

**RECEIVED:** 19 November, 2008

**WARD:** Alperton

**PLANNING AREA:** Wembley Consultative Forum

**LOCATION:** 99, Flats 1-4 99,99B-101B,101,103,103B,Public Convenience & Car Park rear of 99-103, Ealing Road, Wembley, HA0

**PROPOSAL:** "Car Free" development for the erection of third-floor extension to provide 4 self-contained 2-bedroom flats with balconies, communal roof terrace and ground-floor amenities, including demolition of existing public convenience and erection of relocated replacement public convenience and new public cycle stands as accompanied by Design & Access Statement (amended by revised plans dated 13/08/09)

**APPLICANT:** Dr S. R. Vora

**CONTACT:** Jay Patankar & Associates

**PLAN NO'S:** AR/A4/SC/000 (1:1250)  
AR/A3/SC/041 (1:200)  
AR/A3/SC/042 (1:100)  
AR/A3/SC/043 (1:100)  
AR/A3/SC/044 (1:100)  
AR/A3/SC/045 (1:100)  
AR/A3/SC/046 (1:100)  
AR/A3/SC/047 (1:100)  
AR/A3/SC/048 (1:200)  
AR/A3/SC/049 (1:100)  
AR/A3/SC/050, revA (1:100)  
AR/A3/SC/051, revB (1:100)  
AR/A3/SC/052, revB (1:100)  
AR/A3/SC/053, revC (1:100)  
AR/A3/SC/054, RevG (1:100)  
AR/A3/SC/055, RevE (1:100)  
AR/A3/SC/056, RevD (1:100)  
AR/A3/SC/057, RevB (1:100)

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### **RECOMMENDATION**

Approve subject to conditions and completion of a satisfactory legal agreement.

### **EXISTING**

3 storey corner building at the junction of Ealing Road and Douglas Avenue with commercial units at ground floor, these are a mix of A3, A5 and A1 uses. The first floor above 99 and 101 Ealing Road is a private members club with access gained from Douglas Avenue. The second floor comprises four x 2-bedroom flats. To the rear is a rear service yard, public toilet and 7 pay & display parking bays. Brent Council has a long lease to this part of the site.

## PROPOSAL

Erection of third-floor extension to provide 4 additional self-contained flats with balconies, roof terrace and ground-floor amenities, including demolition of existing public convenience and erection of relocated replacement public convenience and new public cycle stands (as amended by revised plans dated 13/08/09).

## HISTORY

**08/2244** - Erection of second-floor conservatory extension for use by second-floor flats. **Granted**

**08/2050** - Change of use of 101 Ealing Road from a retail shop (Use Class A1) to a restaurant (Use Class A3), including the amalgamation of 99 & 101 Ealing Road to form a single restaurant. **Granted**

**03/2290** - Erection of first-floor rear extension to provide kitchen extension to club and provision of door at second-floor level in rear elevation to provide access onto roof terrace from flats. **Granted**

**85/1650** - Outline application - Erection of detached three storey block of three shops, first floor offices and four flats (Section 52). **Granted**

## POLICY CONSIDERATIONS

Brent Unitary Development Plan 2004

- **STR11** Protection and enhancement of the built and natural environment
- **BE2** Townscape local context and character
- **BE3** Urban Structure; Space & Movement
- **BE5** Urban Clarity & Safety
- **BE9** Architectural Quality
- **H12** Residential Quality – Layout Considerations
- **H20** Flats Over and Adjoining Buildings in Shopping Centres
- **TRN3** Environmental Impact of Traffic
- **TRN4** Measures to Make Transport Impact Acceptable
- **TRN11** The London Cycle Network
- **TRN23** Parking Standards Residential Development
- **TRN27** Retention of Essential Off-Street Parking
- **TRN28** Restrictions on Off-Street Public Parking
- **TRN34** Servicing in New Development
- **TRN35** Transport Access for Disabled People
- **SH1** Network of Town Centres
- **SH19** Rear Servicing
- **SH31** Development of Ealing Road Town Centre

Supplementary Planning Guidance Note 17 'Design Guide for New Development'

SPD 's106 planning obligations'

## SUSTAINABILITY ASSESSMENT

n/a

## CONSULTATION

A widespread level of public consultation was undertaken, 52 properties were notified on 4<sup>th</sup> December 2008. Letters were also sent to Landscape, Environmental Health and Transportation sections of the Council as well as Ward Councillor's Allie, Brown and Chadva.

