

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

4 July, 2018
03
18/0533

SITE INFORMATION

RECEIVED	10 February, 2018
WARD	Brondesbury Park
PLANNING AREA	Brent Connects Kilburn
LOCATION	Land adjacent to Block 47-78 Frontenac, Donnington Road, London, NW10 3RA
PROPOSAL	Erection of a 4 storey residential building comprising four flats (3 x 3 bed and 1 x 2 bed) with associated car parking spaces, cycle storage, refuse storage, amenity space, provision of a drying area and landscaping (new block to be built at north-west drying area of the Frontenac Estate)
PLAN NO'S	See condition 2.
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_138503</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 "18/0533" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab

RECOMMENDATIONS

That the Committee resolve to GRANT planning permission and 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
2. Built as per the approved drawings
3. (Further details of Landscaping)
4. Cycle parking (secure and covered)-compliance
5. Parking and roads to be completed etc (compliance)
6. Further details of Refuse
7. Construction management plan
8. No C4 HMO permitted development rights
9. Any other planning conditions considered necessary by the Head of Planning

Informatives:

1. Party Wall
2. Building near boundary
3. Fire safety
4. Living wage
5. Any other informatives considered necessary by the Head of Planning

SITE MAP



Planning Committee Map

Site address: Land adjacent to Block 47-78 Frontenac, Donnington Road, London, NW10 3RA

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This map is indicative only.

PROPOSAL IN DETAIL

Construction of a four storey building comprising 3 x 3-bed flats and 1x 2-bed flat, in the drying area to the north-west of the Frontenac estate, constructed in 1949. The proposal is part of the Brent Council Housing Strategy to deliver a mixture of affordable rent homes to be rented at 100% affordable social rent by Brent Housing Partnership. The programme makes use of existing under-utilised Council land on existing estates such as garages and drying areas.

The landscaping of the estate would be refurbished to include 5 additional parking spaces, including 3 for the new development, resurfaced paths, refreshed soft landscaping, new bicycle parking, and a childrens' play area. The plan also includes a replacement drying area.

Details of the proposed units:

-Ground floor three-bedroom, 5-person flat with private garden to rear and small private area to front ('Flat A'): 88m²

-1st floor 3-bedroom, 5-person flat with balconies totalling 15.7m² ('Flat B'): 86m²

-2nd floor 3-bedroom, 5-person flat with balconies totalling 15.7m² ('Flat C'): 86m²

- 3rd floor, 2 bedroom, 3 person flat with balconies totalling 16.3m²: ('Flat D'): 66m².

Landscaping for flat A is to consist of a larger decked area to the rear and smaller decked area to the front to include the cycle store specifically for that flat. Cycle storage for other flats (6 cycles) is to be in a store within the envelope of the building accessed from the frontage. A communal amenity space is to be landscaped to the frontage. Trees and shrubs are to be planted.

The first floor would be set in 2.95m /4.38m from the envelope of the ground floor on the east side. This would allow light to travel through to the rear amenity space for the ground floor flat, and also minimise impact of the higher floors on the existing adjacent Frontenac block.

EXISTING

The wider Frontenac site extends to 0.61 hectares and is comprised of 3 residential buildings; a 10 storey tower to the North, 4 storey block to the East facing Peter Avenue, and a 6 storey block fronting Donnington Road. The three existing blocks front onto a central courtyard space, which provides communal amenity space and parking. The western boundary is formed of a brick wall with another residential development, Donnington Court, behind. Donnington Court is formed of 7 - 10 storeys above a ground floor car park. Peter Avenue is to the east and is predominantly formed of semi-detached houses before the road falls toward Donnington Road, and Frontenac becomes the dominant feature of the junction.

Along Donnington Road, there is a primary school, church and lower buildings to the south. Further to the west is another high rise development. There are two access roads into the site: controlled access from Peter Avenue which provides vehicle access to 6 garages and a substation, and this is also the main route for pedestrians accessing the 10 storey block. The second vehicle access point is from Donnington Road and is along the western boundary. This provides access for refuse collection, emergency vehicles, and residential parking (10 spaces).

The part of the site to be developed with the new building is the area currently designated as a drying area, to the north-west of the site, which is approximately 250m² in size, with large areas covered by moss on the ground indicating infrequent footfall. At the time of the site visit (a dry and sunny day) the site was totally unused as a drying area.

