

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

17 January, 2018

17/0502

SITE INFORMATION

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| RECEIVED | 3 February, 2017 |
| WARD | Sudbury |
| PLANNING AREA | Brent Connects Wembley |
| LOCATION | Garages rear of, Rayners Close, Wembley |
| PROPOSAL | Demolition of 17 garages and erection of a three storey building comprising 4 x 2 bed flats and undercroft car parking, cycle parking and bin store with associated amenity space and parking provision for existing flats |
| APPLICANT | Haynes Residential Limited |
| CONTACT | DLA Town Planning Ltd |
| PLAN NO'S | Refer to 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_132477</p> <p><u>When viewing this as a 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 "17/0502" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab |

RECOMMENDATIONS

RECOMMENDATION Resolve to grant planning permission subject to conditions.

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 for commencement
2. Approved drawings/documents
3. Enter into S38/278 agreement to carry out appropriate highway works prior to occupation
4. Development to be carried out in accordance with mitigation measures specified in the noise report
5. Development to be carried out in accordance with mitigation measures specified in the ecology report
6. Development to be carried out in accordance with mitigation measures specified in the tree protection plan
7. Highway works and parking spaces, cycle, bin storage and amenity spaces to be laid out prior to occupation
8. Balcony screening to be in place prior to occupation
9. Details of materials to be submitted
10. Details of landscaping to be submitted
11. Details of green roof to be submitted
12. Revised details of cycle parking to be submitted
13. Car Park Management Plan to be submitted
14. Construction Method Statement to be submitted
15. Details of Boiler Emissions to be submitted
16. Details of Electromagnetic fields to be submitted
17. Revised details of bin store to be submitted

Informatives

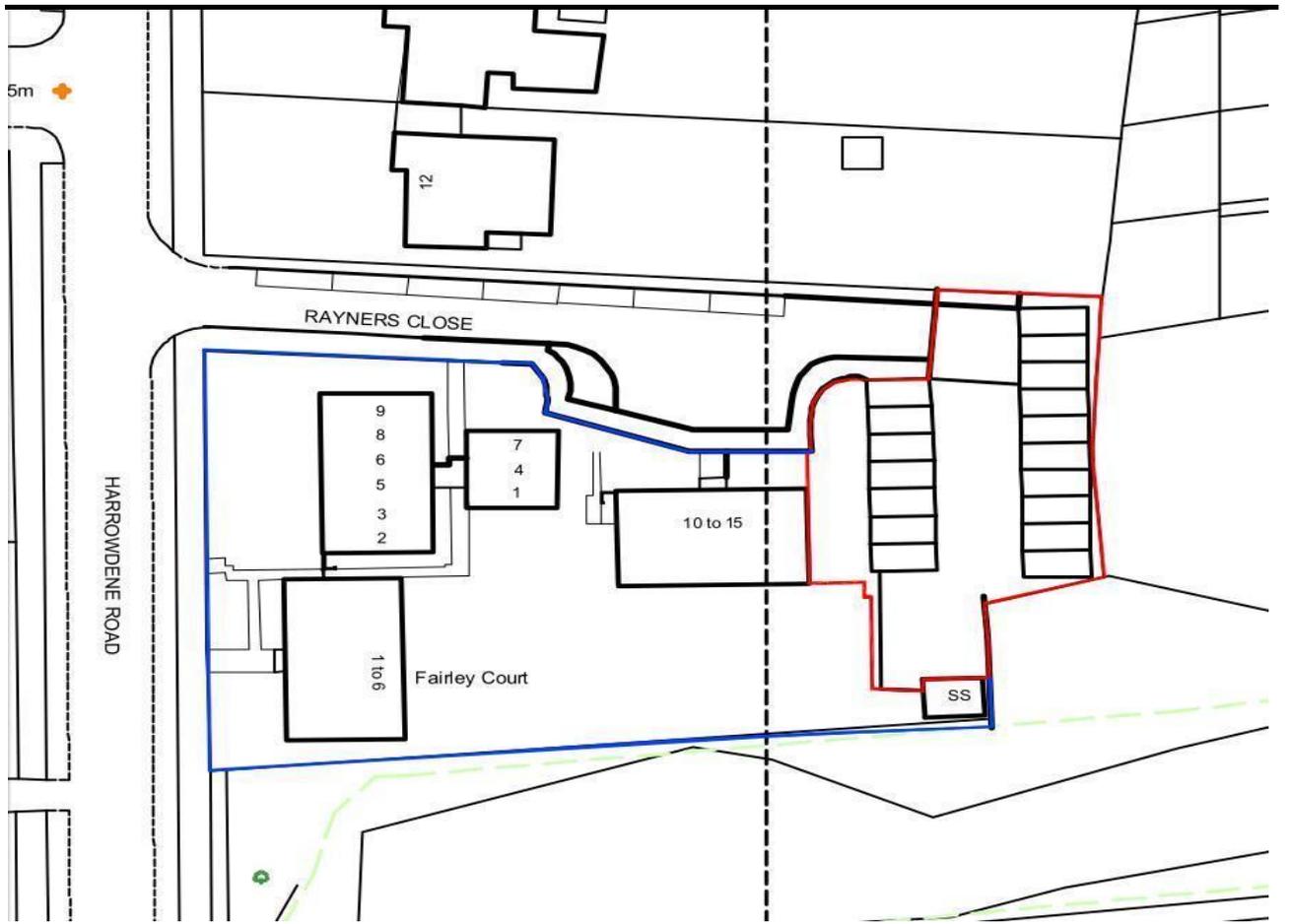
1. CIL liability
2. Party Wall
3. Building near boundary
4. Hours of noisy works
5. Network Rail Standing Advice
6. Soil information
7. Asbestos
8. Highway Works
9. Notify Highways
10. Notify Tree Officer
11. Fire safety
12. Living wage

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

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|  | <p>Planning Committee Map</p> <p>Site address: Garages rear of, Rayners Close, Wembley</p> <p>© Crown copyright and database rights 2011 Ordnance Survey 100025260</p> |
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This map is indicative only.

