

# COMMITTEE REPORT

Planning Committee on  
Item No  
Case Number

28 June, 2017  
04  
17/1227

## SITE INFORMATION

RECEIVED	20 March, 2017
WARD	Wembley Central
PLANNING AREA	Brent Connects Wembley
LOCATION	2 Talbot Road, Wembley, HA0 4UE
PROPOSAL	Redevelopment of the site comprising the erection of a part two, part three storey building providing 5 self-contained flats (4 x 1bed and 1 x 2bed) with associated rear roof terrace, front balconies, cycle parking spaces, bin stores, front boundary railings, amenity space and landscaping
APPLICANT	Gentlecraft Ltd
CONTACT	Loxton & Associates
PLAN NO'S	Refer to condition 2.
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><b><u>When viewing this on an Electronic Device</u></b></p> <p>Please click on the link below to view <b>ALL</b> document associated to case <a href="https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_133265">https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_133265</a></p> <p><b><u>When viewing this as an Hard Copy .</u></b></p> <p><b>Please use the following steps</b></p> <ol style="list-style-type: none"><li>1. Please go to <a href="https://pa.brent.gov.uk">pa.brent.gov.uk</a></li><li>2. Select Planning and conduct a search tying "17/1227" (i.e. Case Reference) into the search Box</li><li>3. Click on "View Documents" tab</li></ol>

## 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. Implementation of proposed waste and cycle storage made available prior to occupation
4. Crossover to be made good at applicant's expense prior to occupation
5. Obscure glazing of kitchen window and rear lounge window within flat 4
6. The roofs and roof terraces shall not be made accessible for residents and shall only be used for purposes of maintenance
7. Development to be parking permit restricted
8. External materials to be approved prior to commencement
9. Submission and approval of Construction Management Plan prior to commencement
10. Submission and approval of details confirming insulation achieves acceptable internal residential noise levels
11. Approval and implementation of landscaping proposals

### Informatives

1. CIL Liable
  2. Party Wall
  3. Building near site boundary
  4. Contact for works to the public highways
  5. Notify highways prior to the commencement of works
- 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.