AMENDMENTS SINCE SUBMISSION

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:

- The proposal would provide four high quality social housing units for 100% affordable rent, three of which would be family sized, as part of the Council's strategy to deliver 1000 council homes by 2021/22.
- The units meet national and London Plan standards for internal and external space, with balcony space to the top three floors supplemented with the communal amenity space to the frontage. A replacement drying area to the rear of 49-78 Frontenac (tower block) would be provided.
- The scheme would see re-landscaping of the estate to make it more pleasant and liveable for all residents, including new paths, shrubs and grassed areas and a children's play area.
- All existing authorised parking spaces would be retained and re-marked out to discourage obstructive and unauthorised parking. An additional five parking spaces would be provided to account for the new block, including one disabled-sized space, plus internal cycle storage. An additional twenty covered cycle spaces would be provided for use of all residents. The development satisfies London Fire Brigade requirements for turning space and access distance.
- The development makes use of a corner plot which is currently used as a drying area. This is not an attractive amenity space; it is under-used and the surfacing is degraded. The site lends itself to the provision of additional much-needed housing. Officers request that the Committee considers the information below in support of a recommendation to grant permission.

RELEVANT SITE HISTORY

No relevant planning history

CONSULTATIONS

The Council sent 201 letters to adjacent and nearby occupiers. Borough Transport, Urban Design, Landscape, Tree and Waste officers were also consulted on the proposal, and their feedback is considered within the assessment.

Six specific objections were received raising the issues in the table below. Some objections raised more than one issue hence the number of instances in the table is a higher total. A petition was received simply asking for refusal of 'any four-storey construction built on a small piece of land' and asking for refusal, but with no specific matters raised. In total therefore, 62 objections were received, six with content. Local councillors were consulted, and two requests for call-in were received, one with objections regarding parking on the estate.

Nature of objection	No. of instances	Paragraph reference
Emergency access is not sufficient	5	11, 12
Parking issues would be exacerbated	5	11
Lack of consultation	4	4.1, 4.2
Loss of open space	2	8
Construction impacts	2	Conditions
Loss of view (from direction of Donnington Court)	1	10.2
Lack of space between buildings	1	9, 10
Petition	56	

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)
- Supplementary Planning Guidance No. 17 (Design Guide for New Development) and emerging guidance SPD1

London Plan 2016: Policy 3.5, Policy 6.9 and table 6.3

Core Strategy (2010): CP17 – Protecting and Enhancing the Suburban Character of Brent, and

CP21 – A Balanced Housing Stock

Development Management Policies (2016): DMP1 – Development Management General Policy; DMP12 – Parking; DMP19 – Residential Amenity Space

Brent refuse guidance

DETAILED CONSIDERATIONS

Key considerations

1 The main issues of relevance in regard to this application are:

Principle of the development;
Design, impact on street scene and locality;
Quality of accommodation;
Impacts on neighbouring amenity;
Parking provision, access and highway safety
Emergency Access
Refuse storage and collection
Trees
Conclusion

2.0 Principle

2.1. Four units are proposed in the north-west corner of the Frontenac estate, in an area currently laid to tarmac and designated as a drying area. Three x 3B5P units and one x 2B3P units would be provided, to be 100% social housing. The Council's Core Strategy 2010 policy CP21 seeks to safeguard and promote housing in line with the Borough's identified need of which family sized accommodation is the identified housing type in Brent.

2.2. The application site is located within an existing residential area, and as such officers consider there is no objection in principle to the development of the site for additional residential accommodation subject to the relevant material planning considerations set out below.

3.0 Design and impact on character of the area

3.1. The basis of the block would be brick construction in a selection of neutral to beige and brown tones.

The design would include a variety of contemporary materials to add texture such as steel railings and full eight louvers to balconies. Materials are kept neutral to ensure timeless design in the new London vernacular. Balconies are recessed to provide weather cover and a compact building envelope. The set-in at first floor level to the east, as well as allowing light to travel to the rear amenity area for the ground floor flat, gives articulation to the building.

3.2 The design would not mimic, however would complement, the existing blocks in the locality. The scale is modest and proportionate to the site in terms of height. Overall the design approach taken is considered acceptable and will not harm the character and appearance of the existing buildings or wider area.

