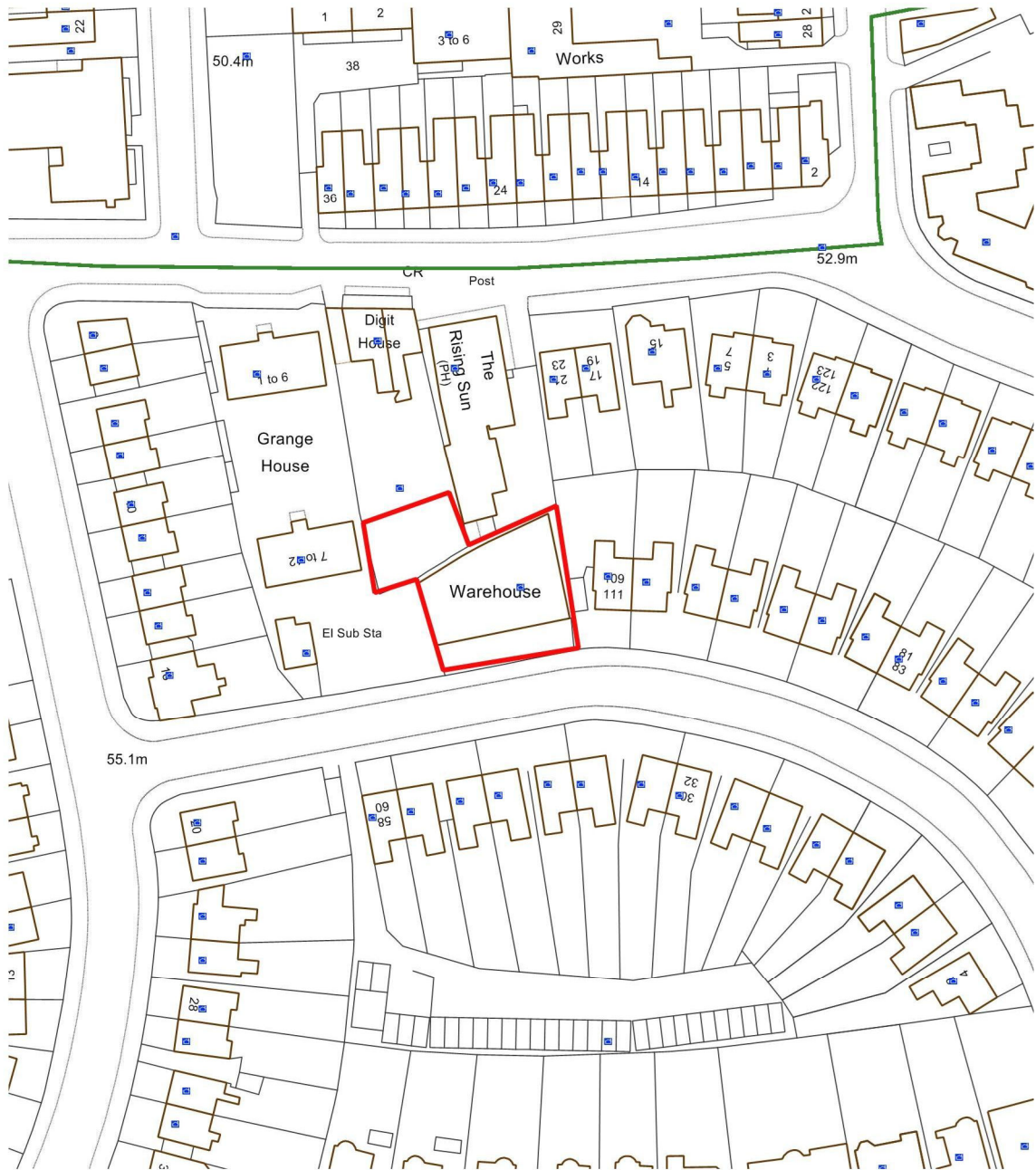
 **Planning Committee Map**
Site address: 113 Bryan Avenue, London, NW10 2AS
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This map is indicative only.

