

# COMMITTEE REPORT

Planning Committee on  
Item No  
Case Number

16 November, 2016  
  
**16/0595**

## SITE INFORMATION

**RECEIVED:** 10 February, 2016

**WARD:** Queensbury

**PLANNING AREA:** Brent Connects Kingsbury & Kenton

**LOCATION:** 6 Bowmans Trading Estate, Westmoreland Road, London, NW9 9RL

**PROPOSAL:** Demolition of existing single storey temple building and erection of a new 5 storey temple with a shikhar (tower), basement level for storage and plant equipment, ancillary library and educational use, priest accommodation, and a function room (Use class Sui Generis) along with associated parking and landscaping

**APPLICANT:** Swaminarayan World Organisation UK

**CONTACT:** Studio V architects

**PLAN NO'S:** Please see condition 2.

### LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

#### When viewing this on an Electronic Device

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\\_126512](https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_126512)

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Please use the following steps

1. Please go to [pa.brent.gov.uk](http://pa.brent.gov.uk)
2. Select Planning and conduct a search tying "16/0595" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

# SITE MAP

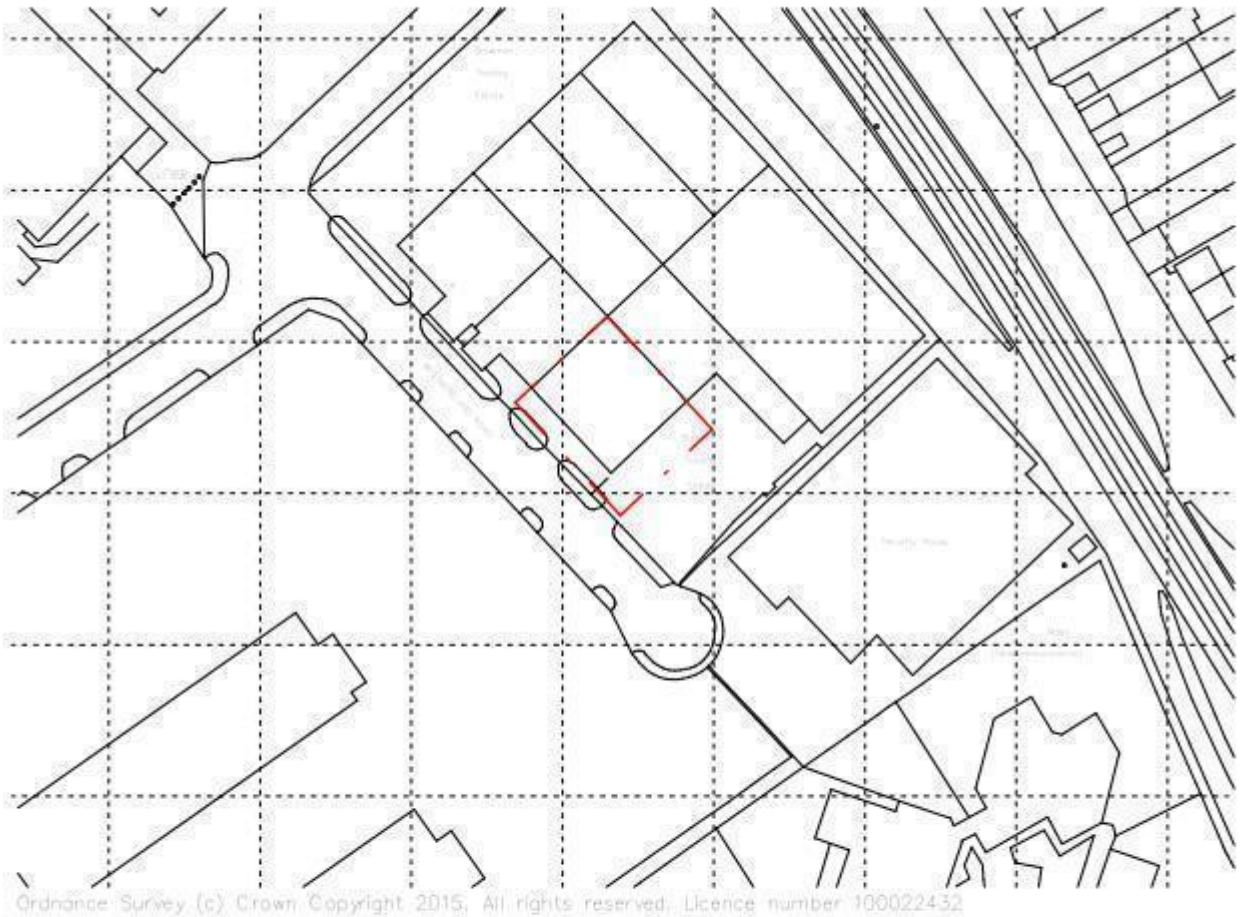


## Planning Committee Map

Site address: 6 Bowmans Trading Estate, Westmoreland Road, London, NW9 9RL

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This



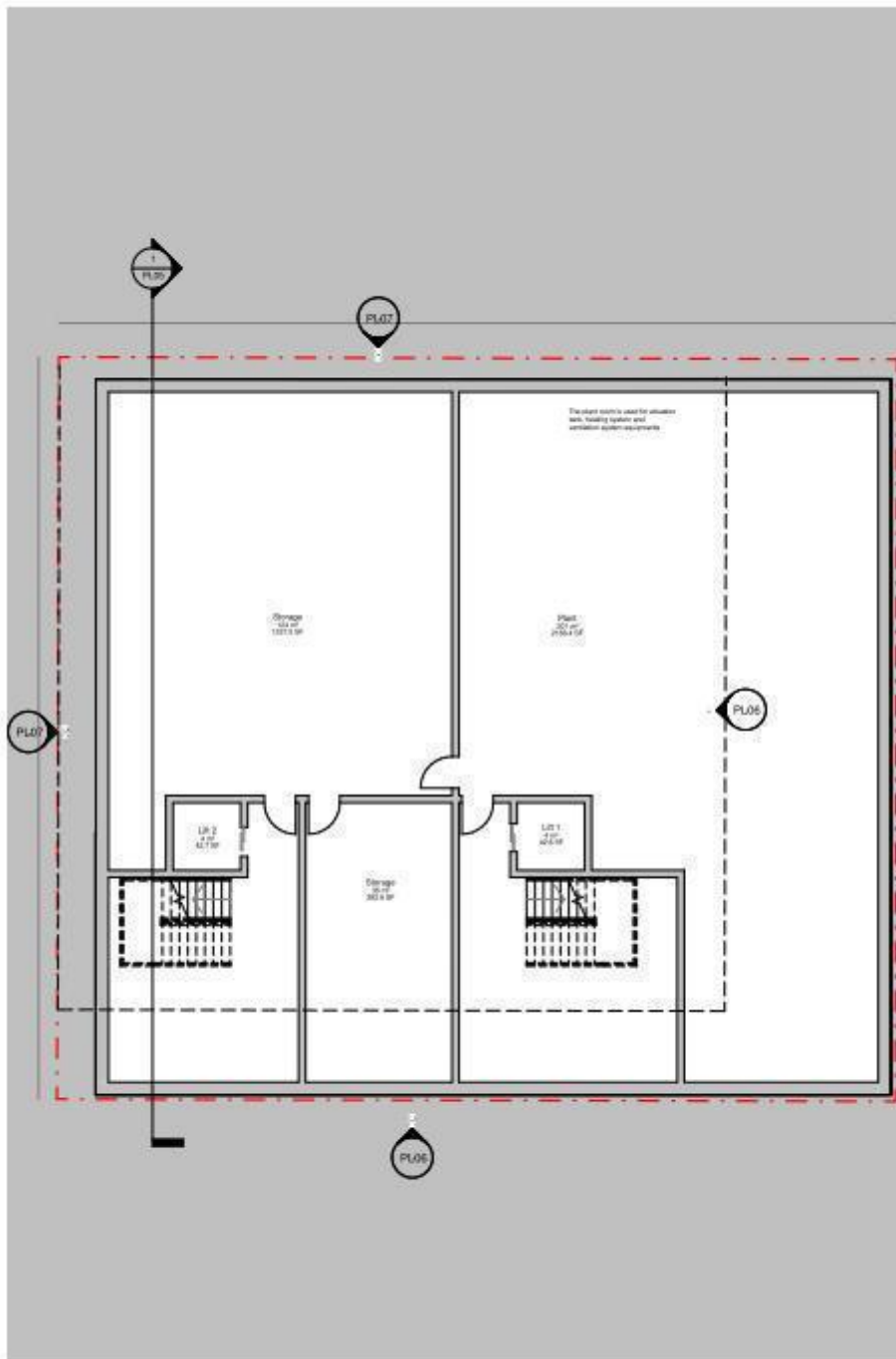
## 1 LOCATION PLAN

1 : 1250

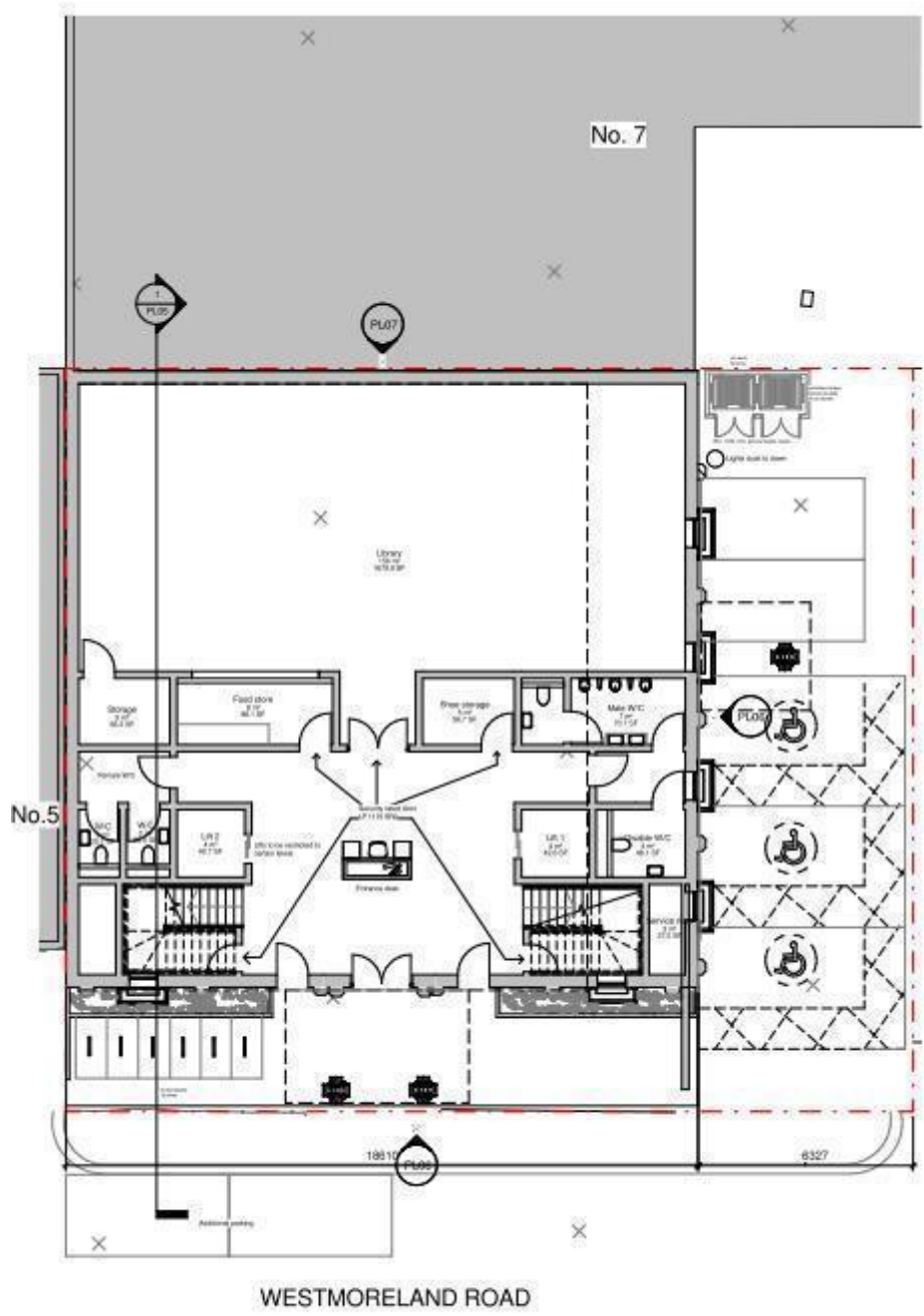
map is indicative only.