3.3 Landscaping plan includes renewed surfacing, planting, seating and childrens' play area. The site proposed for the new block is not an open space of amenity value, being little-used as a drying area and not landscaped for amenity use. It is not therefore considered that 'open space' in the usual sense of an amenity space of some attractiveness, is being lost.

4.0 Standard of accommodation

4.1 The proposed Gross Internal Area (GIA) for the dwellings meet the London Plan floor space standards as stipulated within table 3.3 of Policy 3.5 and DMP policy DMP 18.

4.2 The internal layouts result in regularly shaped rooms and logical layout. The constraints of the site and requirement to avoid overlooking to flanking blocks is acknowledged, and this has been achieved with the design of four double-aspect units with central bathrooms to maximise light and ventilation to habitable rooms. Kitchen are integral to living room/ dining room however are located adjacent to windows to assist in ventilation whilst cooking.

4.3 Policy DMP 19 stipulates that family housing should normally have a minimum of 50sqm of private amenity space and the proposed 3-bedroom ground floor flat provides 88m². The other two 3-bed flats and the 2-bed flat have around 16m² private amenity space each, however this is supplemented by the provision of a communal landscaped amenity space to the frontage of the block, of 126m². It is acknowledged that some of the private amenity space to the ground floor flat may be in shadow especially during winter months, due to orientation, however this is partly mitigated by the set-in at first floor level which would allow light to travel through to the rear.

4.4 It is not considered that the new properties would be overlooked by the adjacent dwellings due to their orientation in relation to each other, distance apart, and the location of habitable room windows on the new building.

4.5 The proposed dwellings are considered to provide an acceptable standard of accommodation and amenity for future occupiers whilst complying with policy 3.5 of the London Plan and policies cited above in the Brent Development Management Plan.

5.0 Impact on neighbouring amenity

5.1 In relation to Frontenac, as regards the SPG17 45 degree guidance, and 30 degree guidance rule to 2m height at nearest habitable room windows, the proposal complies. It is noted that the ground floor of 49-78 Frontenac (the tower block adjacent) does not contain residential accommodation. As there would be no habitable room windows facing that block, there are also not considered to be any significant concerns regarding overlooking. In any case the separation distance is 13.3m, which complies with SPG17 and emerging guidance SPD1.

5.2 The building line would be offset from the corner of Donnington Court and therefore although at the corner there is an infringement of the 30 degree rule, this is not considered to be significant as the new block would be diagonally offset to Donnington Court rather than adjacent to it. Loss of view from Donnington Court is cited as one objection. The loss of a private view is not a material planning consideration. When considering the impact on the outlook from the neighbouring properties, the proposal would not appear overbearing or result in any excessive increase in sense of enclosure.

5.3 55 St Peter's Ave to the rear is 20m away from where the building would be sited. In addition it is on higher ground and shielded by some established trees that would not be affected by construction, therefore there is not considered to be any significant overlooking or overbearing impacts to that property.

5.4 A daylight and sunlight report compiled in accordance with the Code of Practice for Daylighting, BS 8206-2, and BRE guidelines. This concluded that of the 67 windows assessed in nearby buildings, 64 would not have a material impact on the Vertical Sky Component. The three windows that would be affected by more than 20% were examined to ascertain their function and whether the rooms they served had other windows serving them. W17 is a ground floor living room on the north-east corner of Donnington Court. This room has another window serving it to the north. W21 is a similar room in a first floor position. Therefore due to the dual aspect nature of the rooms that have windows which would be materially affected, the impact on these rooms would not be excessive and they would retain good access to daylight and acceptable living conditions overall. W40, within Frontenac block 49-78, is a room to the ground floor and serves the office used by the block's cleaning contractors. This is not residential accommodation and therefore the impact is not of significance.

In summary it is not considered that there would be any significant detrimental impacts with regards to overshadowing, privacy impacts or overlooking, and the case is considered acceptable with regards to neighbour amenity.

6.0. Parking

6.1 As the site does not have good access to public transport services, the higher residential car parking allowance set out at Appendix 1 of the adopted DMP 2016 applies.

The maximum allocation for the site would be 78 car parking spaces, and therefore the existing provision of 16 spaces within the site is therefore well with the maximum allowance. This is an existing situation, and leads to parking outside of marked bays within the site, as highlighted by objections received.