RECEIVED: 5 October, 2011

WARD: Brondesbury Park

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: 113 Bryan Avenue, London, NW10 2AS

PROPOSAL: Demolition of existing warehouse building and erection of four 5 bedrooed terraced dwellinghouses.

APPLICANT: Brent Council.

CONTACT: Mr Geoff Brocklehurst

PLAN NO'S:
See condition 2.

RECOMMENDATION

Grant planning permission, subject to the completion of a satisfactory Section 106 or other legal agreement and delegate authority to the Head of Area Planning to agree the exact terms thereof on advice from the Legal and Procurement Service.

SECTION 106 DETAILS

The application requires a Section 106 Agreement, in order to secure the following benefits:-

- Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance.
- Payment of £60,000 (£3,000 per bedroom space) for Education, Sustainable Transportation and/or Open Space & Sports in the local area, due on Material Start.
- Join and adhere to the "Considerate Contractors Scheme".

And, to authorise the Head of Area Planning, or other duly authorised person, to refuse planning permission if the applicant has failed to demonstrate the ability to provide for the above terms and meet the policies of the Unitary Development Plan and Section 106 Planning Obligations Supplementary Planning Document by concluding an appropriate agreement.

EXISTING

This is a large vacant, detached warehouse building on the northern side of Bryan Avenue in one of the Council's Areas of Distinctive Residential Character (ADRC). The building provides a single level of storage floorspace although there are two areas of mezzanine storage also in place.

PROPOSAL

See above.

HISTORY

The existing warehouse building is currently vacant, but has previously been used for storage purposes giving it a lawful warehouse use.

Since 1998 Brent's health and social care community equipment was provided from the joint store at No.113 Bryan Avenue. The equipment ranged from small kitchen items to larger items such as

hoists, electronic beds and mechanical bath chairs. The store also used to undertake minor adaptations, such as grab rails and banister rails.

The use ceased some years ago when it became clear that the current building was not fit for purpose, with insufficient storage capacity insufficient and no on-site facility for cleaning/decontamination of collected equipment.

POLICY CONSIDERATIONS

NATIONAL

Draft National Planning Policy Framework

Planning Policy Statement 1 – Delivering Sustainable Development

Planning Policy Statement 12 – Local Spatial Planning

Planning Policy Guidance 13 – Transport

REGIONAL

The Mayor of London

The London Plan 2011

LOCAL

Brent Local Development Framework Core Strategy 2010

CP 1 Spatial Development Strategy

CP 2 Population and Housing Growth

CP 5 Placemaking

CP 6 Design & Density in Place Shaping

CP 15 Infrastructure to Support Development

CP 21 A Balanced Housing Stock

Brent Unitary Development Plan 2004

Strategy

Policies

BE2 Local Context & Character

BE3 Urban Structure: Space & Movement

BE4 Access for disabled people

BE5 Urban clarity and safety

BE6 Landscape design

BE7 Streetscene

BE9 Architectural Quality

H12 Residential Quality – Layout Consideration

H13 Residential Density

EMP9 Local Employment Sites.

TRN3 Environmental Impact of Traffic

TRN11 The London Cycle Network

TRN23 Parking Standards – Residential developments

TRN34 Servicing in new developments

PS14 Residential parking standards.

CF6 School Places

Brent Council Supplementary Planning Guidance and Documents

SPG17 Design Guide for New Development

SPD Section 106 Planning Obligations

SUSTAINABILITY ASSESSMENT

Not applicable.

CONSULTATION

A total of 82 addresses, and the 3 Brondesbury Park ward Councillors, were consulted about the application on 18 October 2011. A total of 12 objections, all from Bryan Avenue properties, have been received raising some, or all, of the following points:

- How will car parking be dealt with? Bryan Avenue already suffers from a high demand.
- Concern over possible social housing on the site.
- Why can't the site be used as a park instead?
- Overdevelopment of the site.
- The houses should not come forward of other houses nearby.
- The houses should not be any higher than other houses nearby.
- The design of the houses is out of character with the area (which is an ADRC)
- Development will impact on the side facing windows at No's 109/11 resulting in a loss of light.
- Parking must not be allowed in the front gardens.
- The proposed refuse/bicycle storage in the front garden areas is too large.
- Parking should be provided on the site.
- What benefits will other residents enjoy from this development when they are going to be impacted upon by this development?
- More green space should be included in the development.
- There are inaccuracies in the submitted plans eg: windows shown on elevation that are not on plans. (For Members information, this has been resolved).
- The development fails to comply with the adopted policies of the Council.

