

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

17 January, 2018
07
17/4508

SITE INFORMATION

RECEIVED	20 October, 2017
WARD	Fryent
PLANNING AREA	Brent Connects Kingsbury & Kenton
LOCATION	Watling Gate, Edgware Road, Kingsbury, London, NW9 6NB
PROPOSAL	Erection of a split level upper storey extension above the existing building to provide additional B1a Use Class units with external alterations to the existing building to include ground-floor extension to existing D1 unit, replacement windows, doors, canopies and roller shutters, the re-cladding of the building facade and the installation of boundary railings. (Amended description 07.12.17).
APPLICANT	Handover Ltd
CONTACT	Churchill Hui Ltd
PLAN NO'S	<p>5475-P301 Location plan 5475-P302 Existing site plan and adjacent uses 5475-P303 Existing basement plan 5475-P304 Existing ground floor plan 5475-P305 Existing first floor plan 5475-P306 Existing second floor plan 5475-P307 Existing third floor plan 5475-P308 Existing roof plan 5475 P309 Existing elevations 5475-P310 Existing cross sections 5475-P311 Proposed basement plan 5475-P312 Proposed ground floor plan 5475-P313 Proposed first floor plan 5475-P314 Proposed second floor plan 5475-P315 Proposed third floor plan 5475-P316 Proposed fourth floor plan 5475-P317 Proposed roof plan 5475-P318 Proposed elevations 5475-P319 Proposed cross sections</p> <p>Design and Access Statement</p>
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_136829</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 "17/4508" (i.e. Case

Reference) into the search Box
3. 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. Scheme for sound insulation
4. Details of Plant Noise and Vibration
5. Details of hard and soft landscaping
6. Details of cycle parking
7. Highway works
8. Considerate Construction Scheme

Informatives

1. Asbestos
2. CIL Liable
3. Party Wall
4. Building near boundary
5. Notify highways before commencing works
6. Fire safety
7. 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.