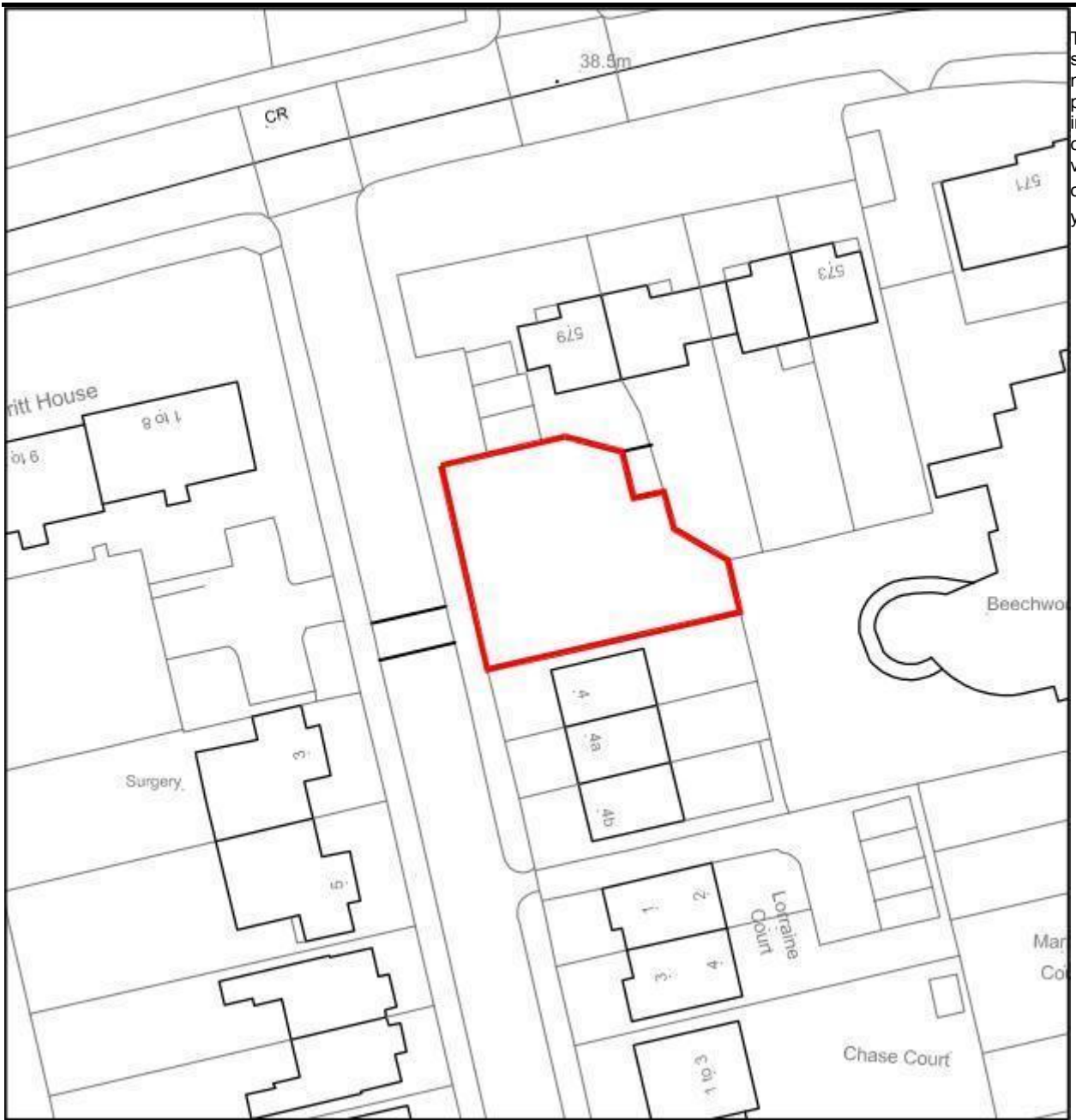
## SITE MAP



### Planning Committee Map

Site address: 2 Talbot Road, Wembley, HA0 4UE

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This map is indicative only.

## EXISTING

Cleared plot of land on the western side of Talbot Road, south of the junction with Harrow Road. The plot previously accommodated a detached dwellinghouse. Following extensive fire damage to the property the site has since been cleared of all buildings. It is surrounded by residential uses either side and to the rear.

This is not within a conservation area.

## SUMMARY OF KEY ISSUES

The key issues for consideration are as follows:

1. Whether the proposed use is acceptable in principle given the surrounding uses and character. The proposal would represent the provision of residential units within a residential area and the general principle of the use is considered to be acceptable.
2. Whether the proposed development provides a suitable standard of accommodation for future occupiers. The standard of accommodation is in accordance with adopted policy and guidance.
3. Whether the proposed development integrates well into the street in design terms and is of good design quality. The development is considered to pay an appropriate regard to the scale and patterns of development in the vicinity, having regard to the Inspectors views within the previous appeal.
4. Whether the proposed development incurs unduly detrimental impacts on the amenities of neighbouring occupiers. The level of impact to adjoining properties is not considered to result in an unduly detrimental level of harm.
5. Whether the proposed development can be supported in terms of its impact on the parking capacity of the local area. The scheme is to be parking permit restricted, which is considered to be appropriate given the high level of public transport accessibility (PTAL 5).

## RELEVANT SITE HISTORY

### **16/5435. Full Planning. Refused. 13/02/2017.**

Erection of a part two to four storey building comprising 6 self-contained flats (4 x 1 bed, and 1 x 2 bed and 1 studio flat ) with rear roof terrace, front balconies, associated cycle parking spaces, bin stores, front boundary railings, amenity space and landscaping.

### **15/0506. Full Planning. Refused – Appeal dismissed. 11/04/2016.**

Erection of a part three to four storey building comprising 8 self-contained flats (5 x 1 bed and 3 x 2 bed) with rear roof terrace, front balconies, associated cycle parking spaces, bin stores, front boundary railings, amenity space and landscaping.