6 objection letters have been received objecting on the following grounds.

1. *The development will lead to overlooking and a loss of privacy.*
2. *The design is inappropriate and such a large building is out of keeping with the area.*
3. *It will lead to additional traffic problems as a result of the additional flats while the existing residents will suffer from a loss of parking.*
4. *The development will lead to an increase in litter and noise.*
5. *The additional space will increase traffic congestion in the immediate area.*
6. *Objection to the impact this proposal would have on surrounding property values is not a valid planning grounds for objection.*

3 letters have been received from properties on Westbury Avenue confirming no objection. 2 letters from occupiers at 154 & 160 Ealing Road have been received confirming they withdraw their earlier objection.

Following the formal submission of revised plans on 1<sup>st</sup> June 2009 additional consultation was carried out. In response an additional 2 objections have been received but no new grounds for objection are raised.

*Transportation Comments;*

- 12 car parking spaces exist to the rear of the building. Of these 7 are public pay & display spaces, while 5 serve the existing businesses at 99-103 Ealing Road.
- 1 car parking space will be lost to the rear due to the re-siting of the public toilet.
- The proposed flats are smaller (1 & 2-bed) dwellings in a location with a good PTAL and an active CPZ, meaning that under PS14 the parking provision is 0.7 spaces, attracting a total of 3.5 spaces.
- The existing flats attract a combined maximum of 2.8 spaces.
- The commercial units attract a combined maximum of 3 spaces.
- The anticipated parking demand for the whole site is 9.3 spaces.
- To meet servicing standards then at least one transit sized loading bay should be marked out.
- Only 5 spaces are available to the rear and these will be needed for servicing parking and parking for the commercial units, the remaining spaces are short stay pay and display public bays.
- Refuse, recycling and cycling provision is acceptable.
- Transportation would support a "car free" agreement to cover both existing and new flats. With any approval transportation will seek a standard financial contribution towards highway safety improvements, better non-car access and new parking controls.

*Landscape Comments;*

- The access to generously sized flats is welcomed but there exists the opportunity to use the roof space at the rear of the building and use this as external amenity space.
- Any planning permission should include a standard landscape condition.

*Brent Council Estates Department;*

*-Brent Council are leaseholder of part of the development site and the proposed development would affect a site where Brent Council have along leasehold interest. The last communication from the Estates Department says the offer made for the surrender of the lease is unsatisfactory but there would be no objection to permission being granted as the applicant would not be able to develop the land until an acceptable agreement has been reached with the Council to surrender the lease. A requirement of this would be to re-provide the public toilet at the applicant's expense. In any event this is a matter to be addressed separately from the planning application.*

**REMARKS**

The application as amended proposes an additional floor of accommodation incorporating 4 self-contained flats, comprising 4 x two-bedroom flats with balconies at third-floor level, communal roof terrace, including demolition of existing public convenience and erection of relocated replacement public convenience and new public cycle stands (as amended by revised plans dated 13/08/09). Brent Council are leaseholder for part of the site at the rear, this includes the existing public toilet and 7 pay & display parking bays for public use. The Council's Estates Department have confirmed they have no objection in principle to the surrender of the lease, subject to

reaching agreement on an acceptable amount with the applicant.

### **Policy Issues: Principle of Development**

The site faces onto Ealing Road and it falls just inside of Ealing Town Centre as designated within Brent's Unitary Development Plan. National Policy supports the effective and efficient use of land that has previously been developed for additional housing, and Local Policy in the form of the UDP encourages the provision of flats above shops and housing on 'brownfield' sites subject to the quality of accommodation to be provided being acceptable. In principle there is no policy objection to the provision of additional residential accommodation above 99-103 Ealing Road subject to the quality of accommodation, quality of design and traffic impacts being acceptable.

