

 **Planning Committee Map**  
Site address: Crown House, 43-51 Wembley Hill Road, Wembley, HA9 8AU  
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This map is indicative only.

**RECEIVED:** 15 February, 2012

**WARD:** Tokyngton

**PLANNING AREA:** Wembley Consultative Forum

**LOCATION:** Crown House, 43-51 Wembley Hill Road, Wembley, HA9 8AU

**PROPOSAL:** Erection of two additional storeys on top of existing building to create 8 self contained flats and the re-cladding of the whole building.

**APPLICANT:** Wembley Hill Properties LTD

**CONTACT:** Eyal Moran Architects

**PLAN NO'S:**  
See condition 2

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### **RECOMMENDATION**

Grant consent subject to the completion of a satisfactory Section 106 or other legal agreement and delegate authority to the Head of Area Planning or other duly authorised person to agree the exact terms thereof on advice from the Director of Legal Services and Procurement.

### **SECTION 106 DETAILS**

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

- (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 £3000 per bedroom, 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) An additional contribution of £10,000 for improvements to open space in the area.
- (d) Parking permit free - remove the rights of new residents to apply for parking permits
- (e) 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.

### **Community Infrastructure Levy – CIL**

The Mayor's Community Infrastructure Levy, otherwise known as CIL became effective from the 1<sup>st</sup> April 2012 onwards.

The Planning Act 2008 gave powers to the Mayor of London which allow a London wide CIL to be charged on eligible developments in order to help fund strategic infrastructure projects. The Mayor has now decided to charge CIL in order to raise approximately £300m which will be put toward London's share of the Crossrail funding package agreed with central Government. This means that all eligible developments granted planning permission from 1 April 2012 will be liable to pay Mayoral CIL regardless of when the application was submitted to the Council or any resolution to grant planning permission by the Council's Planning Committee.

Mayoral CIL has been set at £35 per sqm on developments involving the creation of new residential units, and this proposal would qualify as chargeable development on the basis of the additional floorspace being created for the 8 new units proposed, resulting in a minimum 672.5sqm (based on calculation of net additional residential floorspace - see remarks section for breakdown of areas).

Accordingly the scheme would attract a minimum CIL amount of £23, 537.50 (672.5sqm x £35 per sqm).  
*N.B. This is based on minimum residential floor area calculations, and further clarification of the total amount of floorspace being added, is being pursued with the applicant. Any changes will be reported in the*

## **EXISTING**

Crown House is located on the southwestern corner of the junction of Wembley Hill Road with Linden Avenue. The kerblines at this junction have recently been modified in conjunction with the replacement of the gyratory system at Wembley Hill Road/Empire Way with a roundabout.

The building comprises a vacant retail/food and drink unit (226m<sup>2</sup>) on the ground floor (consented under application 11/0473), with 3-storeys of office space (810m<sup>2</sup>) above. There are also nine 1-bedroom flats along the rear wing of the building, fronting Linden Avenue.

Vehicular access is from Linden Avenue, with a gate at the entrance behind which sits a bin store. Vehicular egress is available onto Mostyn Avenue to the rear of 33-35 Wembley Hill Road. The earlier approval showed 13 car parking spaces (incl. one disabled), ten bicycle parking spaces and a transit sized loading bay to the rear of the premises.

The site is located within the Wembley Growth Area.

## **PROPOSAL**

This application seeks the erection of two additional storeys on top of the existing building in order to provide 8 additional self-contained flats (4 x 1-bed, 2 x studios, 1 x 3-bed & 1 x 4-bed) and the re-cladding of the whole building. No alterations to off-street parking or access arrangements are proposed.

## **HISTORY**

The building was originally granted planning permission in 1975. Since which time the following planning application have been submitted:

- |            |  |
|------------|--|
| 18/04/2011 | Planning permission granted for the change of use of part of the lower-ground floor storage and undercroft areas into a retail unit (use class A1) or restaurant/cafe (use class A3), including internal alterations to reduce the floor level to match the street level at the front and insertion of rear flue (Ref: 11/0473). |
| 16/03/1998 | Planning permission granted for the change of use of third-floor office to self-contained flat (Ref: 97/2473).   |

## **POLICY CONSIDERATIONS**

### **National Planning Policy Framework**

The NPPF was published on 27<sup>th</sup> March and replaces Planning Policy Guidance and Planning Policy Statements with immediate effect. It is intended to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. It includes a presumption in favour of sustainable development in both plan making and decision making and its publication is of significant weight.

