

Committee Report

Planning Committee on 4 November, 2009 Case No. 09/0410

RECEIVED: 21 April, 2009

WARD: Kilburn

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: 110-118 inc, Kilburn Square, London, NW6 6PS

PROPOSAL: Re-modelling of existing 9 second- and third-floor maisonettes into 18 new self-contained flats, two-storey front extension with new bridge, walkway and ramps to provide access, third-floor extension on top of stairs at front, new entrance and bin store doors at side with new glass canopy

APPLICANT: Sandpiper Securities Ltd

CONTACT: Michael George Design Ltd

PLAN NO'S:

- KSQ/07/01 Existing Plan of Duplexs @ 2nd Level
- /02 Survey Elevations
- /03 Survey Elevations
- /04 Proposed Elevation
- /05 Proposal Plans for 9 no. Additional Flats
- /06A Proposed Elevation
- /07A Existing & Proposed G.A. Plans @ 2nd Level
- /08 Detailed Elevations
- /09B Part Grd & 1st Floor Proposal Plans

RECOMMENDATION

Grant planning permission subject to the completion of a satisfactory Section 106 or other legal agreement and delegate authority to the Director of Environmental Services to agree the exact terms thereof on advice from the Borough Solicitor

SECTION 106 DETAILS

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

- (a) Payment of the Councils legal and other professional costs in (i) preparing and completing the agreement and (ii) monitoring and enforcing its performance
- (b) A contribution of £27,000 (9 additional bedrooms at £3000 per room) due on material start and index-linked from the date of Committee for Education, Sustainable Transportation and Open Space & Sports in the local area.
- (c) "Permit Free" - Removal of the rights of residents to apply for car parking permits.
- (d) Join and adhere to the Considerate Contractors scheme.
- (e) To ensure that if this planning permission (ref: 09/0410) is implemented, that a previous consent for Kilburn Square (ref: 06/3094) is not.

And, to authorise the Director of Environment and Culture, 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

The Kilburn Square site is within the Kilburn Town Centre. It is on a corner site with the main frontage facing Kilburn High Road and the side on the return to Brondesbury Road. This application only relates to a single part of the site.

Kilburn Square was constructed in the early 1970s on the site of an original London Square. Fronting the High Road the Square consists of eight retail/commercial units with vacant office/storage above. At the rear are nine three-bed maisonettes. These have one entrance and share their circulation area with the retail units. It is these maisonettes that are the subject of this particular planning application.

Members will be aware that there is an existing market here which was refurbished a good number of years ago. For the avoidance of doubt, the market does not form part of this application and is unaffected by it. The market stalls are occupied and represent the last of this kind of market in the area. This extends onto the footpath but is separated by metal railings restricting access.

The site has an existing two storey underground basement with ramped vehicular access from Victoria Road. This provides 103 car parking spaces and a lorry delivery area. There is a public right of way between the market and the Argos retail unit measuring 5m in width which has been the subject of a good deal of discussion over the years, but which, again, is unaffected by this particular development. There is an extremely wide (14.5m) public footpath in front of the Square with a number of existing trees, as well as other street furniture.

Kilburn High Road is a London Distributor Road and, at this point, forms the boundary between Brent and Camden Councils.

PROPOSAL

This application seeks consent for the re-modelling of the existing 9 second- and third-floor 3 bed maisonettes into 18 new 2 bed self-contained flats, a two-storey front extension with new bridge, walkway and ramps to provide access, third-floor extension on top of stairs at front, new entrance and bin store doors at side with new glass canopy and new balcony areas, along with a green roof.

HISTORY

There are no planning applications that relate specifically to the maisonettes that are the subject of this proposal. However, Members may well be aware that the site of Kilburn Square has been the subject of a long and relatively complex planning history, which culminated in the granting of planning application 06/3094 at the Committee meeting of 31 May 2007. This application was far less intense than what had gone before and sought consent for 14 flats on the front of the site, the enlargement of the ground floor commercial floorspace and the remodelling of the existing market involving the re-routing of the established right of way through to the Square.