### **Local Context**

The site is located at the junction of Ealing Road and Douglas Avenue. The existing brick building is arranged over 3 floors (including ground floor) with a hipped roof, resulting in a building height of 11m. This building sits at the northern most end of a terrace which runs along this side of Ealing Road, this terrace is predominantly 2-storey's high.

Member's should note that planning permission **(08/2151)** was granted at Committee in October 2008 (subject to the completion of a s106 legal agreement) for the demolition of existing buildings at 93-97 Ealing Road, (this is directly opposite the site on the other corner site), with a replacement part 3 and part 4-storey incorporating 9 flats with commercial uses on the ground floor. The approved building is 4-storey's fronting Ealing Road at a height of 13m (with an additional height to 15m at the top of the dome feature). This form of development is in line with the forthcoming Local Development Framework which supports the expansion of Ealing Road Town Centre further north and indicates support for buildings of this height in Ealing Road. In the event of the approved scheme at 93-97 Ealing Road being built out then it is considered this will relate to the current proposal in terms of scale and local context and will meet the intentions of Policy BE2 which looks at local context and BE9 which looks for buildings to be of an appropriate scale, massing and height..

### **Quality of Residential Accommodation**

The application has responded to Officer's concerns about the height increase resulting from an additional 3<sup>rd</sup> and 4<sup>th</sup> floor, as originally proposed. The scheme as amended includes an additional 3<sup>rd</sup> floor only, this is considered to be in keeping with the local context and is appropriate for an urban town centre site. The proposed residential unit sizes vary. There are 4 x 2-bedroom flats. All of the flats meet minimum floor-space guidelines set out within the Council's SPG17, with the exception of Flat 2, this is marginally under 55m<sup>2</sup> at 53.7m<sup>2</sup>, however this is not a significant enough shortfall to warrant refusal.

The proposed flats outlooks are generally good and meet SPG17 standards. Unfortunately 'Flat 2' is laid out to be solely north facing. It should be noted that balconies are proposed along Ealing Road, although modest in size these are a benefit as currently there is no outside space available. Balconies were also proposed along Douglas Avenue however these have been removed at Officer's request, as Transportation do not support projections such as this over the public footpath. The arrangement of flats at 3<sup>rd</sup> floor will achieve the correct stacking above existing second floor flats, as required by SPG17.

The building comprises existing A3/A5 uses at ground floor resulting in the need for the existing extraction equipment and flue at the rear of the building. At officer's request it is proposed that this equipment will be re-routed along the flat roof extension and will rise vertically and be housed internally within the new lift/access core. By hiding the flues in such a way it is considered there will be a significant improvement in terms of visual and residential amenity. Conditions are recommended to control the noise levels of the flue to safeguard the amenities of surrounding occupiers. Should the noise levels exceed the limits set out then a scheme of insulation works will need to be submitted to and approved in writing.

A new entrance is to be constructed, accessed from Douglas Avenue with a lift serving the upper floors and a staircase serving the club at first floor and a separate common staircase serving the residential accommodation above. This meets with policy which seeks to ensure separate access is provided for residential flats above shops. The new entrance hall extension is also to accommodate a new refuse store room, cycle store room and an office and store room directly for use of the club at first floor level.

#### *Amenity Space*

The main amenity space for the proposed flats (as well as the existing flats) is the proposed roof garden on the roof of the third floor. At Officer's request the terrace has been amended so that it is set in from the edges, this helps reduce the visual impact. This roof terrace is approximately 170m<sup>2</sup> however it is concerning that this space lacks details of landscaping and screening around the edges of the terrace (i.e. planter screening). In principle the introduction of a roof terrace is welcomed as the existing flats are lacking any kind of outside space. Further details of a landscaping scheme will be required by condition to ensure an attractive, good quality outside space.

The application further proposes private balconies fronting Ealing Road for both the existing and proposed flats, 2 new balconies to the rear are also proposed. Balconies will not overhang the public highway along Ealing Road as they oversail private forecourt below. The plans indicate balcony sizes that range in size and are either slightly less than and slightly greater than 5m<sup>2</sup>, in reality these will not be that useable but this is supplemented by the proposed roof terrace.

