

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

18 January, 2017
07
16/4273

SITE INFORMATION

RECEIVED: 3 October, 2016

WARD: Sudbury

PLANNING AREA: Sudbury Town Neighbourhood Forum

LOCATION: 30 Beaumont Avenue, Wembley, HA0 3BZ

PROPOSAL: Demolition of existing three-bedroom bungalow and erection of 2-storey building comprising 2 x 3 bedroom semi-detached dwelling houses, with new vehicular access, provision of 2 off street car parking spaces. bin stores, landscaping and amenity space

APPLICANT: Mr Fallen

CONTACT: Homes Design Ltd

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_130472

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

Please use the following steps

1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "16/4273" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

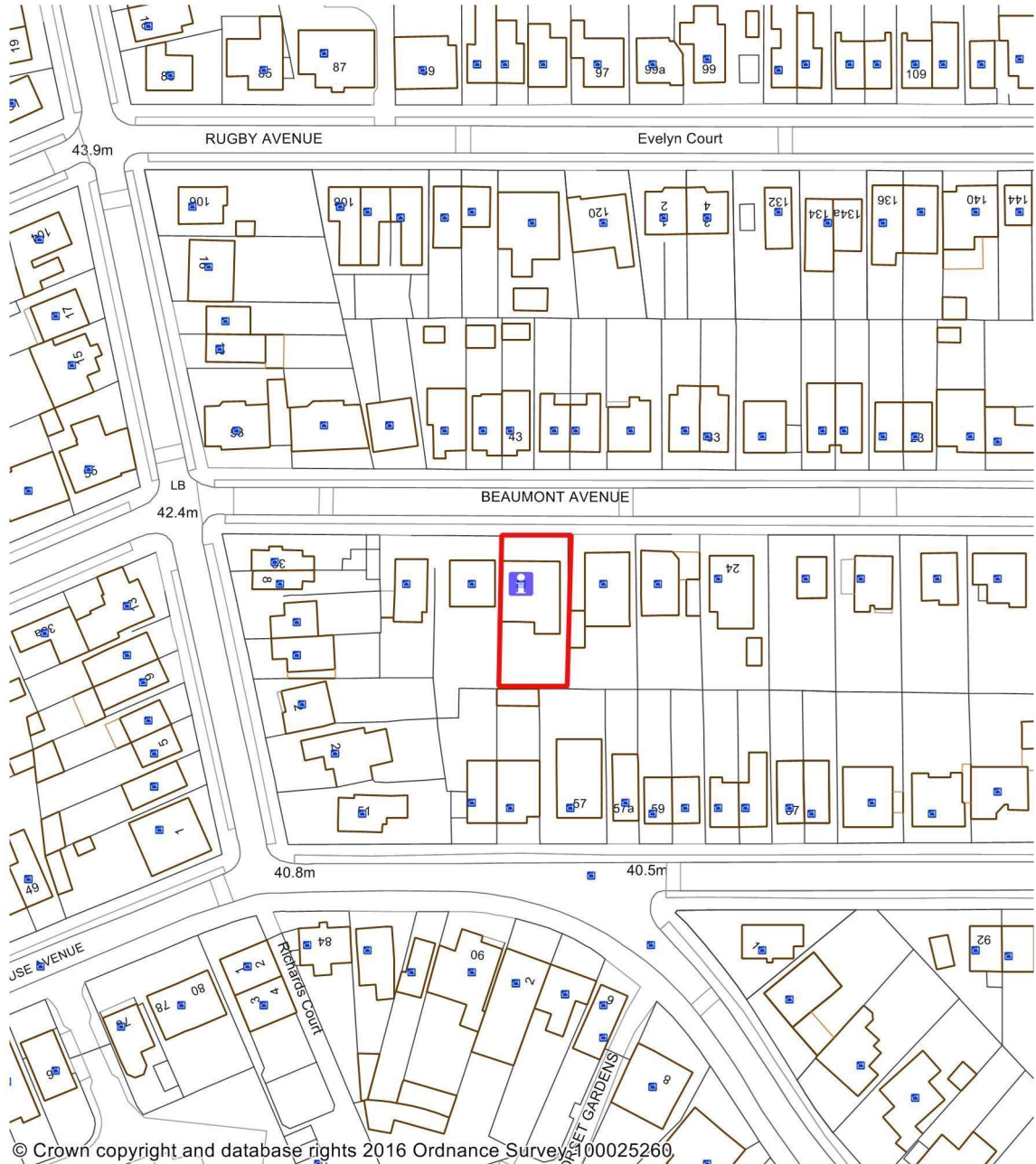
SITE MAP



Planning Committee Map

Site address: 30 Beaumont Avenue, Wembley, HA0 3BZ

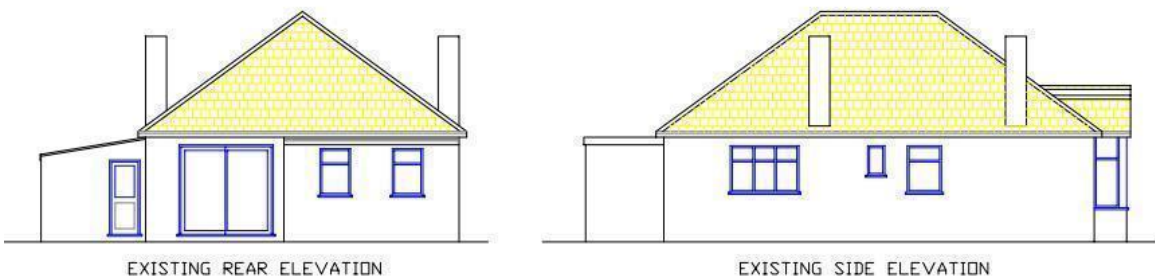
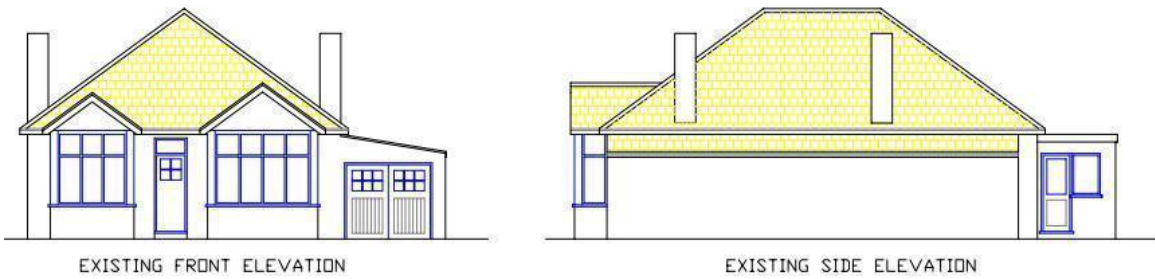
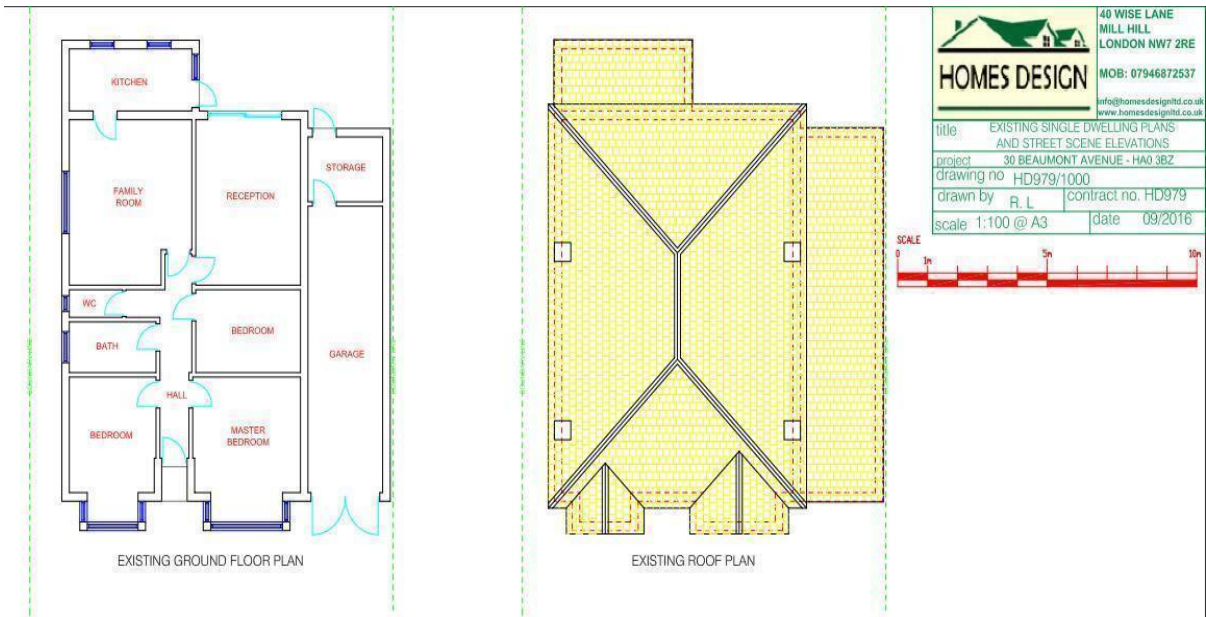
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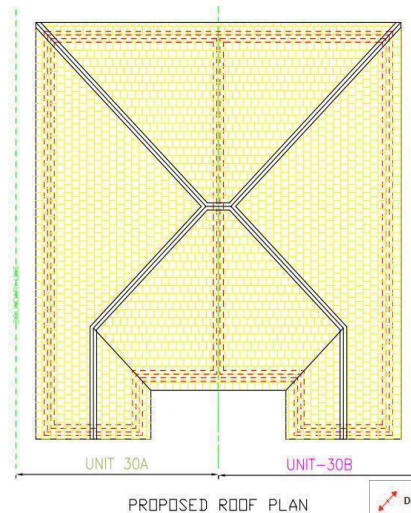
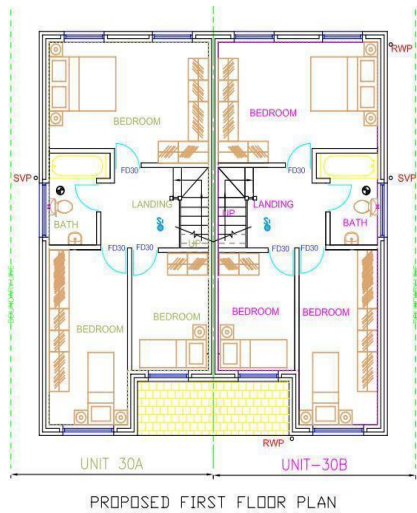
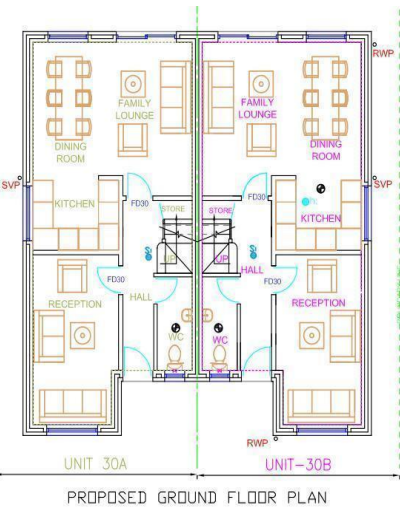