EXISTING

The application site comprises of a garage block located at the end of Rayners Close, Wembley. It is not located within a conservation area nor is it a listed building. Rayners Close is an adopted highway. However, the garages are privately owned and are currently fenced off from Rayners Close.

AMENDMENTS SINCE SUBMISSION

The proposal has been amended in the following ways to become acceptable:

- Changes to the highway layout
- Relocation of flat 3 and 4 balconies from east elevation to south elevation and the addition of screening on these balconies' eastern edges

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SUMMARY OF KEY ISSUES

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

- **Principle of use:** The proposal represents the provision of new homes within a residential area. The proposed use is considered appropriate for the area and would result in the provision of new homes within the borough.
- **Design, layout, scale and massing:** The design of the building is considered to be acceptable and the height and massing is in keeping with the local context.
- **Quality of the resulting residential accommodation:** The residential accommodation proposed is of sufficiently high quality and meets all relevant policy and guidance in respect of outlook, floorspace and amenity.
- **Neighbouring amenity:** The proposal accords with the amenity impact guidance as set out in the Council's guidance (Supplementary Planning Guidance 17 and draft Supplementary Planning Document 1) and would not result in an unduly detrimental loss of light or outlook to neighbouring properties.
- **Highways and transportation:** The proposal would result in the removal of 17 garages. However, those garages are privately owned and fenced off and thus not accessible for Fairley Court residents. 14 spaces are proposed within the application site, of which 4 are proposed for the residents of the proposed and the remainder for Fairley Court residents. Alterations to the layout of parking spaces on Rayners Close, which would be subject to Traffic Regulation Orders. This, together with the spaces provided with the application site would result in appropriate levels of parking and adequate turning space for refuse vehicles. The proposed arrangement also takes into account the approved access arrangements for the approved development of the adjoining site, 12 Harrowdene Road.
- **Trees, landscaping and ecology:** Some trees are proposed to be removed but they are not considered worthy of retention. The proposal has the potential to improve on the existing situation with the forecourt landscaping proposed. The development will have limited impact on neighbouring ecology..This will be assured through conditions.
- **Representations Received:** A total of 5 objections (plus 2 Councillor objections) have been received raising a variety of concerns set out later in this report. The objections have been considered and discussed within this report and it is considered that the proposal accords with relevant planning policies and guidance

RELEVANT SITE HISTORY

Relevant planning history

15/2496 – Demolition of 17 no. garages and erection of part single, part two and part three storey building comprising 3 x 1bed and 2 x 2bed apartments with associated access, car and cycle parking spaces, bin stores and landscaping. *Refused 07/12/2015*. This application was refused for the following reasons:

1. The proposed new building, by reason of its height and excessive depth beyond the rear wall of the adjacent block at 10-15 Rayners Close, would result in an unduly detrimental loss of outlook and an overbearing impact to the detriment of the amenities of occupiers of this building and to the detriment of the use and enjoyment of the adjoining communal garden. The proposal is therefore contrary to policy CP17 of Brent's Core Strategy 2010 policies BE2 and BE9 of Brent's Unitary Development Plan 2004 and Supplementary Planning Guidance 17.

2. The proposed residential block, by reason of its siting, design and bulk and its relationship to the southern and eastern site boundaries and the communal amenity space, is considered to be out of keeping with and detrimental to the suburban character of the area. This is contrary to policy CP17 of the Brent LDF Core Strategy 2010, Policy BE9 of Brent's UDP 2004 and the guidance as set out in SPG17 "Design Guide for New Development".

3. The proposed development results in the provision of substandard living accommodation for future occupants of the flats; by virtue of poor stacking arrangement between the units, with bedrooms to flats being situated above or below living rooms/kitchens of other units, and the provision poor outlook from some habitable room windows, including outlook to an existing electricity substation. The proposal is therefore contrary to policy BE9 of Brent's Unitary Development Plan 2004 and Supplementary Planning Guidance No. 17. 'Design Guide for New Development'.

4. The proposed reconfiguration of the existing highway (Rayners Close) fails to provide a safe means of access for pedestrians and the submitted drawings show the requirement to provide additional land as public highway to provide the turning head but fails to propose the dedication of that land for adoption to the Local Highway Authority or to detail appropriate adopted kerb margins adjacent to that turning head required to meet adoptable standards. The proposal is therefore detrimental to highway safety, contrary to Policies TRN3, TRN10 and TRN34 of Brent's UDP 2004.

5. The submission fails to demonstrate that internal levels of noise and vibration for the proposed units will be acceptable (having regard to the standards described in BS8233:2014 and BS6472:2008) and as such, does not demonstrate that the proposal can achieve a good standard of residential accommodation for future residents. The proposal is contrary with Policy EP2 of Brent's Unitary Development Plan 2004.

Related planning history for adjacent site (12 Harrowdene Road)

17/2511 - Variation of condition 2 (The development hereby permitted shall be carried out in accordance with the following approved drawings: PL-1, PL-2 Rev A, PL-3 Rev B, PL-4 Rev B, PL-5 Rev B, PL-7 Rev B For the avoidance of doubt and in the interests of proper planning.) of Full planning permission reference 16/4771 dated 2 November 2016 for Demolition of dwellinghouse and erection of a three storey building comprising 6 self-contained flats (2 x 1 bed & 4 x 2 bed) and 2 semi-detached dwellinghouses to the rear, installation of vehicular and pedestrian access onto Rayners Close, provision of car and cycle parking, refuse/recycling storage, communal gardens and alteration to boundary - *Granted, 01/08/2017*.

16/4771: Demolition of dwellinghouse and erection of a three storey building comprising 6 self-contained flats (2 x 1 bed & 4 x 2 bed) and 2 semi-detached dwellinghouses to the rear, installation of vehicular and pedestrian access onto Rayners Close, provision of car and cycle parking, refuse/recycling storage, communal gardens and alteration to boundary - *Granted, 03/02/2017*.

CONSULTATIONS

34 neighbouring properties were consulted on 09/03/2017. A revised proposal incorporating changes to the highway layout were submitted shortly thereafter and a second round of consultation was carried out on 13/04/2017. On these dates the three members for Sudbury were also consulted.