# SELECTED SITE PLANS

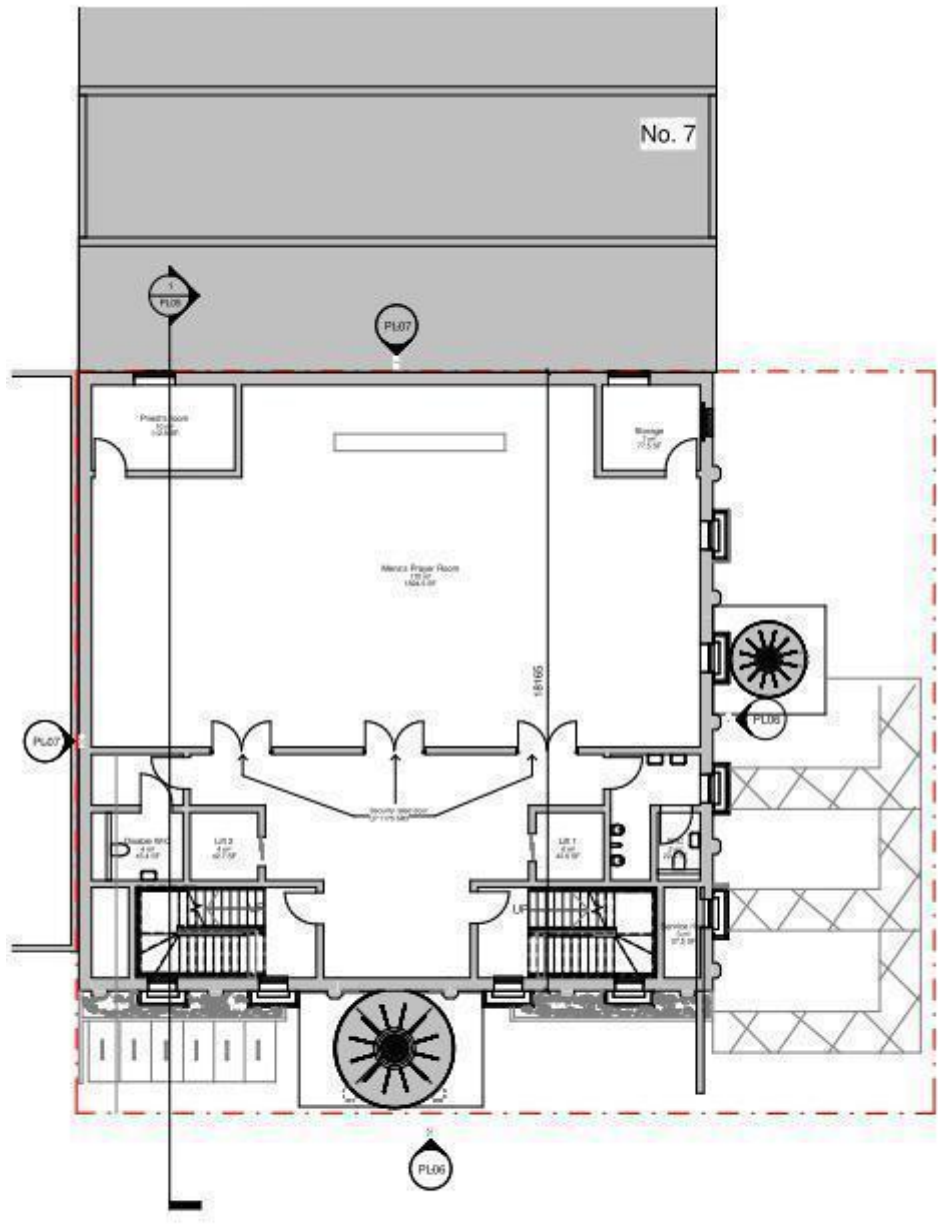
## SELECTED SITE PLANS



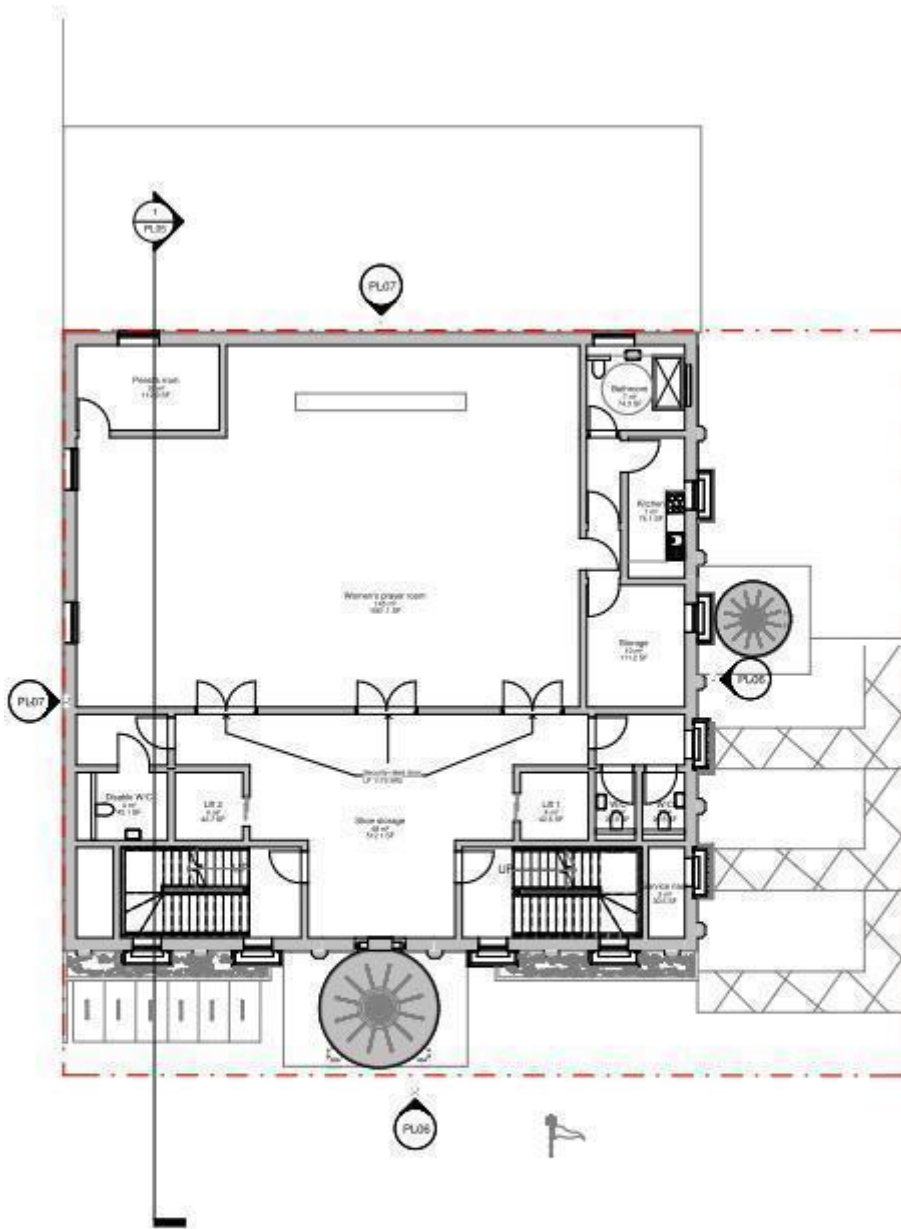