This map is indicative only.

SELECTED SITE PLANS

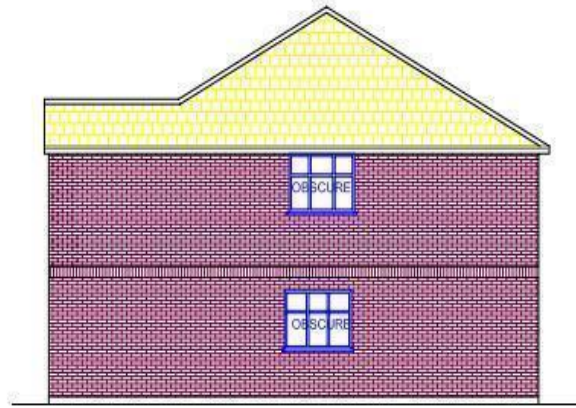
SELECTED SITE PLANS







PROPOSED FRONT ELEVATION



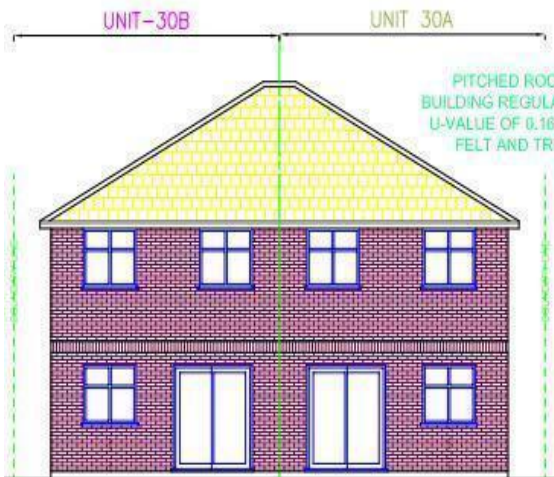
PROPOSED SIDE ELEVATION

THE PROPOSED SCHEME TO CARRY DEMOLITION OF EXISTING DETACHED BUNGALOW AND ERECTION OF 2-SEMI-DETACHED SINGLE DWELLING HOUSES WAS APPROVED IN 2007 UNDER PLANNING REFERENCE: 07/2080, WHICH THE WORKS WERE NEVER CARRIED OUT AND THE PROPOSED DEVELOPMENT WILL BE FOR IDENTICAL SCHEME TO PROVIDE 2-FAMILY HOUSES WITH ASSOCIATED DRIVE AND ACCESS CURB

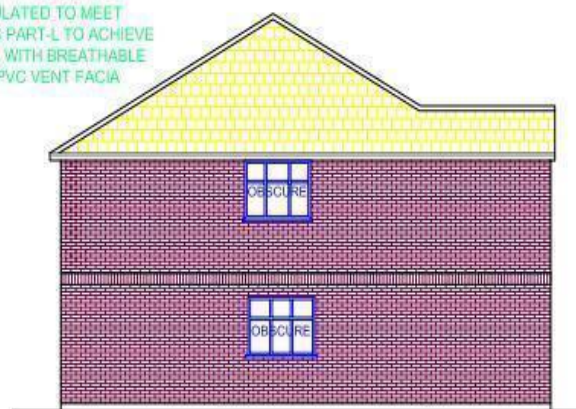
PLANNING APPROVAL WAS GRANTED FOR FAMILY UNITS; WHICH THE PROPOSED SCHEME PROVIDE EACH UNIT AT 95m-sq UNIT EACH THAT IS GREATER THAN MINIMUM SIZES SET OUT ON LONDON REGIONAL UNIT SIZES OUTLINED IN MARCH 2016; WHICH FOR A 2-STOREY FAMILY HOUSE REQUIRE MINIMUM OF 93m-sq FOR 5-PEOPLE AND 84m-sq FOR 4-PEOPLE.

THE SCHEME MEETS BRENT COUNCIL PLANNING POLICIES SPG-17 & SPG-5 PLUS UDP, AND NATIONAL POLICIES FOR NEW RESIDENTIAL HOUSING.

PREMISES TO HAVE LEVEL THRESHOLD ACCESS TO FRONT AND REAR ACCESS DOORS TO MEET PART-M OF BUILDING REGULATION FOR DISABLE AND AMBULANT PERSON ACCESSIBILITY AND COMPLIANCE WITH POLICES SET OUT BY LOCAL PLANNING.