Saved policies from the adopted UDP will have increasingly less weight unless they are in conformity with the NPPF and can be demonstrated to be still relevant. Core Strategy policies will also need to be in conformity with both the London Plan and the NPPF and have considerable weight.

Where PPG's, PPS's, LDF Core Strategy and UDP saved policies are referred to in the report below they have been considerations in the assessment of the application. However, the recommendation is considered to comply with the NPPF.

### **LDF Core Strategy 2010**

- CP1** - Spatial Development Strategy
- CP2** - Population and Housing Growth
- CP7** - Wembley Growth Area
- CP17** - Protecting and Enhancing the Suburban Character of Brent
- CP19** - Brent Strategic Climate Change Mitigation and Adaptation Measures
- CP21** - A Balanced Housing Stock

## **Brent Unitary Development Plan 2004**

**STR3** - In the interests of achieving sustainable development (including protecting greenfield sites), development of previously developed urban land will be maximised (including from conversions and changes of use).

**STR5** - A pattern of development which reduces the need to travel, especially by car, will be achieved.

**STR9** - The Council will ensure that development proposals do not conflict with the role of GLA Roads and London Distributor Road whilst discouraging through traffic on local roads.

**STR11** - The quality and character of the Borough's built and natural environment will be protected and enhanced.

**STR12** - Planning decisions should protect public health and safety and in particular, support the achievements of targets within the National Air Quality Strategy.

**STR13** - Environmentally sensitive forms of development will be sought.

**STR14** - New development to make a positive contribution to improving the quality of the urban environment in Brent

**STR15** - Major development should enhance the public realm.

**BE2** - Townscape: Local Context & Character

**BE3** - Urban Structure: Space & Movement

**BE4** - Access for disabled people

**BE5** - Urban clarity and safety

**BE6** - Public Realm: Landscape design

**BE7** - Public Realm: Streetscene

**BE9** - Architectural Quality

**BE12** - Sustainable design principles

**TRN4** - Measures to make transport impact acceptable

**TRN23** - Parking Standards – residential developments

**TRN24** - On-Street Parking

**TRN35** - Transport access for disabled people & others with mobility difficulties

**PS14** - Residential Parking Standards

**PS15** - Parking for disabled people

**PS16** - Cycle parking standards

## **Brent Council Supplementary Planning Guidance and Documents**

**SPG12** - Access for disabled people

**SPG17** - Design Guide for New Development

**SPG19** - Sustainable design, construction and pollution control

**SPD** - Section 106 Planning Obligations

## **Mayor of London**

The London Plan 2011

Mayor of London Supplementary Planning Guidance

(a) Sustainable Design and Construction (May 2006)

(b) Planning for Equality and Diversity in London (October 2007)

(c) Accessible London: Achieving an Inclusive Environment (April 2004)

(d) The Mayor's Housing Design Guide (2010 interim addition)

## **SUSTAINABILITY ASSESSMENT**

The site is classed as a minor application and therefore the requirements of policy CP 19 of the Council's Core Strategy does not apply, as the proposal is for less than 10 flats. So although located within the Wembley Growth Area current policy does not require the scheme to achieve the Code for Sustainable Homes Level 4 required of major schemes. The new build elements of the development will still have to meet the requirements of Part L of the Building Regulations 2010 which is equivalent to Level 3 of the Code for Sustainable Homes.

As a minor scheme the requirements of Brent's SPG19 'Sustainable Design & Construction' also do not apply and the proposal has therefore not been assessed against the Council's Sustainability Check List.

## CONSULTATION

111 properties have been notified in writing of this application. Ward Councillors were also notified.

An objection has been received from the occupiers of 1 Linden Avenue which is the closest adjoining property to the application site. The concerns can be summarised as:

- Overdevelopment .
- Impact o traffic and parking.
- Loss of light.
- Impact on privacy.

2 occupiers from existing flats in Crown House have commented that while they don't object to the proposal they would like to know if the freeholder proposes to address the damp problem in existing flats, when works are expected to commence and will owners/lease holders of flats be expected to contribute towards the cost of the works. These queries have been directed towards the applicant.