For the avoidance of doubt, the applications relating to the wider Kilburn Square are set out below:-

04/3559 proposed the partial demolition and refurbishment of existing building; extensions and alterations to 7 existing retail units; change of use of first floor retail to health club and serviced offices; construction of 69 flats (including 22 affordable units); re siting of existing market and enclosure with permanent stalls; formation of cycle parking bays and ancillary works including new entrance, CCTV cameras and street furniture. It was refused consent in February 2005 and an appeal against this refusal was dismissed on 15 December 2005.

A similar previous proposal (LPA ref: 00/1953) proposing a total of 72 flats on the site was also dismissed at appeal by the Planning Inspectorate in April 2004.

The appeal proposal (04/3559) involved the provision of a centralised market square, with the width of the Kilburn High Road frontage being reduced from 14.5m to 8.5m from the front façade of the retail units and the edge of the footway, given the proposed 6m forward projection of the retail units.

In the Inspectors' decision letter in April 2004 on 00/1953 he concluded that the appeal proposal was unacceptable for a number of reasons. These included a failure to make the proposed communal amenity area available to all residents; loss of trees; loss of sunlight and daylight to occupants of Kilburn Tower; concerns over the method of disposal of refuse; loss of High Road footway width; and the loss of views through to the trees and retained 'green' area of Kilburn Square.

The second appeal Inspector made a number of key statements in deciding to dismiss the scheme which also need to be taken into account in any future considerations.

1. positive attributes of the scheme included "the provision of mixed uses at an appropriate urban density in an accessible location and the achievement of investment that would aid local regeneration."
2. forward projection of the building by the distance shown completely unacceptable. Would result in overdevelopment leading to a loss of quality in the publicly accessible public realm.
3. less than 50% affordable housing would be acceptable, given case made by the appellant at the time.
4. sustainability of the design and its subsequent construction very important. More discussion would be needed before this could be achieved.
5. Problems with the S106 legal agreement. There had been a failure to agree the contents of the agreement between the parties.

POLICY CONSIDERATIONS

- STR14 - New development will be expected to make a positive contribution to improving the quality of the urban environment.
- STR15 - Major development should enhance the public realm, by creating or contributing to attractive and successful outdoor areas.
- BE2 - Proposals should be designed with regard to their local context, making a positive contribution to the area, taking account of existing landform, and the need to improve existing urban spaces and townscape.
- BE3 - Proposals should have regard for the existing urban grain, development patterns and density and should be designed so that spaces between and around buildings should be functional and attractive to their users, layout defined by pedestrian circulation, with particular emphasis on entrance points and creating vistas, it respects the form of the street by building to the established line of the frontage, unless there is a clear urban design justification.
- BE6 - High standard of landscaping required as an integral element of development, including a design which reflects how the area will be used and the character of the locality and surrounding buildings, boundary treatments to complement the development and enhance the streetscene.
- BE7 - A high quality of design and materials will be required for the street environment.
- BE9 - New buildings should be designed to embody a creative and high quality design solution specific to the sites shape, size, location and development opportunity and be of a scale, massing and height appropriate to their setting, civic function and location.
- BE12 - Expects proposals to embody sustainable design principles, commensurate with the

scale and type of development, including taking account of sustainable design, sustainable construction and pollution control criteria, etc. Regard will be had to the SPG in assessing the sustainability of schemes.

- H2 - Housing development in the borough capable of providing 10 or more units gross, or 0.3 hectares or more in size (irrespective of the number of units) should where suitable accordingly to policy H3, include provision for affordable housing on-site. This should contribute towards the borough wide target for affordable housing and be available to borough residents.
- H12 - Layout and urban design of residential development should reinforce/create an attractive/distinctive identity appropriate to the locality, housing facing streets, have access and internal layout where cars are subsidiary to cyclists and pedestrians, appropriate car parking and cycle parking ,where dedicated on-street parking is maximised as opposed to in curtilage parking and avoids excessive tarmac and provides an amount and quality of open landscaped area appropriate to the character of the area, local availability of open space and needs of prospective residents.
- MOS4 - Site specific policy seeking enhanced retailing, comprehensive approach, improvements to public domain, retention of adequate footway width and trees where possible, replacement trees, no loss of open space, servicing from rear, retain shoppers car park, housing and small business units on upper floors acceptable subject to quality design.

Brent Supplementary Planning Guidance

SPG 17 "Design Guide for New Development" Adopted October 2001

Provides comprehensive and detailed design guidance for new development within the borough. The guidance specifically sets out advice relating to siting, landscaping, parking, design, scale, density and layout.