### **APP/T5150/W/15/3130828. Appeal – dismissed.**

## CONSULTATIONS

84 nearby properties along East Lane and Harrowdene Road were consulted regarding the proposal for a minimum of 21 days on 03/04/2017.

Two individual letters of objection were received and one petition, containing 21 signatories, was received. Two of the properties that object within the petition have already sent separate letters of objection. Therefore, it is considered that the petition contains 19 signatories.

No specific grounds of objection were raised within the petition, however the two letters of objection raise the

following grounds of objection:

Ground of objection	Response from officer
<ul style="list-style-type: none"> <li>The proposal represents overdevelopment</li> </ul>	<p>The new building is broadly contained within the established building line along the street and retains a rear garden space. It is therefore considered that the development is in keeping with the suburban character of the area in terms of its scale and placement within the plot.</p>
<ul style="list-style-type: none"> <li>The building will overlook neighbouring gardens, reduce light and invade the privacy of nearby properties.</li> </ul>	<p>The development complies with Brent's SPG17 guidance in terms of protecting privacy and avoiding the creation of unreasonable overlooking. Further information is contained in the detailed considerations (section 3.0) below.</p>
<ul style="list-style-type: none"> <li>The development fails to provide a replacement family dwelling.</li> </ul>	<p>This matter was considered by the Inspector as part of appeal APP/T5150/W/15/3130828 and the Inspectors decision is a material planning consideration. Whilst no family sized units are proposed, there is no longer a dwelling in existence on the site. Consequently, there would be no net loss of family housing as a result of the proposal. Therefore, the current unit mix proposed, without a family unit, is considered acceptable.</p>
<ul style="list-style-type: none"> <li>The proposal is for a bulky, overly large and disproportionate building that will be to the detriment of the streetscene and local character</li> </ul>	<p>The proposed building is considered to pay an appropriate regard to the scale of the surrounding buildings. This matter is discussed in detail within section 2 of the main report (paragraph 2.1 to 2.6 below)</p>
<ul style="list-style-type: none"> <li>Proposed flats will lead to increased parking and congestion on-street.</li> </ul>	<p>This proposal is parking permit restricted, mitigating the potential for overspill parking. This is achieved by applying a condition restricting those residing in the new flats from applying for a residents' parking permit. It is therefore required that all residents should rely on public transport for their transport needs. The local public transport access is considered to be good, which makes this approach feasible.</p>
<ul style="list-style-type: none"> <li>Proposed building will harm the character of the area.</li> </ul>	<p>As the first house on the street, the building will appear as a more prominent corner property and it is therefore considered that the modern architectural approach to the building will appear to add variety to the street without establishing an awkward break in the traditional street frontage to the south.</p> <p>Furthermore, the character of this part of Talbot Road is already considerably mixed, with buildings of varying modernity being present in the immediate surrounds. It is therefore not considered that the building will erode any</p>

	established character.
<ul style="list-style-type: none"> <li>Development is unsustainable and will lead to overcrowding.</li> </ul>	The proposal is for five, adequately sized flats with a projected occupancy of eleven people. The density of development falls within the range set out within the London Plan as discussed later in this report (paragraph 7 below). The building will meet modern building regulations, is in an accessible location and is "parking permit restricted". The proposal accords with the relevant policies with regard to sustainability
<ul style="list-style-type: none"> <li>Flats 4 and 6 fall short of minimum floorspace standards within the London Plan.</li> </ul>	Flat 4 is 50sqm in size, which complies with the London Plan standard for a 1 bedroom, 2 person flat in terms of size. There is no flat 6 proposed within this application.
<ul style="list-style-type: none"> <li>There would be a restricted outlook from habitable windows in the basement flats</li> </ul>	There are no basement level flats proposed within this application.
<ul style="list-style-type: none"> <li>There would be no defensible space between flat 2's rear windows and the communal garden, resulting in a loss of privacy</li> </ul>	Details of landscaping are to be secured through condition. Screen planting will be secured through this condition.