In addition, Councillor Shaw has indicated that she supports the objections raised by the residents.

For the sake of completeness, a number of objectors do acknowledge that the removal of the existing warehouse building can only be a good thing for the area, but feel that this proposal has a number of problems.

HEAD OF CONSERVATION & DESIGN

No objections. See "Remarks" section.

TRANSPORTATION ENGINEER

No objections. See "Remarks" section.

ENVIRONMENTAL HEALTH OFFICER

The previous industrial use and proposed residential development means that it is necessary to confirm that there are no contaminants on site. Conditions are recommended to this effect. In addition, a condition requiring control over demolition works is also suggested. The site is within an Air Quality Management Area.

LANDSCAPE DESIGNER

There is sufficient scope for a quality landscaping scheme to form part of this development. It is important that existing trees, in particular the street tree outside the site, are protected whilst building works take place. A condition covers this point.

REMARKS

This application envisages the demolition of the existing warehouse building on site and the erection of four 5 bedroom dwellinghouses in its place. The information submitted with the application indicates that the houses will be for private sale, rather than for social housing which,

as explained above appears to be a concern for a number of residents. The existing structure is of negligible architectural quality and its existence on the site is a material consideration in weighing up the merits of this current proposal, certainly in terms of design and impact on neighbours, but also possible implications of the warehouse use re-commencing. The proposal raises a number of issues:

Design Considerations

As explained above, the existing long-established building does make a contribution to the streetscene, but it is widely acknowledged to be a negative one. The properties to the east and opposite the site consist of two storey semi-detached buildings whilst to the west, and set back from the road, is the two storey block of flats known as Grange House. To the rear on Harlesden Road is the Rising Sun public house and the flatted development known as Digit House. Whilst the site falls within one of the Council's ADRC's this designation derives from the residential quality of the wider area, rather than the specific group of buildings in the vicinity of the application site.

The site is an unusual shape with the main section the site of the warehouse building itself, but also having an additional rectangular shaped piece of land to the north-west corner sited behind the building (see site plan). It has a width of approx. 23 metres at the front, increasing slightly to the rear (approx. 25 metres). It is also of variable length with the site 25 metres long adjacent to No's 109/111 Bryan Avenue, but approx 31 metres deep at its deepest point towards Grange House. The existing building has a double pitched roof with a maximum height of 8.5 metres. In comparison, the new terrace would have a total of 4 pitches (one over each house) each rising to a height of 9.3 metres and the existing residential buildings in Bryan Avenue are approx 8.7 metres in height, not including any chimney.

A form of building similar to the traditional terrace form is proposed with four properties located together to the front of the site, set back a minimum of 4.5 metres from the back edge of the footpath (5.0 metres in the case of the western most house). The properties provide three levels of accommodation and incorporate a 2-storey bay type feature with a gable to the rear. Although different to the character and appearance of the existing buildings further up the hill on Bryan Avenue, the design and appearance of the terrace is considered to have the necessary architectural quality to represent a positive intervention in this ADRC. As explained earlier, the Head of Conservation & Design has considered this proposal and has concluded that it is acceptable. The proposals are now considered to respect the suburban "building line". The fact that the houses protrude slightly further toward the road than the existing houses to the east, and the existing warehouse, has been mentioned by a number of residents as an area of concern. However, Officers are clear that the breaching of what has traditionally been known as the building line (whereby nothing should be allowed to come forward of what is around) is not, in itself, a significant problem and that what is more important is how any development relates to its setting. The new houses would be approx 1.0 metre further forward than the existing building. As explained above, it is considered that the proposed building, whilst different, would be acceptable in design terms, and the proposal must be seen in the context of what is currently on the site, namely the vacant warehouse building.

