

# COMMITTEE REPORT

Planning Committee on  
Item No  
Case Number

10 June, 2020  
07  
19/1099

## SITE INFORMATION

RECEIVED	21 March, 2019
WARD	Wembley Central
PLANNING AREA	
LOCATION	192A Ealing Road, Wembley, HA0 4QD
PROPOSAL	First floor rear extension and loft conversion to incorporate 4 new flats, three side dormer windows, proposed rooflights, first floor rear terrace area, provision of internal cycle storage, creation of refuse storage to ground floor with installation of new side ground floor door, increase in height to single storey rear projection and alterations to fenestration
PLAN NO'S	See Condition 2
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><b><u>When viewing this on an Electronic Device</u></b></p> <p>Please click on the link below to view <b>ALL</b> document associated to case <a href="https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_144525">https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_144525</a></p> <p><b><u>When viewing this as a Hard Copy _</u></b></p> <p>Please use the following steps</p> <ol style="list-style-type: none"><li>1. Please go to <a href="https://pa.brent.gov.uk">pa.brent.gov.uk</a></li><li>2. Select Planning and conduct a search tying "19/1099" (i.e. Case Reference) into the search Box</li><li>3. Click on "View Documents" tab</li></ol>

## RECOMMENDATIONS

A. That the Committee resolve to GRANT planning permission.

B. 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. 3 Year time period
2. Approved plans / drawings
3. Removal of permitted development rights relating to change of use to C4
4. Obscured glazed flank wall windows
5. Refuse store for flats
6. Cycle store for flats
7. External materials to match
8. Highway works
9. Parking permit restriction


Informatives:

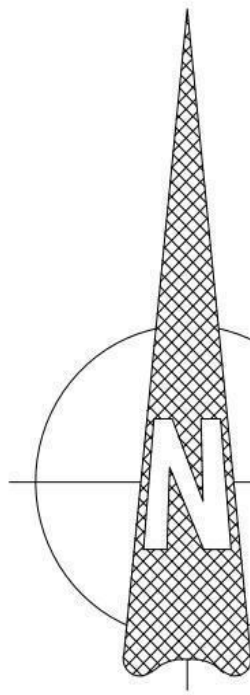
1. CIL approval
2. Building near a boundary
3. Party Wall etc Act
4. Damage to the highway during works
5. Any other informative(s) considered necessary by the Head of Planning

That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.

That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

## SITE MAP

 <b>Brent</b>	<p><b>Planning Committee Map</b></p> <p>Site address: 192A Ealing Road, Wembley, HA0 4QD</p> <p>© Crown copyright and database rights 2011 Ordnance Survey 100025260</p>
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# SITE LOCATION

scale 1:1250

This map is indicative only.

## PROPOSAL IN DETAIL

A first floor rear extension and loft conversion to incorporate 4 new flats (one studio, one 1 bedroom flat and two 2 bedroom flats), three side dormer windows, proposed rooflights, first floor rear terrace area, provision of internal cycle storage, creation of refuse storage to ground floor with installation of new side ground floor door, increase in height to single storey rear projection and alterations to fenestration.

## EXISTING

The application site comprises of a two storey end of terrace building located within a corner of Ealing Road and Bowrons Avenue. The building is relatively new construction (planning permission granted in 2005– see planning history below). The ground floor contains multiple retail units. The authorised use of the upper floor is for two flats (1 x two-bedroom flat and 1 x one-bedroom flat), although the plans submitted with the planning application indicate that it is use in as a large scale House in Multiple Occupation. There is no permission for the HMO use.

The surrounding area is mixed, with predominantly commercial premises with residential flats on the upper floors along Ealing Road and residential dwellings are situated along Bowrons Avenue. The building is sited within Ealing Road Town Centre and is designated as a primary shopping frontage. The building is not situated within a conservation area nor is it a listed building.