5 neighbour objections were received during these consultation periods as well as objections from 2 of the local Councillors.

The grounds of objection are summarised as follows:

| Ground of Objection | Discussion / paragraph No. |
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| The erection will overlook the garden at no. 48 Milford Gardens and remove privacy to bedrooms. This will also have the effect of blocking light to the garden and an already dark room. | The building complies with Council guidance for the protection of privacy and the loss of light - See paragraphs 20-30 (below) |
| Bins will attract rodents which is already a big problem in this area. | A bin storage has been provided within the development. The bins within the proposed development are no more likely to attract bins serving other homes and the proposed bin storage area is sufficient to meet current Council guidelines for storage capacity. |
| Rayners close is to provide access for upcoming development on 12 Harrowdene Road (16/4771), specifically where the new parking bays are proposed. | The two developments have been considered in aggregate by Brent's highways officers and it is considered that the two schemes would not contradict or interfere with one another. The 8 parking spaces serving the 12 Harrowdene Road scheme are to be provided within that site. |
| The developers have cut down trees on the north boundary of the existing property of Rayners Close. The trees may have had preservation orders. Robin Red Breast birds are a protected species and have been observed on these trees. | The felling of trees within the site is not prohibited as they are not subject to preservation orders. |
| The development will reduce the number of parking spaces available for existing residents of Rayners Close and residents of Fairley Court who also park in Rayners Close, whose right it is to park here. | The parking requirements of both developments have been taken into account and it is considered that the resulting development will achieve suitable parking capacity for both developments, based on Brent's DMP parking standards. This is subject to a condition requiring a car park management plan to be drawn up demonstrating arrangements to ensure that the 10 new parking spaces for Fairley Court residents will be provided and maintained. |
| The lease for Rayners Close states that the electricity board has to have direct road access to the electricity sub-station. There will be no direct access to the substation as the new development will block this. | This is not a material planning consideration. If the owner is legally obliged to retain access to the substation then they assume responsibility for this and can proceed with development at their will. |
| The new building appears to be too close to the existing building housing 10-15 Rayners Close. | The buildings are close but not in a way which would be of material detriment to existing or proposed living spaces in either building. This is discussed below (see paragraphs 20-30). |
| The owner has failed to maintain the existing buildings for the last 20 years. The existing building at Rayners Close are subsiding. There is no guarantee that the owner will maintain and keep any other building to a good standard. | This does not have a bearing on the acceptability of the proposal in planning terms. |
| This development, when combined with the development that has started next door at 12 Harrowdene Road (16/4771) would be an over-development of this site causing disruption to existing residents and affecting the parking adversely. | Both developments are considered to provide suitable capacity and amenity in terms of parking and other considerations. Both developments are in keeping with their surrounding buildings in terms of height and massing. It is therefore considered that the proposals do not |

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| | represent overdevelopment. |
| There will be great disruption to existing residents with two building sites operating at once. | This is an inevitable situation with any proposal and is temporary. Noisy works can only be carried out at certain times. An informative will remind the applicant of this. |
| The area already feels crowded and more neighbours will increase discomfort. | The proposal accords with the Council's guidance relating to the potential impact of developments on the amenities enjoyed by surrounding residents. See paragraphs 20-30 below. |
| The garages should be refurbished and available for the residents of Rayners Close to rent again. | This is not a material planning consideration and the Council is legally required to consider the current proposal. |
| All the residents have not been told about the amendments to the application – it appears that the Council have only sent the second consultation to those that objected originally. | The Council sent the second round of consultation to all 34 residents who were originally consulted. |
| The original development of Rayners Close in 1970 required that the garages were maintained to a reasonable standard for the use of residents. Brent Council is therefore not enforcing its own planning conditions and have allowed the owner to let the property to become derelict. | The removal of these garages is proposed and as such, should permission be granted and the development implemented, any former conditions that may relate to the garages would no longer be applicable. The parking provision for the Fairley Court homes has also been considered when assessing this application (see paragraphs 31-39). |
| Parking requirements are not being met by this development, particularly in the context of the spaces already taken by the development across the road at 12 Harrowdene Road. | See paragraphs 31-39 (below). Additional parking spaces are proposed for Fairley Court residents and the development has been considered having regard to the approved development at No. 12 Harrowdene Road. |
| Harrowdene Road is extremely busy and congested. As traffic exits from Sylvester Road, there needs to be a full traffic survey as it seems likely that residents' cars will be displaced to other roads by this development. | The proposal, if approved, would only result in 4 additional homes. The likely impact on traffic congestion and junction capacity is accordingly considered to be negligible. Parking demand is discussed within paragraphs 31-39 (below). |
| There are disabled people amongst the existing residents of Rayners Close but there is no reference to providing disabled spaces on the site with a proposal to increase to thirty homes. | The proposal results in the loss of 17 garages which (aside from being inaccessible) were did not provide disabled parking. The proposal accordingly does not result in the loss of any disabled parking spaces. Planning policy does not require the inclusion of disabled parking spaces within minor developments, nonetheless it is noted that the applicant has included wheelchair access bays within their proposal. |
| There is a pressure on amenity space on the site | The amenity space provided meets Brent's standards for a good quality of accommodation in respect of this aspect. There is no loss of existing amenity space for current residents of Fairley Court. |
| Rayners Close consists of 24 mainly family sized flats with no balcony to rely on for amenity space. The space between blocks is therefore relied on for amenity space and it is not clear where or not it will be for the | The proposed amenity spaces are to be gated off for the private use of residents. Suitable amenity space is provided for the applicant at 12 Harrowdene Road and it is not considered likely that the amenity |

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| <p>use of applicant of 17/0502 as well as 16/4771.</p> | <p>space allocation between 12 Harrowdene Road, Fairley Court and the proposed development is ambiguous. Nonetheless, boundary fences could be erected, at the owners' will, to more clearly demarcate such areas.</p> |
| <p>There is no reference in the application about the relationship of 17/0502 and the planning granted in relation to 16/4771. The applicant acknowledges that utility vehicles can only enter Rayners Close and access 17/0502 if the road is clear, yet permission granted to 16/4771 seems to accept that the area will be recognised as parking for that application.</p> | <p>16/4771 was granted on the basis that the proposal would provide 8 off-street parking spaces and would not rely on street parking along Rayners Close. As such it is not considered that the two schemes would interfere with one another's parking arrangements.</p> |

Environmental Health comments: No objections subject to conditions – see further discussion below.