The slight increase in scale and height, in relation to the neighbouring buildings, as set out above is also considered to be acceptable as the overall impact on the streetscape is an improvement, particularly when we consider the existing buildings. For clarity, whilst the existing building is located on the western and eastern boundaries, the new terrace would be set off these by approx 1.0 metre on both sides helping to compensate for any increase in height of the building. As explained, at its highest point the new development would be 0.8 metres higher than what is on site at the moment and only 0.6 metres higher than the existing residential buildings nearby. The choice of materials is considered to be sympathetic to the context and helps the building sit in the streetscape quite comfortably

The majority of the elevations visible from the public highway are proposed as stock brick, with

materials conditioned for future consideration. The roof is indicated as natural finish slate (or similar). The flank walls are proposed in hanging tile to match the roof which can work providing the materials used are of excellent quality. Again the matter is conditioned. The proposed dwellings, whilst different, relate to the proportions and style of the neighbouring buildings, but with an obvious contemporary design which is considered to be acceptable.

For the information of Members, it is considered that it is necessary to remove permitted development rights for these 4 houses to avoid future extensions that would detract from the quality of design that is a material consideration in this application. It is considered that not only could uncontrolled extensions detract from architectural quality but they could also impact on people living nearby to their detriment.

Quality of accommodation

All units are proposed as 5-bedroom units and have internal floor areas of approximately 130sqm. This comfortably exceeds the 4 bedroom, 3 storey house minimum unit size requirement set down in the Mayors 2011 London Plan of 113 square metres (there is no standard for 5 bed units, although the supporting text indicates that an additional 10 square metres should be added to the 4 bedroom standard) and well in excess of the 105 square metres minimum required by the Council's own SPG17. The layout provides good access to light and outlook for all habitable rooms.

In terms of external space the houses would each have front gardens ranging from 29 to 36 square metres, which would not be counted as useful sitting out space, but which would provide a visually attractive treatment in terms of outlook to the front. To the rear the irregular shape of the site means that whilst one of the central houses would have 42 square metres of garden space, slightly below the 50 square metres set down in SPG17, the other three units would provide for 87, 95 and 198 square metres of useable external space which would contribute to an acceptable quality of residential accommodation. In terms of the house with the smallest garden, the spacious nature of the internal accommodation provided, on balance, compensates for the external shortfall.

Neighbouring amenity

As explained above, the existing building is located in a part of Bryan Avenue that does not have a consistent character of development around it. Whilst the two storey building to the east does represent the type of property most prevalent in the road, to the west is a flatted development set well back from the road and behind is a public house beer garden and another flatted conversion scheme. As a result, there are different considerations in terms of assessing the impact of this application on each of these neighbours.

As far as the sites to the rear are concerned, the removal of the existing building would be an immediate benefit, with the structure sited right to the boundary with the public house. In visual terms the demolition of the warehouse must be considered a benefit. The new buildings would be sited approx 9.0 metres from the rear boundary in terms of the eastern most house. Whilst this is less than the 10 metres normally sought, it is considered that the fact that the nearest most affected neighbours are not residential and there is a well-established tree screen on the rear boundary means that the relationship would be acceptable. A similar conclusion is reached in terms of the relationship between the new houses and Digit House on Harlesden Road. The unusual shape of the site means that the separation distance between existing and proposed windows here would be well in excess of 20 metres.

As explained above Grange House to the west is sited approx 20 metres back from the Bryan Avenue footpath with a landscaped area in front of it. At the moment, the front facing windows are impacted upon, in visual terms, by the flank wall of the existing warehouse building built onto the side boundary. The proposed houses take advantage of the existence of this building to provide a replacement that would have no greater impact on Grange House than the existing structure. The

increase in height at eaves level (of approx 1.0 metres) is compensated by the fact that the building would be pulled off the boundary by a similar amount. Obviously the proposed residential buildings will have windows to serve rooms in a way that the existing warehouse building does not. However, the location of the new openings on the rear elevation would be at a very oblique angle in terms of its relationship with the front of Grange House and this, along with the separation distance of 14 metres between windows means that privacy will be protected.

