

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

18 October, 2017
09
17/3480

SITE INFORMATION

RECEIVED	9 August, 2017
WARD	Kensal Green
PLANNING AREA	Harlesden Neighbourhood Forum
LOCATION	Garage next to 21, Spezia Road, London
PROPOSAL	Demolition of an existing garage and construction of a two-storey semi detached dwellinghouse and basement with associated lightwell, 2No.rooflights to the front, waste storage and boundary wall
APPLICANT	Andrea Clerk
CONTACT	
PLAN NO'S	Please see condition 2
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>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_135722</p> <p><u>When viewing this as an Hard Copy .</u></p> <p>Please use the following steps</p> <ol style="list-style-type: none">1. Please go to pa.brent.gov.uk2. Select Planning and conduct a search tying "17/3480" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab

RECOMMENDATIONS

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
2. Carry out the development in accordance with the approved plans
3. Proposed materials to be submitted and approved by the council
4. Condition regarding the parking on the road
5. Window details to be agreed
6. Bin storage to be implemented in accordance with the approved plans
7. Any other conditions considered necessary by the Head of Planning

Informatives

1. Party Wall
2. Draw the Applicant's attention to the CIL liability
3. Reference to elements that are covered through separate legislation.
4. Reference to elements that are covered through separate legislation.
5. Reference to elements that are covered through separate legislation.
6. Reference to elements that are covered through separate legislation.
7. Reference to elements that are covered through separate legislation.
8. Reference to elements that are covered through separate legislation.

Any other informatives considered necessary by the Head of Planning

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.