**Highway & Transport Delivery:** This proposal can be supported on transportation grounds, subject to a financial contribution of £9,000 towards sustainable transport improvements and the following conditions:

1. Prior to occupation of the development, further details of car park management arrangements shall be submitted to and approved by the LPA, setting out the means by which car parking spaces shall be allocated to specific users at various times of the week and the means by which this will be enforced.
2. The car parking spaces within this development site shall not be made available for commercial parking to Wembley Stadium visitors on stadium event days, unless otherwise agreed in writing with the LPA.
3. Prior to occupation of the development, further details of bicycle parking and refuse storage arrangements for the additional flats shall be submitted to and approved by the LPA. These details shall thereafter be approved.

**Environmental Health:** Further details will be required of the extract duct and associated mechanical plant and filtration system for the A3 use on the ground floor of the building granted permission last year (Ref: 11/0473) but not yet implemented.

## REMARKS

### Principle of development.

The site is located within the Wembley Growth Area which is identified in policy CP 7 of the Core Strategy as being expected to deliver at least 11,500 new homes by 2026. The additional floors and the new residential units in them are therefore considered to be acceptable in principle.

### Quality of residential accommodation

8 new residential units are proposed comprising 2 studio flats, 4 one-bed flats, 1 three-bed maisonette and 1 four-bed maisonette are proposed. All the flats meet the minimum floor area standards set out in the London Plan.

All the new flats will be located within the new 4th and 5th floors. All have an uninterrupted outlook and meet BRE guidelines for daylight. None of the units have a solely northern aspect and will therefore all enjoy some direct sunlight during the day. The scheme has been redesigned to reduce direct overlooking between the flats and are now considered to enjoy an acceptable level of privacy. The existing office accommodation does have windows that allow some overlooking of the windows of exiting flats. The proposed extension and refurbishment of the building allows this problem to be rectified through the introduction of obscure windows to this elevation of the existing offices to be secured by condition.

The site faces a busy road (Wembley Hill Road). A condition is proposed requiring the applicants to demonstrate that they have considered local road traffic noise, and if necessary implement any special measures needed to satisfactorily mitigate noise and attenuate the proposed residential units to a satisfactorily level.

The adverse stacking of rooms between the existing and proposed flats has largely been avoided. The toe larger maisonette units are sited over the existing office accommodation however floor insulation levels required for Building Control are normally considered sufficient to prevent noise nuisance between floors. However in order to ensure the satisfactory level of insulation is used Environmental Health have requested a

condition requiring post-completion testing of noise levels prior to occupation.

The site is not capable of accommodating any communal amenity space, however all the new flats will have balconies ranging in size from 2.9 sqm to 11.7 sqm. The Council's SPG17 Design Guide for New Development recommends that new flatted housing should ideally have 20 sqm of communal amenity space per flat. However it is accepted that this can't always be achieved, particularly on the more constrained sites typically found in and around Wembley Town Centre. In such situations, provided that in all other respects the proposal is achieving an appropriate standard of accommodation and subject to there being a suitable public amenity space within walking distance, an additional s106 contribution is sought to offset the lack of amenity space within the scheme. This approach has been applied to other recent schemes in Wembley - Rosemead Hall, Juniper Close etc. In the case of this current application the site is less than 500 metres from King Edward Park. It therefore recommended that an additional £10,000 contribution be sought for improvements to this public park in order to offset the significant shortfall in amenity space within the scheme.

In addition 3 of the existing flats will each gain a 4.7 sqm balcony. Currently none of the existing flats have any external amenity space.

Flat	Type	Applicants stated Floor Area (sqm)	Net Internal Floor Area (sqm)	London Plan Standard (sqm)	Balcony (sqm)
F1	1-bed	50.3	49	50	4.7
F2	1-bed	50.7	45	50	7.0
F3	studio	37.8	36	37	2.9
F4	3-bed	181	187	96	10.6
F5	4-bed	204	225	107	11.7
F6	1-bed	48.5	48.5	50	4.7
F7	1-bed	45.2	46	50	7.0
F8	studio	38.2	36	37	2.9

Total internal floor space based on net internal floor area calculations listed above = 672.5 sqm.

Total internal floor area based on applicants stated floor area = 655.7 sqm.

As there are discrepancies between the applicants stated internal floor areas and Officer's own calculations the applicant has been asked to provide further clarification of the floor areas proposed, per flat. This will be reported further in the Supplementary Report to Committee.