The unusual shape of the existing warehouse building means that whilst it is approx 11 metres long on the boundary with Grange House it is approx 19 metres in length on the boundary with No's 109/111 Bryan Avenue. The proposal seeks to demolish the warehouse and erect a house 11 metres in length, a distance of 1.0 metre away from the boundary on its length. As explained above, although the development involves increasing the eaves height of the building by approx 1.0 metre a range of other mitigating factors serve to make this relationship an acceptable one. These include a significant reduction in the overall length of the building and the relocation of the structure further away from the boundary. Whilst design is always a subjective assessment, it is also considered that the fact that the unattractive warehouse building is to be replaced by a contemporary interpretation of the residential terrace must also weigh in the balance of supporting this application.

That said, the applicant has been asked to pay particular attention to the relationship between the proposal and No's 109/111. To this end, as well as confirming that any openings on the flank wall of the eastern most house serve only a stairwell and will be obscure glazed, thus preventing any overlooking, the changes have also been looked at by an independent consultant. Whilst they have not produced a full report they have confirmed that the resiting of the new building and the reduction in the overall length of the building, as compared to what is there at the moment, would not result in any overall loss of light to existing side facing windows even taking into account the slight increase in height as mentioned elsewhere in this report.

As with the relationship with Grange House, what does change is the introduction of residential windows where none exists at present. Therefore, there will be opportunities for rear facing windows in the nearest house to look down their new garden and also into the rear portion of the land behind No's 109/11. This will create what might be considered to be the usual relationship between properties found in all residential roads and the rear of the new house would be no further into the site than the rear of No's 109/11 reinforcing what be considered a "normal" relationship between buildings. For clarity, there is only one window serving the first floor bed 2 that would have the views described here and the second floor openings would be prevented from looking down by the proposed two storey bay extension, a consistent feature throughout the development. There is no doubt that things will alter for those living immediately next to this site in the event that the development is implemented, but it is considered that those changes would not be so detrimental so as to justify withholding consent on the grounds of residential impact.

There is a change in levels from Bryan Avenue sloping down to Harlesden Road and a levels condition is suggested to ensure that this does not cause difficulties when the development is implemented.

Highway Considerations

The site currently comprises a vacant B8 warehouse building of approximately 400sqm floor area and has a double width vehicular crossover on the Bryan Avenue frontage.

Bryan Avenue is a local access road which is not defined as being "heavily parked" within the Brent UDP. The site lies within CPZ "GS", which operates 08:30 – 18:30 Monday to Friday, and has moderate accessibility with a PTAL rating of level 3. No tube or rail services are within walking distance of the site, but nine bus routes are locally available.

The existing B8 warehouse can be permitted car parking at a rate of 1 car space per 150sqm. This is the standard set out in PS6 of the UDP-2004 for sites which are not within town or district centres and do not have high PTAL ratings. Since the floor area of the building is very close to 400sqm, no more than 2 car spaces should currently be provided. However, in terms of servicing facilities under PS19, a unit of this size should really be provided with a full-sized loading bay. This is not possible within the site, so would have to be on-street in the event that the use was ever resurrected here.

The proposed residential development can be permitted up to 2.0 car spaces per 5-bed dwellinghouse, giving a total allowance of 8 spaces (a significant increase over the existing allowance). This is the full standard set out in PS14 of the UDP-2004, which is applied when sites do not have "good" PTAL ratings or better. The proposed absence of any off-street parking for the four new dwellings would therefore accord with standards.

However, Policy TRN23 requires that when off-street parking is not provided to the maximum permitted level, the impact on on-street parking conditions needs to be assessed. On-street parking can be counted along the frontage of the development only, provided the street is lightly parked and is not classed as a distributor road. In this case, the site has a frontage of 24m and as long as the existing redundant crossover to the site is reinstated to footway (at the developers expense), then four on-street parking spaces could be provided along the site frontage and counted towards the above standard.

As the road is not heavily parked, there would be no particular highway safety concerns if parking from these new houses extended further along the street, with six spaces in total (based on a proxy of 75% of the maximum standard) been considered to be the most likely quantity to accommodate. All reinstatement of crossovers and alterations to on-street bays need to be carried out at the applicants expense before the dwellings are occupied. The Transportation Engineer does not object to the application in traffic safety terms.