#### **Design**

The principal views of the proposed development from the public realm will be those provided from the streetscene to the west and north on Ealing Road and Douglas Avenue to the east. The proposed building is 4 storeys (11.6m) at its highest. This scale of development is considered appropriate for an urban, "town centre" site. Properties at the rear on Westbury Avenue are over 30m away, SPG17 requires window-to-window distances of 20m so the proposal significantly exceeds this, accordingly no overlooking or loss of privacy will result.

The design approach taken is to remove the existing hipped roof over the 2<sup>nd</sup> floor and to build an additional floor with a flat roof. It is proposed to utilise the roof space and to provide a communal roof terrace approximately 170m<sup>2</sup> in area. This will provide a sizeable area of outside space for the residential occupiers.

The existing building is finished in brickwork with a variety of window styles, resulting in a building which lacks a coherent appearance and appears overly bulky at present because of the expanse of brickwork. As part of this application works are proposed to the elevations which go some way to achieving a more coherent design. A rendered band is proposed at first floor level to break up the amount of brick work, this theme carries round to the rear of the building. New windows and balcony openings will be at second and third floor level fronting Ealing Road. These are not identical in design but will match as closely as possible the width and proportions of the first floor windows, which are being amended through part of this application. The result of such amendments is a more coherent design which helps marry up the ground and first floors to the upper floors of the building. Furthermore timber cladding and render is proposed on the upper floors around the windows and balconies on Ealing Road and Douglas Avenue, and to the circulation/access core. The use of different treatments help to break up the elevations, adds visual interest and reduces the amount of facing brickwork. The new entrance block which is to be formed is to be constructed in matching brickwork and timber cladding so that it remains in keeping with the building, and this is set back from the Douglas Avenue frontage which reduces its bulk. Officer's consider that the elevational changes proposed result in a more coherent, consistent architectural approach, and improve what is currently a rather drab brick building.

The main pedestrian access to the proposed flats is provided from Douglas Avenue. The new entrance block incorporating a lift and stairwell separate the access for residential and commercial premises from the servicing and parking area

### **Comments on Neighbouring Objections**

#### ***Impact on neighbouring properties & comments on objections received***

***Overlooking and a loss of privacy;*** No properties either side will be affected and properties which back onto the site at the rear on Westbury Avenue are over 30m away. In terms of window-to-window distances SPG17 minimum standards will be significantly exceeded.

***Inappropriate design out of keeping with the area;*** The approach attempts to fit in with local context and the host building. The use of matching brickwork and the introduction of different finishes and windows all help to articulate the building and break down the elevations. The design is considered to be in keeping with the local context and is consistent with the approved scheme at 93-97 Ealing Road in terms of scale and massing.

***It will lead to additional traffic problems as a result of the additional flats while the existing residents will suffer from a loss of parking;*** The occupants of the 4 new flats will have the right to apply for residents parking permits removed, and this will be secured through an s106 legal agreement. Overspill parking will not occur on the surrounding road network either as there is Controlled Parking Zone in operation around Ealing Road Town Centre. It is unfortunate that 1 of the existing parking bays will be lost to make way for the re-located public toilet however this is a public pay & display bay, and there is to be no loss of parking for the existing resident's. The s106 agreement includes a Head of Term which will secure the retention of not less than 6 public pay and display parking bays.

***The development will lead to an increase in litter and noise;*** Adequate provision for domestic and commercial waste is made and it is unlikely that the addition of 4 flats will result in the generation of significant noise over and above the existing uses.

### **Parking and Servicing**

The site lies in a controlled parking zone but has good access to public transport (PTAL4) with proximate rail stations and bus stops. The proposed development makes no provision for off-street parking for the occupants of the new flats nor is it possible to provide dedicated parking on-site for the new residents. The existing rear parking and servicing area has 7 pay & display parking bays, in addition to this there are 5 spaces which serve the existing flats and commercial premises at 99-103 Ealing Road. The surrounding roads cannot accommodate the additional on-street parking which would be felt as a result of the additional flats, as Ealing Road is a London Distributor Road and Douglas Avenue is 'Heavily Parked' therefore in order for the development to be acceptable on Transportation grounds and in order to mitigate against the impacts it is necessary to remove the rights of the residents of the 4 additional flats to apply for resident's parking permits. The applicant is agreeable to this in principle and will need to sign up to a Section 106 legal agreement to confirm this development as "car free".

