

**Committee Report
Planning Committee on 8 June, 2010**

Item No. 3
Case No. 09/2680

RECEIVED: 5 January, 2010

WARD: Kenton

PLANNING AREA: Kingsbury & Kenton Consultative Forum

LOCATION: Caretakers House, Mount Stewart Infant School, Carlisle Gardens, Harrow, HA3 0JX

PROPOSAL: Demolition of former caretaker's house and erection of a single storey childrens centre with provision of buggy storage and refuse storage areas to front and associated landscaping to site

APPLICANT: Ms Cheryl Painting

CONTACT: Frankham Consultancy Group Ltd

PLAN NO'S:
Refer to condition 2

RECOMMENDATION

Approval

EXISTING

The site application comprises the former Caretakers House at Mount Stewart Infant School accessed off Carlisle Gardens.

The site is located within the Mount Stewart Conservation Area. It does not however contain any listed buildings.

PROPOSAL

Demolition of former caretaker's house and erection of a single storey childrens centre with provision of buggy storage and refuse storage areas to front and associated landscaping to site

HISTORY

09/3007: Conservation Area Consent for demolition of former caretaker's house - members agreed to grant conservation area consent subject to deferral to Secretary of State. The Secretary of State granted conservation area consent on 25/05/2010.

E8532 B91: Full Planning Permission sought for school keeper cottage (deemed permission) - Granted, 17/01/1951.

POLICY CONSIDERATIONS

Brent's UDP 2004

BE2: Local Context & Character - Proposals should be designed with regard to their local context, making a positive contribution to the character of the area. Proposals should not cause harm to the character and/or appearance of an area, or have an unacceptable visual impact on Conservation Areas.

BE6: Public Realm - Landscape Design - A high standard of landscape design is required as an integral element of development schemes.

BE9: Architectural Quality - Requires new buildings to embody a creative and high quality design solution, specific to the sites shape, size, location and development opportunities and be of a design, scale and massing appropriate to the setting.

BE25: Development in Conservation Areas - Development proposals in conservation areas shall pay special attention to the preservation or enhancement of the character or appearance of the area; and regard shall be had for design guidance to ensure the scale and form is consistency.

H22: Protection of Residential Amenity - Developments should not result in an intensification of use likely to have an adverse environmental and traffic impact within predominantly residential areas.

TRN3: Environmental Impact of Traffic - Proposals should not cause or worsen an unacceptable environmental impact from traffic generated including (a) on-street parking causing unacceptable traffic management problems; (b) unacceptable environmental problems such as noise or quality; (c) proposals not easily or safely accessible by pedestrians and/or cyclists; (d) additional traffic generated would have unacceptable consequences in terms of access/convenience for pedestrians and/or cyclists; (e) unacceptable road safety problems; (f) the capacity of the highway network is unable to cope with additional traffic without producing unacceptable levels of traffic congestion; and (g) proposal would cause a significant increase in the number and length of journeys made by the private car.

TRN4: Measures to make transport impact acceptable - Where transport impact is unacceptable. measures will be considered, which could acceptably mitigate this and enable development to go ahead. Such measures include improvements to pedestrian and/or cycle facilities and management measures to reduce car usage to an acceptable level (e.g. green transport plans).

TRN22: Parking Standards (Non Residential Developments) - Non-residential development should make provision for vehicular parking in accordance with the maximum standards as set out in Appendix TRN2.

CF2: Location of small scale community facilities - Proposals for community facilities serving local catchments can be located within residential areas outside centres, subject to the protection of neighbourhood amenity.

CONSULTATION

Consultation Period: 06/01/2010 - 27/01/2010

Additional Consultation Period: 07/04/2010 - 28/04/2010

Site Notice Displayed: 21/01/2010 - 11/02/2010

Public Consultation

28 neighbours consulted - 15 letters of objection received and one petition with 144 signatures received. The following issues have been raised:

- Impact of traffic (staff, visitors, deliveries and refuse vehicles) leading to unacceptable road safety problems at the end of a cul-de-sac
- Area already suffers from congestion with parents dropping off children to Mount Stewart School
- Impact of traffic will be harmful to the amenities of local residents

- Children's centre can be used by people outside of the local catchment area
- Children's centre will serve families with deprived backgrounds
- Travel plan measures to encourage the use of non private car mode forms of transport will be ineffective as the majority of parents own cars and there are no public transport links in close proximity to the site
- No children's centre required in this location as there is one proposed at Preston Park School
- Opening hours and frequency of sessions is inappropriate in a residential area, leading to a harmful impact for local residents
- The principle of a children's centre is harmful to the character of the conservation area

Prior to the formal submission of the planning application, a public meeting was held with local residents on 8th December 2009.