The plans provide details of refuse and recycling storage facilities and secure, covered cycle parking facilities. These are acceptable in technical highway terms, as they will be provided within dedicated structures in the front garden, although precise details of these will be conditioned in order to ensure that their visual impact is acceptable. It may be that something smaller, with bicycles stored in the rear gardens instead, would be more appropriate and avoid cluttering the front garden area.

As explained above, this proposal does not provide any off-street car parking spaces and relies, therefore, on the future parking demands of the occupants of the new houses to be provided on street. A number of residents have indicated that they would not wish to see any parking in front gardens and this is the basis on which this application should be considered. However, the Transportation Engineer points out that as each of the proposed dwellings is set back approx 5 metres from the highway boundary, this would allow one off-street car parking space to be provided for each dwelling at the same time as providing sufficient soft landscaping to meet Council guidance. Members will be aware of the fact that the Council does grant consent for off-street parking in appropriate locations, providing that it meets certain criteria (most obviously the need for adequate landscaping to be provided). In addition, the recently adopted Crossover policy seeks to ensure that where new crossovers are allowed they are carefully thought through, in terms of their siting, so that off-street parking does not result in an unnecessary loss of on-street parking or landscaping. An approach here could arrange the site with single spaces in each house whilst still retaining two on-street spaces for use by visitors, therefore meeting the likely demand for parking within and along the frontage of the site, without inconveniencing any other existing residents in the street.

The issue is a balanced one, as explained, and Planning Officers favour the current proposal, as do a number of residents, but Transportation colleagues have drawn attention to the second approach.

In either situation, the applicant would need to contact the Head of Highway & Transport Delivery in order to arrange for works to be undertaken within the public highway to the front of the site, including works to provide and reinstate vehicular crossovers and to amend on-street road markings.

Planning Obligations

In order to mitigate the impact of the increased number of occupants on the local area specifically in terms of education, sustainable transport, open space and sports a contribution of £3000 per new bedroom (total £60,000) is required in accordance with SPD: S106 Planning Obligations. In addition, the applicant is asked to sign up to the Considerate Contractors Scheme which is a well-established approach in order to help to minimise disruption to people living nearby.

REASONS FOR CONDITIONS

RECOMMENDATION: Grant Consent subject to Legal agreement

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

- Brent Unitary Development Plan 2004
- Supplementary Planning Guidance (SPG) 17 - "Design Guide for New Developments".

Relevant policies in the Adopted Unitary Development Plan are those in the following chapters:-

- Built Environment: in terms of the protection and enhancement of the environment
- Environmental Protection: in terms of protecting specific features of the environment and protecting the public
- Housing: in terms of protecting residential amenities and guiding new development
- Transport: in terms of sustainability, safety and servicing needs

CONDITIONS/REASONS:

(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):

- A_EX_00.
- A_EX_EL_01.
- A_EX_02.
- A_EL_01.
- A_EL_02.

- A_CON_00.
- A_DM_00.
- A_ST_00.
- A_PL_00 A.
- A_PL_01 A.
- A_PL_02.
- A_PL_03.
- A_PL_50.
- Design & Access Statement (September 2011).

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

- (3) No further extensions shall be constructed within the curtilage of the dwellinghouse(s) subject of this application, notwithstanding the provisions of Class(es) A, B, C & D of Part 1 Schedule 2 of the Town & Country Planning (General Permitted Development) Order 2008, as amended, (or any order revoking and re-enacting that Order with or without modification) unless a formal planning application is first submitted to and approved by the Local Planning Authority.

Reason:

In view of the restricted nature and layout of the site for the proposed development, no further enlargement or increase in living accommodation beyond the limits set by this consent should be allowed without the matter being first considered by the Local Planning Authority.

- (4) All existing vehicular crossovers rendered redundant by the development, hereby approved, shall be made good, the kerb reinstated and consequent parking bays/on street lining amended, at the expense of the applicants, prior to the first occupation of the development.

Reason: In the interests of highway safety and in order to allow the Council to secure proper control over the development.

