

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

10 September, 2025
05
25/1246

SITE INFORMATION

RECEIVED	24 April, 2025
WARD	Preston
PLANNING AREA	Brent Connects Wembley
LOCATION	Land North of 125 Preston Road, Wembley, HA9 8NN
PROPOSAL	Proposed erection of two storey 3x bedroom dwelling house with installation of a front brick boundary wall for the vacant parcel of land directly to the North of 125 Preston Road.
PLAN NO'S	See condition 2.
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_173215</p> <p><u>When viewing this as an Hard Copy</u> .</p> <p>Please use the following steps</p> <ol style="list-style-type: none">1. Please go to pa.brent.gov.uk2. Select Planning and conduct a search tying "25/1246" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab

RECOMMENDATIONS

That the Committee resolve to GRANT planning permission subject to:

That the Head of Planning is delegated authority to issue the planning permission and impose conditions and attach the following informatives in relation to the following matters:

Conditions

1. Three year commencement rule
2. In accordance with approved plans
3. No access to roof of extension
4. Restriction of PD rights for dwellinghouses
5. Cycle and refuse store in accordance with approved plans and kept from obstruction
6. Water consumption
7. Urban Greening Factor
8. External materials
9. Hard and soft-landscaping scheme
10. Wild life and biodiversity enhancement strategies

Informatives

1. CIL liability
2. Party Wall Act
3. Building near boundary
4. Signs for potential contamination
5. Biodiversity Net Gain

1. That the Head of Planning or other duly authorised person 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 or other duly authorised person 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.

SITE MAP



Brent

Planning Committee Map

Site address: Land North of 125 Preston Road, Wembley, HA9 8NN

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This map is indicative only.

PROPOSAL IN DETAIL

The proposal seeks planning permission for a two storey 3-bed 5-person dwelling which would form a new end of terrace property adjoining with the existing pair of semi-detached dwellings at No.123 and No.125 Preston Road. The dwelling would have an angled mono-pitch roof design, with the highest point towards Pellatt Road, where it meets the junction. The proposed development would also incorporate a 6.0m deep single storey rear element that would have a flat roof set at an eaves and maximum height of 3.0m. Other associated works involves the creation of a front forecourt with planting and combined cycle and refuse storage, the erection of a brick front boundary wall, and wooden fenced side boundary treatment. Private external amenity space would be provided to the rear garden for the residents of the property.

EXISTING

The application site relates to a grass verge (c.0.022ha) with some shrubs that is located to the north of the dwelling at No.125 Preston Road. The grass verge is sited on an open road junction, fronting Preston Road to the east and Pellatt Road to the north. The site boundary is splayed with its width narrowing from east to west.

It should be noted that Pellatt Road slopes downwards in ground level from north to south and at the application site itself, there is a drop in ground level of c.0.50m-0.58m from the north to south.

The surrounding area is predominantly residential, with dwellings of mainly two storeys in height to the east and three storey residential blocks to the immediate north.

With a Public Transport Accessibility level (PTAL) of 3, the site has good levels of access to public transport.

The site is not situated within a Conservation Area, neither does it contain any designated or undesignated heritage assets.

AMENDMENTS SINCE SUBMISSION

- Size of the cycle store has been amended to be 1m by 2m;
- Labels detailing numbers of and types of trees that would be planted and proposed surfacing type;
- Provision of green roof specification for ground floor rear extension;
- Photo samples of external finishing provided upfront for front brick boundary treatment, side boundary fence and combined cycle and bin store;
- Provision of water butt.

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. 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: As of the date of this report, 25 representations were received from nearby residential occupiers of which 24 objected to the proposal and 1 was in support of the proposal. The nature of the objections predominantly relates to the design of the development being out of keeping with the surrounding area, an over-intensification to the use of the site, the potential impact to neighbouring residential amenity, pressure on parking, pedestrian and highway safety, loss of biodiversity, drainage concerns, development being used for monetary gain and the lack of public engagement.

These comments are summarised in the 'CONSULTATIONS' section and will be discussed in detail throughout the body of this report.

Principle of Development: The site is located within a residential area that is within good access to public transport and therefore within a priority area for new homes under Policy BH4 of the Brent Local Plan. It would contribute towards the borough's housing targets and would deliver a family-sized dwelling for which there is an identified need in the borough. The general principle of providing a residential dwelling in this location is considered to be acceptable.

Design/Scale/Bulk: The proposed dwelling adopts a contemporary design approach that is distinctly different from the traditional character of neighbouring properties. However, it is considered to be of

exemplary architectural quality, with careful attention paid to proportions, detailing, and materials. Features such as deep window reveals, high-quality materials, the use of shadow gaps, well-articulated openings contribute to a refined and confident architectural expression.

While the building departs from the architectural language of the adjacent semi-detached pair, it responds positively to the established urban grain. Its footprint and height align with the prevailing scale, and the building’s angled roof form provides a strong and considered presence at the road junction.

Although the new dwelling would disrupt the symmetry of the adjoining pair, this symmetry would be somewhat compromised by any addition here due to the neighbouring property’s distinctive cat-slide roof, and any attempt at a pastiche design would result in an awkward or inauthentic outcome. Given the prominent corner location, the site lends itself to a more ambitious architectural approach.

Neighbour Impact: Having regard the levels of distancing with the rear garden of the adjoining neighbours, and the relationship of the proposed ground floor rear extension and the first-floor rear building line with the adjoining neighbours, it is not considered to have an unduly detrimental impact to the neighbouring amenities in terms of an overbearing nature, loss of light, outlook and an increased sense of enclosure.

Standard of Accommodation: The proposal would comply with policy standards to deliver a high-quality dwelling for future residents.

Highway Impact: No off-street parking spaces are proposed for the house which would meet maximum parking standards set out in policy. While the property is within the Wembley Event Day Parking Zone, there is not a CPZ within the local area and on-street parking therefore cannot currently be controlled outside of event days. Notwithstanding this, parking surveys submitted for the planning application for the residential development at the junction of Pellatt Road with Walton Gardens and Chamberlayne Avenue (see ref: 24/2139) showed that there is sufficient capacity on-street to safely accommodate any parking from the dwelling. Cycle parking and bin storage would also be provided to comply with standards.

