherness' of period architecture and preventing the authentic evolution of the character of the streetscene.

3.6. Such architectural details exist in the proposal such as the zinc mansard roofs, which will add detail to the proposal and reflect the materiality of the nearby period school building.

## **3. Standard of accommodation**

3.1. The proposed Gross Internal Area (GIA) for the dwellings meet the London Plan floor space standards as stipulated within table 3.3 of Policy 3.5 and DMP policy DMP 18. The one-bed, two person flats provide 50m<sup>2</sup> and 58m<sup>2</sup> (50m<sup>2</sup> being the required minimum). The 3-bedroom flat provides 90m<sup>2</sup> which fulfils the requirement for a 5-person dwelling (86m<sup>2</sup>), subject to revision of the plan to increase the size of the third bedroom.

3.2. The internal layout is results in regularly shaped rooms of a reasonable. The principal orientation is towards the church, with no first and second floor windows facing the Ivy Road properties to the south. The arrangement of living and kitchen space within the properties relates well to the bedroom spaces and the orientation of the property. There is a shortfall in size for the third bedroom of the ground floor flat, however it has been confirmed that this can be revised within the envelope of that dwelling.

3.3. DMP policy DMP 19 stipulates that family housing should normally have a minimum of 50sqm of private amenity space and the proposed 3-bedroom flat provides 52m<sup>2</sup>. The one-bed units have private amenity space in form of balconies that provide more than 5m<sup>2</sup> per unit. In addition shared amenity space is provided for the two 10bedroom flats; 20m<sup>2</sup> for each flat is normally sought by DMP 19 and the communal space provided for the two flats is 40m<sup>2</sup> which meets this requirement. The gardens would be clearly demarcated

with fences to ensure responsibility is clear. A landscaping plan is provided.

3.4. The existing 2m high brick wall currently bordering the site and the gardens of the Ivy Rd properties would be extended in length.

3.5. It is not considered that the new properties would be overlooked by the adjacent dwellings or vice versa, due to their orientation in relation to each other and the location of habitable room windows on the new building.

3.6. The proposed dwellings are considered to provide an acceptable standard of accommodation and amenity for future occupiers whilst complying with policy 3.5 of the London Plan and policies cited above in the Brent Development Management Plan.

#### **4. Impact on neighbouring amenity**

4.1. The building would be situated at a minimum of one metre from the boundary of neighbouring properties as shown in the proposed ground floor plan and front/rear elevations.

4.2. The rear elevations of the existing dwellinghouses on Ivy Road are located at a minimum distance of 20m from the south elevation of the proposed building. No habitable room windows are proposed above ground level on the south elevation and therefore there would be a minimal possibility of overlooking. Any risk of this from the first floor south facing side of balcony to flat 'A' on the first floor, is mitigated with the provision of a privacy panel, as indicated on the first floor plan. Further details of this will be secured by condition.

4.3. The office building, 91B Mora Road, would be 4.2m from the boundary of the proposed building. Its orientation to the proposal, being south east, and there being no windows planned to face this building in the proposal, there is not considered to be any notable risk of overshadowing or overlooking.

4.4. The rear habitable rooms of the properties on Ivy Road bordering the site face north east. No sunlight study has been prepared, however officers consider that due to the orientation and relationship of the proposed new building with those properties and the distance between them (20m), any overshadowing of sunlight would be minimal and not sufficient grounds to consider refusal.

4.5. The proposal would comply with the standard set out in section 3.2 of SPG 17 which states that where proposed developments adjoins private amenity garden areas then the height of the new building should be set below a line of 45 degrees at the garden edge. This is demonstrated in the proposed elevation drawings.

4.6. A revision to the proposal removed the full-height window facing back towards Ivy Road properties' gardens and replaced this with a skylight, reducing the risk of overlooking and light pollution.

4.7. A revision to the proposal substituted bollard lighting for the originally proposed 'flood lighting', mitigating the risk of light pollution. It is proposed by officers that further details of lighting, boundaries, drainage and cycle parking can be rolled up into one condition for submission of a revised, more detailed landscaping plan.

4.8. There is a concern from objectors that flat-roofed sections of the development could be used for air conditioning units or sitting out space. However no air conditioning is proposed and such plant would require separate planning permission prior to installation, and adequate amenity space is provided. In addition there is no access provided to flat roofed areas. Hence this objection is given no weight.

4.9. Overall, it is considered that the development would not have a significant overbearing impact, or result in overlooking, loss of light or overshadowing to neighbouring properties. The proposal would therefore maintain a satisfactory standard of environment at the adjoining properties in line with SPG17- Design Guide for New Development.

#### **5. Parking and access**

It has been highlighted by the applicants in the Design and Access statement that facilities and amenities are located within reasonable distance: primary school 90m away; local grocery store 100m away, nursery school 150m away; supermarket 670m away and gym 430m away, reducing the need for car journeys. Nonetheless there is a requirement to consider parking as the area has a moderate PTAL rating of 3, in line with DMP

## 12-Parking.

5.1. Mora Road and Temple Road are considered heavily parked streets under current Brent transport policy, and the area is rated PTAL3. Highways feedback indicates that the locality cannot support further parking load and that, assuming that is not possible to accommodate the required three and a half spaces by means of a space-sharing arrangement with 91B Morta Road, the development should be designated car-free and that this would be enforceable. This can be secured by condition.