- (5) The windows in the flank walls of the building shall be glazed with obscure glass and shall open at high level only (not less than 1.8m above floor level). They shall be so maintained unless the prior written consent of the Local Planning Authority is obtained.

Reason: To minimise interference with the privacy of the adjoining occupiers and in the interests of good neighbourliness.

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

- (7) The areas so designated within the site shall be landscaped in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority before any works commence on site, the landscape work to be completed during the first available planting season following completion of the development hereby approved. Any planting that is part of the approved scheme that within a period of

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

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

- (8) Detailed drawings showing all existing trees, including the street tree to the front of the site, which are not directly affected by the buildings and works hereby approved shall be submitted to the Local Planning Authority prior to demolition and construction works. Such trees shall be retained and shall not be lopped, topped, felled, pruned, have their roots severed or be uprooted or their soil levels within the tree canopy altered at any time without prior approval in writing of the Local Planning Authority. Any such tree which subsequently dies, becomes seriously diseased or has to be removed as a result of carrying out this development shall be replaced in the next planting season with a tree of a similar species and size in the same position or in such position as the Local Planning Authority may otherwise in writing approve.

Reasons: To ensure that the existing trees are not damaged during the period of construction, as they represent an important visual amenity which the Local Planning Authority considers should be substantially maintained as an integral feature of the development and locality and kept in good condition.

- (9) Detailed drawings shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced to indicate the finished site and ground floor levels intended at the completion of the development in relation to the existing site levels and the levels of the adjoining land and the development shall be carried out and completed in accordance with the details so approved.

Reason: To ensure that the development is satisfactorily sited and designed in relation to adjacent development.

- 10) Details of:

- all fencing, walls, gateways and means of enclosure and;
- refuse/recycling/bicycle stores

shall be submitted to and approved in writing by the Local Planning Authority before the development hereby approved is completed and the work shall be carried out prior to occupation, in accordance with the details so approved, and the stores, fencing, walls, gateways and means of enclosure shall thereafter be retained at the height and position as approved.

Reason:

In the interests of the visual amenity and character of the locality.

- (11) Following the demolition of the warehouse building and prior to the commencement of building works, 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 a scheme, which 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 the

contamination and an appraisal of remediation options required to contain, treat or remove any contamination found. The written report is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure the safe development and secure occupancy of the site proposed for domestic use in accordance with policy EP6 of Brent's Unitary Development Plan 2004.

- (12) Any remediation measures required by the Local Planning Authority shall be carried out in full. A verification report shall be provided to the Local Planning Authority, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is permitted for end use (unless the Planning Authority has previously confirmed that no remediation measures are required).

Reason: To ensure the safe development and secure occupancy of the site proposed for domestic use in accordance with policy EP6 of Brent's Unitary Development Plan 2004

- (13) The development is within an Air Quality Management Area (AQMA) and construction works could contribute to background air pollution levels. The applicant must employ measures to mitigate against the impacts of dust and fine particles generated by the operation, the details of which must be submitted to the Local Planning Authority for approval, prior to commencement of the development and fully implemented whilst the works are taking place.

Reason: To minimise dust arising from the development.

INFORMATIVES:

- (1) The applicant is advised that during demolition and construction on site:
- The best practical means available in accordance with British Standard Code of Practice B.S.5228: 1984 shall be employed at all times to minimise the emission of noise from the site
 - The operation of site equipment generating noise and other nuisance-causing activities, audible at the site boundaries or in nearby residential properties, shall only be carried out between the hours of 0800 - 1700 Mondays - Fridays, 0800 - 1300 Saturdays and at no time on Sundays or Bank Holidays
 - Vehicular access to adjoining premises shall not be impeded
 - All vehicles, plant and machinery associated with such works shall at all times be stood and operated within the curtilage of the site only
 - No waste or other material shall be burnt on the application site
 - A barrier shall be constructed around the site, to be erected prior to work commencing
 - A suitable and sufficient means of suppressing dust must be provided and maintained
- (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

REFERENCE DOCUMENTS:

Any person wishing to inspect the above papers should contact Andy Bates, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5228