### **Design of the proposal**

The existing building is a rather dull and tired looking brick building. The proposal is to add two new floors and re-clad the whole extended building in new white and grey panelling. New glazing is to be introduced to the existing building along with new balconies. These improvements to the existing building together with projecting elements and balconies proposed in the new upper floors help to break up the form of the building and creates visual interest. This approach is considered acceptable and if completed in materials of a sufficient quality and finished to an appropriate standard should give the impression of being an entirely new building.

On the other side of Linden Avenue is Cotterell House which at 7 storeys will still be a storey higher than the extended Crown House. In terms of its scale therefore the extended building is comparable with other buildings located along this stretch of Wembley Hill Road. The existing building already has a slightly awkward relationship to the much lower scale housing in Linden Avenue and the smaller adjoining office building on Wembley Hill Road. However the proposed extension and refurbishment of Crown House will make for a more attractive and interesting building that despite being larger will make a more positive contribution to the street scene than the existing building does.

### **Access**

Policy 3A.5 of the London Plan specifies that all new housing should be built to Lifetime Homes standard. Lift access is provided to all residential floors. While the main front door to the residential core is accessed by an existing set of steps level access is provided to a secondary residential entrance to the parking area, and a disabled lift is proposed from Linden Avenue to the entrance.

### **Parking/ Servicing**

The site has good access to public transport services (PTAL 4). Wembley Stadium station (Chiltern line) is

close by, as are bus routes 18, 79, 83, 92, 182, 204, 223, 224 and 297. There is a long bus stop clearway with a shelter and seat along the Wembley Hill Road frontage of the site.

The site is within Controlled Parking Zone "W", which is in operation from Monday to Saturday between 8am to 6.30pm. The site is also within the Wembley Stadium Event Day Protective Parking Zone, on which days restrictions extend from 8am to Midnight. As such, parking in Linden Avenue and Mostyn Avenue (both local access roads) is generally restricted to residents' permit holders only, although there is also pay and display available at their eastern ends.

Car parking allowances for residential use are set out in the standard PS14 of the UDP. As the site has good access to public transport services and is within a Controlled Parking Zone, reduced allowances apply.

The parking and servicing allowances for the commercial uses within the building are set out in standards PS6, PS7, PS9, PS17, PS19 and PS20.

Disabled and bicycle parking requirements are set out in standards PS15 and PS16 respectively.

#### *Existing floor space*

The existing retail/food and drink unit, having a gross floor area of below 400m, is permitted a maximum of one car parking space. The existing office floorspace is permitted 1 space per 300m as the site has good access to public transport services and is on the edge of Wembley town centre, giving a further allowance of two spaces. The nine existing 1-bedroom flats are each permitted 0.7 spaces, giving a maximum allowance of 6.3 spaces. The current total parking allowance for the site is therefore in the order of 9 spaces and the existing provision of 12 standard width spaces exceeds standards.

#### *Proposed floor space*

The proposal will add an additional eight flats to the building (6 x 1-bed/studio and 2 x 3-/4-bed). These will be permitted a total of 6.6 spaces (0.7 per 1-bed flat & 1.2 per larger unit) thereby taking the total parking allowance for the building to 15.9 spaces.

#### *Parking provision*

The existing car parking provision (13 spaces incl. one disabled) would therefore accord with standards and indeed, this proposal will eliminate the existing overprovision of parking for the building. However, consideration also needs to be given to the impact of any overspill parking from the site on parking conditions in the area. To this end, it is recommended that all of the parking spaces are made available to residents, at least at evenings and weekends, although there may be some scope to allow dovetailing of spaces with the other uses (particularly the offices) during the day. A car park management plan to set out proposed arrangements is therefore conditioned. However, in view of the increase in the number of flats and the local on-street parking situation, it is proposed to restrict the new flats to not be eligible for parking permits.

The car parking area for this building has been observed as being hired out as pirate parking for spectators on Wembley Stadium event days. This undermines the attempts to minimise traffic associated with the Stadium and adds to the difficulties in managing traffic movements away from the Stadium after events, when Wembley Hill Road is closed to through traffic, aside from the issue of utilising spaces that should be kept available for residents. A planning condition is therefore recommended on any planning approval preventing the use of this car park for visitor parking on Wembley Stadium event days, in order to allow enforcement action to be taken in future.

#### *Disabled parking*

At least 5% of the spaces (1 minimum) should be marked and dedicated for disabled use and the proposed provision of one such space is sufficient to satisfy this requirement.