The three members for Wembley Central ward were consulted regarding this proposal. No responses were received.

## POLICY CONSIDERATIONS

### National Planning Policy Framework/National Planning Practice Guidance National Technical Housing Standards

#### London Plan 2011/ Mayors Housing SPG 2012

Key policies include:

Policy 3.5 Quality and Design of Housing Developments (and table 3.3)

Policy 6.9 Cycling

#### Brent Core Strategy 2010

CP17 Suburban Character

CP21 A Balanced Housing Stock

#### London Borough of Brent Development Management Policies 2016

DMP1: General Development Management Policy

DMP12: Parking

DMP18: Dwelling Size and Residential Outbuildings

DMP19: Residential Amenity Space

#### Supplementary Planning Guidance 17:- Design Guide for New Development

## DETAILED CONSIDERATIONS

### Key considerations

- Principle;
- Design;
- Impact on neighbouring amenity;
- Quality of accommodation;
- Parking;
- Environmental Health

## **1.0 Principle**

1.1 The site has long been used for residential use. It is not currently however as the previous detached dwelling has been demolished following fire damage. Proposals for residential use of the site will make efficient use of previously developed brownfield land, in what is a sustainable location well located close to public transport interchanges. This is consistent with the aims of the National Planning Policy Framework (NPPF). Accordingly there is no objection raised to the principle of a residential development, subject to all other material planning considerations.

## **2.0 Design, layout, massing and scale**

2.1 The appeal decision for the previous application (16/0506) found the proposal's design, scale and massing to be unacceptable for a number of reasons, as inserted below:

*"The proposed development would be viewed in the context of adjacent two storey dwellings. Its modern design would contrast with the more conventional architecture of its neighbours. Nevertheless, the Council does not object to the contemporary approach and, given the mix of buildings in the area, I consider that it would be unreasonable to insist upon a particular style."*

*The Council's principal concern is regarding the scale of the development. The proposed building would span the full width of the plot with minimal space to the boundaries on either side. It would be taller than adjacent buildings and with substantially greater mass and bulk. The consequence would be a development which is disproportionately large and cramped within the plot. In my judgement, the building would appear out of scale with neighbouring properties and unduly dominant in the street scene."*

2.2 It is considered that the current application has suitably addressed the concerns raised about context. The built form within this application has been reduced so that the development is now contained below the ridge lines of neighbouring buildings, giving the building a complementary form rather than a dominating one.

2.3 The building is also set in more significantly from the boundaries and therefore has a reduced width compared with the design considered at appeal. The width between the development and no. 4 Talbot Road is 2.4m whilst the gap to the garage site next door is 1.3m; this compares with 1.6 and 0.5m within the appeal application respectively. More than 5m distance is established between north flank wall of the development and the rear walls of properties along Harrow Road. The revised proposal effectively establishes a more open character.

2.4 The architectural approach remains contemporary which is supported in principle. The building has been designed with flat roofs, and the fenestration is a mix of red brick, render panels, curtain wall glazing and projecting balconies with steel balustrades. PV panels are proposed on the roof. The stepped heights of the building help to break up the built form and articulate the building's appearance.

2.5 The façade detailing pays mind to the surrounding context, with the first floor fenestration following the plane of windows on the first floor of no. 4 Talbot Road and no. 579 Harrow Road as seen from the eastern elevation. The ground floor fenestration also broadly mirrors the openings of the garages immediately to the north of the building, providing some additional integration with the local context.

2.6 The design, layout, massing and scale of the building is accordingly considered to be in keeping with the area.

## **3.0 Impact on neighbouring amenity**

3.1 The building is not considered to result in an unduly detrimental impact on the amenities of surrounding occupiers. The three-storey element of the building is situated next to No. 4 Talbot Road and does not project beyond the rear wall of that property. As such, the proposal accords with the 45 degree and 30 degree guidance in relation to that property and No. 579 Harrow Road. The one- to two-storey element has been designed to limit the potential impact on No. 579 Harrow Road. The two-storey element is situated next to the large existing garage adjacent to No. 579. The single storey element projects rearward of this. The rearward projection of this element of the building is significantly less than that of the original house and the level of impact associated with this element of the proposal is not considered to be unduly detrimental.