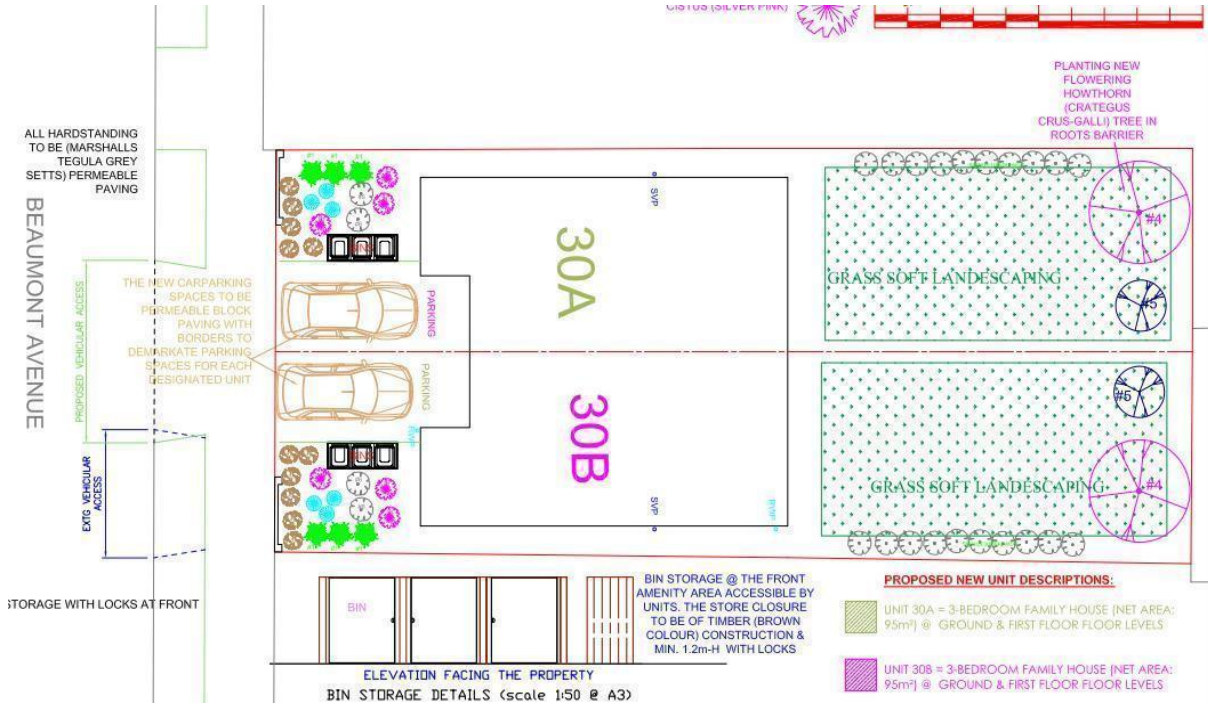


PROPOSED REAR ELEVATION



PROPOSED SIDE ELEVATION

PITCHED ROOF INSULATED TO MEET BUILDING REGULATIONS PART-L TO ACHIEVE U-VALUE OF 0.18 W/m²K WITH BREATHABLE FELT AND TRICKLE PVC VENT FACIA



RECOMMENDATIONS

- That the Committee resolve to GRANT planning permission.
- 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 be approved prior to commencement
4. Implementation of proposed frontage landscaping
5. Restriction of permitted development rights
6. Obscure glazing of side windows
7. No additional side windows without consent
8. Existing crossover to be reinstated to footway prior to occupation
9. Submission and approval of Construction Management Plan prior to commencement
10. Approval and implementation of details of rear garden boundary treatment and lighting as well as implementation of rear garden landscaping

Informatives

1. Party Wall
 2. Building near site boundary
 3. Asbestos may be present
 4. Highways department to be contacted to arrange for the crossover works
 5. -- CIL Liable
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

Demolition of existing three-bedroom bungalow and erection of 2-storey building comprising 2 x 3 bedroom semi-detached dwelling houses, with new vehicular access, provision of 2 off street car parking spaces. bin stores, landscaping and amenity space

B) EXISTING

The application site comprises the bungalow dwellinghouse and surrounding garden amenity space at no. 30 Beaumont Avenue in Sudbury. The rear of the site borders the rear gardens of no's 53 and 55 Charterhouse Avenue. The building is not within a conservation area nor is it a listed building.

D) SUMMARY OF KEY ISSUES

1. Whether the proposed development is acceptable in principle given the surrounding uses and character
2. Whether the proposed development provides a suitable standard of accommodation for future occupiers
3. Whether the proposed development integrates well into the street in design terms and is of good design quality
4. Whether the proposed development incurs unduly detrimental impacts on the amenities of neighbouring occupiers
5. Whether the proposed development can be supported in terms of its impact on the parking and flow of traffic on Beaumont Avenue

RELEVANT SITE HISTORY

07/2080. Full Planning. Granted. 01/10/2007.

Demolition of existing three-bedroom bungalow and erection of 2-storey building comprising 2 x three-bedroom, semi-detached dwellinghouses, with alterations to move and widen existing vehicular access and provision of 2 off street car-parking spaces.

10/1652. Appeal Dismissed. 08/06/2011.

Extension to time limit of planning permission 07/2080, dated 27/09/2007, for demolition of existing three-bedroom bungalow and erection of 2-storey building comprising 2 x three-bedroom, semi-detached dwellinghouses, with alterations to move and widen existing vehicular access and provision of 2 off-street car-parking spaces.