Landscaping and Biodiversity Impact: The existing grass verge comprises heavily modified grassland with limited ecological value, consisting primarily of amenity grass and some ornamental shrubs. While it contributes to the visual amenity of the street scene, it is not designated as protected open space under the Brent Local Plan.

The proposed development would enhance the site’s landscaping through a well-considered scheme that maximises on-site soft landscaping, introduces a greater diversity of plant species, and incorporates measures to support biodiversity and wildlife, such as habitat features and native planting. These enhancements are sufficient to satisfy the relevant policies of the Brent Local Plan with respect to landscaping and on-site ecological improvements. The scheme would also secure the mandatory 10% net gain in biodiversity through purchasing off site habitat units.

Flood Risk: The proposed development is not sited within a flood zone. The proposed hard and soft-landscaping scheme site-wide would ensure that sufficient surface water attenuation would be achieved.

RELEVANT SITE HISTORY

No relevant planning site history.

CONSULTATIONS

25 nearby neighbours were consulted by post on 01/05/2025 for a period of 21 days. A total of 25 representations, with 1 in support of the proposal and 24 objecting.

Reasons For Support	Officers Comments
The proposed development sets a good precedent for modern builds, particularly as it appears to be more efficient in the use of space and energy.	This is discussed within ‘Layout and Design’ and ‘Water Consumption’ section of the assessment below.
It is acknowledged that while the proposed development would result in the loss of greenery, it would make provision for housing which is required in the local community rather than for a high-rise building.	The report has considered the acceptability of the scheme with all aspects of the development and the benefits of delivering a high-quality, family-sized dwelling —contributing to the borough’s housing targets—are considered to outweigh the loss of the

	grass verge.
The front garden proposal is a new concept and represents a visual improvement than normally seeing the flank wall of the house.	This is discussed within 'Layout and Design' of the report below.

Reasons For Objection	Officers Comments
The proposed development would unbalance the pair of semi-detached dwellings and eliminate the gap between them. It is also contrary to policy SPD 1 where terracing effect on corner plots are discouraged. This would disrupt the visual rhythm along Preston Road.	The 'Layout and Design' section of the report has discussed the design considerations in which the footprint, massing, scale and design of the development would respect that of the adjoining neighbour. Terraced dwellings are also not considered to be uncommon within the suburban context.
<p>The proposed development, particularly with regards to its roof form, material palette and minimalist design does not accord with the surrounding area and theme of the neighbourhood.</p> <p>A number of objectors have highlighted that the theme of the area is 1920s metro-land style which features mock Tudor detailing, bay windows, red brickwork and pitched tiled roofs.</p>	The 'Layout and Design' section of the report has discussed the considerations to the design, massing and scale of the development which is not considered to disrupt the metro-land ethos of the area.
The height of the proposed development is too high for a corner plot property.	As discussed within the 'Layout and Design' of the report, the proposed development would be two stories which would be consistent with the height of the dwellings in the surrounding area. The eaves level would respect that of the adjoining neighbour at No.125 Preston Road and the highest point of the roof is considered to provide visual interest on the road junction.
The site is over-intensified, given its narrow plot.	As discussed in the report, the proposed dwelling would be policy compliant and is considered to be a well-designed modern example for an infill development.
The proposed development is contrary to Brent's Residential Extensions and Alterations SPD where only a 3.0m deep rear projection is allowed for semi-detached properties. The 6.0m deep projection would create an overbearing mass that harms amenity and garden usability at No.125 Preston Road.	Brent's Residential Extensions and Alterations SPD allows for single storey rear extensions for an adjoining property to have a depth of up to 6.0m provided that the width and height limits of guidance are also adhered to. This is unless there are other material considerations that would justify a departure from guidance. Please refer to the 'Impact on Residential Amenity' section of the report.
Concerns that the appropriate due diligence has not been done -the grass verge belongs to the public and this should be investigated.	The applicant has completed certificate A denoting land is in their ownership. Land registry information does not show the land as being owned by the council. The land also does not form a part of the adopted highway.
<p>Concerns that there is a dispute between the owners and management company -there is a tribunal decision concerning whether the land should be maintained at the leaseholder's expense.</p> <p>The planning application should therefore be put on</p>	Land disputes are not a material planning consideration. As set out above, the applicant has completed Certificate A denoting land is in their ownership.

hold until the issue has been resolved between the concerned parties.	
The loss of the grass verge would unacceptably block residents who reside on Chamberlayne Avenue, Edison Drive, Crown Green Mews and Walton Gardens where Preston Road provides the only means of access to the neighbouring roads.	The proposed development would take place within the red line boundary of the applicant and would not extend over onto the public foot path.
The proposed development would restrict access to parents with children and persons with disability.	The proposed development would not extend over onto the public foot path.
Concerns that no car parking is allocated to the new development and that no Wembley Event Day parking permits should be allocated. An increase in the number of cars would further exacerbate the heavy traffic and parking along the road, especially on event days.	As discussed in the 'Transport Considerations' -sub section 'Car Parking' of the report, the proposed development is car-free. Parking surveys undertaken for the scheme - ref: 24/2139 also confirms that there is sufficient kerbside capacity to accommodate for overspill parking.
The entrance is sited to a busy corner and crossing point which would pose as a risk to pedestrian and vehicular safety.	The proposed development would not extend over onto the public footway and would not involve in the creation of any vehicle crossings, as it would be car-free.
The proposed development would result in the loss of a green space for children to enjoy.	It should be noted that the greenspace is not defined within the Local Plan to be a 'Protected Open Space.' Whilst the grass verge would have some visual amenity, the loss of the grass verge has been considered throughout the report where the benefit of the scheme has a whole is considered to outweigh the loss of this grass verge.
Concerns that the proposed development would have an impact on the daylight, sunlight, the open outlook and an increased sense of enclosure to the adjoining neighbour at No.125 Preston Road and would dominate their rear garden views.	This is discussed in the 'Impact on Residential Amenity' section of the report below.
Concerns that the proposed development is in breach of the 45-degree rule when considered with the ground floor habitable room window on the rear/side of No.125 Preston Road.	Please refer to the 'Impact on Residential Amenity' section of the report below.
Concerns that the proposed development would be contrary to policy D6 of the London Plan.	This is discussed in 'Quality of Accommodation' section of the report below.
The proposed development would result in a biodiversity net loss of 46.39% which is far below the 10% net gain required under the Environmental Act 2021.	Schedule 7A of the Town and Country Planning Act 1990 allows for acceptable development proposals which fall under the 10% requirement to provide either off-site units and/or statutory biodiversity credits. An informative would be included with any consent to remind the applicant that their development does not benefit from a statutory exemption, and that a Biodiversity Net Gain Plan must be submitted and approved by the Local Planning Authority before the development is begun.
The proposed development would result in the loss of the last accessible patch of greenery on this junction which would be contrary to Brent's aims in promoting a healthier, greener and community	The proposed development would result in the loss of some grassland and all the ornamental shrubs to the existing grass verge. However, it would introduce a diversity of planting site wide and