3.2 All windows face to the front (Talbot Road) or to the rear (across the garden). Windows at first and second floor level (those that could feasibly overlook nearby properties) are all located at least 10m from the

boundary of the garden with the neighbouring property to the rear (577 High Road). Even though the southern part of the building is located further back in the plot, the boundary of the garden deepens which ensures that the 10m distance is still maintained. The 10m separation is considered to provide a suitable buffer to prevent unreasonable overlooking in line with SPG17 guidance.

3.3 One of the rear facing windows (the one serving flat 4, close to the boundary with no. 579 Harrow Road), and could allow overlooking of the rear gardens of no. 579 Harrow Road at an angle, even though it is not directly facing the rear of these properties. The primary outlook for the living space that this window serves is at the front of the building and a condition is recommended to require that the secondary rear facing window is obscure glazed to protect the privacy of neighbouring residents.

3.4 Only one window faces north (towards the rear of no's 577 and 579 Harrow Road; however, this window serves the bathroom of flat 4 and therefore can be acceptably obscure glazed to retain privacy for both the residents of the new flat and the existing residents along Harrow Road. A condition will be applied to ensure that this is implemented as part of the development.

3.5 Access to the roof above the two-storey element of the proposed building is shown on the drawings. Photo voltaic panels are shown to occupy almost all of this roof. This could allow overlooking to the north at an unacceptable proximity to the property at no. 579 Harrow Road. A condition will require that the roof terrace is not made available for residents' access and that this space is only used for maintenance purposes.

#### **4.0 Quality of accommodation**

4.1 Five flats are proposed, this is broken down as 1 x 2 bed and 4 x 1 bed.

##### **4.2 Quality of accommodation;-**

Flats 1, 3, 4 and 5: 1-bed 2 person, area of 50sqm

Flat 2: 2-bed 3 person, area of 69sqm

4.3 The unit sizes have been assessed against the Mayor's residential space standards, set out in the Mayor's Housing Design Guide and London Plan. It is found that all units accord with the minimum floorspace requirements for their respective units. All bedrooms exceed the minimum sizes for double bedrooms (11.5sqm) and single bedrooms (7.5sqm – in the case of flat 2) as specified within the Mayor's standards.

4.4 Residential accommodation is arranged within three stories on the south side of the block and two stories on the north side of the block. There is no subterranean accommodation proposed, and proposals to excavate a part basement from previous proposals have been removed from this application.

4.5 Amenity space is proposed in the form of front balconies (flats 3, 4 and 5), private garden (flat 2 only), private yards (flat 1 and flat 2) and a communal garden area. The overall quantum proposed achieves 170sqm of useable amenity space (both communal and private). This achieves 34sqm of amenity space per flat, which exceeds the SPG17 standard of 20sqm per flat. The balconies are 1.5m in depth, which is likely to make them useable for residents.

4.6 Flat 1 has a private yard area which acts as a buffer between the rear facing residential windows and the communal amenity space. The fence that separates the rear yard from the communal amenity space is 1.2m in height, which is sufficient to retain some outlook for the windows whilst being high enough to provide a suitable amount of privacy for this private yard from the communal space.

4.7 Internal ceiling heights of 2.35m are demonstrated within the sections provided which will provide a good standard of living for residents.

4.8 In terms of the stacking of units, parts of the living room of flat 4 is above the bedrooms of flat 2. A condition requiring details of suitable sound insulation for this part of the building will be required to prevent an unacceptable transfer of noise between rooms.

#### **5.0 Parking & transport considerations**

5.1 This site is located on the eastern side of Talbot Road (a traffic-calmed local residential access road), about 30 metres south of its priority junction with Harrow Road (a London distributor road).