CONSULTATIONS

17 nearby properties along Beaumont Avenue and Charterhouse Avenue were consulted regarding the proposal for a minimum of 21 days on 06/10/2016.

Three letters of objection were received.

The grounds of objection are summarised as follows:

- Concern that the additional storey will allow overlooking of nearby gardens to an extent.
- This part of Beaumont Avenue is comprised of bungalows and therefore only bungalows should be permitted, in keeping with the character of this side of the road.
- The twin buildings are not in keeping with the nature and mix of properties in Beaumont Avenue
- The raising of the existing roof line as proposed will significantly reduce the amount of light enjoyed by adjoining properties and those opposite.
- The provision of only 2 off road parking spaces is inadequate for residential properties which are likely to have a number of occupants.
- Parking is difficult in Beaumont Avenue and this development will exacerbate the shortage, generating further demand for on-street parking which is not available.
- Other streets often have to be used to find parking at night.
- With 3 bedrooms and 2 reception rooms in each house there is the potential that 5 different people will live at each house, giving a possible car parking increase of 10 cars across the development.

Officer's response to concerns raised:

- The character of the street is very mixed, with large numbers of houses and bungalows. Both detached and semi-detached. No particular design predominates. It is noted that only two doors down is a two storey house (no. 26) and it is not considered that the row of bungalows is prominent enough to warrant prevention of an additional two storey house being created. The character of the road will not be materially eroded.
- The additional storey will not allow any unreasonable overlooking. It is commonplace for a first floor

window to allow overlooking to the rear parts of neighbouring gardens within Brent and this relationship is already present between a number of the established properties in Beaumont Avenue.

- The placement of the house will match with the existing bungalow, not protruding alongside garden space where light and outlook that is currently enjoyed would be notably harmed. This relationship is considered to preserve the amenities of neighbours to a suitable extent.
- The development's transport impact has been closely assessed by the Council's Highways team, giving regard to how heavily parked the road is at present.

Further consultations

The Council's Transportation and Environmental health units were also consulted, as well as the three Council Members for Sudbury Ward, Cllrs Aden, Hoda-Benn and Daly. The Sudbury Neighbourhood Forum was also consulted.

Transportation

Subject to a condition requiring the reinstatement of the redundant crossover back to footway/verge at the applicant's expense, there would be no objections on transportation grounds to this proposal.

An informative is recommended, advising the applicant to contact the Head of Highways & Infrastructure to arrange for the crossover works to be undertaken on their behalf.

Environmental Health

No objection to the proposal.

POLICY CONSIDERATIONS

National Planning Policy Framework 2012

London Plan 2011

Policy 3.5 – Quality and design of housing developments

Brent DMP 2016

DMP1 – Development Management General Policy

DMP11 – Forming an Access on to a Road

DMP12 – Parking

DMP16 – Resisting Housing Loss

DMP18 – Dwelling Size and Residential Outbuildings

DMP19 – Residential Amenity Space

Brent Core Strategy – July 2010

CP2 – Population & Housing Growth

CP17 – Protecting & Enhancing the Suburban Character of Brent

CP21 – A Balanced Housing Stock

Supplementary Planning Guidance

SPG 17 – Residential Design Standards

Sudbury Town Neighbourhood Plan 2015

DETAILED CONSIDERATIONS

Key considerations

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

1. Principle

1.1 Beaumont Avenue and its surrounding area are residential in nature and comprise an unusual mixture of houses and bungalows, with some detached and semi-detached in arrangement. As such the continuation of the residential use within semi-detached two storey houses is acceptable in terms of the character and use.

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

1.3 At present there is are three bedrooms in the bungalow (forming a family dwelling) and the proposal seeks to erect two dwellings with three bedrooms (creating an additional family dwelling). The new housing is particularly welcomed in the context of CP21 as it would result in the creation of a family unit.

2. Quality of accommodation

2.1 The application proposes two dwellinghouses in place of a vacant bungalow dwellinghouse on this wide tract of land. The existing forecourt and rear gardens are to be retained in the same composition.