**1** PROPOSED BASEMENT LEVEL  
1 : 100



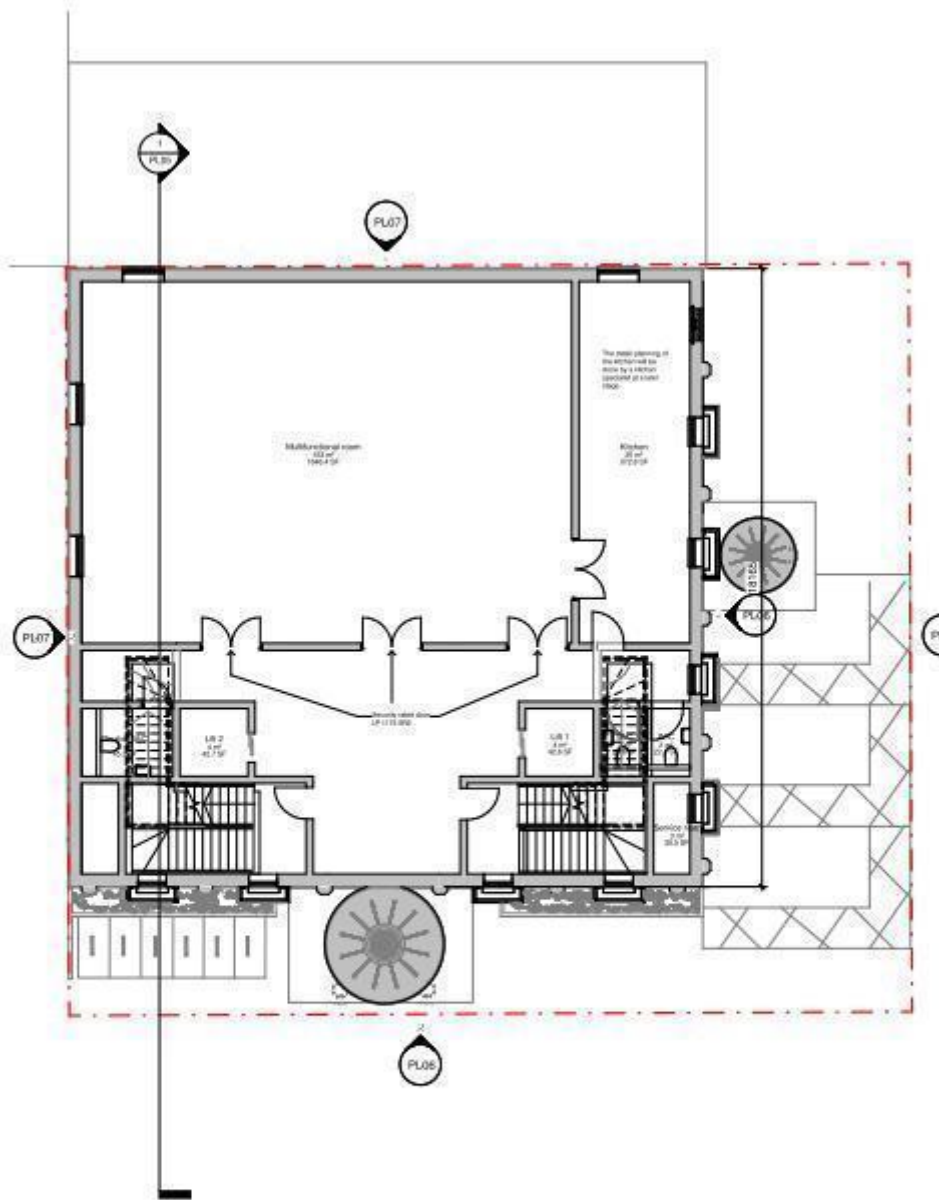
**PROPOSED GROUND FLOOR PLAN**  
1 : 100