Network Rail comments: No objections – see further discussion below.

National Grid Plant Protection comments: No comments, as none of their assets are within the application site.

POLICY CONSIDERATIONS

National Planning Policy Framework 2012
National Technical Housing Standards 2015
London Plan 2016
Mayor of London Housing SPG
Brent Core Strategy 2010
Brent Development Management Policies 2016
Brent SPG17 Design Guide for New Development (Brent)
Brent Draft SPD1 Design Guide for New Development (Brent)

DETAILED CONSIDERATIONS

Site and Surroundings

1. The application site comprises of a garage block located at the eastern end of Rayners Close, which is a cul-de-sac that serves 21 flats accessed from Harrowdene Road. The flats are also known as Fairley Court, and comprise of four blocks of flats built around 1970.
2. The site is located adjacent to the Network Rail railway tracks, to the south. This area immediately to the south is also within a designated Site of Importance for Nature Conservation (Grade I). Within the application site, adjacent to the southern boundary, is an electricity substation. There are several trees of varying maturity also located within and adjacent to the site.
3. To the east of the site is the rear garden of 48 Milford Gardens. To the north of the site, across Rayners Close, is 12 Harrowdene Road. A development is currently ongoing to erect a block of 6 flats and 2 semi-detached dwellinghouses on this plot of land (approved Feb 2017 under ref 16/4771). Access to the parking spaces for the houses is to be provided by a new crossover on the north side of Rayners Close.

Principle of Use

4. This application seeks to demolish the existing garage block that would have originally served the flats within the site, and the erection of a residential block of flats. There is not an objection in principle of the residential use of the site as it is residential at present. However, the scheme will be subject to a number of other material planning considerations which are discussed below.

Layout, scale, massing and design

5. The new block of flats will contain 4 x 2 bedroom flats with an undercroft parking area containing six parking spaces. The new building is to have a flat roof and would be a 3 storey building, it would include a green roof. Further details of the proposed green roof are to be requested by condition.
6. The existing adjacent blocks at Fairley Court have flat roofs, and therefore the flat roof design of the proposed new block would be in keeping with the area. There are also other flat roofed developments along Harrowdene Road.
7. The proposed block would see the majority of the ground floor forming an undercroft parking area, although small internal rooms to the south-west side of the building would accommodate refuse and cycle storage as well as the communal entrance to the building. The first and second floors contain a 2b3p and a 2b4p flat each for a total of 4 units within the development. Each flat is equipped with a 6-7sqm balcony. The block itself will occupy the central and western parts of the land parcel; additional uncovered parking spaces are to be contained along the eastern edge of the site, as well as a communal amenity space for residents. A larger and more sheltered communal amenity space is to be located at the southern edge of the block.
8. At present there is an inconsistent building line along the south side of Rayners Close, this is partly brought about by the varied position of the existing highway, with an existing layby altering the developable space. The proposed block would be about 0.8m from the boundary with the highway, which is closer than the existing blocks forming Fairley Court (the closest block at present is about 3m from the boundary with the highway). However, the location at the end of the cul-de-sac is noted and it is considered that the projection beyond the other blocks within the road is justified on the basis that there is no established building line and that the end of cul-de-sac location will prevent any undue visual detriment to the existing building line and streetscene.
9. The building would project about 9m beyond the front elevation of the neighbouring building at 10-15 Fairley Court and about 1.4m to its rear. Whilst this is substantially larger than the neighbouring building, the width of the proposed building is substantially less and only occupies a modest portion of the overall land parcel. For this reason it is considered that the proposal retains an acceptable suburban character and appropriate development density commensurate with its surroundings.
10. The building is to be located about 1.4m from the edge of the building containing 10-15 Fairley Court and directly bordering the communal amenity area of Fairley Court on the southern side. The building is to be 0.4m taller than its neighbour at 10-15 Fairley Court which is not considered a significant enough difference to make the two blocks appear materially different in height.
11. The space between the existing and proposed buildings as shown within the proposed site plan is similar to that between the two fronting Harrowdene Road and is considered to be acceptable.
12. The proposed fenestration to the new building is not of the same configurations of that on the existing adjacent residential blocks on Rayners Close. However, it is of a modest design common in modern residential developments. The external finish of the building is to be brick and render with some material variation achieved with shiplap boarding, trespa and open metal grilles to the car park. This is considered acceptable for the proposed block taking into consideration the surrounding buildings, which are of a similar finish. Full details of materials could be conditioned as part of any consent.

Quality of proposed accommodation

13. The scheme proposes 4 x 2 bedroom flats. All units meet London Plan internal unit size standards. Two of the flats (on the northern side of the building) have triple aspect outlook (east, north and west) whilst the other flats have dual aspect outlook (south and north). This is considered to offer a good standard of accommodation. With all flats being located on upper floors, there is no concern that outlook to the boundaries will be limited, as significant range views will be achieved from all windows. The north facing windows serving the kitchens of flats 2 and 4 are designed so as to have their western outlook obscured to protect the privacy of the other flats in the block.

Noise disturbance from adjoining railway

14. The development is situated in close proximity to the railway line to the south, and would therefore be subject to noise disturbance and vibration from trains.
15. The applicant has provided a noise assessment with accompanying measures to mitigate noise and

vibration. These measures include glazing specification and the use of appropriate ventilation. The report has been reviewed by Brent's regulatory services and is considered to be acceptable. The recommendations of the report will be conditioned for assurance that they will be implemented.

Stacking

16. The rooms of similar uses within the flats stack directly atop one another and there is no need for further measures of sound insulation between floors to be submitted in this respect.