friendly development.	incorporate biodiversity and wildlife enhancement strategies on-site. A biodiversity net gain would also be achieved off-site in accordance with legislation.
The proposal will replace the permeable greenery with hard surfacing. However, no drainage or SUDs strategy has been provided with this submission. This could result in an increase surface water runoff and localised flooding, especially in the event of high rainfall events. This is in breach of local plan policy BSUI4 and London Plan SI13.	BSUI4 of the Local Plan supports the policy position of the London Plan. Proposals for minor developments are required make use of sustainable drainage measures which has been demonstrated in this case. The submission of a SUDs strategy is not statutorily required with this submission.
The proposed development would borderline meet a UGF of 0.4.	This would meet policy requirements.
Concerns that the flat roof single storey rear extension would be at risk of long-term moisture and drainage complications.	This matter would be considered through building control regulations.
There should be a public inquiry for the approval of the scheme.	The application is being determined through the normal local planning authority process, and it has not been called in by the Secretary of State under Section 77 of the Town and Country Planning Act 1990.
Only a small number of residents on Preston Road has been consulted on this application, despite the site being highly visible.	Consultation has been undertaken in accordance with the Council's statutory requirements and with the Council's Statement of Community Involvement. In this instance, properties on the northern side of Pellatt Road (i.e., within Walton Gardens), on the opposite side of Preston Road, and to the rear on Chamberlayne Avenue, were notified, in addition to the immediately adjoining neighbours.

POLICY CONSIDERATIONS

The development plan comprises of the London Plan 2021 and the Brent Local Plan 2019-2041. Key policies include:

London Plan 2021

GG2	Making the best use of land
GG4	Delivering the homes Londoners need
D3	Optimising site capacity through the design-led approach
D4	Delivering good design
D6	Housing quality and standards
D7	Accessible Homes
D12a	Fire Safety
H1	Increasing housing supply
H2	Small sites
G5	Urban greening
SI5	Water infrastructure
T5	Cycling
T6	Car parking
T6.1	Residential parking
T7	Deliveries, servicing and construction

Local Plan 2019-2041

DMP1	Development Management General Policy
BD1	Leading the way in good design
BH1	Increasing Housing Supply in Brent

BH2	Priority Areas for Additional Housing Provision within Brent
BH4	Small Sites and Small Housing Developments in Brent
BH6	Housing Size Mix
BH13	Residential Amenity Space
BGI1	Green and Blue Infrastructure in Brent
BGI2	Trees and Woodland
BSUI4	On-Site Water Management and surface water Attenuation
BT1	Sustainable Travel Choice
BT2	Parking and Car Free Development

The following are also relevant material considerations:

National Planning Policy Framework 2024
Nationally Described Space Standards
Brent's Waste and Recycling Storage and Collection Guidance
Brent's Design Guide – Supplementary Planning Document 1 -2018
Sustainable Environment & Development – Supplementary Planning Document - 2023
Brent's External Amenity Space SPD -2023
Brent's Residential Extensions and Alterations SPD -2025

DETAILED CONSIDERATIONS

Principle of development

1. Policy H1 of the London Plan sets out the target to deliver 2,325 new homes per annum in Brent. Policy BH1 of the Local Plan supports the delivery of additional homes through granting planning permission in Growth Areas, site locations and appropriate windfall sites to achieve the London Plan target. These sites are expected to provide a minimum of 23,250 homes in the period between 2019/20-2028/29 and a minimum of 46,018 homes in the period between 2019/20-2040/41.
2. In addition to the Growth Areas and site allocations, policy BH2 of the Local Plan also identifies town centres, edge of town centre sites, areas with higher levels of public transport and accessibility levels and intensification corridors to be priority locations for the provision of additional homes.
3. The above strategic position is reinforced in policy BH4 of the Local Plan, which recognises the importance for small housing developments to deliver additional housing, and this is through intensifying and making efficient use of such sites. These sites will be supported provided that they are within priority locations of PTAL 3-6, intensification corridors, or a town centre boundary. In these priority locations, the character of the existing area will be subject to change over the Local Plan period. Outside the priority locations greater weight will be placed on the existing character of the area, access to public transport and a variety of social infrastructure easily accessible on foot when determining the intensity of development appropriate.
4. With a PTAL of 3, the site is in an area that is prioritised for additional homes and would provide good levels of access to public transport. It is also sited within c.800m of the Preston Road Town Centre, which would provide reasonable levels of retail and infrastructure for future residents.
5. The proposed development would result in the loss of the existing grass verge (c.0.002ha) with some shrub planting. The siting of the grass verge on an open road junction currently provides a degree of visual amenity value to Pellatt and Preston Roads but is not, however, defined as protected open space within the Local Plan. Consideration must therefore be given to whether the loss of this green space would be outweighed by the benefits of a new dwelling.
6. While the loss of the grass area is acknowledged, the proposed development would bring forward the benefits of providing a family sized dwelling, for which there is an identified need in the borough and would also help to contribute towards the borough's housing delivery targets.
7. Overall, the site lies within a priority area, it would contribute towards achieving the borough's housing targets and would deliver a family-sized dwelling. The principle of development is therefore considered to be acceptable. The acceptability of the scheme would also need to be considered with the other aspects of the assessment below to understand whether the benefits of the development as a whole can be supported.