5.2 The site is currently vacant, having formerly been occupied by a detached house prior to suffering fire



damage. A 4.5m wide crossover on the northern side of the site (which extends a further 9m northwards to serve a triple block of garages, not part of the applicant's site) provides vehicular access to the site. No off-street car parking is proposed for the development, but secure cycle storage for 6 bicycles and refuse storage is indicated alongside the pedestrian entrance to the building. The site lies within Controlled Parking Zone "C", operational between 8am-6.30pm Mondays to Saturdays (midnight on Wembley Stadium event days). Two pay and display parking bays are located along the site frontage. Talbot Road is not listed in the overnight parking surveys from 2013 as heavily parked.

5.3 Public transport access to the site is very good (PTAL 5), with Wembley Central station (Bakerloo, London Overground & Southern services) and ten bus routes within 640 metres (8 minutes' walk).

5.4 Car parking allowances for residential use are set out in standard DMP 12 of the adopted DMP 2016. As the site is located in a CPZ with very good access to public transport services, a reduced allowance of 0.75 spaces per 1-1/2-bed flat applies. The 5 proposed flats would therefore be permitted up to 3.75\* parking spaces and the proposed absence of any parking within the site would therefore accord with standards. However, consideration also needs to be given to the potential impact of any overspill parking on the free and safe flow of traffic in the area, with Policy DMP12 allowing on-street parking to be counted towards standards along the front of the site only, provided the road is not heavily parked and has sufficient width to safely accommodate on-street parking. In this respect, Talbot Road is not noted as being heavily parked at night, so could safely accommodate some overspill parking. However, this would not satisfy the parking standard (and the likely parking demand) for the development.

5.5 Policy DMP12 does also allow car-free housing to be provided in locations where the public transport access, generally with PTAL 4 or above and this site meets the criteria for such a development, with its very good access to public transport and location within a CPZ. Therefore if this scheme was recommended for approval, a condition would be attached to remove the right of future residents of the building to on-street parking permits, thus mitigating the impact of the over-spill parking that is likely to occur.

5.6 Standard 6.13 of the London Plan requires the provision of at least one secure bicycle parking space per 1- / Studio- flat and 2 spaces for all other dwellings. A secure store for six bicycles is indicated alongside the building entrance to the front of the site, which therefore meets the requirement. Similarly, secure bin storage is located to the front of the site for two Eurobins and a wheeled bin, thus meeting storage requirements for the flats in a location that will allow easy access by refuse collection staff.

## **6.0 Environmental Health**

6.1 The development is within an Air Quality Management Area and construction is therefore may contribute to background air pollution levels. A condition requiring a construction method statement is therefore required.

6.2 The proposed 4 storey block of flats is located close to the busy Harrow Road. We therefore need to ensure that the sound insulation is of a sufficient standard to achieve the required internal resting conditions. A condition will be attached.

## **7.0 Density**

7.1 The proposal comprises a total of 5 residential units and 11 habitable rooms. With a site area of 0.0429 Hectares, this results in a density of 117 units per hectare or 256 habitable rooms per hectare. This falls within the range set out within table 3.2 of the London Plan, which suggests a density range of 70-130 units per hectare and 200-250 habitable rooms per hectare for a suburban location with a Public Transport Access Level (PTAL) of 4-6.

## **8.0 Conclusion**

8.1 The proposed scheme offers a good standard of accommodation to future residents and would sit comfortably alongside surrounding buildings along this part of Talbot Road. The scheme has been sensitively designed so as to not unduly diminish the visual amenities of nearby residences. The proposal will not encourage additional on-street parking as the development is to be car free.