Kilburn Square Supplementary Planning Document (SPD).

The Council produced an SPD for this site following the recommendations of the Planning Inspector in dismissing the 2004 appeal on the site.

The purpose of the SPD is:

- To promote the redevelopment of 103 - 123 Kilburn High Road whilst ensuring the highest standards of urban and architectural design;
- To provide a framework for an integrated and comprehensive development of the site and for improvement to the environment;
- To provide clear and usable guidance in the form of a supplementary planning document (SPD) that will be used to assess any planning application(s) for the site.

The SPD was prepared following extensive consultation with local residents and groups during winter 2004/2005 and adopted by the Council in April 2005.

SUSTAINABILITY ASSESSMENT

Not applicable.

CONSULTATION

A total of 320 residents were consulted about the application on 14 May 2009. Those same addresses were re-consulted on 16 September 2009 once amended plans were received by the

Council. Ward Councillors for both Kilburn and Queens Park Wards were notified about the planning application on both occasions.

Originally, 2 letters of objection were received in connection with the application. One of these was from the Kilburn Square Housing Co-Op and it was accompanied by a petition signed by 34 signatures. The issues raised were as follows:-

- impact of design on the environment and Kilburn Square housing estate.
- variation from original plans which included improvements to the market place.
- the area has suffered from neglect and lack of proper upkeep over many years.

For clarity, no responses have been received since re-consultation took place in September 2009.

Councillor Mary Arnold has written two letters in connection with the planning application. Originally, she raised a number of points, many of which were matters of clarification having spoken to the Housing Co-Op:-

- increasing the number of housing units will put undue pressure on the Kilburn Square Co-Op. The outstanding planning permission needs to be taken into account.
- how will the design compliment Kilburn Square housing?
- existing access arrangements are poor. What proposals are there to improve access/security?
- residents concerned that work associated with the original planning permission is outstanding.
- confirmation needed that "right of way" is recognized and respected.

Councillor Arnold then wrote again following a meeting with the Co-Op and the representative of the applicants.

- Overriding concern of the Co-Op is that the maisonettes conversion will not be any higher than the existing building, that the right of way will remain and that there will no no loss of space to the pavement or the Square.
- previous concerns about the lack of progress on other aspects of the development of the Square and the operation of the market were repeated. A cleaning contract was considered to be essential.

CAMDEN COUNCIL

The application has no strategic impact on Camden. No objections.

TRANSPORTATION ENGINEER

No objections, subject to a Section 106 Agreement securing a "car-free" scheme. The highway implications of the development are discussed below.

LANDSCAPE DESIGNER

There is an issue about the difficulties of securing outside space here, given the constraints of the site. What opportunities there are should be maximised.

ENVIRONMENTAL HEALTH OFFICER

A number of conditions are suggested in order to ensure that residential amenities are protected.

KILBURN TOWN CENTRE MANAGER

No comments received.

STREETCARE OFFICER

Following revisions to the scheme the proposal is now acceptable in terms of waste storage and refuse and recycling provision.

THAMES WATER

No objection to the scheme on the basis of impact on sewerage or water infrastructure.

ENVIRONMENT AGENCY

No objections.

REMARKS

INTRODUCTION

This application seeks planning permission to convert the existing 9 three-bed maisonettes on the rear part of the Kilburn Square frontage block into a total of 18 two-bed units. A number of other relatively minor external changes are proposed to the building in order to facilitate access to the upper level of flats (eg: ramp and external walkway), provide external amenity space and increase the internal floor area of the proposed flats by means of a two storey extension along the length of the maisonettes.

Many Members will be familiar with the various proposals for Kilburn Square that have been submitted to the Council over time and which culminated with permission being granted for a mixed use scheme and a reconfiguration of the existing market. Although the planning permission was issued in connection with this proposal (06/3094) after the applicants signed the required Section 106 legal agreement, it does appear as though it is unlikely that this development will be implemented in the near future. The applicants are now seeking permission for a smaller scheme that relates to a different part of the site to that covered by 06/3094. For clarity, the maisonettes in question were specifically stated in 06/3094 as falling outside the application site at that time.