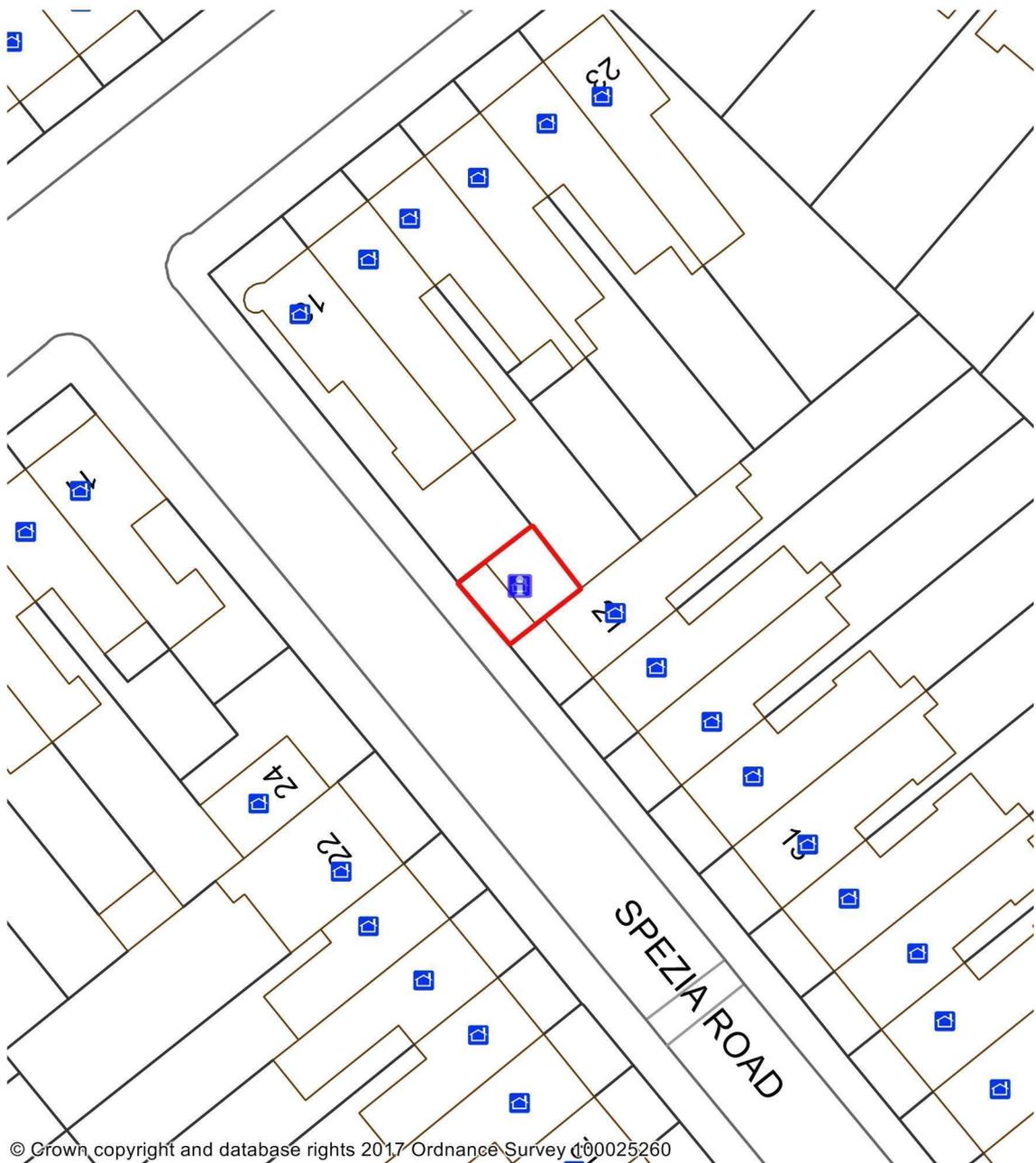
SITE MAP



Planning Committee Map

Site address: Garage next to 21, Spezia Road, London

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This map is indicative only.

PROPOSAL IN DETAIL

The application proposes to redevelop the site, demolish the garage and erect a single storey dwellinghouse with a basement and mezzanine level, front lightwell, bin stores and front boundary wall. The dwelling would be finished in brickwork. Railings and front gate would also form part of the proposal.

EXISTING

The application site is located on Spezia Road, which is a residential area in Willesden, characterised by two storey Victorian terraces. The proposed development relates to single storey garage building, which is positioned on a small parcel of land between and the north-eastern elevation of number 21 Spezia Road (at the front) and the rear boundary wall of number 19 Ancona Road. The building is not listed nor sited within a conservation area.

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. Objections have been received on these and other matters, and Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application.

There is a recent appeal on the site (16/2837) that was determined on 02 March 2017. This sought consent to demolish the existing garages and replace it with a dwelling of a similar size and scale as what is being proposed. It was of a different design as what is currently under consideration and the appeal was dismissed due to the impact it would have upon the site and surrounding area. Therefore the key issue for this application are the impact the proposed dwelling would have upon the character and appearance of the site and surrounding area.

The overall design has been significantly altered and the whole building is now more traditional in appearance. It has drawn reference from the surrounding properties and the proposed roof now pitches away from all of the boundaries. This would reduce the bulk and massing and would be in keeping with the surrounding properties. It would therefore preserve the character and appearance of the surrounding area.

RELEVANT SITE HISTORY

17/3862 – Pending consideration

Prior approval for change of use of storage unit (Use class B8) located next to No 21 Spezia Road, into a residential unit (Use class C3)

16/2837 – Appeal dismissed on 02 March 2017

Demolition of double garage and erection of a single storey dwellinghouse with a basement and mezzanine level, front lightwell, bin stores and front boundary wall with associated brickwork, railings and gate.

14/1883 – Appeal dismissed – 11 February 2015

Demolition of existing garage and construction of 2-storey one bedroom dwellinghouse with associated landscaping and provision for bin stores to the front.

13/0210 – Withdrawn 12/04/2013

Demolition of double garage and erection of a single storey dwellinghouse with a lower ground

floor and front lightwell, provision of bin store and construction of front boundary wall with associated brickwork, railings and gate.

05/2121 - Appeal Dismissed on 24/01/2006

Full planning permission sought for the demolition of the existing garage and erection of two-storey one bedroom dwellinghouse.

04/1061 - Appeal Dismissed 02/02/2005

Full planning permission sought for two-storey building containing artist's studio, car parking provision and front garden.

03/3653 - Refused 02/03/2004

Full planning permission sought for the erection of two-storey building containing artist's studio, car parking provision and front garden.

97/1147 – Refused 16/09/1997

Erection of 2 storey building to form office suite with integral garage.

94/0948 – Refused 14/12/1994 - Appeal Allowed 05/10/1995

Re-building of two garages for domestic use.