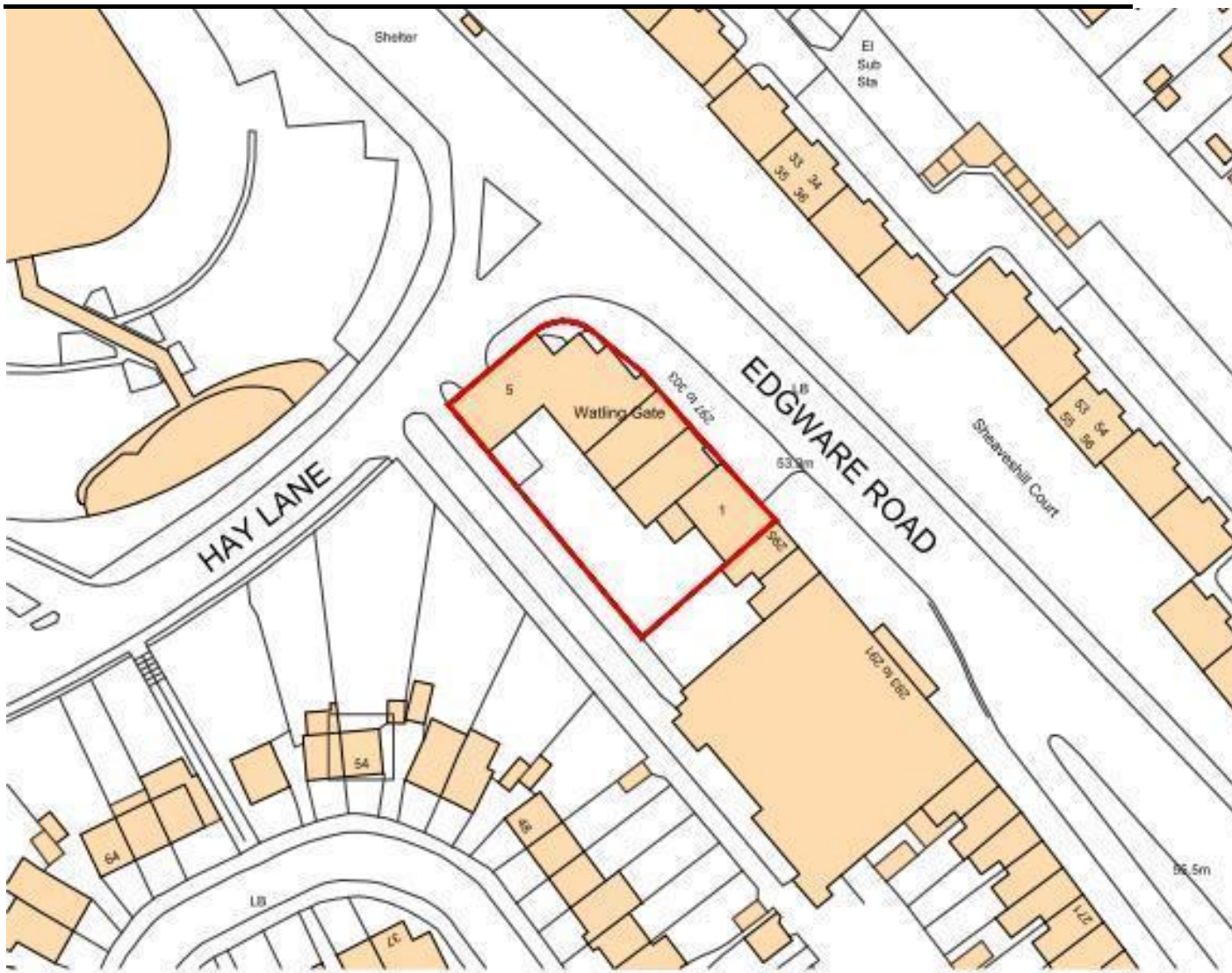
SITE MAP



Planning Committee Map

Site address: Watling Gate, Edgware Road, Kingsbury, London, NW9 6NB

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This map is indicative only.

PROPOSAL IN DETAIL

Erection of a part third and fourth storey extension to the existing building to provide additional B1a Use Class units with external alterations to existing building including extension to D1 commercial unit, replacement windows, doors, canopies and roller shutters, re-cladding of building facade and installation of boundary railings. (Amended description 21.11.17)

The external physical works proposed are essentially the same as in the previous application 16/5409, in which the proposed floorspace was to provide six self-contained flats. This application was refused under delegated powers (see History section).

EXISTING

The application site comprises Kennedy House (also known as Watling Gate), a part three storey part four storey office building with a basement car park and additional parking to the rear, located on the corner of Edgware Road at its junction with Hay Lane.

The site is part of Colindale / The Hyde Town Centre and the surrounding area is characterised by a mix of town centre, commercial and residential uses located along a busy main road. Along the secondary shopping frontage are small shop units with some Art Deco styling. To the northwest across Hay Lane is a large car showroom of modern plate glass and set back behind a grassed frontage, and a large 1930s residential mansion block is to the northeast across Edgware Road. To the south are two-storey dwelling houses on a residential side street.

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. 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 development: The proposal would provide additional office floorspace above ground floor level in an existing office building in a district centre location. It would not have any adverse impacts on the primary shopping frontage and would be acceptable in principle. The building has prior approval for conversion to residential use under permitted development rights and, whilst the proposed floorspace would not benefit from permitted development rights, there would be no policy objection to office floorspace being located above residential if the prior approval were implemented.

Design and impact on character of area: The proposal would add a floor of office accommodation to an existing building, with the additional height being largely offset due to the roof form being altered from a gable roof to a flat roof. The height of the building would be similar to other buildings in the surrounding area and would be appropriate to a major road in a town centre. The proposal would include external refurbishment works which would improve and update the appearance of the building and enhance the visual amenity of the surrounding area.

Relationship with neighbouring properties: The proposal would comply with the requirements of Supplementary Planning Guidance 17 and draft Supplementary Planning Document 1 with respect to its impact on neighbouring residential properties, and would not result in an unduly detrimental level of impact.