Over time there has been much discussion between architects, Brent Planning Service and the Kilburn Square residents in an attempt to ensure that any proposal for this site was not prejudicial to the amenities of those people who live nearby, the businesses that operate from the area (including the market) and that its impact on the wider environment was an acceptable one. Given the fact that an application to reconfigure the market, extend the existing commercial units and to provide additional residential units on the site has now been approved (06/3094), any subsequent application also needs to be seen within the context of that permission. This is both in terms of ensuring that the permitted scheme and the current scheme do not prejudice the success of the other, but also in so far as the two development proposals need to be seen as part of the single development of the same Kilburn Square site.

It is evident that many of the comments from third parties relate to matters that fall outside the scope of this application (eg: references to the market and the width of the Kilburn High Road footpath) possibly because of an initial misunderstanding about precisely what is being proposed. However, the issues raised about the need to ensure that the different elements of development are considered in association with the others is a reasonable one, but has not been an easy argument to get the landowners to appreciate. There is more on this point below.

Highway Issues.

The proposed scheme increases the number of flats on site from 9 to 18 and increases the number of bedrooms by 9. As a result, the car parking standard also increases (10.8 spaces to 12.6) and this is not something that can be accommodated on the site. This would not be considered to be acceptable given on-street highway conditions nearby. However, given the fact that public transport accessibility is good in this part of the Borough and that there is a Controlled Parking Zone (CPZ) in place in order to control on-street parking, a "car-free" scheme restricting the right of future occupiers to be able to apply for a residents car parking permit must be in place here. The "car-free" nature of the development would need to be controlled through a Section 106 legal agreement and the applicants have agreed to this. For information, the proposed flats agreed as part of the recent Kilburn Square development (06/3094) were approved on the basis that they were also "car-free" in this way.

The Transportation Engineer has commented that ideally the proposed flats should provide a total of 18 secure, covered bicycle parking spaces in order to meet adopted Council policy. He has also stated that the spaces should be provided at ground floor level in developments wherever possible, although it is accepted that this will not always be possible. In this case, a bicycle store has been added to the development at first floor level which could accommodate 12-14 cycles. The

existence of a lift and ramps, on balance, overcome any concern about the location above the ground floor. Similarly, whilst the Engineer would ideally like to see the store larger to accommodate all 18 bicycles (1 space per flat), he accepts, as do Planning Officers, that the specific constraints of the site need to be recognised and that the proposed store would be more than sufficient to cater for the additional 9 flats.

Refuse/recycling Issues.

The applicants have been in discussion with the Council's Streetcare Section to discuss this particular aspect of the development. One of the original concerns, coming back to the issue of how different elements of the development of the site relate to each other, is that the recently approved Kilburn Square development 06/3094 had its refuse/recycling storage to serve the new flats along the Brondesbury Road frontage of the new building in a similar location to where this current scheme was also proposing such facilities. Furthermore, the recent approval involved the demolition of the existing ramp, whereas this latest scheme envisaged it staying.

Revisions have led to an understanding about how the two proposals would relate to each other and also what would happen to this current development in the event that the more comprehensive development approved last year was to come forward. The Streetcare Officer has now confirmed that the proposals are acceptable. There is an existing refuse shoot at the level of the maisonettes which has plainly been underused and which this proposal seeks to bring back into use. Again, this element of the scheme has been agreed by Streetcare.

Design Considerations.

The proposed design and elevational treatment of the reconfigured building are considered to be acceptable. The additional height of the stair core has no impact on people living nearby and relates well to the building itself. The proposed front extension (1.8 metre in depth) arranged over two storeys would also relate well to the existing building and have limited impact on anybody else. As indicated below, the extension is required in order to increase the size of the proposed flats. In the event that an approval is forthcoming, further details of the treatment of the external walkways, enclosures, ramps, entrance canopy and other external space would need to be conditioned. Provided that this is done, an acceptable quality of design should be capable of being achieved which serves to enhance the character and appearance of this part of the building. The maisonettes currently represent a building of limited architectural quality and the development proposal is considered to provide an opportunity to enhance this.

Residential Amenity for future occupiers.