91/2111 – Refused 01/02/1992

Retention of single storey building for storage use (as amplified by letter dated 06/02/92).

85/1995 – Granted 12/03/1986

Demolition of existing garages and erection of 2 garages.

E/03/0071. Enforcement investigation in relation to the erection and installation of replacement roof and doors to garage.

CONSULTATIONS

Neighbour publicity

23 letters were sent out to neighbouring properties on 31/08/2017.

4 letters of representation have been received and these raised the following considerations:

Representation

Out of keeping, would cause harm to the character and appearance of the surrounding area. Issues with the design	Paragraph 3.1 onwards
Does not give permission for the new dwelling to be constructed. Issues with the construction of the proposed dwelling. Not able to attach to utilities.	These are not material planning considerations. They are covered through separate legislation such as Building Control legislation and Environmental Health legislation. A number of informatives have been added to draw the applicant's attention to their responsibilities under other legislation.
Would cause harmful loss of privacy and	Paragraph 4.1 onwards

cause harm to living conditions of adjacent properties	
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Other notifications

The following were notified regarding this application on 31/08/2017:
Transportation officer - raise no objection subject to condition

POLICY CONSIDERATIONS

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

The following are also relevant material considerations:

1. s72 of the Planning (Listed Building and Conservation Areas) Act 1990
2. The National Planning Policy Framework (2012)
3. Housing SPG 2016
4. SPG17: Design guide for new developments
5. Basements SPD

The following policies of the DMP DPD are of particular relevance:

DMP1 Development Management General Policy
DMP7 Historic Environment
DMP12 Parking
DMP17 Conversion of Family Sized Dwellings
DMP18 Dwelling Size and Residential Outbuildings
DMP19 Residential Amenity Space

DETAILED CONSIDERATIONS

1 Introduction

1.1 The planning history of the site should be given appropriate weight when determining the current application. Like the current scheme, previous applications sought to replace the existing garages with a house and basement. These schemes were of a different design as to what is being proposed and the latest application (16/2837) was refused by Brent for the following reasons:

1. *The proposed development by reasons of its deficient internal floor area, insufficient setback from the street, resulting in privacy issues and insufficient private amenity space would fail to provide an acceptable quality of living accommodation. This is contrary to Policy 3.5 of London Plan 2016, Policy BE9 of Brent's UDP 2004, SPG 17 - Design Guide for New Development and the emergent guidance set out in Brent's DMP18 – Dwelling Size and Residential Outbuildings and DMP19 - Residential Amenity Space.*
2. *The proposed building, due to design that is out of keeping with the character of the area, in-filling an important space between buildings, failure to supply landscape contribution to frontage and disregarding existing development pattern and urban grain, is contrary to policies BE2, BE9, BE7, BE6 and BE3 of Brent's UDP 2004.*

1.2 The decision was appealed and dismissed on 02 March 2017 primarily for the following reason:

1. *The impact it would have upon the character and appearance of the site and conservation area*

1.3 The current application is of a similar size, scale and footprint as what was dismissed at appeal and differs in terms of the external design in that it is now more traditional in

appearance. The materials are also different and the proposed roof now pitches away from all of the boundaries instead of being curved.

- 1.4 Although the appeal was dismissed, paragraph 8 through to paragraph 17 of the Inspector's report accepted the principle of a new dwelling in this location. It also accepted the impact upon the living conditions of the future occupiers and the impact on the surrounding dwellings.
- 1.5 The most recent appeal did not make reference to the impact upon parking and highway safety but this was considered as part of the planing application. Therefore, subject to a condition (see paragraph 5.1 onwards where), the scheme would not have caused harm in terms of parking or highway safety.

2 Principle

- 2.1 The redevelopment of the site for residential use is supported by the Development Plan and is acceptable in principle. Furthermore, the recent appeal decision noted above did not raise any objection to a new dwelling on this site.