**PROPOSED FIRST FLOOR PLAN**  
 1 : 100

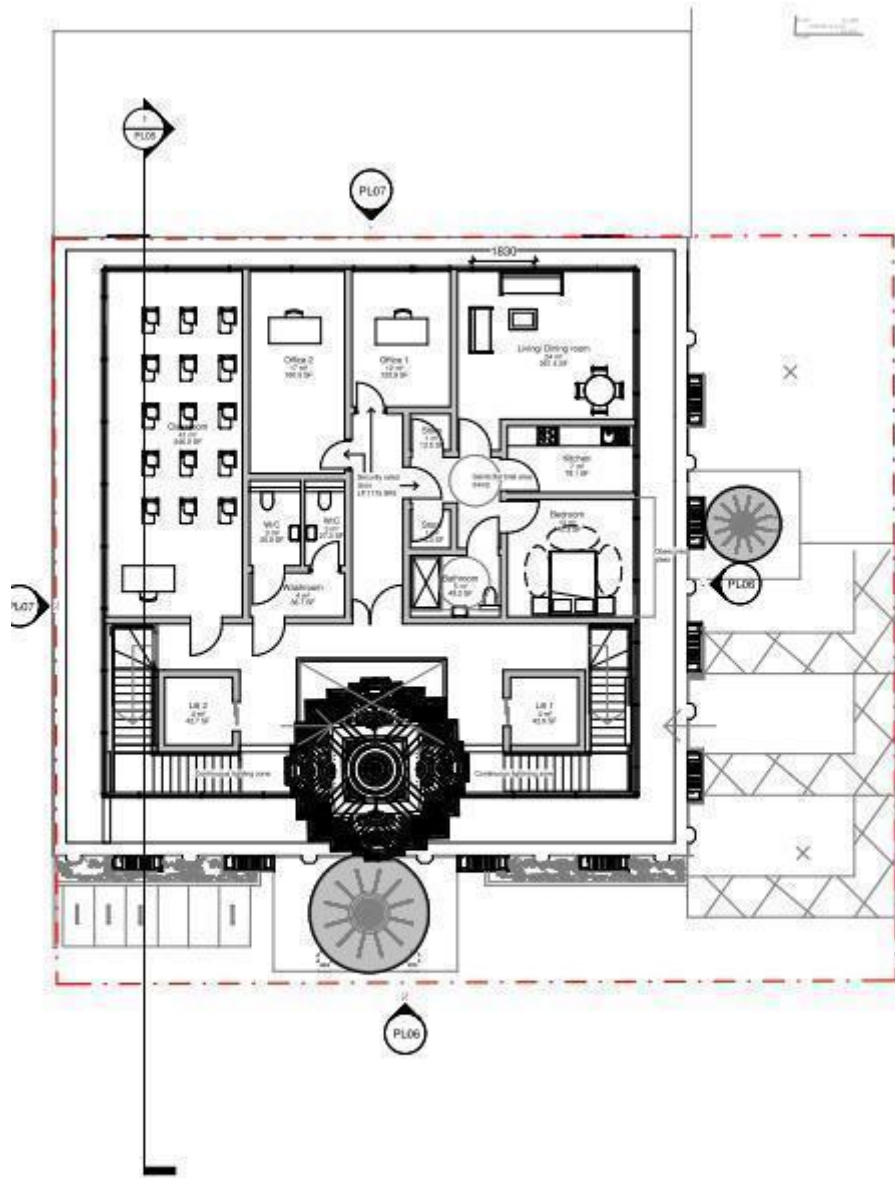


**1 PROPOSED SECOND FLOOR PLAN**  
1 : 100



**2** PROPOSED THIRD FLOOR PLAN  
1 : 100

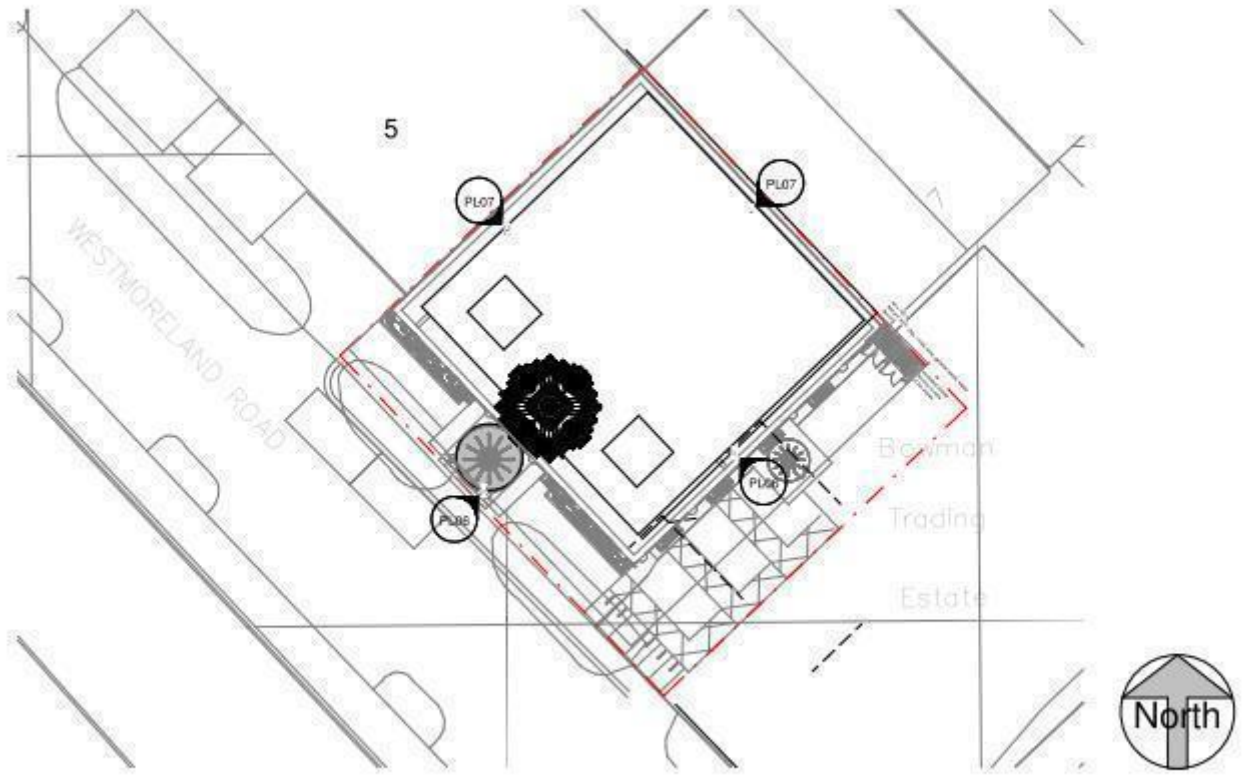




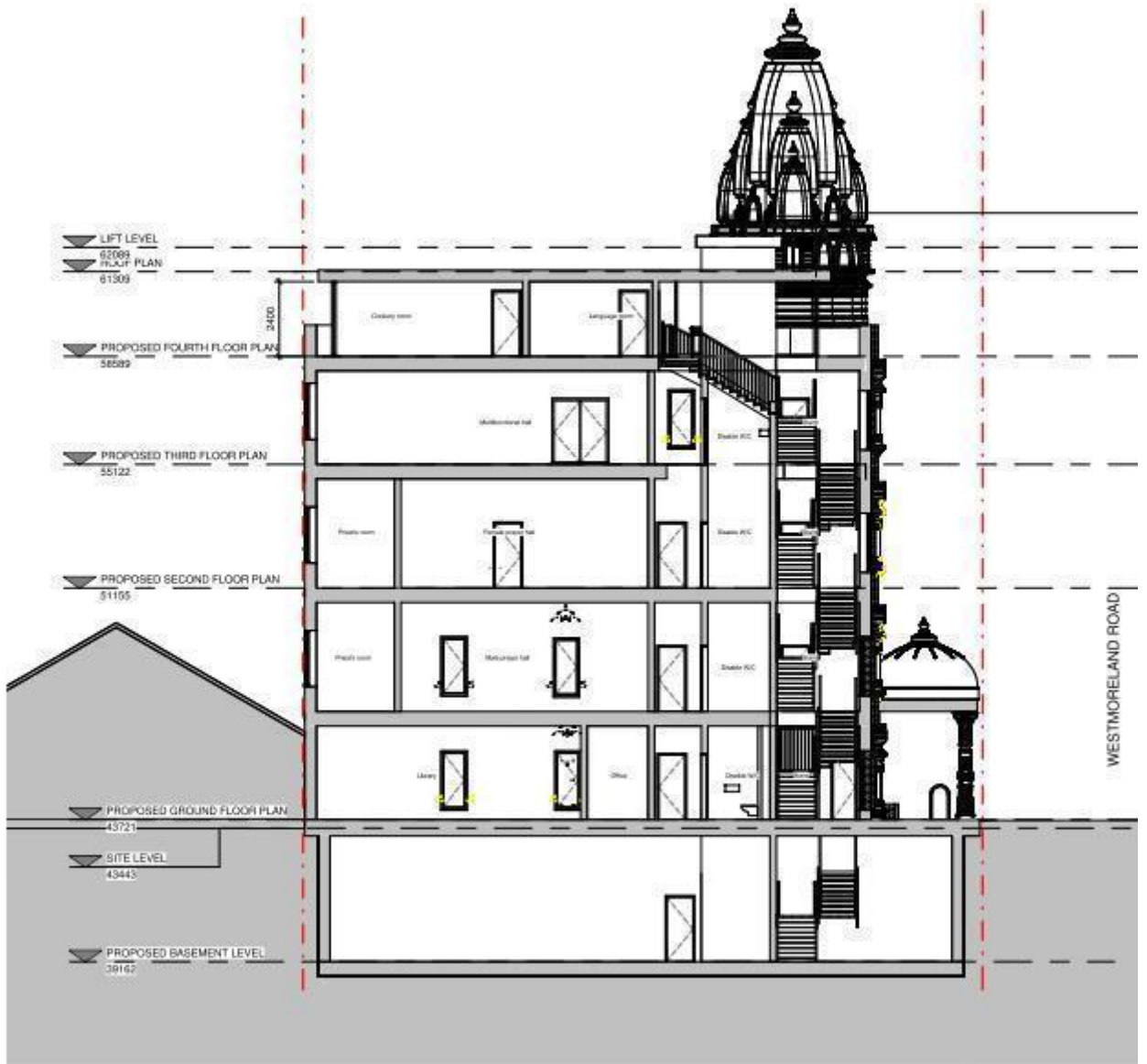
**3** PROPOSED FOURTH FLOOR PLAN  
1 : 100