The impact that the proposed changes would have on the quality of residential amenity likely to be enjoyed by future occupiers of the new flats is a key consideration. The Council's adopted SPG17 document "Design Guide for New Development" includes minimal internal floor areas required for flats of different bedroom numbers. This states that a two-bed (3 person) flat should be a minimum of 55 square metres internal floor area and a two-bed (4 person) unit should be a minimum of 65 square metres. The submitted plans show 3 person units with the flats meeting the minimum floorspace for a 3 person flat, albeit by providing the 55 square metres set down as the minimum allowable. This means that the proposal complies with adopted guidance in pure qualitative terms. However, a further consideration in the assessment of all schemes of this nature is the likely residential quality likely to be enjoyed by occupiers through a combination of internal and external space. The amount of external space likely to be available to future residents has been an issue here, with SPG17 including minimum standards for external amenity space (20sqm per flat), and the constraints of the application site meaning that it is difficult to meet this guidance.

The proposal has been amended to maximise the amount of space available to future occupiers, with an area currently used as a walkway providing access to the maisonettes being turned into external balcony areas each providing 10 square metres of outside space for the proposed lower level flats. This is possible due to the change in access arrangements proposed and, subject to the precise details of the treatment of the areas, is considered to be a welcome improvement to the proposal. These lower level units also have access to an area to the front of the building providing 16 square metres of patio area, although this is reduced in size from the existing situation on site due to a combination of the proposed front extension and the widening of the existing walkway.

This patio is less likely to be used as a useful, useable outside space, partly because the walkway allowing access to the top level flats will be directly above this area. On a related point, this walkway also has an impact on the lower level windows serving the living and dining areas at the lower flats. However, the fact that the structure would be sited 2.3 metres from the front wall of the building, thus allowing a reasonable amount of light to be available to this internal space, means that the external access arrangements are considered to be acceptable.

Returning to the question of amenity space provision, it is considered that a combination of the two (front and back) outside spaces means that the quality of environment for future occupiers will be acceptable. The issue for the upper level units is more balanced because they do not benefit from the external space, but it is considered that, on balance, this should not result in the scheme being objected to when the High Road location and the physical constraints of the site are taken into account, along with the proposed legal agreement would allow funding for improvements which could make a positive contribution to the local area.

There is the scope for the area at first floor level adjacent to the new ramp to be treated in a better way than is shown on the submitted plans, which give little indication of the way in which the area will be used, and it is considered that the condition that requires further details of the external spaces be expanded to incorporate this part of the application site. There is a possibility that the front garden areas of the last 3 lower level flats could be increased in size/planted up and this is something that should be explored by the applicants.

A green roof is proposed here on all of the extended building. This is an approach which is welcomed, providing that further construction details and planting details of the green roof (whether intensive or extensive) are submitted for approval. It is considered that the opportunities for using this space, or some of it, for additional external space should be explored, given the need to maximise amenity provision. Such external space would need to be carefully planned in such a way so as not to increase any loss of privacy to, or create an overbearing impact on, people living nearby. A condition is proposed to be attached to any consent asking the applicant to explore these opportunities and bring any physical changes back to the Council for formal consideration.

Affordable Housing/Housing mix.

The proposal to convert 9 units into 18 flats does not constitute a "major" case because it involves an additional 9 units, under the threshold of 10 where affordable housing is normally required.

This fundamental issue relates to the total number of units being proposed for the Kilburn Square site and is the key question that the applicants have needed to accept when continuing with a piecemeal (as opposed to comprehensive) approach to the development of the site. A combination of the additional flats in this scheme and the extant planning permission 06/3094 for 14 units means that the affordable threshold of 10 units is exceeded on the site (of Kilburn Square) and a level of affordable housing would normally be required as part of this development. Members will be aware that the currently adopted Mayor's London plan requires 50% of all units to be affordable and the issue does need to be dealt with as part of this application.

The applicants have indicated that they wish this application to be determined as a free-standing planning application. The question that has been raised is whether the Section 106 legal agreement could be worded in such a way so as to deal with the situation whereby one phase of the development of the site were to happen, but the others were not. The applicants are concerned at having to consider affordable housing on this second phase, if it were to be considered alongside the approved scheme (including reconfigured market) and take the number of units on the total Kilburn Square site to over 10. The Council would be looking at 50% of the proposed flats in this current scheme as being "affordable" in the event that there was a requirement for such.