6.2 To help assess the current parking situation, overnight surveys were undertaken on behalf of the applicant on two weekdays in March 2017. These identified 16-19 cars parked on hardstanding areas within the estate, occupying all of the marked spaces, plus additional parking in unmarked areas such as on fire access routes or in the garage court. The survey also covered surrounding roads, which were 55-60% on average. However, the survey did note that the length of Peter Avenue closest to the site was heavily parked.

6.3 The surveys therefore indicate that the existing estate experiences high levels of parking stress within the site, which appears to overspill onto Peter Avenue. Given the low ratio of parking spaces per flat, this is unsurprising. It is therefore considered essential that this proposal does not add to parking stress within the site and on adjoining roads.

6.4 The provision of four additional flats (1 x 2-bed & 3 x 3-bed) would increase the maximum parking allowance by 5.5 spaces to 83.5 spaces. The proposed enlargement of the existing parking areas to increase provision by 5 spaces from 16 to 21, and would therefore still accord with maximum parking allowance.

6.5 Policy DMP12 also requires that any on-street parking generated can be safely accommodated on-street. In this respect, the amount of additional parking proposed meets the maximum standard for the new flats, so additional on-street parking from the development is considered unlikely.

6.6 Parking demand for social rented housing is assumed to average about 50% of maximum parking standards, suggesting 2-3 cars would be likely to be owned by future residents of these four flats. This compares well with 2011 Census data for the site, which shows average car ownership of 0.62 cars per flat (2-3 cars for these four flats). As five new marked spaces are proposed, a surplus of 2-3 spaces would become available for use by existing residents, which should help to marginally ease the existing parking problems in the estate.

6.7 In conclusion, it is acknowledged that there are existing difficulties with parking for the estate due to the low ratio of available parking spaces per flat and unauthorised parking in undesignated areas. However, this is an existing situation and the proposed provision of additional parking over and above the likely needs of the new flats will help to ease the parking situation slightly. The proposal can therefore be supported in car parking terms.

6.8 Brent's parking standards also require two spaces to be widened and marked for Blue Badge holders. (Amended landscape plan to be provided)

6.9 In terms of bicycle parking, the London Plan requires eight secure spaces for the proposed new flats. An internal storage room with capacity for six bicycles is shown for the upper floor flats, whilst the ground floor

flat will have its own private amenity space within which bikes can be stored. In addition, a new covered cycle store for 20 bikes is proposed for existing residents and this is welcomed.

6.10 Pedestrian access to the new flats will be via existing segregated pedestrian paths through the estate, so that pedestrians do not need to share the narrow driveways with vehicles. These paths are also proposed to be resurfaced in concrete block paving to improve the quality and appearance of the surfaces as part of the development, which is welcomed.

6.11 In summary, the revised landscaping and parking arrangements would help prevent the unplanned and unauthorised parking currently taking place along the access road and to the area to the south of the intended development, and in real terms the revisions constitute an increase in bona fide parking spaces, and an improvement overall to the accessibility and parking provision on the site.

7.0. Emergency Access and servicing

7.1. Fire access is currently provided to the rear of the estate to ensure all blocks are also accessible from the rear in the event of a fire. However, the existing car park layout means that fire access relies on an area of the car park being kept clear, with road markings provided to this end. From the evidence of aerial photographs, site visit and other photographs sent by objectors, these markings are routinely ignored.

7.2 The revised car park layout will avoid the need for 'keep clear' markings, thus incorporating unhindered emergency services access to within 45m of the new block: 32m from the Peter Avenue side; 18m from the Donnington Rd side. As well as emergency access being sufficient for the new block, the revised layout with additional authorised parking would assist in ensuring that the existing blocks can be accessed more easily in an emergency. Tracking diagrams have been submitted to demonstrate that fire appliances would be able to turn within the car park and measurements above are taken from these.

7.3. Comments were received raising comparisons with Grenfell Tower. Regarding emergency access, this is discussed above. Other than that, Building Control colleagues were consulted for their feedback on this comparison. The Grenfell Tower issue relates to high rise buildings over 18m that have combustible cladding / modules. This block is not over 18m and the brick cladding is not combustible.

Similarly, other smaller delivery vehicles (on-line shopping delivery vans etc.) would also be able to turn within the car park.

7.4. In terms of access, the existing vehicular accesses to the site (via Peter Avenue) was previously only wide enough to accommodate one vehicle at a time. Amendments to the accesses were requested and obtained, to provide a space for two cars to pass clear of the public highway to help prevent the situation of vehicles reversing onto the highways when they enter to find someone else coming out. This would be another improvement on the existing situation.