Layout and Design

8. The NPPF emphasises that good design involves responding to local character and history and reflecting the identity of local surroundings and materials, while not discouraging appropriate innovation.
9. Policy BD1 of the Local Plan sets out that all new development must be of the highest architectural and urban design quality. Innovative contemporary design can also be supported where development can demonstrate that it respects and complements the historic character of the area but is also fit for the future. In delivering high quality design, development proposals will be expected to show how they positively address all the relevant criteria within the London Plan design policies and the Brent Design Guide SPD 1.
10. SPD 1 states that new development should positively respond to the existing context and scale, particularly with regards to scale, massing and materials. Building heights should also 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. It further outlines that buildings should generally fit in with the existing character of roof types within the street scene and minimise the visual impact from street level.
11. SPD 1 also highlights that building roofs should be designed to minimise the impact of height and positively respond to the character of the area. Roof forms of new development should fit in with the established character of the street and minimize the visual impact from street level.
12. Preston Road is a residential street which consists of mainly two storey semi-detached and detached dwellings and are typically set back from the road behind a front forecourt with low brick boundary walls/open driveways and generally spacious rear gardens. The dwellings are representative of a mix of architectural styles, including metro-land and mock Tudor and are characterised by mainly hipped roofs with front gable-end. Black half timbering, white render, and red brick work also forms as the predominant materials and colour palette of the area.
13. The proposed development adopts a contemporary architectural approach which is markedly different from the traditional character of neighbouring residential properties. However, the dwelling is considered to be of high design quality, demonstrating a thoughtful response to both its context and its constraints. The building would be well proportioned and carefully composed, with considered detailing that includes deep window reveals, crisp openings, and a high-quality material palette that contributes to a strong architectural identity.
14. The design has been informed by principles set out in Brent's Design Guide SPD1, which encourages high-quality infill development that complements its surroundings while avoiding pastiche replication. Although the proposed dwelling departs from the more traditional appearance of the adjacent semi-detached pair, the development takes visual cues from the local area in terms of scale, height, and building line. The overall height and footprint of the dwelling reflect that of the adjoining property, ensuring that the proposal sits comfortably within the established streetscene. The angled roof design not only introduces a distinctive architectural feature but also provides a defined presence at this prominent corner plot.
15. While the scheme would result in the loss of symmetry with the adjoining semi-detached property, this is considered acceptable in this instance. The neighbouring dwelling includes a cat-slide roof design which would preclude any addition in this location maintaining its symmetry, and a more traditional or pastiche design approach would not have resolved this, resulting in an awkward or contrived appearance. Given the corner nature of the site and the transitional role it plays within the street hierarchy, the site offers an opportunity for a more adventurous architectural response.
16. The footprint of the dwelling would be similar to the existing pair of semi-detached dwellings at No.123 and No.125 Preston Road. The front elevation would be set slightly behind that of No.125 Preston Road, and the front boundary wall would be in common alignment with that of No.125 Preston Road, therefore respecting the well-established building line of the street. The rear extension would have a depth of 6.0m which would broadly follow the rear building line of the neighbour at No.125 Preston Road and would therefore maintain the relationship of the dwellings within the spacious rear garden plots.
17. The Council's Design Officer has reviewed this proposal in detail, and supports the justification that a contemporary exemplar to the massing of the development has been sufficiently set out in Section 3.2 of the Design and Access Statement (DAS). The angled roof form would follow the geometry of the existing roof at No.125 Preston Road and would respect the eaves level of this neighbour. While the height of the

proposed development would be set below that of the neighbours, the angled roof, with the highest point to the junction would create a defined presence to Preston and Pellatt Roads. The shadow gaps -one between No.125 Preston Road and the other to the rear would also suitably break down the massing. The design of the fenestration openings also highlights the simplicity of the building form. It should also be noted that the creation of a dwelling is not considered to be out of keeping within the suburban context.

18. While the design of the development is considered to be contemporary, the material palette (Section 3.5 of DAS) would draw upon the visual cues of the existing dwellings along the street. The light colour tone of the materials would harmonise with the white render of the existing dwellings while giving it a modern appearance. The red-brick front boundary wall, along with the red matte finishing of the cycle and refuse store, echoes with the red-brick boundary treatment, creating a cohesive connection between the white and red material pattern found along the street.
19. The prominent location of the green forecourt on the road junction would serve as visual gateway to the metro-land ethos of the surrounding dwellings.
20. In summary, the proposed development is considered to be a good example of modern design and would be acceptable when forming a new row of terraced houses and create a positive visual interest given its siting on a road junction. This is all the while respecting the footprint, building line, geometry and materials of the neighbouring dwellings along the street which is not considered to disrupt the metro-land character. Policies DMP1 and BD1 of the Local Plan are complied with.

Quality of Accommodation

21. In order to create quality housing, the standard of the new dwelling is required to comply with policy D6 of the London Plan, including standards for internal space, ceiling height, access to daylight and outlook, provision of external amenity to occupants and accessibility.
22. The proposed GIA of 93.0sqm would meet policy standards for a 3-bed dwelling for 5 persons. The proposed bedroom types -2x double beds and 1x single bed also complies with policy standards in terms of their size, as summarised in Table 1 below.