Having discussed the matter with the Council's Section 106 Officer, it is possible to draft a legal agreement that allows the implementation of one scheme (whichever that might be), but not the other. The applicants have confirmed that this is the course of action that they wish to pursue. In doing this they have acknowledged that they are aware that if in the future they do subsequently come back with a new scheme for the front of the Kilburn Square site that includes new flats then it

is likely that an affordable housing requirement may "kick in" at that stage, even if it did not form part of the 2006 approval.

Section 106 legal agreement

The Council has an adopted SPD on "Planning Obligations" and uses a standard charge system for calculating financial contributions in schemes of this nature and this figure is £3000 per additional bedroom. Therefore, this current scheme would require a total of £27,000 which would need to be controlled by way of Section 106 Legal Agreement. In addition, as mentioned above, the development would be "car-free" and the phasing of the development of Kilburn Square also needs to be controlled for the reasons set out above. The applicants have indicated their agreement to the proposed Heads of Terms.

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
- Central Government Guidance
- Council's Supplementary Planning Guidance and other policy documents

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
- Site-Specific Policies

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 approved shall be carried out and completed in all respects in accordance with the proposals contained in the application, and any plans or other particulars submitted therewith, prior to occupation of the buildings.

Reason: To ensure that the proposed development will be carried out as approved so as to avoid any detriment to the amenities by any work remaining incomplete.

(3) Details of materials for all external work with samples, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced and the development carried out in accordance with the approved details.

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

(4) Notwithstanding the plans hereby approved, a scheme for the landscape works and treatment throughout the proposed development (including species, plant sizes and planting densities) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any demolition/construction works on the site. Any approved planting included in such details shall be completed in strict accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme agreed, in writing, with the Local Planning Authority. Such a scheme shall include:-

- (a) proposed railings, walls and fences, indicating materials and heights
- (b) adequate physical separation, such as protective walls and fencing between landscaped and paved areas
- (c) areas of hard landscape works and proposed materials
- (d) additional details of the treatment of the area adjacent to the ramp at lower floor level, including the possibility of increasing the external amenity spaces of the proposed flats.
- (e) details of the proposed arrangements for the maintenance of the landscape works.

Reason: To ensure a satisfactory appearance and setting for the proposed development, to ensure that it enhances the visual amenity of the area and in the interests of future residential occupiers of the scheme.

(5) A dropped kerb shall be provided on Brondesbury Road adjacent to the proposed bin store in a location to be submitted to and approved in writing by the Local Planning Authority. The details shall be agreed before any works commence on the site and the crossover shall be in place prior to the first occupation of the residential accommodation hereby approved.

Reason: In order to ensure adequate control over the development in the interests of highway safety.

(6) Further details of the green roof hereby approved shall be submitted to and approved in writing by the Local Planning Authority prior to the installation of this feature. Once installed, it shall be maintained in a healthy condition and any planting that is part of the approved scheme that, within 5 years of being planted, is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season with other planting of a similar size and species, unless the Local Planning Authority gives written consent otherwise.

Reason: To ensure a high standard of landscape design.

(7) Further to condition 6 of this permission, the applicant shall consider the possibility of creating roof terraces to be used alongside the green roof proposed, details of which (including access arrangements and means of protecting privacy) shall be submitted to, and approved in writing by, the Local Planning Authority prior to any external works taking place to the roof of the building.

Reason: In the interests of the quality of the development and in order to maximise the amenities enjoyed by future residents.

(8) Further details of the proposed development shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced and the development shall be carried out and completed in all respects in accordance with the details so approved before the building is occupied. Such details shall include:-

(a) screening to the balconies of the lower floor flats, including between these private terraces.

(b) external walkways and ramps.

(c) entrance canopy

(d) bin storage areas.

NOTE - Other conditions may provide further information concerning details required.

Reason: These details are required to ensure that a satisfactory development is achieved.

- (9) The details of arrangements for the storage of refuse and recycling, in accordance with the Council's requirements contained in the document *Waste and Recycling Storage and Collection Guidance*, hereby approved shall be implemented prior to occupation of the development hereby approved and shall be permanently maintained as such.

Reason: To ensure that refuse and recycling matters are adequately dealt with and that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties.

- (10) The bicycle parking spaces shown on the drawings hereby approved must be provided prior to first occupation of the flats the subject of this application and retained thereafter for such a purpose, unless agreed with the Local Planning Authority.

Reason: To ensure the provision and permanent retention of bicycle spaces so as to ensure a balanced approach to non-car access.