1	01.12.15	UPGRADE TO SECURE BY DESIGN	BY	SR
2	05.10.15	ALSO REMOVE BASEMENT BALCONY	BY	SR

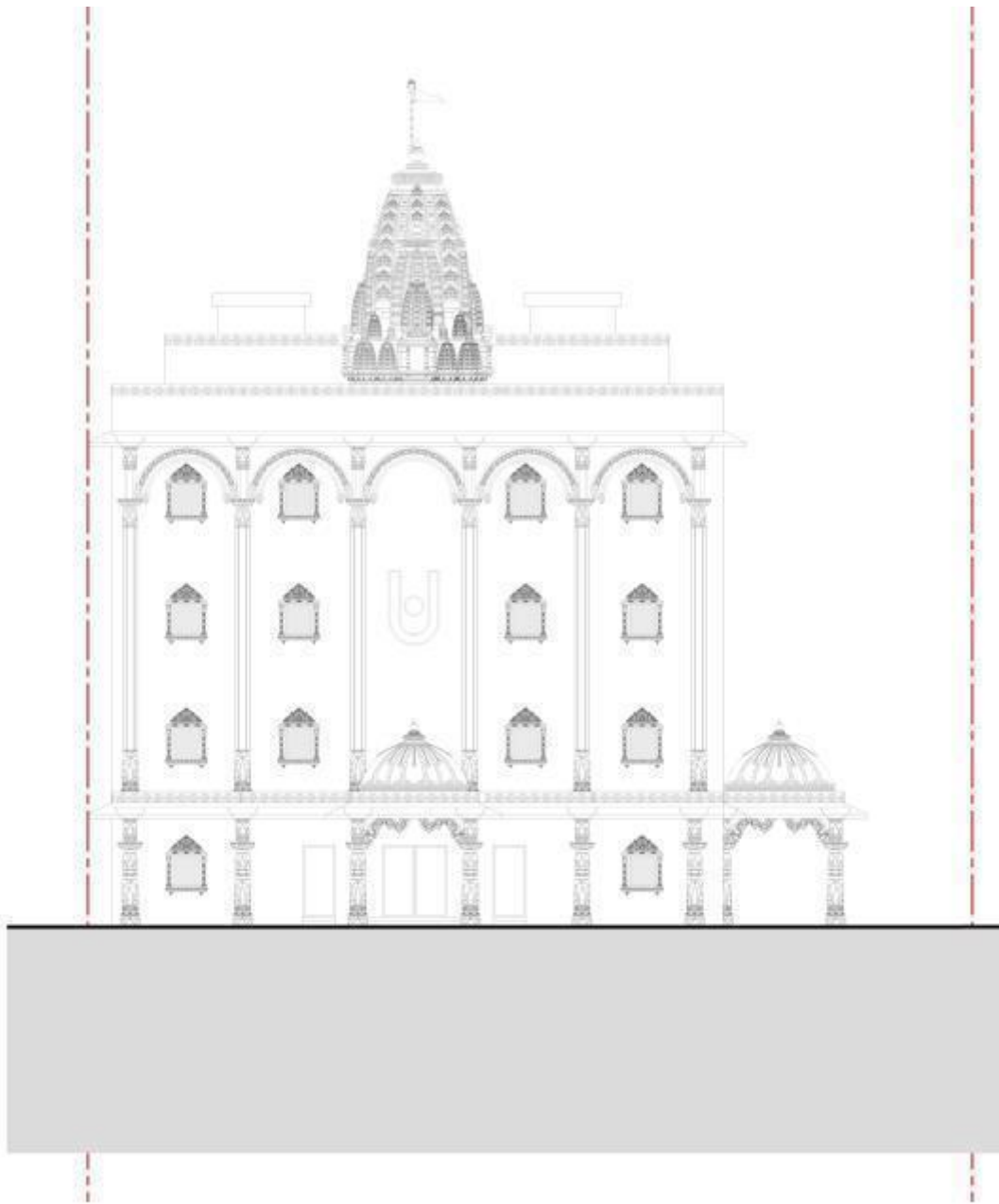




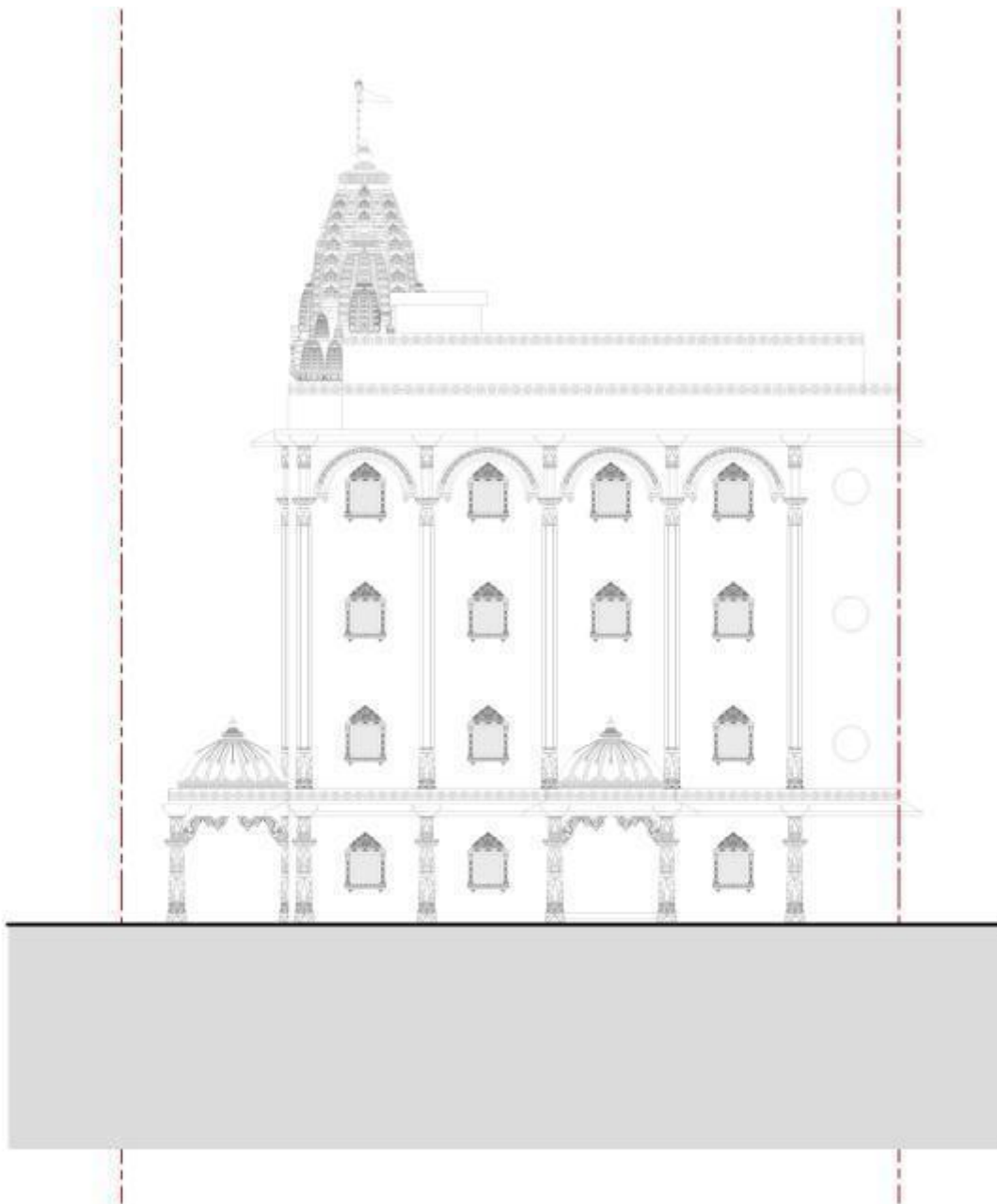
**3** ROOF PLAN  
1 : 200



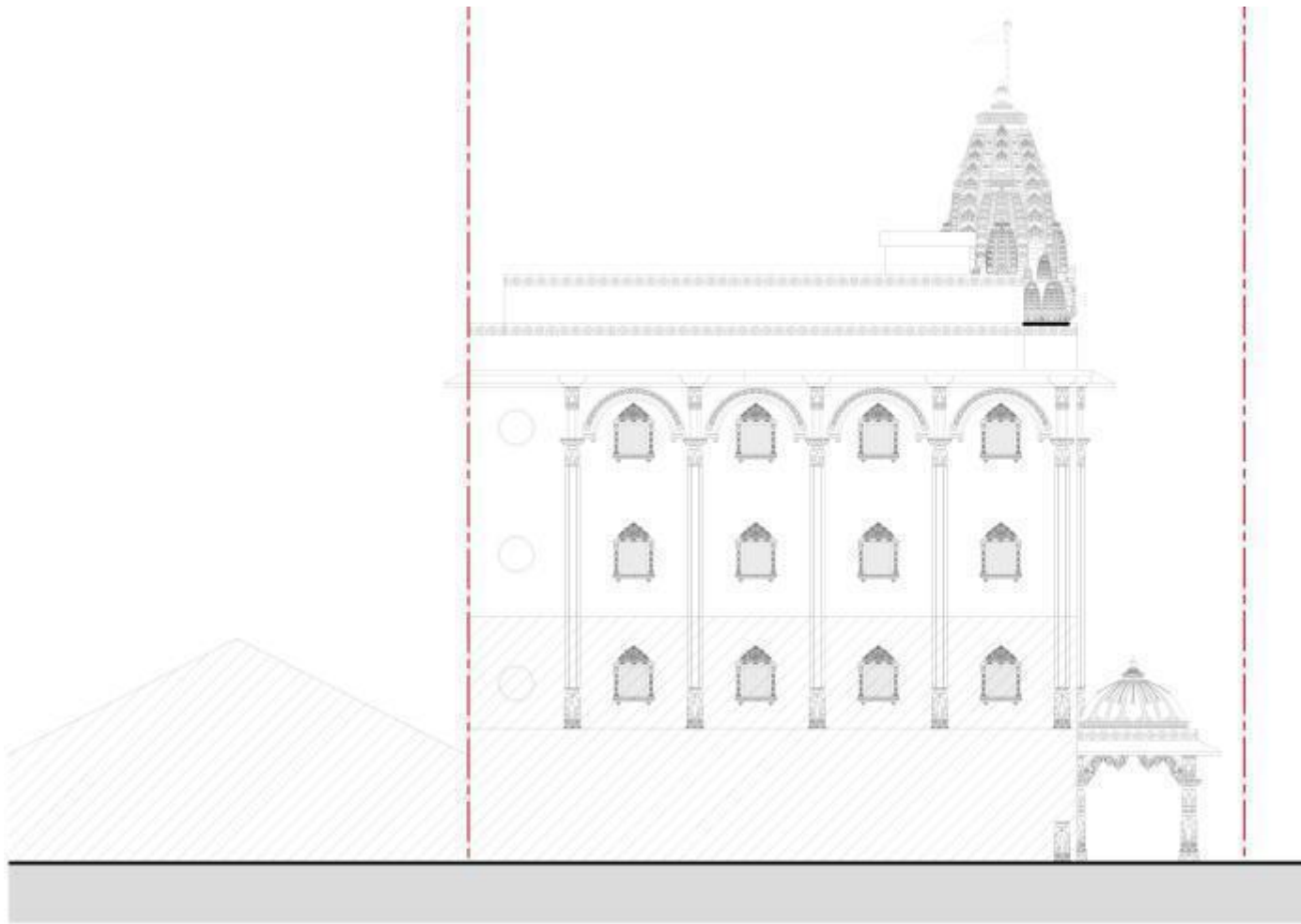
1 Section A-A  
1 : 100



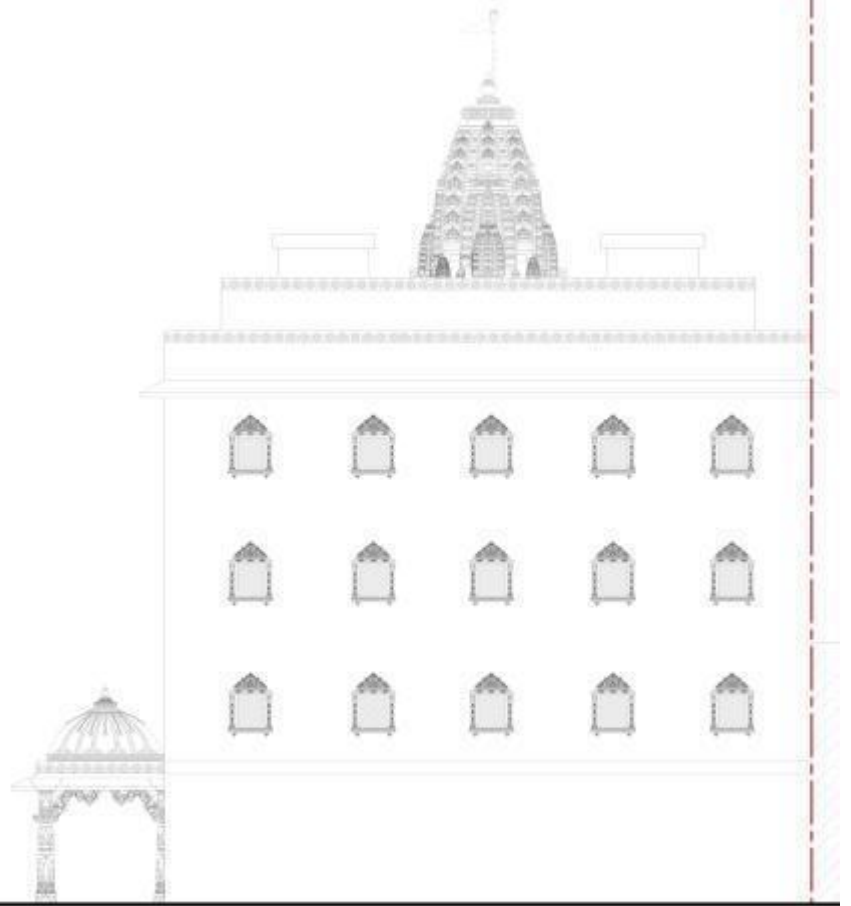
PROPOSED  
Front elevation @1:100



PROPOSED  
Side elevation @1:100



PROPOSED  
Back elevation @1:100



PROPOSED  
Side elevation @1:100



1

3D VIEW 1





2

3D VIEW 2

## RECOMMENDATIONS

That the Committee resolve to GRANT planning permission subject to:

The prior completion of a legal agreement to secure the following planning obligations:

- Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance
- Notification of material start 28 days prior to commencement

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- Temple Management Plan to cap maximum attendance at 350 people and to reasonably limit those occasions when that volume of visitors is expected – prior to occupation submit and gain approval for a Temple Management Plan which will provide for:
  - a. Prayers and Temple Community Uses with no more than 350 visitors and staff.
  - b. No Temple Community Uses shall be held at the same time as a Religious Event or Major Religious Event if 350 visitors and staff are present for those Events
  - c. At no time shall more than 350 visitors and staff be present on the Temple premises.
- Travel Plan – standard obligation prior to occupation to submit for approval and then implement and adhere to a Revised Travel Plan with review mechanisms and penalties to be defined
- Energy Strategy – standard obligation to achieve 35% reduction on Building Reg 2013 target emissions rates or pay carbon offset contribution
- Financial Contribution – £30,000, index linked, for review of and if necessary alterations to CPZs within the vicinity of the land payable on a Material Start

And that the Head of Planning is delegated authority to negotiate the legal agreement indicated above.