## AMENDMENTS SINCE SUBMISSION

Amendments were provided during the course of the application to alter the design of the proposed extension. The rear portion of the extension has been set in from the shared boundary. The original flat roof design to the rear has been re-designed with a hipped element along the northern elevation of the proposed works. Given the overall reductions, the proposal would now include in a new internal layout and therefore the proposal would facilitate 4 flats.

## 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 have to balance all of the planning issues and objectives when making a decision on the application, against policy and other material considerations.

**Representations received:** A petition with 76 signatures has been received, objecting to the application for a variety of reasons. Officers consider that the proposal is acceptable for the reasons set out in this report.

**Principle of development:** The proposal results in the creation of 4 self contained flats on the upper floors of the building. Residential use on upper floors of buildings in town centre locations is considered an appropriate use and would not adversely impact on the vitality or viability of the commercial uses at ground along Ealing Road Town Centre. The additional residential flats would contribute towards the Borough's housing stock.

**Design and scale:** The proposed extensions at first floor and roof level are considered to be of an appropriate design and scale, that would complement the existing property and would respect the traditional two storey dwellings west of the application site.

**Impact on neighbouring amenity:** Amended drawings were provided during the course of the application to alter the roof design and reduce the size of the first floor rear extension to ensure an acceptable relationship is achieved in relation to the residential windows to the rear of No. 190. A sunlight and daylight report was provided during the course of the application ensuring that the development would not result in an unduly detrimental impact on the light or outlook from these windows. Overall the development would not have an unduly detrimental impact on the occupiers of the nearby residential units.

**Highways and transportation:** The proposal will result in an increase in the number of homes within the site and an associated increase in potential parking demand. However, there is a CPZ in operation in the area and the development is recommended to be “parking permit restricted” to mitigate the potential impacts of overspill parking.

**Quality of the resulting residential accommodation:** The new homes that are proposed would meet internal space standards and are considered to be of sufficiently high quality, despite three of the flats not having access to any external amenity space and no flats meeting the 20 sqm per unit target. The flats would have satisfactory levels of good outlook and light

## RELEVANT SITE HISTORY

17/3010 - Conversion to provide 5 self-contained flats on upper floors, to include the erection of a first and second floor extension with private amenity space and associated refuse and cycle storage on ground floor – Refused, 22/09/2017.

Reasons:

1. The proposed first floor and second floor extensions, by reason of their size, siting and design, would have a detrimental impact on the character of the street scene and would result in inappropriate bulk and massing at this prominent corner plot. As such the development would fail to comply with Policy DMP1 of the Brent Development Management Policies 2016, Supplementary Planning Guidance 17 and draft Supplementary Planning Document 1.
2. The proposed extension, by reason of its size and siting, would also appear overbearing and result in a loss of outlook in relation to the first floor rear window of the adjoining neighbouring accommodation directly north of the site, No. 190 Ealing Road. Therefore the proposal would have an unduly detrimental impact on the residential amenities of the neighbouring flat, contrary to policy DMP1 of the Brent Development Management Policies 2016, and SPG17 and draft SPD1.
3. The proposal, by reason of the layout of the flat denoted as "studio 2", constitutes the provision of a habitable room with poor light or outlook and thus, a poor standard of residential accommodation to the detriment of the amenities of future occupiers, contrary to policy DMP1 of the Development Management Policies 2016, Brent Supplementary Planning Guidance 17 and draft Supplementary Planning Document 1.

## CONSULTATIONS

### Public Consultation

46 properties were consulted on the application by letter on 30/04/2019. A signed petition was received during the course of the application on behalf of Wembley Central & Alperton Residents' Association (WCARA) with 76 signatures from 32 addresses.

Summary of objections:

- The proposed design is overdevelopment of the site and detract from the street scene to the bulk and height.
- Inadequate waste disposal facilities.
- Residents of this property have been reported for fly-tipping.
- Current health and safety issues regarding the fire exit along Bowrons Avenue.
- There is a high level of anti-social behaviour along the alleyway to the rear of the building.
- The proposed construction works would result in machinery blocking the emergency vehicles along

the highway.