There is some concern from Transportation with this, ideally they would like the restriction on the right to apply for residents parking permits to apply to existing and proposed flats. However this is not considered to be a reasonable restriction to apply to existing resident's, and in terms of mitigating against the impacts of the development as long as the additional 4 units are restricted from applying for resident's parking permits then no additional parking will result. Member's will be aware that this approach has been supported on sites elsewhere in the Borough where the impacts of additional parking cannot be met either on-site or the surrounding road network.

One of the 7 public parking spaces to the rear will be lost because of the need to accommodate a new public toilet within the site. However to ensure an acceptable level of public parking is retained in the area, to support the function of Ealing Road Town Centre the s106 agreement includes a Head of Term which will secure the retention of not less than 6 car parking spaces to the rear of the development, for public use at charges comparable to other public 'pay and display' facilities.

Transportation requires at least one 6m x 3m servicing bay to be marked out in compliance with Policy TRN34, details of this will be required by condition in the event of planning permission being granted. Furthermore the external doors of the residential refuse store shall be conditioned to open inwards so that they cannot obstruct vehicle access.

7 cycle spaces are proposed for resident's these are housed next to the new entrance hall. In addition 15 public cycle spaces are to be installed at the rear of the site, this is welcomed.

### **Public Toilet Re-Provision**

On part of the site leased by Brent there is an existing public toilet to the rear of the building, accessed from Douglas Avenue. It is necessary for this to be demolished to make way for the new entrance block. Streetcare advises this is a popular public toilet and therefore a requirement of any approval would be to re-provide a suitable brick built replacement public toilet, accessible for disabled users. The applicants are agreeable to this and to providing the costing for this and this requirement is to be included as one of the Heads of Terms. It is proposed to re-provide this within the application site (see drawing AR/A3/SC/048) A condition is recommended requiring the submission of detailed elevations to control the design and finishes and external appearance of the public toilet.

### **S106 Agreement**

- (a) *Payment of the Council's legal and other professional costs in (i) preparing and completing the agreement and (ii) monitoring and enforcing its performance*
- (b) *Contribution of £24,000 (£3,000 per bed space), towards the provision and/or improvement of education facilities in the Borough, non-car access/highway, sports and public space improvements in the area. Due on material start and index-linked from the date of committee.*
- (c) *Permit Free - residents of the 4 new flats will not be allowed to apply for residents parking permits.*
- (d) *Prior to demolition of the existing public toilet, re-provide a disabled access public toilet on the edge of the site fronting Douglas Avenue.*
- (e) *Prior to occupation provide no less than 6 car parking spaces to the rear of the development, for public use at charges comparable to other public 'pay and display' facilities*

### **Summary**

The revised proposal is considered to be in keeping with the scale of the surrounding buildings and it is not considered harmful to the amenities of surrounding occupiers. The site is constrained however the current scheme is considered to be acceptable in terms of layout, scale, massing, design, quality of environment and associated traffic impacts. The proposal is considered to be consistent with the requirements outlined by the Council's planning policies within the London Borough of Brent Adopted Unitary Development Plan 2004 and Supplementary Planning Guidance Note 17 'Design Guide for New Development'. Accordingly, it is recommended that this application be granted with relevant conditions attached (subject to the completion of a satisfactory legal agreement to mitigate the associated development impacts)..

**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

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  
Housing: in terms of protecting residential amenities and guiding new development  
Town Centres and Shopping: in terms of the range and accessibility of services and their attractiveness  
Transport: in terms of sustainability, safety and servicing needs

#### **CONDITIONS/REASONS:**

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

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

- (2) Details of materials for all external work to the building, with samples and detailed drawings (including brickwork, windows, doors, cladding, balconies, and other external design features), shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out in accordance with the approved details.