Table 1 Summary of bedroom size by width and GIA

Room	Number of bed spaces	GIA required (sqm)	Width required (m)	Proposed GIA (sqm)	Proposed width	Complies (Y/N)
G/F	2	11.5	2.5	12.40	2.69	Y
1/F -to front elevation	2	11.5	2.75	14.0	2.80	Y
1/F to rear elevation	1	7.5	2.15	7.80	3.36	Y

23. Policy D6 of the London Plan requires that a minimum floor to ceiling height of 2.5m should be achieved for at least 75% of the GIA of the development and that any area that is below the headroom of 1.5m is not counted within the GIA calculation, unless it is used solely for storage. The cross-sections confirms that this requirement would be met.
24. The dwellinghouse would be dual aspect with the proposed windows to habitable rooms by reason of their size and location are considered to provide adequate outlook, daylight and ventilation to future occupants.
25. The plans confirms that the living room/kitchen/dining room would be served by a roof light and a clear glazed door which would be of an acceptable arrangement.

Accessible Homes

26. Policy D7 of the London Plan requires the new dwelling to meet M4(2) of the Building Regulation requirement in order to be accessible and adaptable. The internal floor plans with furniture layout and section 3.8 of the DAS confirms compliance with this policy. This element of the scheme will be secured by condition.

External Amenity for Occupants

27. Policy BH13 of the Local Plan establishes that all new dwellings will be required to provide external private amenity space of sufficient size and type to satisfy the needs of its proposed residents. Generally, a minimum of 50sqm of external amenity space would be required for family housing situated at ground floor level and 20sqm for all other housing.
28. The proposal shows that 57.0sqm of external amenity space would be provided in the rear garden, complying with standards in numerical terms. The garden would be accessible through the respective main dwelling and from a door located on the boundary wall with Pellatt Road.

Impact on Residential Amenity

29. To ensure that new development would provide an adequate level of privacy inside buildings and within outdoor space, Brent's SPD 1 requires directly facing habitable rooms to maintain a separation distance of 18.0m. A distance of 9m should be kept between gardens and habitable rooms/balconies.
30. The distance from the rear-facing first floor bedroom window to the rear boundary is approximately 25m and the line of sight is towards the north-east corner of the side garden of the block of flats at 1-13 Chamberlayne Avenue. Windows proposed on the north and east elevations, serving the first-floor bedroom, face developments on the opposite side of Pellatt Rd (within Walton Gardens) (30m) and Preston Road (50m) respectively. The level of distancing involved, together with the fact that windows are not directly facing, and/or are across roads, with existing and proposed trees between, would not result in overlooking or a loss of privacy to neighbouring occupiers.
31. The building envelope should be set below a line of 30 degrees from the nearest rear habitable room window of adjoining existing property, measured from height of two metres above floor level. Where proposed development adjoins private amenity / garden areas, the height of new development should normally be set below a line of 45 degrees at the garden edge, measured from a height of two metres. The proposed development would not be in direct line of sight from any rear-facing windows at 1-13 Chamberlayne Avenue therefore the 30-degree rule would not be applicable. Similarly, the 45-degree rule would not be applicable because the development site does not abut the garden of 1-13 Chamberlayne Avenue. Notwithstanding, the separation distance from the dwelling to its rear boundary would ensure that the proposed development would not appear overbearing .
32. All rear extensions and alterations must not have a significant impact on the outlook or amenity of any neighbouring properties, and this is enforced through the height and depth limits of Brent's Residential Extensions and Alterations SPD. The SPD states that single storey rear extensions that exceeds 3.0m in depth for an adjoining property can have a height of 4.0m, provided that an eaves height of 2.50m should not be exceeded to the shared boundary.
33. As described above, there is a drop in ground level across the site of 0.58m from the north to south. The proposed development would create a sunken patio which would sit 0.2m lower than ground level of the neighbour at No.125 Preston Road. As described above, this neighbour benefits from a c.4.60m deep (c.2.80m high for the single storey rear element). A previous planning application for this neighbour (ref: 12/2722) suggests that the extension has a flank window serving a WC and the rear-facing window and patio door serves a dining room and kitchen area (habitable rooms).
34. The proposed extension would be built to the shared boundary with a depth of 6.0m and an eaves height of 3.0m when viewed from the ground level of this neighbour. It would exceed the depth of the neighbouring extension by 1.4m and its eaves height would exceed guidance by 0.50m. However, it is considered that the limited projection beyond the existing extension, the line of site from the rear-facing windows, and the fact that development is sited to the north of No.125 Preston Road, would not result in any detrimental harm to the existing amenities of this neighbouring occupier through a loss of outlook, light, or appear overbearing.
35. At first floor level, the rear building line and eaves of the proposed dwelling would be in common alignment with that of No.125 Preston Road. No concerns are therefore raised to the loss of outlook and

light to the first-floor habitable room windows of this neighbour in this respect.

36. It is considered reasonable, given the scale of the proposed development, that a condition restricting further extensions is secured so that the impact to neighbouring amenity can be appropriately considered.
37. Although a Daylight and Sunlight assessment has not been provided with this submission, as described above, the development site sits to the north of No.125 Preston Road. As a result, there would be no overshadowing of this neighbour. The submission of a BRE daylight and sunlight assessment is therefore not required in this instance.

Transport Considerations

Car Parking

38. Preston Road is a local distributor road and therefore, on-street parking is restricted, especially on Event Days. However, on-street parking is available within the slip road opposite the site and along Pellatt Road. There are single yellow lines along the road which would become double yellow at junctions including the one with Pellatt Road. The site is situated within the Wembley Event Day Parking Zone, which means parking is restricted to permit holders only on Wembley Stadium Event Days. However, there is no year-round CPZ in the immediate vicinity.
39. Car parking allowances for Brent are set out in Appendix 4 of the Local Plan and for residential development, this requires compliance with the standards in Table 10.3 of the London Plan. For a 3+ bed dwelling in a PTAL 3 location, up to one parking space is allowed. The proposed development would not have any car parking spaces, which would therefore comply with maximum car parking standards.
40. It should be noted that parking cannot be safely accommodated within the frontage due to the proximity to the road junction whilst the rear garden is required for the provision of external amenity space and also tapers to the rear (limiting its depth).
41. Policy BT2 of the Local Plan will only support development where 'it does not add to on-street parking demand where on-street parking spaces cannot meet existing demand such as on heavily parked streets, or otherwise harm existing on street parking conditions.' Car parking surveys were submitted for the application to construct new homes at the junction of Pellatt Road with Walton Gardens and Chamberlayne Avenue (see ref: 24/2139) showed that there was sufficient spare kerbside space along the frontage of the site to safely accommodate any overspill parking from the new dwelling. The survey was undertaken at 00:30am on two nights on the 30th and 31st of January 2024 and concluded that only two of the twenty car parking spaces along Pellatt Road between Preston Road and Chamberlayne Road were occupied at night. It is therefore considered that sufficient space is available on-street to accommodate likely levels of parking for the new house.