Officer Comments: \_

The issues raised fly-tipping matters are not material planning considerations. This should be raised with the Environmental Health Team. The health and safety issues raised are also not a material planning consideration, and the concerns with anti-social behaviour should be addressed to the Police and the Neighbourhood Management Team. The additional items are discussed in the main body of the report.

Subsequent consultation letters to 46 properties and the WCARA were sent out on 05/03/2020. No further comments were received. The consultation letter sent out the amendments to the plans as discussed in the "summary of amendments" section below.

**Internal consultation**

Environmental Health Officer: No objections raised.

## **POLICY CONSIDERATIONS**

As indicated above, section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of this application should be in accordance with the development plan unless material considerations indicate otherwise.

The development plan is comprised of the London Plan 2016, Brent Core Strategy 2010 and Brent Development Management Policies 2016.

Material Considerations include the National Planning Policy Framework 2019 and the Council's Supplementary Planning Document 1 "Brent's Design Guide" 2018, and Technical Housing Standards-Nationally Described Space Standard

Key development plan policies include:

London Plan

Policy 3.5 - Quality and design of housing developments  
Policy 6.9 - Cycling

Brent's Core Strategy 2010

CP 2 – Population and Housing Growth

Development Management Policies 2016

DMP 1 Development Management General Policy  
DMP 12 Parking  
DMP 18 Dwelling size and Residential Outbuildings  
DMP 19 Residential Amenity Space

The Examination in Public for the Draft New London Plan has been completed and the Panel Report has been received by the GLA. The GLA have now released a "Intend to publish" version dated December 2019. This carries substantial weight as an emerging document that will supersede the London Plan 2016 once adopted. As such considerable weight should be given to these policies.

The Draft London Plan

Key policies include:  
D4 - Delivering good design  
D5 - Inclusive design  
D6 - Housing quality and standards  
T5 – Cycling  
T6.1 - Residential Parking

The council is currently reviewing its Local Plan. Formal consultation on the draft Brent Local Plan was carried out under Regulation 19 of the Town and Country Planning Act (Local Planning) (England) Regulations 2012 between 24 October and 5 December 2019. At its meeting on 19 February 2020 Full Council approved the draft Plan for submission to the Secretary of State for examination. Therefore, having regard to the tests set out in paragraph 48 of the NPPF it is considered by Officer's that greater weight can now be applied to policies contained within the draft Brent Local Plan.

### Draft Local Plan

Key policies include:

- Policy BD1 – Leading the Way in Good Urban Design
- Policy BH1 Increasing Housing Supply in Brent
- Policy BH4 Small Sites and Small Housing Developments in Brent
- Policy BH13 Residential Amenity Space
- Policy BSUI2 Air Quality
- Policy BT2 Parking and Car Free Development

## **DETAILED CONSIDERATIONS**

### **Proposal**

1. The proposal is seeking planning permission for a new first floor rear extension and together with roof extensions and alterations including the provision of self contained flats in the loft of the building. The proposed alterations would result in 4 new flats that would comprise of one studio, one 1 bedroom flat and two 2 bedroom flats. Three dormer windows would be added to the southern flank elevation of the proposed upper floor works.
2. The ground floor element of the southern flank elevation would result in new a window layouts and a new door to facilitate the refuse storage area for the residential flats. The refuse store will replace one of the existing retail units at ground floor formed as part of the 2015 planning permission. Internal alterations to the existing residential entrance on Bowman Avenue is proposed to improve the size of this entrance internally. The existing single storey projection to the rear portion of the building will be increased in height by approximately 0.5m. A new terrace area would be included on the roof of the single storey rear projection to facilitate outdoor space for Flat 2.