Internal Consultation

Landscape Team - no objections raised in principle subject to conditions on hard and soft landscaping and cycle storage

Environmental Health - no objections raised in principle subject to a condition to minimise dust/fumes arising from the construction operation.

Urban Design & Conservation Team - The principle of the development is supported. However, officers have advised that there is scope to improve the architectural standard given the sites context in a conservation area and proximity to the school and its function as a children's centre.

Transportation - No objections raised subject to conditions for the provision of a disabled parking bay and cycle parking.

External Consultation

Ward Councillors - objections raised for the following reasons:

- The proposal represents a gross over-development of the site
- The proposal will result in increased traffic and congestion in an area which is already congested at school times due to traffic associated with Mount Stewart School
- The proposed 'year round' and 'evening' use of the centre will result in increased traffic at weekends and evenings and increased noise for neighbouring properties
- The proposed development is not in keeping with neighbouring buildings in the conservation area
- The proposals will fundamentally change the whole look and feel of the area from a quiet residential area to a thoroughfare to a public amenity

Preston Amenities Protection Association (PAPA) - objections raised for the following reasons:

- The nature and intensity of the use of the children's centre including a rear garden area will lead to noise and disturbance for local residents which are located in close proximity to the site
- Additional vehicles to the children's centre will add considerable congestion and parking problems
- Inadequate time period for the public consultation meeting
- Queried why alternative sites were not considered

REMARKS

Background

This application is for planning permission for the provision of a children's centre next to Mount Stewart Infant School. Children's centres are part of the national Sure Start Children's Centres

programme to provide support for all children especially those with additional needs. Children's centres bring together services at a neighbourhood level for children aged 0 - 5 years old and their families. They are a key delivery mechanism for the Council to achieve the Government's Every Child Matters programme and to help Brent deliver the Children and Young Peoples Plan.

London Borough of Brent currently has 13 children's centres located in the Borough. The centres were initially developed in the most disadvantaged areas of the Borough (Phases 1 and 2). The Department for Children, Schools and Families (DCSF) requires the London Borough of Brent to develop a further 7 centres in Phase 3 to provide universal access to these facilities for families across the whole Borough by 2010, regardless of their level of disadvantage.

This site is one of the proposed Phase 3 children's centres agreed by the Council's Executive Committee meeting on 14th July 2009.

Relevant Planning History

Conservation Area Consent has been granted for the demolition of the former caretaker's house. This application was reported separately to the Planning Committee on 16 March 2010. This was due to an urgent need arising for the demolition of the former caretaker's house on health and safety grounds and the risk that bats could roost inside the building, which would delay the future demolition of the building. A condition attached to this consent requires the site to be landscaped within a period six months of the demolition being carried out to ensure the character of the conservation area is preserved should future development of the site is not agreed within this period

Members resolved to grant conservation area consent subject to the deferral of the application to the Secretary of State. The application was granted consent by the Secretary of State on 25th May 2010.

Principal of Use

The caretakers house is located within the school site and is considered to be ancillary to the main school building. The established use of the site therefore falls within Use Class D1 as does a Children's Centre. As such, the principal of a Children's Centre on the site is considered acceptable, subject to other considerations including design & siting, impact on residential amenity and transportation issues.

Proposed uses, number of sessions and persons within the children's centre

As referred to above, the centre is proposed to meet local need for families with children aged 0-5 years. The centre has a catchment of up to 800 children within 1.1 miles, which is designated as "pram pushing" distance.