7.5 Refuse facilities for the new residents would be provided using the brick housing to the south of the block which would house two bulk bins, one for refuse and one for recycling. These would be moved to the current collection site by the existing block management prior to collection times. The refuse arrangements are considered sufficient and suitable.

8.0. Trees

8.1. The applicant has submitted an Arboricultural Impact Assessment and Tree survey due to the presence of a number of trees within the site and also in the rear gardens of 55 Peter Avenue. This has been reviewed in full by the Council's Tree Officer who is satisfied with the proposal. Four trees would be removed to facilitate works, all except one of which are of low quality/ value as assessed by the arboricultural report. The trees to be removed are all within the Council's ownership. The Council's Tree Officer is satisfied with the protective measures recommended for working in proximity with tree roots. The officer recommends adherence to the report and also a tree protection plan as a condition of any permission.

9.0. Conclusion

9.1. The application is recommended to be granted subject to suitable conditions.

CIL DETAILS

The proposal may be eligible for social housing relief. The figures quoted here do not include any discount for relief because an application for relief must be made after planning permission has been issued and be received in the proper form and decided before any works commence.

This application is liable to pay **£134,717.86*** 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): 410 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	410	0	410	£200.00	£35.15	£114,580.36	£20,137.50

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	£114,580.36	£20,137.50

*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: 18/0533

I refer to your application dated **09/02/2018** proposing the following:

Erection of a 4 storey residential building comprising four flats (3 x 3 bed and 1 x 2 bed) with associated car parking spaces, cycle storage, refuse storage, amenity space, provision of a drying area and landscaping (new block to be built at north-west drying area of the Frontenac Estate)

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

at **Land adjacent to Block 47-78 Frontenac, Donnington Road, London, NW10 3RA**

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: 22/06/2018

Signature:

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:-

Development Management Policies (2016)
Core Strategy (2010)

- 1 To assist applicants the Local Planning Authority has produced policies and written guidance, all of which is available on the Council's website and also pre-planning application advice service is offered. This was not used. Amendments were obtained to assist in achieving a positive outcome.

- 1 The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

- 2 The development hereby permitted shall be carried out in accordance with the following approved drawings and documents:

Received 14/2/18: OS; SA_AA_BB; EL_NE; EL_NW; EL_SE; EL_SW; GA_00; GA_01; GA_02; GA_03; GA_RL; 0006 revA02; 0011 revA01; DF3983; DF3983TRP; FIRE ACCESS STATEMENT [BWC FIRE LTD, DECEMBER 2017]; ARBORICULTURAL IMPACT ASSESSMENT [DF CLARK BIONOMIQUE LTD- DEC 2017] Received 1/3/18: GA_S_EX; Received 15/6/18: SK_R&R; GA_S REVB; GA_S_01 REVA; GA_S_02 REVA; GA_S_03 REVA.

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

- 3 The area designated as 'communal terrace' 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.

- 4 Any external lighting is required to meet with CIBSE and ILE criteria of a maximum 2 lux at the nearest neighbouring residential window.

Reason: In order that the local planning authority may be satisfied that the lighting is installed and maintained in a manner which will minimise possible light pollution to neighbouring properties.

- 5 The refuse and recycling facilities and cycle parking facilities as approved, for both the retail and residential elements of the development shall be provided in full prior to occupation of the relevant part of the development and shall thereafter be permanently retained and maintained.

Reason: In order that the local planning authority may be satisfied with the provisions for refuse

storage and cycle parking and in the interests of safeguarding the amenities of occupiers and the area in general.

- 6 The residential units hereby approved shall at no time be converted from C3 residential to a C4 small HMO, notwithstanding the provisions of Schedule 2 Part 3 Class L of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order) without express planning permission having first been granted by the Local Planning Authority.

Reason: To ensure that an adequate standard of accommodation is maintained in all of the residential units and in view of the restricted space in the front garden to accommodate additional bin or cycle storage

- 7 Details of materials for all external work, in the form of good quality keyed colour photo-montage for all materials to include but not limited to window frames, terrace materials, balustrades, and brick panel to be inspected 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 and which enhances the visual amenity of the conservation area.

INFORMATIVES

- 1 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.
- 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 Council recommends that the maximum standards for fire safety are achieved within the development.
- 4 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 Michele Katzler, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5231