External amenity space

17. All four units have a private balcony, two of which measure 6sqm and two of which measure 7sqm. The 7sqm balconies serving plots 1 and 3 achieve 1.5m depths whilst the 6sqm balconies serving plots 2 and 4 achieve 1.35m depths. The 1.35m depth does not accord with the standards within the Mayor's housing SPG, however given the limitations of the site and the proximity of the balconies to the boundary of the site this reduced standard is acceptable. It is considered that the reduced depth should not warrant refusal of the application.
18. The proposal is to include two separate communal amenity spaces: a 28sqm tract of amenity space south of the parking spaces on the eastern side of the site and a 70sqm garden to the south of the block. The amenity spaces are to be surrounded by 1.8m fencing on most sides but are still considered to be substantial enough in size to provide a good quality space. The two amenity spaces are linked by a short but narrow footpath around the south-eastern edge of the building. The footpath is more than 1m wide at all points and is considered to offer a suitable means of access between the spaces.
19. The overall quantum of amenity space within the development is 124sqm, which exceeds the 80sqm which would be required in accordance with SPG17 guidance.

Amenity impact of development

North – 12 Harrowdene Road

20. The site adjoins 12 Harrowdene Road to the north, which is undergoing redevelopment at present in accordance with planning permission 16/4771. The private garden area of the semi-detached houses is located at the rear of the plot of 12 Harrowdene Road, directly bordering with this site. However, the two north facing windows serving the proposed development do not face directly across this garden space and are located at least 11.5m from the edge of this private garden space. This exceeds the 10m distance buffer sought for privacy within SPG17 guidance.
21. The windows would allow overlooking of this property at a distance of slightly less than 10m in places directly across from the windows (as referred to within SPG17), however at 9.5 m, it accords with the minimum distance set out within draft SPD1.
22. A car parking space will be located immediately alongside the rear garden boundary of a new semi-detached house at 12 Harrowdene Road. This replicates the existing situation whereby a garage has been located alongside the site for an established period of time. It is not considered that the replacement of the garage with a car parking space will result in a materially different use of the space, in respect of potential disturbance to residents of the semi-detached house at 12 Harrowdene Road.
23. In conclusion, the proposal is not considered to result in an unduly detrimental amenity impact at no. 12 Harrowdene Road.

South – Network Rail Land alongside Chiltern Railway

24. The land to the south is Network Rail owned land alongside the Chiltern Railway line. Network Rail have been consulted and do not have any direct objection to the proposal but have provided some standing advice for the applicant. This land will be overlooked by the south facing windows of the development at a close distance, nonetheless, the land is not residential in nature and is unlikely to come forward for residential redevelopment in the future given the importance of the rail infrastructure. It is therefore not considered that the proposal incurs an unduly detrimental effect on the visual amenity of the Network Rail land to the south of the site.
25. It will be important for the applicant to accord with Network Rail standing advice, and such information will

be communicated to the applicant by way of informative.

East – 47 and 48 Milford Gardens

26. To the east of the site is the rear of the residential gardens at 47 and 48 Milford Gardens. No. 47 will only be affected to a small extent as the proposed building itself will not project alongside its garden. However, the building will project alongside no. 48's garden. Specifically, the proposed building is to be 7m from the no. 48's rear garden boundary at its closest point. The submitted elevations confirm that, at this distance, the proposed building will sit under a 45 degree line that is drawn towards the development from the boundary fence at a height of 2m. The development therefore complies with SPG17 and draft SPD1 guidance in terms of protecting rear garden enclosure at no. 48 Milford Gardens. The development does not include any east facing windows or balcony spaces, looking towards the gardens, at a distance of 10m or less to the garden boundary or a distance of 18m or less to the rear facing windows of the house at 48 Milford Gardens. The south facing balconies serving flats 2 and 4 are to be equipped with screening to their eastern elevations to prevent overlooking of the gardens to the east. The screening is confirmed on the plans to be formed of obscure glazed panels at a height of approx. 2.25m. A condition will require the screening to be fitted in place and maintained prior to occupation of the building. Given the above, the development complies with SPG17 and draft SPD1 guidance in terms of protecting privacy at 48 Milford Gardens.
27. It is not considered that the development will incur an unduly detrimental impact on neighbouring amenity to the east.

West – 10 – 15 Fairley Court

28. To the west of the site is the building containing flats 10-15 Fairley Court. The proposed building projects significantly to the front and rear of this existing block and draft SPD2 would advise an assessment in accordance with 1:2 guidance. The front facing windows would not warrant the same protection as more private rear garden windows. Whilst the proposed building would reduce some light and outlook to the east as seen from the windows along the front elevation of 10-15 Fairley Court, it is noted that this elevation is north facing and the loss of light is unlikely to be substantial. The windows will retain unimpeded outlook to the north and west. It is also noted that these windows are highway facing and form the front elevation, not warranting the same protection from amenity impact as windows at the rear which look over the gardens.
29. The west facing windows servicing the kitchens of flat 1 and 3 in the new development are designed to restrict visibility to the south so as to protect the privacy of the existing front windows at 10-15 Fairley Court.
30. The proposed building extends approximately 2m to the south of the rear facing windows at 10-15 Fairley Court. This rear projection is displaced 5m from the nearest windows along this elevation and as such the projection of the proposed building comfortably complies with the 1:2 guidance set out in SPG17 and draft SPD1 and it is not considered that any impact experienced by occupiers at 10-15 Fairley Court will be unduly detrimental.

Transport considerations

31. Car parking allowances for residential use are given in appendix 1 of the Development Management Policies. The maximum parking allowance for a 1 - 2 bedroom flat is 1 space, giving an overall allowance of 4 spaces for the new flats. There are 17 existing garages on the site. However, these are fenced off and inaccessible, and appear to have been in this condition for several years.
32. The size mix of the 21 existing flats in Fairley Court is not known (i.e. the number of bedrooms within each flat), so for the purposes of this assessment they are assumed to comprise 18 x 2-bed & 3 x 1-bed units, judging by the number of windows for each flat. On this basis, up to 21 parking spaces would be permitted for the existing flats and the provision of 17 garages would accord with standards, with further parking space available along Rayners Close.
33. The submitted drawings suggest the provision of 5 parking spaces along the northern side of Rayners Close (within the adopted highway), 2 spaces within the layby (also within the adopted highway) and 8 spaces within the new development site. In addition, a further 6 parking spaces are proposed on the ground floor undercroft of the new development. The plans indicate that 10 of the spaces proposed to be

provided within the application site will be provided for the existing residents of Fairley Court. Your officers in Transportation have confirmed that these spaces combined with the provision of 7 on street parking bays would satisfy parking standards for the existing site. The remaining 4 parking spaces within the ground floor undercroft of the new development will be allocated to the 4 new units. Once again, this is supported by your highway officers.