INFORMATIVES:

None Specified

REFERENCE DOCUMENTS:

- Brent UDP 2004
- SPG17
- Kilburn Square SPD
- 2 letters of objection.

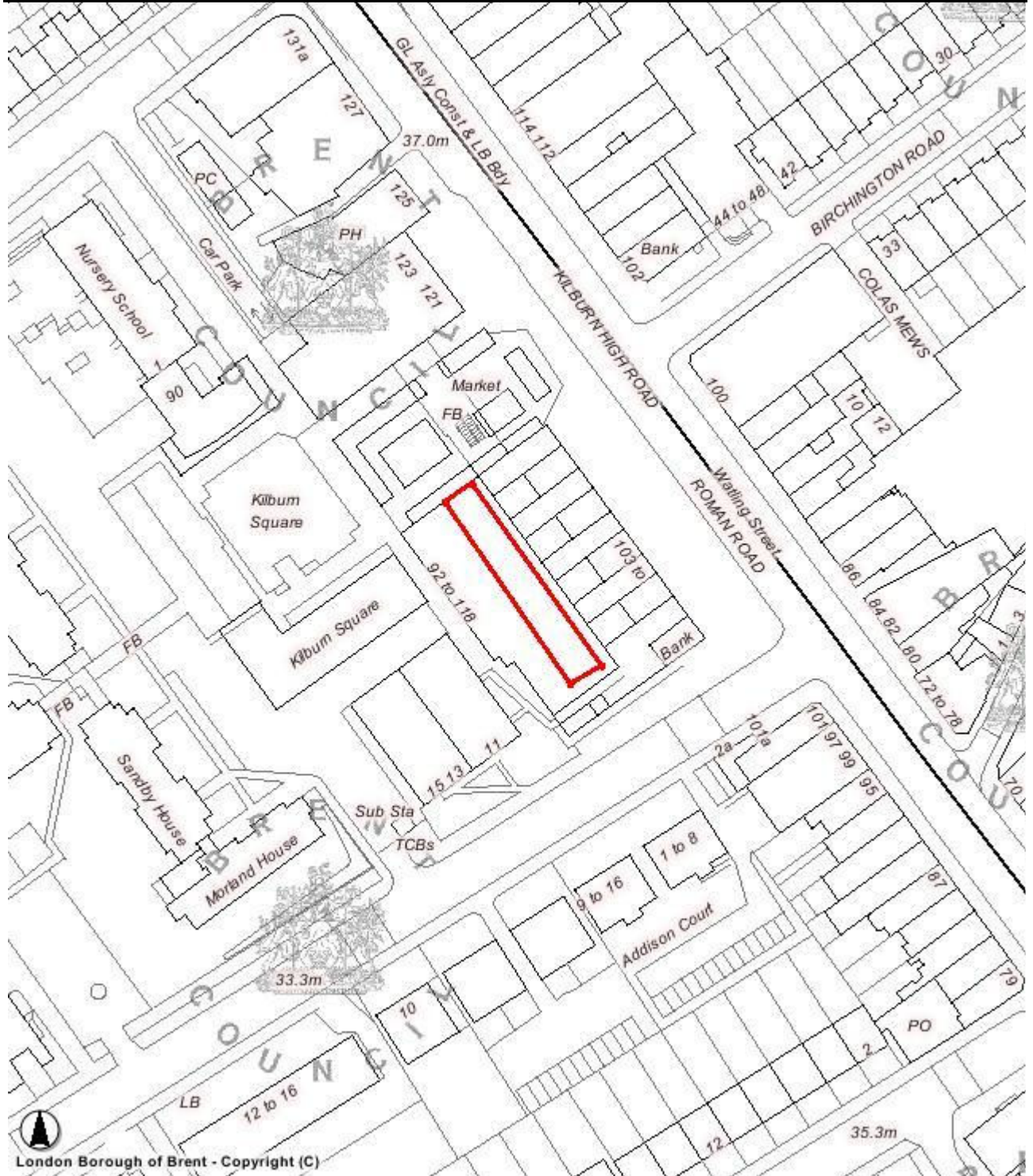
Any person wishing to inspect the above papers should contact Andy Bates, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5228



Planning Committee Map

Site address: 110-118 inc, Kilburn Square, London, NW6 6PS

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