Environment and sustainability: The proposal is not for major development or a sensitive use, and so a Sustainability Statement is not required. Environmental Health have recommended conditions to ensure adequate sound insulation between floor and to limit noise emissions from any plant installed, but have raised no objections.

Transport considerations: The site provides adequate parking to meet the demands of the proposed increased floorspace, and access arrangements will remain as existing. Cycle storage and bin collection arrangements are considered to be satisfactory, subject to conditions.

MONITORING

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Businesses and offices	1640	1640	0	608	2248
Non-residential institutions	349	349	0	20	369

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
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RELEVANT SITE HISTORY

16/4509: Erection of part third and fourth storey extension to create 6 self contained flats (2 x 3 bed, 3 x 2 bed, 1 x 1 bed) with roof garden, amalgamation of B1(a) units 2-3 with removal of entrances and external alterations to the existing building to include replacement of windows, doors, new canopies, roller shutters and re-cladding, installation of boundary railings and provision for refuse and cycle storage. Permission refused on 14/08/2017. Physical works similar to current application. Currently in appeal. The reason for refusal is as follows:

The proposal, by reason of its shared core with the commercial units, would result in a poor access arrangement for the proposed units and a substandard form of accommodation for the proposed residential units, contrary to Policy DMP1 of the Development Management Plan 2016.

An informative was added:

If a separate access (not shared by the commercial uses) were provided then the Council could in theory support the provision of additional floors. However, the prior approval would need to be completed first and have the use of those flats commence before work commenced on the additional floors.

16/4694: External alterations to the existing building to include replacement windows, doors, canopies and roller shutters, re-cladding and installation of boundary railings. Permission granted 28/12/2016.

16/2353: Prior approval for change of use of Units 2-5 inc from offices (Use class B1) into 27 residential units (Use class C3). Application determined on 28/07/2016 - prior approval required and approved, subject to conditions requiring (1) car and cycle parking to be provided prior to occupation (2) site investigation prior to commencement (3) remediation measures prior to occupation (4) details of sound insulation and noise reduction prior to commencement (4) details of bin collection prior to occupation.

15/1667: Prior approval for change of use from office (Use Class B1) to residential (Use Class C3) involving the creation of 14 residential units (7 x 2bed and 7 x 3bed) Prior Approval Required and Approved. This application relates to Units 3-5 only.

15/1666: Prior approval for change of use of Unit 2 from offices (Use Class B1) to residential (Use Class C3) involving the creation of 3 residential units (3 x 2bed). Prior Approval Required and Approved

CONSULTATIONS

66 neighbours were consulted on 26 October 2017 for 21 days and a site notice was displayed on 2 November 2017. No responses were received.

Internal and external consultees

Environmental health (noise control team): No objection subject to conditions

Conditions are required to secure adequate sound insulation between floors and to limit noise emitted from any plant installed.

LB Barnet: No objection

LB Barnet would ask the decision maker to have due regard to the implications of the proposed development on highways matters including additional traffic movement along the A5 (shared road between Barnet and Brent) to fully assess any potential highways implications including the freeflow of traffic as a result of the proposed development.

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:

The National Planning Policy Framework 2012

The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)

SPG 17 Design Guide for New Development 2002

Mayor of London's Sustainable Design and Construction SPG 2014

All of these documents are adopted and therefore carry significant weight in the assessment of any planning application. In addition, the emerging Draft Brent Design Guide SPD1 has been subject to public consultation and once adopted will supersede SPG17. This document would also carry some weight in the assessment of planning applications, according to its status at the time of the application.