34. A vehicle tracking plan for a 10m refuse vehicle also also been submitted with this application. The two bays along the north eastern side of Rayners Close, parallel to the highway, are shown removed and replaced with proposals for double yellow lines to allow the refuse vehicle to make the turn. Two new bays have been marked out along the southern boundary, at a 90 degree angle to highway. These were requested by Highways for improvements and in order to keep the turning circle free. The bays are acceptable in principle, although the refuse turning is slightly tight to the bay.
35. However, the alterations to achieve turning by refuse vehicles rely upon the Council being able to progress the Traffic Regulation Orders to remove parking from the street, which may be difficult if adequate replacement parking was not proposed. It is therefore essential to the acceptability of the proposal that the future use of the new parking spaces that are proposed to be provided for us by residents of Fairley Court is robustly secured to mitigate the risk that informal parking takes place which obstructs the area required for turning (despite the proposed introduction of yellow lines). If the development at 12 Harrowdene Road (16/4771) is fully implemented then the newly formed crossover on the north side of Rayners Close will provide a separate turning area to the benefit of this development. The crossover will remove a small amount of parking space on street but these spaces can acceptably be provided to the south instead, within the layby. A car park management plan will be required to be drawn up, submitted, approved and implemented for the lifetime of the development by condition in achieving either a) a guarantee that the future use of the new parking spaces by Fairley Court will not be obstructed or b) revised parking space locations (within the layby) if the crossover to the north is present.
36. These highway works will need to be carried out at the developer's expense through a joint Agreement under Sections 278 of the Highways Act 1980, which will be at the applicant's expense and include; (i) Removal of two on street parking bays to be replaced with double yellow lines, (ii) creation of 2 new on street parking bays within the layby, (iii) double yellow lining along section of Rayners Lane to prevent obstruction and ease of access for refuse vehicles and (iv) demarcation (a row of setts) to define the boundaries between the highway and private land. The costs will include the payment of the Council's legal and other professional costs in preparing and completing the agreement, approving detailed drawing, supervising the works and processing / amending the Traffic Regulation Order's.
37. Pedestrian access to the flats will be from Rayners Close footway, which is acceptable.
38. A cycle store is proposed at ground level adjacent to the undercroft parking. It will serve four bicycle parking spaces. These spaces do not comply with the London Plan, which permits 2 cycle spaces per 2+ bed units and therefore 8 cycle parking spaces should be provided for the new units. However, there is scope at ground level to provide a larger cycle store and such details are recommended to be secured as a condition to any forthcoming consent.
39. The refuse store for the new flats is also located at ground level. The refuse storage capacity requirements for the 4 flats includes 280l for residual waste, 480l for dry recycling and 92l for food waste. The bin store is of sufficient size to accommodate this requirement and is located within 20m of the highway, to allow collection from the waste operator. Full details will be conditioned to any forthcoming consent.

Environmental Health Considerations

Air Quality

40. The development is within an Air Quality Management Area and 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. A condition to secure a Construction Method Statement is therefore recommended to minimise the impact on local air quality and protect the amenity of neighbours during construction.

Land Contamination

41. The site is located on and adjacent to land that has had a former contaminative land use (garages, railway land). Contaminated land conditions are recommended to require that appropriate investigations and remediation (if necessary) are carried out prior to construction.

Asbestos

42. 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 remind the applicant.

Electromagnetic Fields

43. The development is within 10m of an electric substation and it is recommended that a condition is attached to require an assessment of electromagnetic fields and their potential impact on end users and to provide mitigation against high levels if necessary.

Tree Considerations

44. The applicant has submitted an arboricultural survey and impact assessment given the presence of trees on and near the site.
45. The arboricultural report notes that the site is largely free of trees and those that are present are generally on the site's eastern periphery and are of relatively low value, not forming a development constraint. However, trees outside of the site to the south within the railway land are noted to be of greater amenity value and should be retained and protected throughout the development. Overall, three dead or poor quality trees are proposed for felling and the high value trees to the south are to have their roots protected by protective fencing.
46. Brent's tree officer agrees with the methodology and the proposed tree protection plan and has requested a condition requiring that the tree protection plan is fully adhered to during the development phase, including a requirement for the erection of protective fencing to be observed by Brent's tree protection officer.

Ecology Considerations

47. The application site is located immediately adjacent to a Site of Importance for Nature Conservation (Grade I), and the applicants have submitted a Preliminary Ecological Assessment. The Tree Officer has considered the submitted details, and is satisfied with the recommendations made in the preliminary ecological assessment, which includes the provision of bat boxes. The report also suggests the use of native species which is also supported in this location. The details of this report can be conditioned.
48. If the application is to be supported, a relevant condition requiring a full landscaping scheme will be attached.