3 Character and appearance

- 3.1 The previous appeal was deemed to have little relevance to the rhythm of the street scene and there were issue with the basement to the front and the impact this would have. The main issue was however the proposed design and the curved nature of the roof in that this along with the proposed materials would be out of keeping.
- 3.2 Although there were issues with the basement and lightwell, it would be enclosed by a wall and would not be readily noticeable. The lightwell could further be enclosed by a grill which would provide additional screening. Since the previous appeal, a new basement SPD has been adopted and this places restrictions upon elements such as the depth of the lightwell and what is being proposed would technically be contrary to this but in this instance, it would not cause harm. The depth of the lightwell would be approximately 0.9m and the guidance states that this should be 0.8m. As this area would be well screened, the proposed basement and lightwell would have an acceptable impact and would preserve the character and appearance of the site and surrounding area.
- 3.3 The design of the proposed dwelling has been significantly amended since the appeals and it is now more traditional in appearance. The alteration to the style of roof and the introduction of details such as the canopy above the front door are more in keeping and the scheme can be seen to have drawn reference from the surrounding dwellings. The size and scale of the proposed windows would also be in keeping but the visual appearance is slightly different to the adjacent properties. Any harm can however be mitigated through an appropriately worded condition. This condition would ensure that details of the openings are submitted to and approved by the Council prior to development which would ensure that the proposed openings are in keeping with the style in the adjacent properties.
- 3.4 The new dwelling would not appear as bulky as what was previously proposed and it would now preserve the character and appearance of the site and surrounding area.

4 Impact upon living conditions

- 4.1 The Inspector for the most recent appeal concluded that the proposed dwelling was of an acceptable size and scale and that it would not cause harm to the living conditions of the adjacent occupiers. The footprint for the previous scheme with storage space in the mezzanine floor provided a GIA of 60.2m². This was deemed to be in compliance with the criteria as set out in the Technical Housing Standards.
- 4.2 The ground floor and basement area for the proposed scheme is of a similar width and depth as what was dismissed at appeal but there is a discrepancy with the submitted plans concerning the proposed storage area/ mezzanine. The submitted plans for this application show that the GIA is smaller than what has been stated in the Design and Access Statement. The GIA when taken from the plans would not be in compliance with what is required by the

Technical Housing Standards but in this instance, it is not considered harmful. The floor area for the ground floor and basement has not altered in size from the previous appeal. Therefore the quality of the living accommodation in this space would remain as it was. There would also be some level of storage space in the loft so the fact that this may be 2.66m² instead of 4.8m² would not cause material harm to the overall living conditions and the quality of the accommodation that is being proposed. The size and scale of the dwelling is therefore accepted.

- 4.3 Like the previous scheme, the new dwelling would have single aspect openings and there would be a lack of amenity space. Paragraph 12 and 13 of the Inspectors Report stated that the front façade of the proposed dwelling would have a similar relationship to the rear of the pavement as other properties on this side of Spezia Road. It also made reference to there not being a demonstrable loss of privacy. With regards the amenity space, paragraph 19 stated that the nearby Roundwood Park and King Edward VII Sports Ground provided public open space and that the lack of dedicated external amenity space should not weigh against the proposal. The scheme would therefore provide appropriate living conditions of the future occupiers.
- 4.4 The impact upon the living conditions of the adjacent properties was not referenced in the latest appeal but the roof of the new dwelling would slope away from the boundaries. It is also significantly set away from the rear of the adjacent properties. The scheme would therefore not create a harmful loss of light. It would also not create a harmful sense of enclosure and due to the siting of the windows, there would also not be a harmful increase in overlooking or loss of privacy.
- 4.5 The scheme therefore would not materially harm the living conditions of either the future occupiers or the adjacent occupiers.

5 Parking and servicing

- 5.1 The car parking allowance for the proposed new 1-bedroom dwelling would be 0.75 spaces and with no off-street parking space indicated within the site, standards would be complied with. There are however concerns with regards the possible increase in on-street parking.
- 5.2 The proposed removal of the vehicular access to the site would allow the existing 4.8m wide crossover and associated 7.3m long yellow line to be removed. This in turn would allow the on-street parking bays on either side of the site to be extended along the property frontage to provide an additional on-street parking space, thus increasing the parking capacity of the street to 37 spaces.
- 5.3 The increased demand for on-street parking arising from the loss of the garages and from the new house can therefore be safely accommodated within existing and new bays in Spezia Road and this has been addressed through recommended condition 4.
- 5.4 A storage area for refuse bins has been indicated to the front of the site, allowing appropriately convenient collection. There is no provision for a bike store but given the limited space within the site, this in itself would not be considered significantly harmful when balanced against the benefits of the proposal.
- 5.5 Therefore subject to a conditions there would be no material harm on transportation grounds arising from this scheme.