2.2 The proposed houses will have a mirrored design and both have internal floor spaces of 96m² which is in excess of the standards stipulated in the London Plan for a three bedroom, four person dwelling, which requires 84m² across two stories. The proposal would allow for 75m² of outdoor amenity space to the rear of each unit which is greater than the minimum 50m² set out in SPG17. The gardens would provide a good standard of private space that is suitably set away from highways and other sources of sound disturbance.

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

2.4 The two smallest bedrooms within each house measure approx. 5.9m², which fall significantly short of the expected 8m² requirement of the London Plan. Revised plans have since seen the size of these rooms increase to 7.5m² which is considered to provide an acceptable standard of living, particularly considering that the wider houses are in some excess of the required size standards. The remaining bedrooms are of acceptable sizes for their proposed occupation.

2.4 Overall, the proposed indoor and outdoor spaces are considered to provide a good standard of amenity and general environment for future occupants of the site and are considered acceptable.

3 Design

3.1 The new proposal for 2, two-storey, three bedroom semi detached dwellinghouses respects the character of the adjoining properties on Beaumont Road by including hipped ends to the roof form to limit the bulk and scale of the building. Small gable end projections at the edges of the front of each house provide feature and interest at the front of the properties. This feature can be observed at other semis along Beaumont Avenue (such as at 27/29).

3.2 The proposal broadly matches the footprint of the existing bungalow and will therefore not overburden the plot. The property will be slightly narrower and has been moved eastward to establish an equal 0.9m separation from the boundary on both sides, to allow for easy passage around the side of the houses into the rear gardens. The property does not extend as far to the rear as the existing bungalow, being positioned about 30cm short of the current rear building line.

3.3 This design was approved during the previous application (07/2080), which was subject to the same design guidance within SPG17 (2001) and SPG5 (2002).

4 Impact on neighbouring amenity

4.1 The new property will occupy a similar footprint to the existing house, although will be set in from the boundary with no. 32 by an additional 0.75m compared to the existing building and will not extend as far forward, with the building terminating 0.3m behind the existing rear building line. The building's height will increase, however the placement of the house within the existing building line will minimise any detrimental effects this has on the existing neighbouring amenity spaces. The reductions in the buildings other

dimensions will help to reduce any such detriment.

4.2 Overall, the design is considered to be respectful of the existing house placement and would not be considered to incur materially detrimental impacts on neighbours' amenities. The placement of side windows (secondary kitchen window downstairs and WC window upstairs) is acceptable, and these can be conditioned to be obscure glazed to prevent any unreasonable overlooking.

4.3 This design was approved during the previous application (07/2080), which was subject to the same design guidance within SPG17 (2001) and SPG5 (2002).

5 Parking & transport considerations

5.1 The site is not within a controlled parking zone however is within a Wembley event day zone whereby on street parking is restricted to permit holders only on event days. The carriageway width outside the property is narrow and struggles to accommodate on-street parking whilst still retaining sufficient carriageway width for service vehicles to pass. The marked bays are also on the opposite side of the street. The street is a one-way street which can be entered into via Sudbury Avenue only. The site has low access to public transport (PTAL 1a). There is only Sudbury & Harrow Road (Chiltern line) station, in walking distance.

5.2 The parking allowance for residential use is given in appendix 1 of the DMP 2016. As the site does not have good access to public transport services, full standards apply. Brent's Crossover Policy is also applicable. The parking allowance for the existing 3-bedroom dwelling is 1.5 spaces and the site can accommodate 1-2 off street parking spaces, which satisfies standards. The proposed 2 x 3 bedroom dwelling will have a total parking allowance of 3 spaces for the site as whole. The application proposed 2 car parking spaces (1 per house). Drawing number HD79/1005 proposes a 5.5m wide crossover serving parking spaces that pinch in width slightly at the rear, but generally comply with the standard depth of 4.8m and width of 2.4m, although access to the front door of the properties would be slightly impeded. This is considered sufficient to satisfy likely parking demand. Only about 30% soft landscaping is indicated, but this will comply with minimum requirements for narrower front gardens in Brent's Crossover Policy. The drawing states that the existing crossover will be reinstated back to footway and this should be done at the applicant's expense. The applicant has not provided cycle parking, but the houses will have private garden areas which can easily accommodate bicycle storage in compliance with the standard.