### **Principle**

3. London Plan Policy 3.3, in seeking to increase the supply of housing in London, sets borough housing targets, and in Table 3.1 puts the minimum annual monitoring target for the London Borough of Brent at 1,525 additional homes per year between 2015 and 2025. Emerging London Plan Policy H1 (Increasing housing supply) looks to increase this target to 2,335 new homes per annum. Draft policies BH2 and BP7 supports residential development in town centres including Ealing Road town centre. As such, the provision of additional flats on the upper floors of the property would accord with the above policies and would not have a detrimental impact on the vitality and viability of the primary shopping frontage of Ealing Road Town Centre as retail uses will be maintained at ground floor level.

### **Design, Character and Impact on Street Scene**

4. SPD1 states that development should respond to the local context and respect the existing character of the landscape, streetscape, architectural and historic environment. New development height, massing and façade design should positively respond to the existing context and scale; facilitating good urban design. Building heights should positively respond to the existing character. Development massing should limit its visual impact by effectively breaking up facades, creating a varied roofscape and relating positively to existing surroundings.
5. The proposed upper floor extension would not project above the ridge height of the main building, and would sit at a lower height to the properties along Bowrons Avenue. Whilst there is a large crowned roof, this is screened from the street from the hipped roof design, which would would complement the general

design of the residential properties along the street scene. When viewed from Bowrons Avenue, the width of the upper floor rear projection is not considered excessive. In addition to this the proposed dormers along the flank elevation of the property would be suitably subservient to the southern roof slope and provide residential characteristics which would mirror the traditional residential dwellings along the Bowrons Avenue.

6. The introduction of rooflights to the modified roof on the front elevation would be acceptable as these additions are common features within the area.
7. The use of durable and attractive materials is essential in order to create development that is appealing, robust and sustainable and fits in with local character. In terms of materials, the application form submitted with the application outline that the materials used would match the existing dwelling and principle of this is acceptable.
8. Overall the proposed works would not result in a detrimental impact on the street scene, appear out of context or have a negative impact on the character of the property. It is considered that the amended roof design has overcome the previous concerns in relation to the size, siting and design of the first and second floor extensions proposed as part of the 2017 application which were considered to have a detrimental impact on the character of the street scene and would result in inappropriate bulk and massing at this prominent corner plot.

### **Impact on Residential Amenities**

9. To the west of the application is No. 2 Bowrons Avenue. The proposal will face the flank elevation of this building and its front garden. As such it is not considered to result in a harmful impact to the amenities of No. 2 Bowrons Avenue. Furthermore, a separation distance of 13m will be maintained from the first floor terrace to the boundary with No. 2 Bowrons Avenue, which exceeds the minimum distance of 9m set out in SPD1.
10. The rear elevation of the main portion of No.190 Ealing Road contains habitable room windows serving residential uses on the upper floor. The existing projection to the rear of the application property currently extends beyond these windows and the two storey element directly west of this property currently blocks the subject windows. The upper floor extension proposed as part of this application maintains the same set in from the side boundary with No. 190 (i.e. 2m). The existing rear projection already projects beyond the SPD1 1:2 line from the rear facing bedroom window, and its continued projection along the same building line would not be considered to result in an excessive increase in the sense of enclosure or reduced outlook. There is a bedroom window on the first floor rear elevation of the two-storey outrigger to the adjoining property (No. 190) which is largely obscured by the unlawful extension to that property. The middle of that window is approximately 6.3m away from the upper floor extension and the proposed extension would project beyond the 1:2 guidance line (when taking into account the removal of the unauthorised extension). However, it is considered to be a sufficient distance away to not be unduly overbearing taken into account the location, size and design (including the hipped roof) of the extension in relation to the location of the window.
11. A residential property is situated to the rear of 190 Ealing Road directly facing towards the proposed works. A flat occupies the first floor level of this two storey element with a window facing south. The proposal would be visible from the windows of that property and would be 4.82 m from it. The amenity space of one of the first floor flats would also be situated in front of the window of that flat, again 4.82 m from it. A 1.8 m high wall would prevent a loss of privacy for the adjoining flat. It should be noted that this extension and the associated flat unit is unlawful and an enforcement notice was served requiring the removal of the extension (Enforcement Reference Number: E/04/0708). As such this residential unit has been constructed unlawfully. The extensions proposed within this application will fall below the SPD1 30 degree line extensions and it is considered that the proposed extension will not have an unduly detrimental impact on the unlawful flat.
12. The proposal would not materially harm the properties to the south of the application site given the separation distances that would be achieved. A Daylight Impact Assessment was provided with the