5.2. With respect to Highways feedback received, further information will be requested by condition regarding waste collection arrangements, covered secure cycle parking and pedestrian access.

5.3. Highways have confirmed that the access satisfies fire emergency vehicle requirements as the flats are within 45m of Mora Road.

## 6. Summary

6.1. The proposed dwellings will provide additional homes within the Borough, including a family home, of a good standard in terms of the quality of the accommodation. The design of the new building is considered acceptable and is not considered to adversely impact on the amenities of surrounding properties. The proposed layout and parking provision for the site is considered acceptable.

6.2. For the reasons as outlined above, and as set out in the decision notice, 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 **£58,535.55\*** 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): 205 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	205	0	205	£200.00	£35.15	£49,785.71	£8,749.84

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	
<b>Total chargeable amount</b>	<b>£49,785.71</b>	<b>£8,749.84</b>

\*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.**

*Document Imaged*



**DRAFT DECISION NOTICE**



**Brent**

**DRAFT NOTICE**

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 16/4054

To: Mr Carroll  
Planning Co-operative  
30 Altenburg Avenue  
West Ealing  
W13 9RN

I refer to your application dated 16/09/2016 proposing the following:  
Erection of a part two and part three storey building providing 3 self-contained flats (2 x 1bed and 1 x 3bed) with associated car and cycle parking space, bin stores, landscaping and amenity space and accompanied by plans or documents listed here:  
Received 7/11/16: MRC/02 revB; MRC/03 revB; MRC/04 revB; MRC/05 revB; MRC/06 revB; MRC/07 revB; MRC/08 revB; MRC/09 revB; MRC/10 revB; site access plan; Received 29/12/16: MRC/11 REVB; further information via email: 4/1/2016

at 91D-F INC, Mora Road, London, NW2 6TB

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 the Development Plan
  
- 1 To assist applicants the Local Planning Authority has produced policies and written guidance, all of which is available on the Council's website and offers a pre planning application advice service. No pre-application discussions were entered into, however further information was requested to inform the decision. As the scheme was clearly within Council planning policy, no further discussions were required. The local planning authority delivered the decision in a timely manner.
  
- 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):  
  
Received 7/11/16: MRC/02 revB; MRC/03 revB; MRC/04 revB; MRC/05 revB; MRC/06 revB; MRC/07 revB; MRC/08 revB; MRC/09 revB; MRC/10 revB; site access plan; Received 29/12/16: MRC/11 REVB; further information via email: 4/1/2016  
  
Reason: For the avoidance of doubt and in the interests of proper planning.
  
- 3 Details of a landscaping scheme to include soft landscape planting, boundary details and lighting to be submitted to and approved in writing by the Local Planning Authority, and the landscape work to be completed during the first available planting season following completion of the development hereby approved. 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 in the same positions with others of a similar size and species, unless the Local Planning Authority first gives written consent to any variation.  
  
Reason: To ensure a satisfactory standard of appearance and setting for the development, ensure appropriate lighting, and to ensure that the proposed development enhances the visual amenity of the locality, in the interests of the amenities of the occupants of the development and to provide tree planting in pursuance of section 197 of the Town and Country Planning Act 1990.
  
- 4 No part of the development shall be occupied until the proposed access has been constructed in accordance with the details hereby approved at a width not exceeding 3m.  
  
Reason: In the interests of the parking amenities of the locality and the free flow of traffic and general conditions of the highway safety on the neighbouring highway, in support of Policy DMP 11, Forming Access onto a Road.
  
- 5 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 any existing or future 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. For the lifetime of the development a notice, no smaller than 30cm in height and 21cm in width, clearly informing occupants of this restriction shall be displayed within the ground floor communal entrance lobby,

in a location and at a height clearly visible to all occupants. 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.

- 6 Details of materials for all external work, to include all facing materials, doors, fenestration, balconies and privacy screening, shall be submitted to and approved in writing by the Local Planning Authority, prior to commencement of works above ground level. The work shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory development and quality of design, thus preserving the visual amenity of the locality, in accordance with Brent Development Management Policy 1.

- 7 Further details of four covered and secure cycle parking spaces shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the development hereby approved and the works shall be carried out in accordance with the approved details prior to occupation and shall be retained as such for the lifetime of the development.

Reason: To ensure satisfactory facilities for cyclists as required by the London Plan.

- 8 Details of adequate arrangements for the storage and disposal of refuse, food waste, paper and cardboard waste and recyclable material shall be submitted to and approved in writing by the Local Planning Authority and implemented prior to occupation of the dwellings hereby approved, and shall be retained as such for the lifetime of the development.

Reason: To ensure adequate facilities and suitable collection arrangements thus ensuring that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties.

## INFORMATIVES

- 1 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.
- 2 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website [www.communities.gov.uk](http://www.communities.gov.uk)
- 3 The repair of the highway to include reinstatement of the public footpath shall be carried out by the Council as the Local Highway Authority at the applicant's expense. Such application should be made to the Council Highway Consultancy. The grant of planning permission, whether by the Local Planning Authority or on appeal does not indicate that consent will be given under the Highways Act.

Any person wishing to inspect the above papers should contact Michele Katzler, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5231