Proposed activities within the centre include: outreach advice for local families regarding health and nutrition, counselling, citizens advice bureau, training and employment advice, parenting support and a sessional crèche for children and their carer's. The centre will not provide full-day nursery care but is intended to compliment the Early Years Centre and education use of the site. The centre will provide a community facility, (Use Class D1). Policy CF2 of Brent's Unitary Development Plan primarily directs this type of use to accessible sites within local centres. However, the centre is to serve a particular local catchment, and this proposed site may be considered to meet a local need, subject to the protection of neighbourhood amenity.

Phase 3 centres, including this proposal at Mount Stewart Infant School, will be open at least 48 weeks of the year, usually five days a week. Centres on school sites will remain open during school holidays. Typically a centre will be open 9am to 5pm on weekdays with two group session activities each day, starting at around 9.30am and 1.30pm. Sessions are timed not to clash with

school drop off and pick up times. Most of the activities are drop-in sessions so parents can arrive at any time and may not all arrive at the start of the session. Smaller one to one activities such as counselling to Citizens Advice Bureau are usually appointment based and can take place throughout the day. Services may also be offered in the evenings and at weekends. There would typically be two evening sessions per week and two weekend sessions per month (daytime only), for activities such as a session for working parents, dad's activity groups or a childminder training course. The evening activities will not be of a 'social' nature - further details are discussed below in the 'noise' section of this report.

Your officers in Children's and Families have provided a survey of four currently operating children's centres within school grounds or next to schools located elsewhere within the Borough. This survey reveals that the maximum number of persons at any one time within each of these centres (including staff, service providers, parents and children) vary from 51 to 82 persons in the four centres. It is anticipated that the maximum number of persons within the proposed centre at Mount Stewart Infant School will be 67 persons. These are the maximum numbers and do not represent a typical session. The average number of persons within the existing centres is 40.9 persons in the morning session and 29.1 persons in the afternoon session. Some of the sessions in the week have no more than 6 persons in the building. There is currently no evening sessions in any of the surveyed centres and only one centre offered an activity on Saturday morning.

Design and Siting of the proposed building

The Secretary of State has granted conservation area consent for the demolition of the former caretakers house. In summary, the Secretary of State was satisfied that the character of the conservation area would not be adversely harmed by the demolition of the former caretaker's house and he sees no reason to withhold consent.

The proposed children's centre building follows the building line of the existing houses on Carlisle Gardens. Its resulting footprint however is wider and deeper than the former caretakers house. It will maintain a gap of 1.2m to the boundary with No. 8 Carlisle Gardens and a gap of 2.0m to the boundary with the playing fields of Mount Stewart Infant School. The rear building line does not exceed the depth of the rear conservatory at No. 8 Carlisle Gardens, which is located to the south of the application site.. At a distance of 5.6m from this joint boundary the rear building line steps out by an additional 5.2m. Next to Mount Stewart Infant School, the rear building line is reduced in depth by 2.0m.

The proposed children's centre has been designed as a single storey building. This design was chosen for a number of reasons. The first reason relates back to the former caretaker's house which reads as part of the school buildings rather than an individual building on Carlisle Gardens. The proposed building is designed to be in keeping with the character of the school buildings. The second reason is to reduce the impact upon No. 8 Carlisle Gardens as the new building will be sited closer to this boundary than the former caretaker's house. Finally, it is considered that a more efficient and usable layout is achieved through a single storey rather than a two storey building.

The proposed building is modern in its design. Two curved roof elements are proposed with a living sedum roof. A green sedum roof is proposed to reduce the visual impact of the structure in addition to assisting water drainage and the buildings overall sustainability in accordance with policy BE12. It is recommended that a condition is imposed to secure the provision of a green sedum roof. The building has been designed to take in account the materials seen elsewhere in the conservation area both at the school and residential properties, such as, multi stock facing brickwork, render and vertical timber cladding. To ensure a high quality finish, and in response to the suggestions of the design and conservation team, your officers recommend that a condition is imposed secure details of external materials to ensure they are of a high quality.