application which illustrates that the proposed development does not have a significant adverse effect on the adjacent properties windows. It is also demonstrated that all windows will achieve VSC values that are more than 80% of the existing daylight levels and is therefore in compliance with BRE criteria. Annual Probable Skylight would also continue to comply with BRE guidelines. While winter sunlight has not been tested, given the location of nearby homes and their amenity spaces, the proposal is not considered likely to have an unduly detrimental impact on the sunlight received by surrounding properties.

13. It is noted that the kitchen window at first floor level to the rear of 190 Ealing Road facing the development would result in a decrease in relation to No Sky Line. This has reduced by 75% of its former value which is marginally more than the 80% reduction of its former value to comply with BRE guidelines.
14. The proposal would not result in any materially harmful overlooking with regards to the residential units within the vicinity of the application property. Windows and roof lights on the northern elevation are recommended to be conditioned to be obscured and non-opening at a height of 1.7m or below from internal floor level. The private terrace area serving Flat 3 would incorporate a 1.8m screen which is acceptable and would provide sufficient screening in relation to upper floor residential unit directly north west of the application site. Furthermore this is a common relationship between residential units in the area given the density of residential and commercial built form along this portion of Ealing Road.

### **Standard of Accommodation**

15. The new dwellings should be in line with the National Technical Space Standards both in terms of the overall unit sizes, together with minimum bedroom sizes and storage areas. This is further supported within policy DMP18. The proposal would meet the London Plan floorspace standards as set out in the table below.

Unit No	Internal unit Size	London Plan requirements
1 Studio	40sqm	39sqm
(2 bedroom 4 person)	80sqm	70sqm
(2 bedroom 3 person)	61sqm	61sqm
(1 bedroom 2 person)	50sqm	50sqm

16. It is noted that the proposed studio flat located on the first floor would contain a single aspect however all habitable rooms across the scheme benefit from good levels of outlook, through the use of windows, dormers and roof lights. The proposed studio flat on the first floor would be facing a westerly direction and would therefore not rely on a single aspect from a northerly direction. Overall, the internal layout of the proposed flats would benefit from good levels of light and outlook. Furthermore the proposed flats would meet the floorspace requirements of the London Plan. As such, the proposed standard of accommodation is considered satisfactory for any future occupiers.
17. Policy DMP19 states that new dwellings will be required to have private external space of a sufficient size and type, and that this 20 sqm is normally expected to be provided per flat. Emerging London Plan policy D6 specifies that 5 sqm of external amenity space should be provided for a 1- or 2-person dwelling with 1 sqm extra for each additional occupant. This is reinforced in the draft Local Plan policy BH13. Only flat 3 will benefit from an area of external amenity space (20sqm). The proposal does not achieve these targets set out in policy. However, due to the constraints linked to the site it would be difficult to fully accommodate external amenity space provision for all four flats whilst ensuring that the design of the building is in keeping with the character of the area. Therefore in this particular instance, given the nature of the scheme and the proximity to One Tree Hill Park (approximately 330 m), the lack of amenity space is acceptable.