6 Summary

- 6.1 The planning history and appeal decision on the site is a material planning consideration and as these decisions needs to be given significant weight. What was submitted under these applications differs significantly to what is currently under consideration and to address the reasons for refusal, the design has been sufficiently amended. The scheme is now more traditional in appearance and has drawn reference to the character and appearance of the site

and surrounding area.

- 6.2 The scheme has therefore overcome the previous objections and would now be in compliance with DMP Policies such as DMP Policies DMP1, DMP12, DMP16, DMP17 and DMP19. It is also in compliance with the criteria as set out in the London Plan.

CIL DETAILS

This application is liable to pay **£11,107.31*** 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): 63.78 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	63.78	26.26	37.52	£200.00	£35.15	£9,447.00	£1,660.31

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)	282	
Total chargeable amount	£9,447.00	£1,660.31

*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.



DECISION NOTICE – APPROVAL

Application No: 17/3480

To: Andrea Clerk
10 Nant Road
London
NW2 2AJ

I refer to your application dated **08/08/2017** proposing the following:

Demolition of an existing garage and construction of a two-storey semi detached dwellinghouse and basement with associated lightwell, 2No.rooflights to the front, waste storage and boundary wall

and accompanied by plans or documents listed here:
Please see condition 2

at **Garage next to 21, Spezia Road, London**

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: 05/10/2017

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 the:-
National Planning Policy Framework
London Plan (March 2016)
Brent LDF Core Strategy 2010
Brent Local Plan Development Management Policies 2016
Council's Supplementary Planning Guidance 17 - Design Guide for New Development
Council's Supplementary Planning Document - Basements

- 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 drawings:

Location plan
GSR(11) A – Existing and proposed floor plans and elevations (street scene)
GSR(10) A – Existing and proposed floor plans

Reason: For the avoidance of doubt and in the interests of proper planning. Also for confirmation, the height of the eaves of the new building should be no higher than the adjacent property.

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

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

- 4 The development shall not be occupied unless the following highways works have first been carried out at the developers expense;
 - (i) the reinstatement of the existing crossover back to footway and the provision of new on street car parking bays as per drawing GSR(11) A – Existing and proposed floor plans and elevations (street scene) and GSR(10) A – Existing and proposed floor plans
 - (ii) with all associated changes to line marking and associated Traffic Regulation Order costs.
The development shall not be occupied until all associated highway works have been completed to the satisfaction of the Local Highway Authority.

Reason: To ensure the safety and free flow of the surrounding highway network.

- 5 The bin store shown on drawing GSR(10) A (Existing and proposed floor plans) shall be implemented prior to the occupation of the development and shall be retained for the lifetime of the development.

Reason: To ensure a satisfactory appearance and adequate standards of hygiene and refuse collection.

- 6 No development shall commence until full details of the proposed windows have been submitted to (reviewed on site) and approved in writing by the local authority. The works shall

be carried out in accordance with the approved details prior to the occupation of the development and shall be retained for the lifetime of the development.

Reason: To ensure a high quality design and to protect the character of the building and the visual amenity of the area.

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 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.
- 3 **STRUCTURAL INTEGRITY**
The applicant is advised that Building Regulations control these works and compliance is required when converting an existing basement to habitable use, excavating a new basement or extending an existing basement. Building Regulations control matters such as structure, fire safety, ventilation, drainage, waterproofing, insulation, sound proofing, heating systems and access.