Impact of the building upon neighbouring residential amenities

Adjacent to the boundary with No. 8 Carlisle Gardens, the proposed building does not extend beyond the conservatory at the rear of No. 8 Carlisle Gardens. The building will be set in 1.2m from this boundary with an overall gap of 2.6m to the flank wall of the conservatory. The building is proposed with the curved sedum roof that measures 3.0m in height next to No. 8 Carlisle Gardens rising up to 4.0m in height. Whilst there are windows on the flank wall of No. 8 Carlisle Gardens, only one of the windows and the glazed door serve a habitable room (kitchen). Whilst it is recognised that outlook from the flank wall windows will be affected by the proposed building, given that outlook is already partially restricted by the existing boundary fence, officers are of the view that on balance the impact would not be severe enough to warrant a reason for refusal. Furthermore, the conservatory forms part of an extension to the kitchen allowing outlook to the rear garden. Windows are proposed on the flank wall of the children's centre building facing No. 8 Carlisle Gardens. These windows serve the office and reception area of the proposed children's centre. To minimise overlooking from these windows, officers have requested that the windows are omitted and roof lights are provided to light these areas.

A rear garden is proposed for outdoor activities such as story telling and a play area. To minimise the impact upon neighbouring properties though the use of this area, the activities are to be located next to the playing fields of Mount Stewart Infant School rather than the residential properties. Furthermore, landscaping is proposed along the boundary with No. 8 Carlisle Gardens.

Noise

The applicants have confirmed that the principal use of the building will be during normal business hours: 9am to 5pm Monday to Friday, and 9.30am to 13.30pm on Saturdays. However as the centre is a community facility it may occasionally be in use for training courses up to 2 evenings/ week or 2 weekend days/ month. This would complement the use of the centre as an outreach facility. The applicants have confirmed that the centre would not be used for social gatherings such as parties, and no amplified music will be played. A condition is recommended to restrict any noise-generating equipment in order to avoid noise nuisance to neighbouring dwellings. The applicant has confirmed that air conditioning units are not proposed. The layout of the building places the publicly accessible rooms towards the northern end of the building, which is removed from shared boundaries with neighbouring occupiers, reducing potential for nuisance further. The applicants have also submitted a Children's Centre Management Plan which covers the types of use proposed for the centre, hours of use and numbers of visitors. Any approval would be subject to a condition requiring compliance with these working practices. Whilst it is accepted that the level of activity on the site will increase, it is considered that the measures detailed above will safeguard neighbouring amenities in accordance with policies H22 and EP2.

Transportation issues

The site has a low public transport accessibility rating, (PTAL 1). There are no on street parking restrictions except for school parking restrictions close to the entrance with the Infant School on Carlisle Gardens, and restrictions on Mount Stewart Avenue close to the junction with Carlisle Gardens.

Concerns have been raised by neighbouring properties about the increase in traffic levels associated with a new use on the school grounds. They state that parking is already problematic with the existing school on-site, particularly during school drop off and pick up times.

The children's centre will serve local families living in a localised catchment area. The furthest distance any family living in this children's centre catchment area has to travel is 1.1 miles. The Government's intention is that all families should live within 'pram pushing distance' of their nearest children's centre. PPG13 "Transport" recognises that walking is the most important mode of transport at the local level and offers the greatest potential to replace short car trips, particularly under 2km.

As seen in the other children's centres within the Borough, a travel plan is prepared to encourage the use of non-car modes of transport by both staff and visitors. The applicants are proposing a Travel Plan specifically for the proposed children's centre to help reduce the potential impacts of the proposed centre with regard to car use. Given that the applicants seek to provide a local facility and only intend people to travel up to 1.1 miles in order to use the facility, alternative modes of transport are considered feasible. The school already operates a Travel Plan for the existing site. The proposed Travel Plan indicates that activity times within the centre will be designed not to conflict with the school. The main group sessions would usually run twice a day, at 9.30am and 1.30pm, which are timed to avoid the existing peak school opening/ closing times. Parents/guardians could drop-in at other times of the day, but they are not expected in large numbers and the centre will not open until 9am, after the school opening of 8.45am.