Cycle Parking

42. The London Plan states that developments should provide cycle parking spaces in accordance with the minimum standards laid out in Policy T5, Table 10.2. A minimum of two long-stay cycle spaces would be required.
43. A combined bin and cycle store would be provided to the front forecourt. The cycle store element would be 1m by 2m with the capacity to store two bicycles which would be in line with policy standards in numerical terms. Its siting would also provide ease of access and sufficient room for future residents to manoeuvre the bicycles.
44. In design terms, the combined store would be finished in matte red and feature a sedum roof which would integrate well with the red brick boundary wall and the overall green forecourt setting.
45. A compliance condition would be imposed for the combined store to be implemented in accordance with the approved details and that it must be kept free from obstruction for the lifetime of the development.

Bin Storage

46. Brent's Waste and Recycling Storage and Collection Guidance for Residential Properties sets out the following external waste and recycling capacity is required for one household.

Table 2: Waste storage capacity requirements from Brent's Waste and Recycling Storage and Collection Guidance

Property Type	Receptacle Position	Residual waste (L)	Dry recycling (L)	Food waste (L)
Houses (1 household)	External	1 x 140L wheeled bin	1 x 240L wheeled bin	1 x 23L kerbside Container

47. Section 3.14 of the DAS confirms that this requirement would be met.
48. The siting of the store would also be considered to provide easy access for future occupants to wheel their bins out onto the pavement for ease of collection.
49. The design of the store is also considered to be acceptable as set out in paragraph 47 of the report and a compliance condition would be imposed.

Trees and Landscaping

50. The potential effect of development on trees, whether statutorily protected (by a tree preservation order or by their inclusion within a conservation area) or not, is a material consideration that is taken into account when dealing with planning applications. Policies DMP1 & BG12 of Brent's Local Plan (2019-2041) and G7 of the London Plan (2021) emphasise the importance of protecting amenity trees from development and replacing lost trees where appropriate.
51. The grass verge currently provides some visual amenity value to Pellatt and Preston Roads but is not, however, defined as protected open space within the Local Plan. The submitted Preliminary Ecological Assessment classifies the grassland to be in poor condition and possesses low strategic significance. There are also no on-site or off-site trees that could be potentially impacted.
52. While the proposal would result in the loss of some grassland and all the shrubs, every opportunity has been taken to maximise the amount of landscaping on-site and to introduce a diversity of planting species and biodiversity and wildlife enhancement strategies. This would help to enhance the visual appearance of the site, contribute to wildlife biodiversity and with meeting the Urban Greening Factor (UGF) with policy standards. Furthermore, where a biodiversity net gain of 10% cannot be achieved on-site, it would be secured off-site. These considerations, which are discussed in detail below, combined with the contribution of the proposed development to the borough's housing targets and the delivery of family-sized homes, are considered to outweigh the loss of the existing greenery.
53. A range of planting species would be introduced site wide. The front forecourt would consist of c.57.39sqm (ie. 68.1%) of soft landscaping with standard trees and native species to form the hedgerow. The combined bin and cycle store would also be planted with a sedum roof. The prominent location of the green forecourt on the road junction would serve as visual gateway to the metro-land ethos of the surrounding dwellings.
54. Five standard trees and a range of flower-rich perennial planting would be introduced to the rear garden including *Sanguisorba Officinalis* 'Red Thunder', and *Selinum wallichianum*. The perennial planting would contribute to the species diversity site wide.
55. Opportunities to maximise soft landscaping at roof level have been achieved where a biodiverse roof with a sedum substrate of 133mm would be introduced to the top of the ground floor rear extension. The green roof would be a practical measure to prevent the need for irrigation and to avoid the drying out of the green roof. The Council's Senior Ecologist is satisfied with the provision of the green roof and has further advised for it to be planted with native wildflowers that is seeded and not turfed to increase the wildlife value. While the cross-section shown in section 3.10 of the DAS has provided limited details to the composition of the sedum roof, a landscaping condition would nonetheless be imposed to secure the details of the hard and soft-landscaping works prior to the commencement of the development.

Urban Greening Factor

56. Local Plan policy BH4 has set a minimum Urban Greening Factor (UGF) requirement of 0.4 for minor developments, to make up for the loss of green infrastructure or support its re-introduction.
57. The Proposed Urban Greening Factor Plan and calculations in section 3.11 of the DAS confirms that a UGF of 0.4 would be met. This will be secured by condition.

Habitat and Species

58. A Preliminary Ecological assessment (PEA), a Biodiversity Net Gain Assessment and a Biodiversity Metric Tool have all been submitted in support of the application and assessed by the Council's Senior Ecologist and Principal Tree Officer.
59. The PEA sets out that as the site currently consists of poor condition modified grassland which has low ecological value, the proposed development is likely to have a minimal impact on biodiversity. No impacts to any notable habitats are also anticipated due to the scale and distance of the proposed development from such habitats, given its urban location.
60. The PEA advises that measures should be incorporated to create and enhance biodiversity on-site. This includes the submission of an artificial lighting strategy to outline the area of the site that would be retained as dark corridors and for the installation of a bat box to provide additional roosting habitat for bats. The installation of bird boxes is also recommended. Furthermore, while the PEA has advised on measures for the habitat creation for hedgehogs, the Council's Senior Ecologist has advised these measures to not be necessary, as given the scale of the site, it is unlikely that it would be used by hedgehogs. Notwithstanding, the recommended enhancement measures within the PEA would be secured through a pre-commencement condition.