For the avoidance of doubt, the granting of planning permission does not provide any warranty against damage of adjoining or nearby properties, and the responsibility and any liability for the safe development of the site rests with the developer and/or landowner.
- 4 **LICENCES**
The applicant is advised that some aspects of construction are subject to licences. For example, the developer/contractor will be required to obtain licences from the Local Authority before: (i) erecting any scaffolding, hoardings, ganty, temporary crossing or fence on the highway; (ii) depositing a skip; or (iii) operating a mobile crane, aerial platform, concrete pump lorry or any such equipment. The contractor has a duty to inform local residents likely to be affected by such activities at least 14 days prior to undertaking the works, as well as applying for the appropriate permits and licences. The most suitable method of informing residents is through newsletters. Such newsletters should also update neighbours on site progress and projected activities that might cause loss of amenity, e.g. road closures for delivery or use of mobile cranes or abnormal deliveries to the site.
- 5 **HIGHWAYS**
The applicant is advised that the Highways Act 1980 (particularlry Part IX) sets out requirements relating to construction work on or near the highway. Key requirements of the 1980 Act include: (i) permission by formal agreement from the Highway Authority (London Borough of Brent except for the North Circular Road) is required for any works to highways; (ii) licences are required for permission to place temporary obstructions on the highway (e.g. hoardings, fenced storage areas, temporary cross-overs, scaffolding, gantries and skips); (iii) deposition of mud or other such materials on the highway is prohibited. Measures to prevent this (e.g. wheel washing) can be required by order; (iv) surface drainage from a construction site must not be allowed to run across the footway part of a public highway; (v) the contractor is responsible for any damage caused by their activities to roads, kerbs or footpaths in the vicinity of the work site; (vi) any street furniture (electrical or non-electrical) cannot be removed or relocated by the developer or any of its contractors. This may only be carried out by the Highway Authority or its appointed contractor.

The applicant is also advised of their responsibility to apply to the Council for parking bay suspension:
www.brent.gov.uk/services-for-residents/parking/suspending-a-parking-bay-and-dispensations

6 NOISE

The applicant is advised that noise and vibration is controlled by the Control of Pollution Act 1974 and statutory nuisance provisions contained within the Environmental Protection Act 1990 and the British Standard Codes of practice 5228:1997 Parts 1 to 4. Key issues relating to noise from construction sites include: (i) prior consent may be sought from the Council relating to noise from construction activities (s.61 of COPA 1974); (ii) if no prior consent is sought, the Authority may serve a notice on the site/works, setting conditions of permitted work (s.60 of COPA 1974); (iii) an action in statutory nuisance can be brought by a member of the public even if the works are being carried out in accordance with a prior approval or notice (s.82 of the EPA 1990). In particular, the normal hours of work shall be between the following hours:

Monday to Friday - 08.00 to 18.30

Saturdays – 08.00 to 13.00

Sundays and Bank Holidays – No noisy works at all

No work or ancillary operations, which are audible at the site boundary, will be permitted outside these hours unless fully justified and any such works shall be kept to an absolute minimum.

7 VIBRATION

The applicant is advised to adhere to the following guidance in respect of vibration to ensure measures are taken to protect the residents and users of buildings close by and passers-by from nuisance or harm and protect buildings from physical damage: (i) human exposure: the contractor should refer to BS5228:1992 Part 4 'Code of Practice for Noise and Vibration Control Applicable to Piling Operations' for guidance; and (ii) protection of structures: the contractor should carry out demolition and construction activities in such a way that vibrations arising will not cause significant damage to adjacent structures and should refer to BS7385 'Evaluation and Measurement of Vibration in Building - Part 2 Guide to Damage Levels from Groundborne Vibration' for guidance.

8 AIR QUALITY

The applicant is advised that the Environmental Act 1995, Clean Air Act 1993, the Health and Safety at Work Act 1974 etc, the Environmental Protection Act 1990 all control air quality and that the EPA 1990 controls dust under the 'statutory nuisance' provisions. The contractor should: (i) take all necessary measures to avoid creating a dust nuisance during both demolition and construction works including excavations; (ii) not burn any materials on the site; (iii) avoid the occurrence of emissions or fumes from the site including from plant and ensure off-road vehicles (e.g. bulldozers, excavators etc) with compression ignition engines comply with emission standards set in EC Directive 97/68/EC, meeting Stage II limits where possible and run on low sulphur diesel; (iv) ensure on-road vehicle emissions are in line with the provisions of the Road Vehicles (Construction and Use) Regulations (as amended) and the Motor Vehicles (Type Approval) (Great Britain) Regulations made under the Road Traffic Act 1988 and the EURO standard

9 The applicant is advised to notify the Council's Highways Service of the intention to commence works prior to commencement. This should include the provision of photographs showing the condition of highway along the site boundaries.

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