Comparisons between the previously refused application (15/2496) and the current application

49. The previous application for a similar development on this site was refused for five planning reasons. These reasons are listed below alongside a clear explanation of how the current application has addressed the previous concern.

| Reason why previous application (15/2496) was refused | Reason why current application (17/0502) is a |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>The proposed new building, by reason of its height and excessive depth beyond the rear wall of the adjacent block at 10-15 Rayners Close, would result in an unduly detrimental loss of outlook and an overbearing impact to the detriment of the amenities of occupiers of this building and to the detriment of the use and enjoyment of the adjoining communal garden. The proposal is therefore contrary to policy CP17 of Brent's Core Strategy 2010 policies BE2 and BE9 of Brent's Unitary Development Plan 2004 and</p> | <p>The development extends approx. 1.3m to the rear of the adjacent block at 10-15 Rayners Close, compared to the previous application's excessive 4.5m projection of the previous application. The current projection is also 4.25m away from the side edge of the neighbouring building and overall results in non-overbearing relationship with neighbouring building and amenity space. The rear projection to the rear is acceptable.</p> |

| | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Supplementary Planning Guidance 17. | |
| The proposed residential block, by reason of its siting, design and bulk and its relationship to the southern and eastern site boundaries and the communal amenity space, is considered to be out of keeping with and detrimental to the suburban character of the area. This is contrary to policy CP17 of the Brent LDF Core Strategy 2010, Policy BE9 of Brent's UDP 2004 and the guidance as set out in SPG17 "Design Guide for New Development". | The development has been significantly adjusted to a greater distance from the southern (railway) and eastern (Gardens) boundaries of the site resulting in a more open and less cramped appearance. The development complies with SPG17 amenity impact standards on the eastern residential premises. |
| The proposed development results in the provision of substandard living accommodation for future occupants of the flats; by virtue of poor stacking arrangement between the units, with bedrooms to flats being situated above or below living rooms/kitchens of other units, and the provision of poor outlook from some habitable room windows, including outlook to an existing electricity substation. The proposal is therefore contrary to policy BE9 of Brent's Unitary Development Plan 2004 and Supplementary Planning Guidance No. 17. 'Design Guide for New Development'. | The flats are appropriately stacked within the development. The flats are now located on upper floors and are of a high quality, unobstructed outlook, unlike the previous ground floor flats had limited views towards the electricity substation. |
| The proposed reconfiguration of the existing highway (Rayners Close) fails to provide a safe means of access for pedestrians and the submitted drawings show the requirement to provide additional land as public highway to provide the turning head but fails to propose the dedication of that land for adoption to the Local Highway Authority or to detail appropriate adopted kerb margins adjacent to that turning head required to meet adoptable standards. The proposal is therefore detrimental to highway safety, contrary to Policies TRN3, TRN10 and TRN34 of Brent's UDP 2004. | The changes to the highway within this development compared to those proposed within the previous development now relies on undercroft parking and the provision of parking bays along Rayners Close. The development is acceptable. |
| The submission fails to demonstrate that internal levels of noise and vibration for the proposed units will be acceptable (having regard to the standards described in BS8233:2014 and BS6472:2008) and as such, does not demonstrate that the proposal can achieve a good standard of residential accommodation for future residents. The proposal is contrary with Policy EP2 of Brent's Unitary Development Plan 2004. | A noise report has been submitted and agreed with the planning team as part of this application – the development is acceptable subject to a condition to secure the implementation of the report. |

Conclusion

50. For the above reasons the proposed development is considered to be acceptable, and is accordingly recommended for approval.

CIL DETAILS

This application is liable to pay **£161,004.27*** 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): 490 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 | 490 | | 490 | £200.00 | £35.15 | £136,937.50 | £24,066.77 |

| | | |
|------------------------------------------------------------------------|-------------|------------|
| 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) | 313 | |
| Total chargeable amount | £136,937.50 | £24,066.77 |

*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: 17/0502

To: Mrs Davies
DLA Town Planning Ltd
5 The Gavel Centre Porters Wood
St Albans
AL3 6PQ

I refer to your application dated **03/02/2017** proposing the following:

Demolition of 17 garages and erection of a three storey building comprising 4 x 2 bed flats and undercroft car parking, cycle parking and bin store with associated amenity space and parking provision for existing flats

and accompanied by plans or documents listed here:
Refer to condition 2.

at **Garages rear of, Rayners Close, Wembley**

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: 08/01/2018

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 National Planning Policy Framework 2012
London Plan 2015
Brent Core Strategy 2010 – CP2 (Population and Growth), CP17 (Suburban Character), CP21 (Family Sized Dwellings)
Brent DMP 2016 – DMP1 (General Policy), DMP11 (Forming an access on to a road), DMP12 (Parking), DMP18 (Dwelling Size), DMP19 (Amenity Space)
National Technical Housing Standards 2015
SPG17 Design Guide for New Development (Brent)
Draft SPD1 Design Guide for New Development (Brent)

- 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):

Drawing No: 400
Drawing No: 401
Drawing No: 402 Rev P2
Drawing No: 403 Rev P1
Drawing No: 404 Rev P1
Drawing No: 405 Rev P1
Drawing No: 406

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

- 3 Prior to commencement of the development, the applicant shall make appropriate arrangements in writing to enter into an agreement with the Local Highway Authority to provide the following highway works:

(i) removal of two on street parking bays to be replaced with double yellow lines,
(ii) creation of 2 new on street parking bays within the layby,
(iii) double yellow lining along section of Rayners Lane to prevent obstruction and ease of access for refuse vehicles
(iv) demarcation (a row of setts) to define the boundaries between the highway and private land.

The development shall not be occupied (or other timescales to be agreed in writing by the Local Planning Authority) until the above works have been completed to the satisfaction of the Local Highway Authority and have been certified in writing as being substantially complete by or on behalf of the local planning authority. The works shall be carried out at the applicant's expense.

Reason: In the interests of highway and pedestrian safety.

- 4 The development shall be carried out in full accordance with the mitigation measures as specified within the Noise Exposure Assessment (Ref: 11051-NEA-01), dated 29 April 2016, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To achieve a suitable internal noise environment for residents

- 5 The development shall be carried out in full accordance with the mitigation measures as specified within the preliminary Ecological Appraisal (Ref: 772747-REP-ENV-001), dated 29 April 2016, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect adjoining ecology

- 6 The development shall be carried out in full accordance with the measures as specified within the Preliminary Arboricultural Impact Assessment (prepared by A.T. Coombes Associates Ltd.), dated April 2015. Subsequent to the erection of protective fencing, but prior to commencement of works, Brent's tree officer shall observe the fencing that has been put in place.

Reason: To give due regard to the need to protect surrounding trees

- 7 The car parking spaces identified on the approved plans shall be laid out and made available prior to the occupation of any part of the development hereby approved. The spaces shall be ancillary to the use of the residential units only, and retained for the lifetime of the Development.