Biodiversity Net Gain

61. A combination of the Environment Act 2021, London Plan Policy G6 and Local Plan Policy BGI1 set out a mandatory 10% increase in biodiversity for minor applications submitted from 2nd of April 2024. Biodiversity Net Gain (BNG) is a development approach creating an increase in biodiversity compared to what previously existed. This includes most species of wildlife and planting. Notable exceptions are currently species that nest and roost in or on buildings, such as bats, swifts, swallows, martins, sparrows and birds of prey. These are in themselves an important consideration in addition to BNG.
62. The results from the Biodiversity Metric Calculator concludes that the post development habitat value of the site is 0.02 units which would result in a net loss of 46.39% from its baseline habitat value of 0.04 units. This is because while measures are proposed to improve biodiversity such as biodiverse roofs, pollinator perennial planting, trees and lawn are proposed, in terms of BNG, they are not enforceable over the 30 year period that is required and are only recognised as "vegetated garden" of low ecological value.
63. Notwithstanding, Schedule 7A of the Town and Country Planning Act 1990 allows for acceptable development proposals which fall under this requirement to provide either off-site units and/or statutory biodiversity credits. If developers cannot achieve all of their BNG on-site, they can deliver this through a mixture of on-site and/or off-site measures. As no significant habitats would be created on-site and given the scale of the development, an informative would be included with any consent to remind the application does not benefit from a statutory exemption, a Biodiversity Net Gain Plan must be submitted and approved by the Local Planning Authority before the development is begun. In addition, a landscaping condition would be secured.

Water Consumption

64. Policy BSUI4 of the Local Plan requires new developments to achieve the target for mains water consumption of 105L or less per person per day for internal use and 5L for external use in order to protect water supply across the city.
65. Section 3.0 of the DAS confirms that the use of smart meters, water-saving low flow taps, water saving shower heads would be incorporated to achieve the water consumption target. To limit external use to 5L, a rainwater harvesting tank would also be installed to collect rainwater and to irrigate the garden. These measures are considered to be acceptable and would be secured by condition.

Flood Risk and Drainage

66. Policy BSUI4 of the Local Plan requires proposed developments to control and reduce surface water run-off.
67. The proposed development would provide c.57.39sqm (68.1%) of soft landscaping to the front forecourt which would be above the 50% requirement set out in local policy to allow for surface water attenuation. Landscaping would also be provided in the rear garden, and permeable paving would be provided throughout the site. These measures are considered to be sufficient.

Environmental Health

Land Contamination

68. Environmental Health Officers notes that the land is potentially contaminated and an informative would be included with any consent to remind the applicant that it is important for workers to be vigilant for signs of potential contamination in the soil in the event of excavation works. This may include obvious residues, odours, fuel or oil stains, asbestos, buried drums, buried waste, drains, interceptors, tanks or any other unexpected hazards that may be discovered during site works.

Fire Safety

69. Policy D12A of the London Plan now requires all development proposals to achieve the highest standard of fire safety and requires submissions to demonstrate that they:
- 1) identify suitably positioned unobstructed outside space:
 - a) for fire appliances to be positioned on
 - b) appropriate for use as an evacuation assembly point
 - 2) are designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire; including appropriate fire alarm systems and passive and active fire safety measures
 - 3) are constructed in an appropriate way to minimise the risk of fire spread
 - 4) provide suitable and convenient means of escape, and associated evacuation strategy for all building users
 - 5) develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in
 - 6) provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.
70. Section 3.9 of the DAS has included a preliminary fire strategy. The strategy includes the measures of providing emergency escape through the siting and design of the fenestration openings -where the eils of the first floor are less than 4.5m, an openable double door would be provided to the kitchen/dining/living area and an escape window would be provided to the ground floor bedroom.
71. The strategy also sets out that a protected stairway would be constructed out of fire-resistant materials to enable evacuation through the front door and gather at the assembly point, the pavement of Road.
72. A fire extinguisher would also be provided to each floor of the dwelling along with the installation of fire alarms and smoke detectors to the ground floor hallway and first floor landing.
73. This strategy can be further developed in detail in the event of planning consent and would be regulated through Building Control.

Equalities

74. In line with the Public Sector Equality Duty, the Council must have due regard to the need to eliminate discrimination and advance equality of opportunity, as set out in section 149 of the Equality Act 2010. In making this recommendation, regard has been given to the Public Sector Equality Duty and the relevant protected characteristics (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, and sexual orientation).

Conclusion

75. Overall, the proposed development would result in the loss of part of the existing grass verge. However,

the acceptability of the scheme has been considered with all aspects of the development and the benefits of delivering a high-quality, family-sized dwelling contributing to the borough's housing targets is considered to outweigh the loss of the grass verge.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: **25/1246**

To: Mr Williams
Trehela Williams
5 Blakett Street
London
SW15 1QG

I refer to your application dated **24/04/2025** proposing the following:

Proposed erection of two storey 3x bedroom dwelling house with installation of a front brick boundary wall for the vacant parcel of land directly to the North of 125 Preston Road.

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

at **Land North of 125 Preston Road, Wembley, HA9 8NN**

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: 02/09/2025

Signature:

David Glover
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 the:-

National Planning Policy Framework 2024
The London Plan 2021
Brent's Local Plan 2019-2041

- 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 material accordance with the following approved drawings and documents:

- OS Location Plan
- 125PR_05_P1 EXISTING ELEVATIONS
- 125PR_01_P1 EXISTING SITE PLAN
- 125PR_02_P3 PROPOSED SITE PLAN
- 125PR_03_P1 SITE SECTION AA EXISTING & PROPOSED
- 125PR_04_P2 PROPOSED PLANS
- 125PR_06_P1 PROPOSED ELEVATIONS
- 125PR_07_P1 PROPOSED SECTION BB
- 125PR_08_P1 PROPOSED URBAN GREENING FACTOR PLAN

Supporting Documents

- LAND TO THE NORTH OF 125 PRESTON ROAD DESIGN & ACCESS STATEMENT P3 dated July 2025
- Biodiversity Net Gain Assessment by arbtech issue 1.0 dated 23rd April 2025
- Preliminary Ecological Appraisal by arbtech dated 03rd April 2025

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

- 3 No access shall be provided to the roof of the extension by way of window, door or stairway and the roof of the extension hereby approved shall not be used as a balcony, terrace or sitting out area.