#### *Servicing*

The existing retail/food and drink unit requires servicing by a transit sized vehicle, whilst the offices require servicing by 8m rigid vehicles. A transit sized bay was approved on the earlier application for the ground floor unit and whilst there is no specific 8m bay available for the offices, this is a historic situation which is not worsened by this proposal. Such vehicles would if necessary be able to stand temporarily within the central aisle of the car park.

#### *Bicycle parking*

Standards require at least one secure bicycle parking space per flat, alongside about eight more publicly accessible spaces for the commercial uses, giving a total requirement for about 25 spaces. Ten spaces were previously approved within the car park, although these have not actually been provided. As a minimum, a

further eight spaces within a secure, lockable and covered store are required for these additional flats. A condition is recommended to detail future bicycle parking provision within the site, showing a minimum of 18 (and preferably 25) spaces.

*Emergency access and refuse collection:*

The site has frontages onto two streets, so is easily accessed by fire appliances. No details of refuse storage arrangements have been shown for the new flats though and this may require the enlargement of the existing refuse storage area. All storage must be provided within 10m of a location that a refuse vehicle can access and as long as the additional bins can be accommodated behind the boundary wall along Linden Avenue, this requirement will be met. Further details are sought as a condition of any approval.

**Flood Risk**

The site is within Flood Zone 1 and is less than 1 hectare in size; therefore no detailed flood risk statement is required.

**Density**

The proposal is sited within an urban area with a PTAL of 4. The proposed density of the development equates to 1231u/ha and 503 hr/ha. This is within the tolerances normally permitted within the London Plan: (70 – 260 u/ha for an “urban” designated area and 200 – 700 hr/ha.) The proposal complies with the recommended density levels set out in the London Plan.

**Impact on existing residents.**

The proposal is adjoined by residential properties in Linden and Mostyn Avenue. The scheme has been amended to ensure that the scheme is considered to meet the relevant guidelines for preserving neighbouring residential amenity set out in SPG17. All new residential windows facing towards neighbouring properties are located at least ten metres from the sites boundaries with neighbouring properties and over 20 metres from any directly facing habitable room windows. The 45 degree set down requirement has largely been met. The rear garden of the neighbouring property at 1 Linden Avenue has an existing 3.8 metre high boundary wall between it and the site. The 45 degree line has therefore been taken from the top of this wall. This demonstrates that the additional floors only marginally encroach upon this line. This failure is not considered significant enough to justify a reason to refuse the application. Furthermore the introduction of obscure glazing to the existing office accommodation improves the privacy of existing neighbours.

The Building Research Establishment Guide to Good Practice 2011 makes recommendations for the retention of daylight and sunlight in existing buildings adjacent to new developments. A daylight & sunlight report has been carried out on the proposed extension that demonstrates the proposal will have a limited effect upon the availability of sunlight and daylight to rooms in the adjacent house at 1 Linden Avenue and to the commercial building called Cottrell House on the north side of Linden Avenue. The analyses given in this report show that the reductions will be within the limits recommended in the Guide to Good Practice.

**Conclusion**

The proposed development is considered to meet the relevant policies and guidelines of the Council and the London Plan. Officers believe it will improve the appearance of the existing building as well as providing new housing within the Wembley Growth area. Despite the fact that the scheme does not provide the levels of external amenity space normally sought, overall the quality of accommodation proposed is considered acceptable. The lack of amenity space can be offset by seeking additional s106 contributions for open space improvement in the locality.

**RECOMMENDATION:** Grant Consent subject to Legal agreement

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

Brent's adopted Core Strategy 2010  
Brent's Unitary Development Plan 2004  
Council's Supplementary Planning Guidance 17 - Design Guide for New Development  
Supplementary Planning Document - S106 Planning Obligations.

**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) Details of materials for all external work with samples, (including but not limited to cladding, roof materials, window details, balcony details) shall be submitted to and approved in writing by the Local Planning Authority prior to any work commencing and those details, once approved, shall be fully implemented.

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

- (3) Detailed drawings at a scale of 1:5, or an alternative scale that has been agreed in writing by the Local Planning Authority, including, where necessary, sections and detailed elevations, of the various elements of the facades of the building, detailing the junctions between different elements of the building, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby permitted and the development shall be carried out in full accordance with the approved details.