5.3 Subject to a condition requiring the reinstatement of the redundant crossover back to footway/verge at the applicant's expense, there would be no objections on transportation grounds to this proposal. An informative is recommended, advising the applicant to contact the Head of Highways & Infrastructure to arrange for the crossover works to be undertaken on their behalf.

6 Environmental health considerations

6.1 The development is located very close to other residential premises. Demolition and construction therefore has the potential to contribute to background air pollution levels and cause nuisance to neighbours. However, given the small scale of the development and the controls suggested by the applicant within their Design and Access Statement, the construction methodology is considered acceptable and no further details will be required by condition.

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

7 Landscaping considerations

7.1 There is no objection to the landscaping plan proposed which includes the loss of a holly tree and the addition of permeable block paving with suitable provision of soft landscaping in the form of Pinguifolia Pagei, Deciduous Lavende, Autumn Glory and Silver Pink. The rear garden will involve some rear planting, involving Crab Apple Trees and Hawthorn Trees.

8 Amendments

8.1 The smallest bedroom in each house has been altered to provide larger room sizes. This has required

small alterations to the size of the upstairs hallways, the upstairs WCs and the staircases

9 Conclusion

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

CIL DETAILS

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

This application is liable to pay **£19,702.21*** 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): 123 sq. m.

Total amount of floorspace on completion (G): 192 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	192		69	£200.00	£35.15	£16,757.14	£2,945.07

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	£16,757.14	£2,945.07

*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: 16/4273

To: Mr Ross Lakani
Homes Design Ltd
40 Wise Lane
Mill Hill
London
NW7 2RE

I refer to your application dated 01/10/2016 proposing the following:
Demolition of existing three-bedroom bungalow and erection of 2-storey building comprising 2 x 3 bedroom semi-detached dwelling houses, with new vehicular access, provision of 2 off street car parking spaces. bin stores, landscaping and amenity space
and accompanied by plans or documents listed here:
See condition 2.
at 30 Beaumont Avenue, Wembley, HA0 3BZ

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:-

Brent Development Management Policies 2016
Council's Supplementary Planning Guidance 17 - Design Guide for New Development 2001

Relevant policies in the Adopted Development Management Policies are those in the following chapters:-

Transport: in terms of protecting the safe and free flow of traffic and ensuring appropriate parking provision
Housing: in terms of protecting residential amenities and guiding new development

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

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

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

HD979/1000
HD979/1001
HD979/1002 Rev A
HD979/1003
HD979/1004
HD979/1005
HD979/1006
HD979/1007

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

- 3 The landscape works, planting, formation of parking spaces and works to form a new vehicular crossover shown on the approved plans shall be carried out prior to the occupation of any part of the development;

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

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

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

Reason: To prevent an over development of the site and undue loss of amenity to adjoining occupiers.

- 5 The windows on the side faces of the building shall be constructed with obscure glazing and

non-opening or with openings at high level only (not less than 1.8m above floor level) and shall be permanently returned and maintained in that condition thereafter unless the prior written consent of the Local Planning Authority is obtained.

Reason: To minimise interference with the privacy of the adjoining occupiers.

- 6 No windows or glazed doors (other than any shown in the approved plans) shall be constructed in the side walls of the building as extended without the prior written consent of the Local Planning Authority.

Reason: To minimise interference with the privacy of the adjoining occupiers.

- 7 Prior to the occupation of the development, the existing vehicular crossover must be reinstated back to footway at the applicants expense, in compliance with a scheme to be submitted to and approved in writing by the Highway Authority, with the works carried out and completed in accordance with these approved details, prior to the occupation of the development hereby approved.

Reason: To maximise parking provision along the street and to ensure the street is fit for purpose

- 8 Details of materials for all external work, including samples, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced (with the exception of demolition and site clearance). 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.

- 9 Prior to occupation of the houses 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 the boundary fences/walls including materials and height
- (b) details of any external lighting within the gardens or attached to the building

The approved landscaping plan for the rear garden 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 rear garden 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.

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 Prior to the occupation of the development, the existing vehicular crossover must be reinstated back to footway at the applicant's expense.

Reason: To maximise parking provision along the street and to ensure the street is fit for purpose

- 4 Prior to the commencement of the development a Construction Method Statement shall be submitted to and agreed by the Local Planning Authority outlining measures that will be taken to control dust, noise and other environmental impacts of the development.

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

- 5 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.

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