8.2 It is for these reasons that the proposal is recommended for approval.

## CIL DETAILS

This application is liable to pay **£94,574.39\*** 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): 315 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	315		315	£200.00	£35.15	£80,437.50	£14,136.89

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)	286	
<b>Total chargeable amount</b>	£80,437.50	£14,136.89

\*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: 17/1227

To: Mr Loxton  
Loxton & Associates  
1 Morland Close  
Hampton  
TW12 3YX

I refer to your application dated 19/03/2017 proposing the following:  
Redevelopment of the site comprising the erection of a part two, part three storey building providing 5 self-contained flats (4 x 1bed and 1 x 2bed) with associated rear roof terrace, front balconies, cycle parking spaces, bin stores, front boundary railings, amenity space and landscaping and accompanied by plans or documents listed here:  
Refer to condition 2.  
at 2 Talbot Road, Wembley, HA0 4UE

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: 16/06/2017

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:-
  - National Planning Policy Framework/National Planning Practice Guidance
  - London Plan 2011/ Mayors Housing SPG 2012
  - Brent Core Strategy 2010
  - London Borough of Brent Development Management Policies 2016
  - 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):

L1167/2.3/01  
L1167/2.3/02  
L1167/2.3/03  
L1167/2.3/34  
L1167/2.3/35  
L1167/2.3/36  
L1167/2.3/37  
L1167/2.3/38  
L1167/2.3/39  
L1167/2.3/40

Reason: For the avoidance of doubt and in the interests of proper planning.
  
- 3 Prior to occupation of the development hereby approved the cycle storage and refuse and recycling facilities shall be installed and completed in accordance with the approved details and shall thereafter be retained and not used other than for purposes incidental to the flats hereby approved for the life of the development.

Reason: These details are required to ensure that a satisfactory development is achieved.
  
- 4 The development hereby approved shall not be occupied unless the existing crossover serving the site has been reinstated to footway.

Reason: To ensure the development is fit for purpose and not detrimental to the parking capacity of surrounding streets
  
- 5 The north facing window serving the bathroom of flat 4 and the east facing window serving the living room of flat 4 shall both be constructed with obscure glazing and non-opening or with openings at high level only (not less than 1.7m 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 The roofs and roof terraces of the building hereby approved shall not be accessible for residents' use at any time and shall not be used other than for purposes of maintenance.

Reason: In the interests of protecting the amenities of adjoining occupiers.

- 7 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. 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.

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

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

- 9 Prior to the commencement of the development a Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority outlining measures that will be taken to control dust, noise and other environmental impacts of the development. The approved statement shall be implemented throughout the duration of construction.

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

- 10 A scheme of sound insulation measures shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works. The scheme shall demonstrate that the residential dwelling will be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' to attain the following internal and external noise levels:

Time	Area	Max noise level
Daytime Noise 07:00 – 23:00	Living rooms and Bedrooms	35 dB LAeq (16hr)
Night time noise 23:00 – 07:00	Bedrooms	30 dB LAeq (8 hr)

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

Reason: To obtain required sound insulation and prevent noise nuisance

- 11 A scheme for the hard and soft landscaping of the site shall be submitted to and approved in

writing prior to first occupation of the development hereby approved and the approved scheme shall be completed in accordance with the approved scheme prior to first occupation of the approved development. The scheme shall include details of:

1. Planting, including a planting plan detailing plant species, size, location and number/density;
2. Walls / fences / means of enclosure;
3. Any levels or contouring within the site;
4. Hard landscaping, including materials and any proposed furniture;
5. Drainage;

Any trees and shrubs planted in accordance with the landscaping scheme which, within 5 years of planting are removed, dying, seriously damaged or become diseased shall be replaced in similar positions by trees and shrubs of similar species and size to those originally planted unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the locality in the interests of the amenities of the occupants of the development and to provide tree planting in pursuance of section 197 of the Town and Country Planning Act 1990.

## INFORMATIVES

- 1 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at [www.brent.gov.uk/CIL](http://www.brent.gov.uk/CIL).
- 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 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.
- 4 The applicant is advised by the applicant to contact the Head of Highways & Infrastructure to arrange for the crossover works to be undertaken. Such works are undertaken by the Council at the applicant's expense.
- 5 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](mailto: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 Toby Huntingford, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1903