Reason: To ensure the design detail for this prominent site results in a high-quality development in compliance with the requirements of Built Environment policies within the Unitary Development Plan and Supplementary Planning Guidance 17 "Design Guide for New Development"

- (4) Prior to development commencing, further details of
  - a) the proposed refuse and recycling areas
  - b) a minimum 18 secure bicycle parking spacesshall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The development shall be carried out and completed in all respects in accordance with the details so approved before the proposed flats are occupied.

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

- (5) Prior to the occupation of the proposed flats the applicants shall submit an acoustic report that shall demonstrate that they have undertaken tests of internal noise levels in each of the flats living rooms and bedrooms post-completion of the building works and that "reasonable" resting levels of noise attenuation have been achieved in accordance with standards set out within BS8233:1999 "Sound insulation and noise reduction for Buildings."

If "reasonable" noise levels have not been achieved the report will detail what additional measures will be undertaken to ensure that they are achieved and the timescale that these additional measures shall be implemented within and thereafter the works shall be undertaken in accordance with the details so approved.

The report shall be submitted to and approved in writing by the LPA prior to the occupation of the units.

Reason: To ensure satisfactory noise levels within the proposed development in order to safeguard the amenities of future occupiers.

- (6) Details of any new plant machinery and equipment (including air conditioning systems/ mechanisms for mechanical ventilation) associated with the proposed development and the expected noise levels to be generated, shall be submitted to and agreed in writing by the Local Planning Authority prior to development commencing and thereafter shall be installed in accordance with the approved details and maintained in accordance with the relevant manufacturer's guidance.

The noise level from this plant together with any associated ducting, shall be maintained at a level 10 dB (A) or greater below the measured background-noise level at the nearest noise-sensitive premises. The method of assessment should be carried out in accordance

with BS4142:1997 "Rating industrial noise affecting mixed residential and industrial areas".

Should the predicted noise levels exceed those specified in this condition, a scheme of insulation works to mitigate the noise shall be submitted to and approved in writing by the Local Planning Authority and shall then be fully implemented.

Reason: In order to ensure adequate insulation and noise mitigation measures and to safeguard the amenities of adjoining occupiers and future occupiers

- (7) Notwithstanding the drawings and documents hereby approved, further details of the measures to mitigate the impact of noise on future residents, which shall include details and technical specifications of the glazing and ventilation systems, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works on site. The approved details shall be implemented in full and thereafter shall be maintained in accordance with the manufacturers' specifications.

Reason: To ensure a satisfactory standard of residential accommodation for future occupants.

- (8) The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

PL-2  
PL3-A  
PL-4-A  
PL-5  
PL-6  
PL-7  
PL-9  
PL-10  
PL-11

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

- (9) Details of obscure and restricted opening glazing to be fitted to the western elevation of the existing office accommodation and to the north western corner of Flat F5 shall be submitted to and in writing by the Council prior to the commencement of work. The approved glazing shall be installed and maintained at all times unless the Council agree otherwise in writing.

Reason: To protect the amenities of existing residents

- (10) No area of flat roof shall be used as a terrace or balcony (unless indicated as being such on the approved plans) unless the Council agree otherwise in writing.

Reason: To protect the amenities of existing residents.

- (11) Prior to occupation of the development, further details of car park management arrangements shall be submitted to and approved by the LPA, setting out the means by which car parking spaces shall be allocated to specific users at various times of the week and the means by which this will be enforced.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety along the neighbouring highway and to ensure a satisfactory standard of amenity by providing and retaining adequate on site car parking.

- (12) The car parking spaces within this development site shall only be used by occupants of the residential units or commercial floorspace or for servicing directly associated with these units.

Reason: To ensure that the proposed development does not add to local traffic congestion or prejudice general safety along the neighbouring highway and to ensure a satisfactory standard of amenity by providing and retaining adequate on site car parking.

- (13) In order to mitigate against the possibility of numerous satellite dishes being installed on the

buildings hereby approved, details of communal television system/satellite dish provision shall be submitted to, and approved in writing by, the Local Planning Authority before the commencement of the development. The approved details shall be fully implemented.

Reason: In the interests of the visual appearance of the development in particular and the locality in general.

- (14) Details of the proposed new disabled access from Linden Avenue shall be submitted, agreed in writing by the Local Planning Authority and installed prior to the occupation of the new accommodation.

Reason;- To ensure that adequate access for all new users of the building has been provided.

**INFORMATIVES:**

None Specified

Any person wishing to inspect the above papers should contact Neil McClellan, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5243