DETAILED CONSIDERATIONS

Principle of development

1. London Plan Policy 4.2 encourages renewal and modernisation of the existing office stock and focuses new office development in viable locations, and Brent Policy CP16 directs proposals for major town centre uses including B1 office space towards the major town centres (Wembley and Kilburn) then to district centres. Policy DMP2 permits non-A1 or A2 uses in town centres subject to their impact on the frontage.
2. The proposal would provide increased office space in the district centre of Colindale / The Hyde which, although not a major proposal, would be consistent with the overall aims of Policy CP16. It would improve the visual appearance and functionality of the building, representing a renewal and modernisation of existing stock. It would not involve any alterations to the ground floor secondary shopping frontage other than by a modest rear extension to the existing D1 community space. The intensification of the office use would create additional pedestrian footfall, which could also benefit local shops and businesses, whilst extending the community space would be consistent with the aims of Policy CP23. The proposal is considered to be acceptable in principle and to accord with the relevant policies.
3. Prior approval has been given for the conversion of the existing office units to residential use (with the D1 community space being retained), subject to a condition that the conversion is completed within three years of the approval date (27/07/2019). (This condition is set out in paragraph O.2(2) of the General (Permitted Development) (England) Order 2015 Schedule 2, Part 3, Class O, as amended). However permitted development rights would not apply to the proposed office floorspace as it would comprise a separate planning unit that would not comply with the requirement in paragraph O.1(b) that the building must be in office use on 29 May 2013 (or when last in use, if before that date). A further planning application would be required to convert the proposed office floorspace to residential use.
4. If the prior approval were implemented, the result would be office floorspace being located above residential units. However, there would be no policy objection to this, subject to adequate sound

insulation being secured by condition.

Design and impact on character of area

5. Policy CP17 aims to protect the suburban character of Brent from inappropriate development outside of main town centres and corner plots on main road frontages. The draft SPD1 takes forward this aim by distinguishing between typical, transitional and transformational areas of the borough. The proposal site has the characteristics of a transitional area, being a large site in a town centre where higher density development may be appropriate.
6. The existing building is partly three-storey and partly four-storey, of a combination of grey, red and orange brick, with fenestration and canopies in blue, and has a grey tiled gable roof. The taller component is located on the corner and along the Hay Lane elevation, where the visual impact of the additional height is offset by the fall in ground levels in both directions towards the corner of the site. The building is articulated by five bays providing entrances and access cores to the various units, with the larger and more imposing corner bay providing a focal point. The basement level is partly visible on the elevations, due to falling ground levels, and the ventilation grilles create an unattractive dead frontage. On the Hays Lane elevation there is a vehicular entrance with roller shutter door.
7. The proposal would provide an additional floor to both the lower and the higher parts of the building, providing five self-contained office units. The units would be served by the existing separate dedicated stair cores, with Units 4 and 5 also having lift access. The gable roof structure would be replaced with a flat roof, so that the increase in height compared to the ridgeline of the existing building would be only 0.8m - 1.4m. The building would be 2.5m taller than the adjacent building at No 289 Edgware Road but of a similar height as the next building, the snooker hall at No 285. The increased bulk of the flat roof compared to the existing gable roof would be minimal given the overall scale of the building, being mostly visible on the corner due to its open aspect, and would be appropriate to the town centre location and the character of the surrounding street scene.
8. The existing building has a tired and dated appearance and has been defaced by graffiti particularly across the basement level ventilation grilles, whilst the canopies appear heavy and over-dominant. The proposal would add a cladding system over the existing building fabric which, together with the flat roof design, would result in a contemporary and visually attractive building with a neutral colour palette throughout. The entrance bays would be accentuated in a stronger reddish brown colour, which would break up the bulk and mass of the building and create a more strongly defined vertical emphasis in keeping with the local context in which Art Deco influences can be seen.
9. The proposal would also include various refurbishment works to the building and site. The ground floor level D1 community space would be extended by 20sqm to the rear, infilling a small undercroft area within the rear car park currently used for cycle storage, however this would not be visible within the street scene and would not materially increase the overall bulk and mass of the building or alter its character. The replacement canopies would be slim and lightweight so as not to dominate the street scene unduly. The style and layout of window openings would be altered, but the overall arrangement would remain symmetrical and well arranged. The existing solid timber fence on the rear boundaries would be replaced by open railings in an ornate style. Part of the roof would be landscaped to provide an external roof terrace of 132sqm for the use of building occupants, with the remaining roof areas accessible for maintenance, and 0.5m high safeguarding railings would be installed to all sides. Prior submission and approval of materials and a landscaping scheme would be required by condition.
10. The external physical works proposed are almost identical to those put forward under reference 16/5409. No objections were raised on grounds of design and impact on the street scene in relation to the previous application.