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

- (3) The communal roof terrace shall be suitably landscaped with shrubs/plants and hard surfacing in accordance with a detailed scheme to be submitted to and approved in writing by the Local Planning Authority, prior to commencement of any construction work on the site, and such landscaping work shall be completed prior to occupation of the flats hereby approved and thereafter maintained in accordance with the approved scheme.

The scheme shall also indicate:-

- other appropriate matters within the context of a landscaping scheme, such as details of seating, and usage of areas;
- treatment of the roof terraces, including methods of screening the areas to prevent overlooking, and balconies;

Any shrubs and plants planted in accordance with the landscaping scheme which, within 5 years of planting are removed, dying, seriously damaged or become diseased, shall be replaced by trees and shrubs and plants of similar species and size to those originally planted.

Reason: To ensure a satisfactory standard of appearance and to ensure that the proposed development enhances the visual amenity of the area.

- (4) a) The noise level from any existing plant (e.g. refrigeration, air-conditioning), 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".  
b) 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 to safeguard the amenities of adjoining occupiers



- (5) Notwithstanding the plans hereby approved prior to the commencement of any part of the approved development;

a) a revised parking layout shall be submitted to and approved in writing which makes provision for 1 transit sized loading bay

Reason: To enable vehicles using the site to stand clear of the highway so that the proposed development does not prejudice the free-flow of traffic or the conditions of general safety along the neighbouring highway.

- (6) Before any building works commence on the site, an acoustic report shall be submitted to and approved in writing by the local planning authority which demonstrates that the proposed flats meet the specified criteria as set out in PPG24 'Planning and Noise' in regards to noise. Should the acoustic report find that noise levels within the proposed flats fall into category B or higher from this source a scheme of suitable insulation works shall be submitted to and approved in writing by the local planning authority. The scheme of works should comply with the internal levels as recommended in BS8233:1999.

Reason: To ensure that the future occupiers are not subjected to excessively high noise levels from Ealing Road traffic and to ensure an adequate standard of amenity.

- (7) Notwithstanding the plans hereby approved the external doors to the residents refuse store shall open inwards only.

Reason; In the interests of highway safety.

- (8) The areas approved by the Local Planning Authority for public pay & display parking, private car parking, and loading, unloading and parking of service vehicles shall be used only for those purposes.

Reasons: To ensure that these areas are permanently retained for these uses in compliance with the Council's parking and servicing standards, in the interests of the general amenities of the locality and in the interests of the free flow of traffic and conditions of highway safety within the site and on the neighbouring highways.

- (9) The proposed 'club administration store room' shall be used in conjunction with the existing use of the 1st floor of 99-101 Ealing Road as a private members club and for no other purpose.

Reason: To ensure that no separate use commences without prior consideration being given by the Local Planning Authority.

- (10) Detailed drawings of the replacement public toilet (including floor plans & elevations) along with details of materials to be used for all external work, including samples, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced on site. The work shall be carried out in accordance with the approved details and prior to the demolition of the existing public toilet.

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

## **INFORMATIVES:**

- (1) During demolition and construction on site;
1. The best practical means available in accordance with British Standard Codes of Practice 5228:1997 (Parts 1 to 4)
  2. Construction/refurbishment and demolition works and ancillary operations which are audible at the site boundary shall be carried out only between the hours of;  
Monday to Fridays 08:00 to 18:00  
Saturday 08:00 to 13:00

And at no time on Sundays or Bank Holidays

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

Reason: To limit the detrimental effect of construction works on adjoining residential occupiers by reason of noise and disturbance.

## **REFERENCE DOCUMENTS:**

London Borough of Brent Adopted Unitary Development Plan, 2004  
Supplementary Planning Guidance Note 17 'Design Guide for New Development'

Any person wishing to inspect the above papers should contact Gary Murphy, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5227



## Planning Committee Map

Site address: 99, Flats 1-4 99,99B-101B,101,103,103B,Public Convenience & Car Park rear of 99-103, Ealing Road, Wembley, HA0

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