The Travel Plan encourages use of sustainable transport measures providing information on local bus and train routes on all literature associated with the centre and when families enrol. The centre will help families use the site's IT facilities to plan routes where walking is not possible. Secure buggy and cycle storage is provided on site. The store is located under the roof overhang to shelter the cycles and buggies. More cycle storage than required by planning policy is proposed and this will be conditioned to be provided prior to the occupation of the building in accordance with policy TRN11. Limited parking will be provided on the school site (2 spaces for the children's centre). Details of the management of these spaces will be required as a revision to the submitted Travel Plan. The centre users' modes of travel will be monitored through recommended ITrace methodology and reviewed to create appropriate targets in accordance with good practice guidelines over the first few years of operation. Compliance with the submitted Travel Plan will form a condition of any granted planning permission.

As part of the survey that was carried out for four of the existing children's centres, the travel pattern of staff, visitors, parents and children were recorded. It is considered that the travel patterns of these children's centres provides a useful guide as to how this centre is likely to function. The survey revealed a minimum of 80% of parents and children travelled to the centres by foot or public transport. There was a higher dependency on the use of a private car by staff and professional visitors (maximum of 71% travelling by car). The existing children's centres have no dedicated on-site parking provision. For this particular site, in response to concerns raised by local residents with additional traffic congestion to the area, an agreement has been made with the Infant School to increase the number of car parking spaces in the Infant School car park from 8 spaces to 13 spaces plus one disabled space. Two of the additional parking spaces will be dedicated to the children's centre staff. Based on the findings of the survey results and the implementation of the Travel Plan, whilst these measures will not remove local parking caused by the centre completely, your officers are of the view that Mount Stewart Avenue will have capacity to accommodate the additional cars.

Policy TRN35 of Brent's Unitary Development Plan requires a minimum of one disabled parking space on-site, (measuring 4.8m deep by 3.3m wide). This is also required in accordance with SPG12. A disabled parking bay has been provided in the revised car park layout for the Infant School which will be available for the children's centre.

Your officers in transportation has requested that 6 cycle parking spaces are proposed for the use of the staff and visitors. It is recommended that such details are secured as a condition to the planning consent.

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

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

Brent Unitary Development Plan 2004
Central Government 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

Transport: in terms of sustainability, safety and servicing needs

Community Facilities: in terms of meeting the demand for community services

CONDITIONS/REASONS:

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

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

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

223611-A-910 Rev D

223611-A-900 Rev A

Design and Access Statement

Travel Plan - Updated on 19th March 2010

Management Plan

Tree Survey Report prepared by Andrew Colebrook Arboricultural Consultancy

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

- (3) Prior to commencement of the development, revised details of the allocation and control of parking on the school site shall be submitted to and approved in writing by the local planning authority. The applicants will comply strictly in accordance with the measures set out within the submitted Travel Plan dated 19th March 2010 and revised details approved by the local planning authority. The Travel Plan shall be monitored on an annual basis and the results of the ITrace-compliant monitoring incorporated into the submission requirements below:

a) Within 3 months of occupation, the Travel Plan shall be audited, with a site and staff ITrace-compliant survey and these details shall be submitted to the Local Planning Authority and approved in writing within 6 months and associated measures implemented unless otherwise agreed in writing by the Local Planning Authority

b) A review of the Travel Plan measures over the first 12 months of operation shall be submitted to the Local Planning Authority within 15 months of the commencement of the use and the review shall be approved in writing within 18 months and associated measures implemented unless otherwise agreed in writing by the Local Planning Authority

c) A review of the Travel Plan measures over the first 3 years months of operation shall be submitted to the Local Planning Authority within 36 months of the commencement of the use and the review shall be approved in writing within 39 months and associated measures implemented unless otherwise agreed in writing by

the Local Planning Authority

d) A review of the Travel Plan measures over the first 5 years of operation shall be submitted to the Local Planning Authority within 60 months of the commencement of the use and the review shall be approved in writing within 63 months and associated measures implemented unless otherwise agreed in writing by the Local Planning Authority

Reason: In order to promote sustainable transport measures.

- (4) The applicants shall comply strictly in accordance with the approved Children's Centre Management Plan in particular with regards to the types of use of the centre, hours of use of the centre, centre operational plan in order to reduce as far as possible the impacts of the centre on surrounding amenities and maximum numbers of visitors/ staff and use of the rear amenity area. The Management Plan shall be fully implemented save insofar as varied with the agreement in writing of the Local Planning Authority (in which case the Management Plan as varied shall be fully implemented).