Relationship with neighbouring properties

11. Policy DMP1 requires development not to adversely affect neighbouring residential amenities, and further guidance is given in Supplementary Planning Guidance 17 and draft Supplementary Planning Document 1 (the Brent Design Guide).
12. Notwithstanding the increase in height and bulk, the proposal would not bring any part of the building within a 30 degree line of ground floor windows of Sheaveshill Court which sits opposite the site on the eastern side of Edgware Road or of Nos 50-56 The Ridgeway which are located over 40m to the rear and on higher ground, or within 45 degrees of the rear garden boundary of the latter. Due to the distances

involved, there are no concerns regarding overlooking from proposed windows or the roof terrace onto neighbouring properties.

13. The proposal would comply with the guidance set out in SPG17 and draft SPD1.

Environment and sustainability

14. Policy CP19 expects all development to contribute to achieving sustainable development. Major commercial developments are required to achieve a BREEAM Excellent rating, although this is not required for minor developments. Although the site is located in an Air Quality Management Area, the proposal is not for a major development or a sensitive use and so a Sustainability Statement is not required. If a subsequent application were made to convert the floorspace to residential use, a Sustainability Statement would be required owing to the proposal being for a sensitive use.
15. The applicant has confirmed that the proposed design has incorporated a number of BREEAM criteria, including management (use of efficient life cycle costings, responsible construction practices by principle contractor, provision of a Building User Guide and suitable aftercare provision), health and wellbeing (achieving good practice daylighting levels, zoned lighting control, adaptable ventilation strategy, temperature control strategy, good acoustic provisions and safe access to and from the building), energy (reducing energy demand through design and system specification, low carbon design and energy efficient equipment), transport (sufficient car parking provision and cycle storage capacity), water (low consumption in proposed development and water efficient equipment installed) materials (responsible sourcing of sustainable materials, high thermal insulation and durable design), waste (waste management plan, diversion of waste from landfill and future functional adaptability), and reducing noise and light pollution. Whilst a BREEAM Excellent rating is not required, the proposal demonstrates that sufficient regard has been had to the principles of sustainable design and construction to comply with Policy CP19.
16. Prior to the construction of the existing building, the site was in use as a petrol station. If the prior approval for residential conversion of the existing building (ref 17/2353) is implemented, it would be subject to conditions requiring a contaminated land assessment and remediation measures. However, these are not considered necessary in relation to the current proposal, as it does not involve any surface level works or a residential use.
17. Environmental Health have been consulted and have recommended conditions, to ensure adequate sound insulation between floors and to limit noise emissions from any plant installed. The external roof terrace would be available for casual use by occupants of the offices and although some road noise would be experienced it would be of an acceptable level due to the causal nature of the use and the mitigating effect of the height from road level.

Transport considerations

18. The site is located on the southwestern corner of the priority junction of Edgware Road (a London distributor road) and Hay Lane (a local access road and bus route). The borough boundary runs along its centre line **of Edgware Road**. There are two service roads to the rear of the site - a private road leading to the rear of No. 259 and an adopted service road extending south to Wakemans Hill Avenue. The site has low accessibility to public transport (PTAL 2), with five bus services within 640m but no railway or underground station nearby.
19. The site has a car park located to the rear of the building and accessed via a 4.4m wide crossover with a roller shutter door set 3.4m from the highway boundary, behind which separate ramps lead up to the ground floor parking and down to the basement parking. The car park provides 46 parking spaces, including two disabled spaces, in addition to ten cycle parking spaces.
20. Car parking allowances for the existing and proposed uses are set out in appendix 1 of the Development Management Policies 2016. One space is permitted per 200sqm, allowing ten spaces for the existing building and a further two for the proposed extension. The existing 46 spaces significantly exceeds the parking standards. The site will also retain the existing D1 use, which is permitted one parking space per ten users.
21. The parking layout would be retained and therefore the levels of parking would meet likely operational requirement. Although the number of spaces exceeds maximum standards, highway officers do not object as this is an existing situation. It would be preferable if the roller shutter doors were set back a