Reason: To ensure that the impact of the development on the highways network is appropriate and that the development is fit for purpose.

- 8 The screening to the balconies of flats 'plot 2' and 'plot 4', as identified and specified on drawing 403 Rev P1, shall be installed prior to first occupation of the development and thereafter permanently maintained.

Reason: In the interests of protecting the privacy of neighbouring occupiers.

- 9 Prior to the commencement of building works hereby approved, the applicant shall conduct an assessment of the potential exposure of site end users to the electromagnetic fields generated by the electric substations on/near the site. The applicant shall take all necessary measures to ensure the exposure level is within the 'International Commission on Non-ionizing Radiation Protection (ICNIRP)' guideline values for electromagnetic fields. The assessment shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the safe development and secure occupancy of the site proposed for use.

- 10 Details of materials for all external work, including samples which shall be made available for viewing on site, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced (excluding demolition, site clearance and the laying of foundations). 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.

- 11 Prior to occupation of the development, details of the hard and soft landscaping of the areas identified within the drawings hereby approved, shall be submitted to and approved in writing by the Local Planning Authority.

The details shall specify species, densities and locations of plants and trees proposed together with hard landscaping materials and other landscaping features, and boundary treatments.

The landscaping (hard and soft) shall be provided within the first available planting season.

Any planting that is part of the approved scheme that within the lifetime of the development 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 preserve the amenities of nearby residents and to prevent privacy being compromised

- 12 Prior to occupation of the development, further details of the green roof shall be submitted to and approved in writing by the Local Planning Authority. The green roof (inclusive of its approved details) shall be provided within the first available planting season.

Reason: To ensure the development has an effective and appropriate green roof

- 13 Prior to occupation of the development hereby approved, revised details of the cycle storage shall be submitted to and approved in writing by the Local Planning Authority. The revised details shall indicate storage space for 8 bicycles in secure and covered location/s for the development and clarify the means of accessing the storage spaces, ideally demonstrating that the storage spaces do not require the use of stairs to be accessed.

The approved cycle storage shall be provided prior to occupation of the development.

Reason: To ensure that the development has a suitable number of parking spaces, in compliance with the London Plan.

- 14 Prior to occupation of the development hereby approved, a car park management plan shall be submitted to and approved by the Local Planning Authority. Such details shall include either

(a) identifying the allocation of ten of the new parking spaces within the development for the existing residents within Fairley Court.

(b) revised parking space locations (within the layby) if the crossover to the north is present.

The approved car park management plan shall thereafter be adhered to throughout the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development appropriately provides a suitable number of accessible parking spaces to satisfy parking requirements within the DMP.

- 15 Prior to the commencement of the development (excluding demolition, site clearance and the laying of foundations), 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 development shall be carried out in accordance with the approved details.

Reason: To safeguard the amenity of the surrounding premises.

- 16 Prior to the installation of any heating plant, the applicant shall submit the details of the proposed boilers to the Local Planning Authority and demonstrate that the emissions of oxides of nitrogen (NOx) are as low as reasonably practicable for that class of boiler. The details shall be approved in writing by the Local Planning Authority and implemented in accordance with the approved details prior to occupation of the development.

Reason: To protect local air quality, in accordance with Brent Policy DMP1.

- 17 Prior to the commencement of building works (excluding demolition and site clearance), a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present. The investigation shall be carried out in accordance with the

principles of BS 10175:2011 + A1:2013. A report shall be submitted to and approved in writing by the Local Planning Authority, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors. The report shall be approved in writing by the Local Planning Authority prior to commencement of the works on site.

Reason: To ensure the safe development and secure occupancy of the site

- 18 Any soil contamination remediation measures required by the Local Planning Authority shall be carried out in full. A verification report shall be submitted to and approved in writing by the Local Planning Authority, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is suitable for end use (unless the Planning Authority has previously confirmed that no remediation measures are required). The remediation works shall be carried out in full prior to commencement of the building works (excluding demolition and site clearance).

Reason: To ensure the safe development and secure occupancy of the site

- 19 Prior to occupation of the development hereby approved, revised details of the refuse storage shall be submitted to and approved in writing by the Local Planning Authority. The revised details shall indicate capacity for storage space for 240l of residual waste, 480l for dry recycling and 92l for food waste.

The approved refuse store shall be provided prior to occupation of the development.

Reason: To ensure that the development has a suitable number of parking spaces, in compliance with the London Plan.

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.
- 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
- 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 to review the Council's Code of Construction Practice. Noisy works are permitted:

Mon-Fri 0800-1800

Sat 0800-1300

Audible works should not be carried out at any time on Sundays and Bank Holidays.

- 5 An Asset Protection Agreement (APA) will need to be entered into with Network Rail to facilitate the design and construction of development works to be undertaken within 10m of the operational railway. A risk assessment and method statement (RAMS) will need to be agreed with Network Rail prior to the commencement of those works.
- 6 In relation to the conditions relating to land contamination. The applicant is advised that the quality of imported soil must be verified by means of in-situ soil sampling and analysis. The Council does not accept soil quality certificates from the soil supplier as proof of soil quality.
- 7 Given the age of the buildings to be demolished it is possible that asbestos may be present. The applicant is 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.
- 8 The applicant is advised by the applicant to contact the Head of Highways & Infrastructure to arrange for the highway works to be undertaken/enter into the legal agreement.
- 9 The applicant is advised to notify the Council's Highways and Infrastructure Service of the intention to commence works prior to commencement and include photographs showing the condition of highway along the site boundaries. The Highways and Infrastructure Service will require that any damage to the adopted highway associated with the works is made good at the expense of the developer.
- 10 The applicant is advised to contact the Council's tree protection officer, Lawrence Usherwood, on 020 8937 5247 in respect of meeting the requirements for the condition relating to tree protections.
- 11 The Council recommends that the maximum standards for fire safety are achieved within the development.
- 12 Brent Council supports the payment of the London Living Wage to all employees within the Borough. The developer, constructor and end occupiers of the building are strongly encouraged to pay the London Living Wage to all employees associated with the construction and end use of development.

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