Reason: In order to safeguard local residential amenities

- (5) No music, public address system or any other amplified sound shall be installed on the site which is audible at any boundary outside the curtilage of the premises.

Reason: To safeguard the amenities of the adjoining occupiers.

- (6) No water tank, air-conditioning or ventilation plant, extraction equipment or other roof structure shall be erected above the level of the roof hereby approved without the further written consent of the Local Planning Authority. Details of any air-conditioning, ventilation and flue extraction systems, including particulars of noise levels, shall be submitted to and approved in writing by the Local Planning Authority prior to the systems being installed and the approved details shall be fully implemented.

Reason: To safeguard the amenities of the adjoining occupiers and in the interests of visual amenity.

- (7) The revised car park layout of the Infant School accessed off Carlisle Gardens as shown in Drawing No: 223611-A-910 Rev D shall be constructed and permanently marked out prior to commencement of use of any part of the approved development in accordance with the approved plan and permanently retained as approved unless the prior written consent of the Local Planning Authority is obtained.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety within the site and along the neighbouring highway.

- (8) Details of materials for all external work such as walls, windows, doors, roof, including samples, 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.

- (9) All areas shown on the plan(s) and such other areas as may be shown on the approved plan(s) shall be suitably landscaped in accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority prior to commencement of any construction work on the site. Such landscape works shall be completed prior to occupation of building(s) hereby approved and the approved landscape management plan shall be fully implemented.

Such details shall include:-

- (i) Existing contours and levels and any alteration of the ground levels, such as grading, cut and fill, earth mounding and ground modelling.
- (ii) Hard surfaces including details of materials and finishes. These should have a permeable construction.
- (iii) The location of, details of materials and finishes of, all proposed play equipment and other features in the rear garden.
- (iv) Proposed and existing boundary treatments including walls and fencing, indicating materials and heights.
- (v) All planting including location, species, size, density and number.
- (vi) The introduction of 3 or 4 climbing plants trained up trellis or steel cable along the boundary with No. 8 Carlisle Gardens and a native hedge planted along the northern boundary with the school.
- (vii) Details of the proposed sedum roof
- (viii) A tree Root Protection Area Plan showing trees to be removed/retained
- (ix) The location of, details of materials and finishes of the proposed buggy store.
- (x) A detailed (min 5 year) landscape management plan showing requirements for the ongoing maintenance of hard and soft landscape.
- (xi) Details of any external lighting.

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

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 and to provide tree planting in pursuance of section 197 of the Town and Country Planning Act 1990.

- (10) Notwithstanding the submitted plans otherwise approved, a revised plan showing the location of the bin store located away from the boundary with the adjoining residential property, shall be submitted to and approved in writing by the Local Planning Authority prior to works commencing on site. The approved bin store facility shall subsequently be implemented in full prior to the commencement of the use of the development and permanently retained as approved unless the prior written consent of the Local Planning Authority is obtained.

Reason: To ensure a satisfactory appearance and adequate standards of hygiene and refuse collection.

- (11) Notwithstanding the submitted plans otherwise approved, revised plans of flank wall elevation facing No. 8 Carlisle Gardens replacing the windows on this elevation with rooflights to the office space shall be submitted to and approved in writing by the Local Planning Authority prior to works commencing on site, and fully implemented in

accordance with such approved details.

Reason: In the interests of the amenities of neighbouring occupiers.

- (12) Notwithstanding the submitted plans otherwise approved, further details of a secure cycle store for 6 bicycles shall be submitted to and approved in writing by the Local Planning Authority prior to works commencing on site. The approved cycle store shall subsequently be implemented in full prior to the commencement of the use of the development and permanently retained as approved unless the prior written consent of the Local Planning Authority is obtain.

Reason: To ensure satisfactory facilities for cyclists and in the interests of promoting sustainable modes of travel.