### **Transport Considerations**

## Parking

18. As the site does not have good access to public transport services, the higher residential car parking maximum standards set out in Appendix 1 of the adopted DMP applies.
19. The existing lawful use of the upper floors as two flats would be permitted up to 2 spaces. A further 4-5 spaces would be allowed for the ground floor retail kiosks. With no off-street parking available, maximum standards are currently complied with.
20. Policy T6.1 of the Draft London Plan states that residential parking standards for a development within the PTAL 3 is 0.75 spaces per dwelling. The four proposed flats are allowed up to 3 spaces, which is a significant increase in the parking standard. Again, with no new parking proposed within the site, standards would be complied with. However, Policy DMP12 requires that any on-street parking that is generated can be safely accommodated on-street.
21. Policy of BT2 encourages car free development is encouraged where there is an existing Controlled Parking Zone in place. Ealing Road is a busy distributor road and bus route that cannot accommodate parking along the site frontage. Bowrons Avenue is subject to a CPZ that restricts parking for permit holders throughout the year. Outside the application site there are two shared residents' permit/pay and display bays along the site frontage, plus a loading bay that could be used for parking after 9pm. However, in line with emerging policy, it is recommended that the four flats are parking permit restricted so that they are not entitled to parking permits.
22. There are also yellow lines in place to protect a crossover that is now redundant. This once served the loading area of the retail unit prior to it being subdivided into smaller units. Removal of this crossover and associated yellow lines and replacement with an extension to the parking bay could increase on-street parking provision at night along the Bowrons Avenue frontage to five spaces. These additional spaces will be of use to their visitors as it would be a pay & display bay. It would also be of use to visitors to the ground floor retail units.
23. A condition requiring the applicant to enter into an agreement with the Local Highway Authority to fund the cost of removing the crossover and extending the parking bays along Bowrons Avenue is therefore sought.

## Cycle Parking

24. The London Plan requires at least one secure bicycle parking space per 1-bed flat and two spaces per 2-bed unit, giving a total requirement for eight spaces. Eight spaces are indicated at first floor level, which are secure and therefore meet standards. Provision of spaces at first floor level is not ideal, as bicycles would need to be carried up the stairs. However, there is no space available on the ground floor where a bicycle store could realistically be located. This arrangement is supported by your highways officers in this instance.

## Refuse Facilities

25. A communal bin store for two Eurobins is to be provided fronting Bowrons Avenue, allowing easy collection of waste. This is of sufficient size for 4 flats, and within 10m carrying distance of the public highway.
26. The bin store for the retail units will be retained at the rear as per the approved plans for planning permission reference: 15/5321.

## **Conclusion**

27. Following the above discussion, and weighing up all aspects of the proposal, officers consider that the proposal should be approved subject to conditions. Whilst three of the flats do not have access to any external amenity space, and thus would not meet the targets set out within Brent Policy DMP19 or emerging London Plan Policy D6, the units are considered to be of good quality accommodation. Furthermore, it is common place to see flats above shops with none or very limited external amenity space. The benefits of this scheme are considered to outweigh this limited policy conflict.

## CIL DETAILS

This application is liable to pay **£48,398.60** \* 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): 136 sq. m.

Total amount of floorspace on completion (G): 270 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
(Brent) Dwelling houses	270		134	£200.00	£0.00	£39,960.71	£0.00
(Brent)			0	£0.00	£0.00	£0.00	£0.00
(Mayoral) Dwelling houses	270		136	£0.00	£60.00	£0.00	£8,437.89
(Mayoral)			0	£0.00	£0.00	£0.00	£0.00

BCIS figure for year in which the charging schedule took effect (Ic)	224	323
BCIS figure for year in which the planning permission was granted (Ip)	334	
<b>TOTAL CHARGEABLE AMOUNT</b>	<b>£39,960.71</b>	<b>£8,437.89</b>

\*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: 19/1099

To: Coom  
Jetview Properties Ltd  
Argyle House  
Third Floor Northside  
Joel Street  
Northwood Hills  
HA6 1NW

I refer to your application dated **21/03/2019** proposing the following:

First floor rear extension and loft conversion to incorporate 4 new flats, three side dormer windows, proposed rooflights, first floor rear terrace area, provision of internal cycle storage, creation of refuse storage to ground floor with installation of new side ground floor door, increase in height to single storey rear projection and alterations to fenestration

and accompanied by plans or documents listed here:  
See Condition 2

at **192A Ealing Road, Wembley, HA0 4QD**

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: 01/06/2020

Signature:

**Gerry Ansell**  
Head of Planning and Development Services

### 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:-  
  
National Planning Policy Framework 2019  
  
London Plan 2016  
  
Core Strategy 2010  
  
Development Management Policies 2016  
  
Draft London Plan  
  
Draft Local Plan  
  
Supplementary Planning Document 1 – Brent Design Guide 2018
  
- 1 The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.  
  
Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.
  
- 2 The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):  
  
PA-01, PA-02, PA-03, PA-04, PA-05, PA-06, PA-07, PA-08, PA-09 Rev. C, PA-10 Rev. D, PA-11 Rev. D, PA-12 Rev. B, PA-13 Rev. D, PA-14 Rev. C, PA-15 Rev. D  
  
Information Submitted: \_  
  
Design and Access Statement  
  
Daylight Impact Assessment prepared by Mach Group  
  
Reason: For the avoidance of doubt and in the interests of proper planning.
  
- 3 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 in writing 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.
  
- 4 The proposed upper floor flank windows along the northern flank elevation of the development shall be fitted with obscure glazing and contain opening points 1.7 metres above the floor of the room in which the window is installed.  
  
Reason To protect the residential amenities of near by residents.

- 5 The flats hereby approved shall not be occupied until the refuse area for the flats as shown on the submitted plans has been provided, and thereafter such refuse storage area shall not be used other than a refuse store ancillary to the occupation for the residential units.

Reason: To ensure the residential units have access to refuse storage facilities.

- 6 Cycle parking shall be installed and made available for use prior to first occupation of the development hereby approved and thereafter retained and maintained for the life of the development and not used other than for purposes ancillary to the occupation of the development hereby approved.

Reason: To encourage sustainable forms of transportation in the interest of highway flow and safety.

- 7 Prior to commencement of development (excluding any demolition, site clearance and the laying of foundations) details of materials for all external work, including samples which shall be made available for viewing on site, shall be submitted to and approved in writing by the Local Planning Authority. 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

- 8 Within three months of commencement of the development, the developer shall enter into an agreement with the Local Highways Authority to carry out the following works.

- (i) the removal of the redundant crossover to the site and its reinstatement to footway with full-height kerbs and the removal of the associated yellow lines and the extension of the adjoining parking bays at the developer's expense.
- (ii) The development shall not be occupied until the highway works have been completed to the satisfaction of the Local Highway Authority, and verification of such works have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the development provides a safe and functional highway environment to connect the development with its surroundings.

- 9 Occupiers of the residential development, hereby approved, shall not be entitled to a Residents Parking Permit or Visitors Parking Permit to allow the parking of a motor car within the Controlled Parking Zone (CPZ) operating in the locality within which the development is situated unless the occupier is entitled; to be a holder of a Disabled Persons Badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970. For the lifetime of the development written notification of this restriction shall be included in any licence transfer lease or tenancy agreement in respect of the residential development.

On, or after, practical completion but prior to any occupation of the residential development, hereby approved, written notification shall be submitted to the Local Highways Authority confirming the completion of the development and that the above restriction will be imposed on all future occupiers of the residential development.

The owner is required to inform any future occupant that they won't be entitled to a Residents Parking Permit or Visitors Parking Permit.

Any Parking Permit issued in error by the Council shall be surrendered should the Council request it.

Reason: In order to ensure that the development does not result in an increased demand for

parking that cannot be safely met within the locality of the site.

## INFORMATIVES

- 1 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at [www.brent.gov.uk/CIL](http://www.brent.gov.uk/CIL).
- 2 The applicant is advised to contact the Head of Highways & Infrastructure to arrange for the crossover and parking bay works to be undertaken on their behalf.
- 3 (PWAL) 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](http://www.communities.gov.uk)
- 4 (F16) 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.

Any person wishing to inspect the above papers should contact Denis Toomey, Planning and Regeneration,  
Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1620