minimum of 5m to allow vehicles to wait on the hardstanding whilst the door is being opened, so that they do not obstruct the footway and the carriageway, especially due to the close proximity of the junction. However, this is not the current practice on site and so the existing arrangement is considered acceptable.

22. Appendix 2 of the Development Management Policies 2016 requires the building to be serviced by 8m rigid vehicles, and this requirement also applies to the extended floor areas. No off-street servicing area is available at present, but this is an existing shortcoming of the site that is not significantly worsened by the proposal.
23. The plans indicate that bin storage will be located either side of the vehicular access. The vehicular access and the ramp are offset from one another, which does not allow two way vehicles to pass one another and also may cause conflict between those accessing or egressing from the basement and those parking at ground level. However, this is an existing situation in that the bins are already stored alongside the vehicular access. The bins would be moved to the private forecourt, on the junction of Hay Lane and Edgware Road, on collection day, where they would be stored within the private demise and not on the public highway. This section of the property is on a gradient and would need to be levelled to ensure bins do not roll onto the highway, and these works are shown on the plans.
24. The Waste and Recycling team have requested a dropped kerb on the Highway to help manoeuvre the bins onto the refuse truck. These works will need to be carried out by the Highway Authority and the applicant is asked to contact Highways & Infrastructure to implement the works.
25. The access is protected by double yellow lines on either side, so visibility splays are maintained when leaving the site. The access width is sufficient to provide reasonable pedestrian visibility splays.
26. Cycle storage is proposed to be relocated from the ground-level undercroft at the rear of the community unit to an unused storage room in the basement car park. This would provide a secure lockable and weatherproof location. To comply with the London Plan, one space should be provided per 150sqm floorspace, and therefore a total of 17 cycle parking spaces are required. Further details are required by condition to ensure that adequate parking is provided.

Conclusion

27. The proposal accords with adopted policy and guidance, and approval is recommended subject to the conditions as set out below.

CIL DETAILS

This application is liable to pay **£64,823.43*** 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): 2617 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
Businesses and offices	2248	1640	608	£40.00	£35.15	£33,982.86	£29,862.44
Non-residential institutions	369	349	20	£0.00	£35.00	£0.00	£978.13

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	£33,982.86	£30,840.57

*All figures are calculated using the formula under Regulation 40(6) and all figures are subject to index linking

as per Regulation 40(5). The index linking will be reviewed when a Demand Notice is issued.

****Eligible** means the building contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development.

Please Note : CIL liability is calculated at the time at which planning permission first permits development. As such, the CIL liability specified within this report is based on current levels of indexation and is provided for indicative purposes only. It also does not take account of development that may benefit from relief, such as Affordable Housing.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 17/4508

To: Mr Reynolds
Churchill Hui Ltd
Grosvenor House
4-7 Station Road
Sunbury
TW16 6SB

I refer to your application dated **20/10/2017** proposing the following:

Erection of a split level upper storey extension above the existing building to provide additional B1a Use Class units with external alterations to the existing building to include ground-floor extension to existing D1 unit, replacement windows, doors, canopies and roller shutters, the re-cladding of the building facade and the installation of boundary railings. (Amended description 07.12.17).

and accompanied by plans or documents listed here:

5475-P301 Location plan
5475-P302 Existing site plan and adjacent uses
5475-P303 Existing basement plan
5475-P304 Existing ground floor plan
5475-P305 Existing first floor plan
5475-P306 Existing second floor plan
5475-P307 Existing third floor plan
5475-P308 Existing roof plan
5475 P309 Existing elevations
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5475-P315 Proposed third floor plan
5475-P316 Proposed fourth floor plan
5475-P317 Proposed roof plan
5475-P318 Proposed elevations
5475-P319 Proposed cross sections
Design and Access Statement

at **Watling Gate, Edgware Road, Kingsbury, London, NW9 6NB**

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:

Alice Lester

Alice Lester

Head of Planning, Transport and Licensing

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

- 1 The proposed development is in general accordance with policies contained in the:-

Brent Core Strategy 2010 (Policy CP16)
Brent Development Management Policies 2016 (Policies DMP1, DMP2, DMP4A, DMP12, DMP13 and Appendices 1 and 2).

- 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):

5475-P301 Location plan
5475-P302 Existing site plan and adjacent uses
5475-P303 Existing basement plan
5475-P304 Existing ground floor plan
5475-P305 Existing first floor plan
5475-P306 Existing second floor plan
5475-P307 Existing third floor plan
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5475-P315 Proposed third floor plan
5475-P316 Proposed fourth floor plan
5475-P317 Proposed roof plan
5475-P318 Proposed elevations
5475-P319 Proposed cross sections
Design and Access Statement

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

- 3 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. 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.

- 4 A scheme of sound insulation measures shall be submitted to the Local Planning Authority for approval. The insulation of the separating floors shall be designed to meet the standards of Building Regulations Approved Document E 'Resistance to the passage of sound'. The approved measures shall thereafter be implemented in full.

Reason: To protect acceptable local noise levels, in accordance with Brent Policy DMP1.

- 5 Any plant shall be installed, together with any associated ancillary equipment, so as to prevent the transmission of noise and vibration into neighbouring premises. The rated noise level from all plant and ancillary equipment shall be 10dB(A) below the measured background noise level when measured at the nearest noise sensitive premises. An assessment of the expected noise levels shall be carried out in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' and any mitigation measures necessary to achieve the above required noise levels shall be submitted to the Local Planning Authority in writing for approval. The plant shall thereafter be installed and maintained in accordance with the approved details

Reason: To protect acceptable local noise levels, in accordance with Brent Policy DMP1.

- 6 Within six months after the commencement of development, details of the hard and soft landscaping of the roof terrace area hereby approved shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include:

- Plant species, size, density/number and location;
- Hard landscaping and any other landscape features;
- Means of enclosure / boundary treatments.

The approved landscaping proposals shall be implemented in full prior to first occupation of the development hereby approved and thereafter maintained and retained.

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

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

- 7 Within 6 months of commencement of the development, further details of on-site cycle parking provision to include a minimum of 17 secure spaces shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided prior to first occupation and shall be retained thereafter without any alterations unless first approved in writing by the Local Planning Authority.

Reason: To ensure that adequate cycle parking is provided in accordance with the London Plan Policy 6.9.

- 8 Prior to first occupation, the works shown on drawing No 5475-P312 and described as 'Kerbs dropped and internal areas levelled to ease bin access' shall be completed. The works shall include a 1m wide dropped kerb, to be carried out by the Highways & Infrastructure team at the applicants' expense. The internal areas shall be retained as levelled thereafter and shall be kept clear of obstructions on collection days.

Reason: To enable safe and convenient waste and recycling collections to be made.

- 9 No development shall be carried out until the person carrying out the works is a member of the Considerate Constructors Scheme. Details of the membership and contact details as required through the scheme shall be clearly displayed on the site throughout the duration of construction.

Reason: To limit the impact of construction upon the levels of amenity of neighbouring occupiers.

INFORMATIVES

- 1 Given the age of the building to be refurbished 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 carry out an asbestos survey and where necessary remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials.

- 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 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 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
- 5 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.
- 6 The Council recommends that the maximum standards for fire safety are achieved within the development.
- 7 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 June Taylor, Planning and Regeneration,
Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 2233