INFORMATIVES:

None Specified

REFERENCE DOCUMENTS:

Brent's UDP 2004
PPG13 "Transport"
Letters of objections

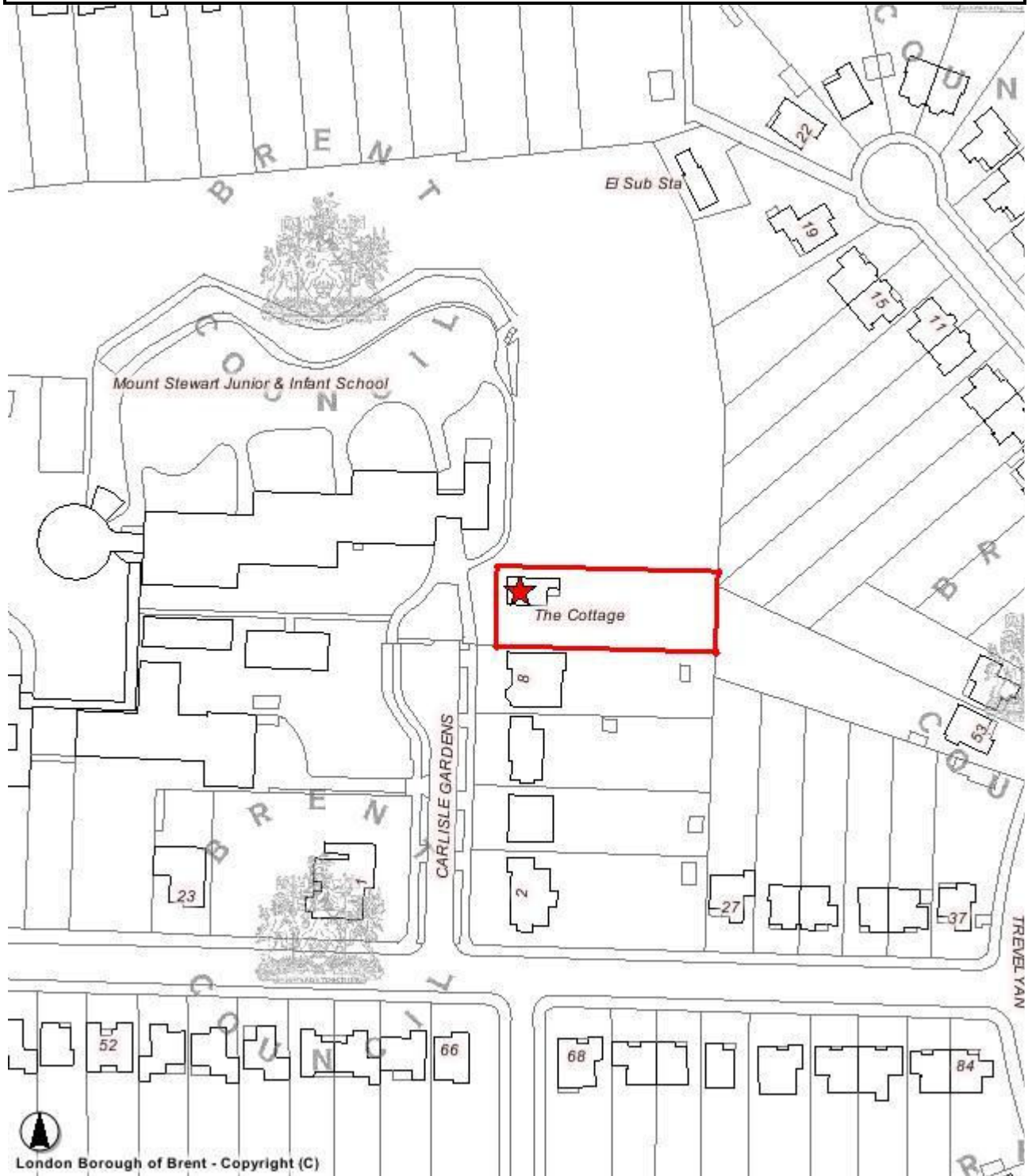
Any person wishing to inspect the above papers should contact Victoria McDonagh, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5337



Planning Committee Map

Site address: Caretakers House, Mount Stewart Infant School, Carlisle Gardens, Harrow, HA3 0JX

Reproduced from Ordnance Survey mapping data with the permission of the Controller of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Brent, DBRE201 2005



This map is indicative only.