Reason: To preserve the amenity and privacy of the neighbouring residential occupier(s) at No.125 Preston Road.

- 4 No further extensions or buildings shall be constructed within the curtilage of the dwellinghouses subject of this application, notwithstanding the provisions of Class(es) A, B, C, D, E and F of Part 1 Schedule 2 of the Town & Country Planning (General Permitted Development) Order 2015, as amended, (or any order revoking and reenacting that Order with or without modification) unless a formal planning application is first submitted to and approved by the Local Planning Authority.

Reason: In view of the restricted nature and layout of the site for the proposed development, no further enlargement or increase in living accommodation beyond the limits set by this consent should be allowed without the matter being first considered by the Local Planning Authority.

- 5 The cycle and refuse store hereby approved shall be implemented in accordance with drawing: 125PR_02_P2 - PROPOSED SITE PLAN and 125PR_06_P1 -PROPOSED ELEVATIONS prior to first occupation of the development unless an alternative arrangement has been subsequently submitted and approved by the Local Planning Authority and implemented.

Access to cycle parking and refuse storage must be kept free from obstruction for the lifetime of the development.

Reason: In the interest of promoting sustainable modes of travel in line with policy DMP1 of the Local Plan.

- 6 The building shall be designed and constructed so that mains water consumption does not exceed a target of 105 litres or less per person per day, using a fittings-based approach to determine the water consumption of the development in accordance with requirement G2 of Schedule 1 to the Building Regulations 2010.

Reason: In order to ensure a sustainable development by minimising water consumption.

- 7 The development hereby approved shall be implemented to achieve a minimum urban greening factor (UGF) of 0.4 as demonstrated within the UGF Calculator (Section 3.11 of the Design and Access Statement) and unless an alternative scheme to achieve this UGF has otherwise be approved in writing by the Local Planning Authority and thereafter implemented.

Reason: To secure environmental benefits in accordance with policies DMP1, BGI1, BGI2 and BH4 of Brent's Local Plan.

- 8 Prior to the commencement of works (excluding demolition, site clearance, laying of foundations or any other below ground work) details of the following shall be submitted to and approved in writing:
- (a) materials to be used in the external appearance of the development including samples to be pre-arranged to viewed by the Local Planning Authority
 - (b) details of window reveals, head and cill details and eaves details to be provided at scale 1:10

The works shall be carried out in accordance with these approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a high-quality development which makes a positive contribution to the character and appearance of the local area.

- 9 Prior to the commencement of works (other than demolition, site clearance, laying of foundations or any other below ground work) details of a hard and soft landscaping scheme for the development shall be submitted to and approved by the Local Planning Authority. Such details shall include:
- a) A planting plan, including a scaled plan to show the vegetation being retained and the provision of at least -3 fruit trees to the front forecourt, 1 native hedgerow around the front boundary, 5 standard trees and 2 multi-stemmed trees to the rear garden and a substrate green roof with wild flowers;
 - b) Details of garden wall, fences or other form of boundary treatment to be provided within the site (including details of external materials and heights);
 - c) Details of surfacing materials to be used for any areas of hard standing.

The hard and soft landscape works shall be carried out in full accordance with the approved details prior to the use of the dwellings hereby approved. This is unless an alternative timescale have been submitted to and approved to be agreed in writing by the Local Planning Authority and the works shall thereafter be carried out in accordance with the approved timescales.

Any planting that is part of the approved scheme that within a period of five years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next

planting season and all planting shall be replaced with others of a similar size and species and in the same positions, unless the Local Planning Authority first gives written consent to any variation.

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the locality in the interests of the amenities of the occupants of the development, provides ecological, environmental and biodiversity benefits.

- 10 Prior to the commencement of development hereby approved (excluding site clearance, demolition works and laying of foundations), a scheme for wildlife and nesting features as recommended in the Preliminary Ecological Appraisal by arbtech dated 03rd April 2025 shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to first occupation of the development and thereafter maintained.

These shall include:

- a) An artificial lighting strategy which outlines the areas of the site that will be retained as dark corridors to safeguard commuting bats and deter bats from using the area;
- b) Installation of at least 1 bat box positioned 3-5m above the ground level facing a south or south-westerly direction to provide roosting habitat for bats;
- c) Installation of at least 1 bird box;
- d) Creation of brush piles or installation of hedgehog houses in shady areas;
- e) Installation of gaps under boundary fencing to enable hedgehogs to move freely through the site.

Reason: To enhance the biodiversity value of the land in accordance Policy BGI1 of the Brent Local Plan.

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.

2 - (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

3 - (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.

4 - It is important that the workers are vigilant for signs of potential contamination in the soil during excavation works. This may include obvious residues, odours, fuel or oil stains, asbestos, buried drums, buried waste, drains, interceptors, tanks or any other unexpected hazards that may be discovered during site works. If any unforeseen contamination is found during works Regulatory Services must be notified immediately. Tel: 020 8937 5252. Email: ens.monitoring@brent.gov.uk

5 - Subject to exemptions and transitional arrangements, the effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that every planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition)" that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required for this permission would be Brent Council.

You should consider whether the permission is subject to the biodiversity gain condition before commencing development. Commencing development which is subject to the biodiversity gain condition without an approved Biodiversity Gain Plan could result in your development becoming subject to enforcement action.

Any person wishing to inspect the above papers should contact Janseway Cheung, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 2230