And that the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

#### Conditions

1. Time Limit for implementation
2. Approved drawings/documents
3. Highway Works
4. Crossover reinstatement
5. Considerate constructors scheme
6. Noise impact of plant equipment
7. Construction method statement
8. Contaminated land: investigation
9. Contaminated land: remediation and verification
10. Extraction systems
11. Lighting
12. Priest accommodation
13. Hours of operation

#### Informatives

1. The need to agree any road closures and parking suspensions during construction works with Brent Council's Transportation Unit, to agree the need for a temporary construction crossover access to the site in place of the existing crossover from the Environment & Protection service and to also obtain an approval in principle (AIP) for all basement excavation works from the Transportation Unit.
2. Party Wall Act
3. Any other informative(s) considered necessary by the Head of Planning

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

And that, if within 3 months of the committee meeting the legal agreement has not been completed, the Head of Planning is delegated authority to refuse planning permission.

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

#### **A) PROPOSAL**

The application seeks planning permission for the demolition of the existing single storey temple building and the erection of a new 5 storey temple with a shikhar (tower), basement level for storage and plant equipment, ancillary library and educational use, priest accommodation, and a function room (Use class Sui Generis) along with associated parking and landscaping

## B) EXISTING

The application site comprises a former warehouse building located within the Bowman Trading Estate off Westmoreland Road. It is currently in use as a place of worship. It is located within a Locally Significant Industrial Site.

A lawful development certificate was granted on 15 September 2014 for existing use of premises as a place of worship (LPA Ref: 14/2880).

## C) AMENDMENTS SINCE SUBMISSION

### D) SUMMARY OF KEY ISSUES

#### Principle of the use of the site

The temple (D2 use class) is now an established use within this Locally Significant Industrial Site and the proposal is to redevelop an existing facility. On this basis there are no objections to the principle of the use.

#### Design and impact on street scene

Officers consider the proposed temple is a well-proportioned building of high-quality materials that is of a scale and bulk appropriate for its location. Although clearly different to other buildings in the streetscene, the temple is faithful to ancient traditional Hindu architectural styles and has an arrangement and detailing which adheres to the religious symbolism of the community's faith.

#### Parking and Access

The Travel Plan and proposed parking spaces will ensure more sustainable methods of transport are used and will help restrict traffic congestion in the area.

#### Impact on neighbouring amenity

The separation distance to surrounding residential properties is considered to be sufficient for there to be no significantly detrimental impacts on the occupant's amenity. The applicant will be required to sign up to the considerate constructor's scheme and a number of environmental conditions will ensure that the impact of construction work will be reduced. Restrictions are proposed to the maximum number of people who would attend at any one time and the hours of attendance, to be secured through the Temple Management Plan.

## E) MONITORING

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.

### Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Non-residential institutions	468		468	1477	

### Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING ( Flats û Market )										
PROPOSED ( Flats û Market )	1									1

## RELEVANT SITE HISTORY

### Relevant planning history

**14/2880:** Certificate of lawfulness for existing use of premises as a place of worship - Granted 15/09/2014.

**06/2584:** Full planning permission sought for change of use from B1/B2/B8 to Use Class B2 to incorporate as its main function the preparation of food with ancillary use for meditation prayer in the evening - Withdrawn - 24/10/2012.

**06/0572:** Full Planning Permission sought for change of use from B1, B2, B8 & Car Showroom to B1 & D1 to use as place of worship including internal alterations to provide prayer room, rest rooms, kitchen areas and provision of bin-storage area - Withdrawn, 01/09/2006.

**04/3717:** Full Planning Permission sought for change of use from B1, B2, B8 & Car Showroom to B1 & D1 to use as place of worship including internal alterations to provide prayer room, rest rooms, kitchen areas and provision of bin-storage area and 13-17 car-parking spaces adjacent to the building - Refused, 21/01/2005.

## CONSULTATIONS

Site Notice displayed on 17/03/2016

Press Notice 24/03/2016

The owner/occupier of 170 different properties were notified of the application 14/03/2016. This included properties in the following locations:

*Acacia Court  
Palm Court  
Tulip Court  
Cypress Court  
Westmoreland Road*

63 representations were received, 39 in support, 22 objecting and 2 neutral.

The objections were on the following points:

Grounds for objection	Response
Parking is not sufficient as it is, concern over the impact of the additional cars from future use	Parking has been assessed by the transportation team and is discussed in paragraphs 23-41 below.
Construction impact, noise and dust construction traffic all impacting on quality of life of local residents	It is inevitable that there would be some degree of disruption, as there would with any development of this sort of scale. A Construction Method Statement will be secured by condition, and there is other legislation (outside of planning control) that can be used to control working hours, and minimise noise and disturbance should this be required.
Outlook from surrounding properties will be destroyed.	Neighbouring outlook has been duly considered, as set out in paragraphs 12-22.
Proposal will result in a loss of light to surrounding properties and their amenity spaces.	The separation distances as discussed in paragraphs 12-22 of the report.
Increase in traffic flow	The development may see an increase in vehicles to the site, however, proposed measures ease concern of transportation team. See paragraphs 23-41
Overlooking/loss of privacy. Additional height will also impact on privacy.	The impact of the proposal on surrounding properties has been assessed in the report in paragraphs 12-22 and is found to be acceptable.
The development is too high and out of scale for the locality.	Officers have found the scale and height of the proposal to be acceptable. This issue is discussed in more detail in paragraphs 12-22 of the report below.
Inaccurate information in parking surveys etc	The submitted information has been assessed by the transportation team, additional information is requested through a travel plan to ensure appropriate measures are in place for the

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development. This is discussed in more detail in paragraphs 23-41 of the report.

The representations supporting the proposal referenced the benefit the development would have on the community; the positive contribution the applicants and temple have made over the last 12 years; the facilities that would be provided for children; that the proposal would be a catalyst for positive change in the area; and the enhanced living value that would occur for residents.

## **Statutory consultees**

### Transportation

There are no Transportation objections, subject to:

- (a) a financial contribution of £30,000 towards non-car access/highway safety improvements
- (b) The redundant crossover at the front of the site will be reinstated back to footway at the developers expense.
- (c) The following highway works shall be completed or funded, in the interest of highway and pedestrian safety, prior to the occupation of the development (i) Double yellow lines to be implemented at the turning circle on Westmoreland.
- (d) A revised Travel Plan to be submitted of sufficient quality to score a PASS rating using TfL's ATTrBuTE programme
- (e) Construction Method Statement to be submitted for LPA approval including any required temporary traffic management or temporary highway closures required for loading/unloading of materials/equipment.

An informative is recommended, advising the applicant to contact the Head of Transportation to arrange for the various highway works to be undertaken.

### Environmental Health

No objection subject to conditions relating to: noise impact of plant; construction noise and dust; construction method statement; air quality; contaminated land (investigation, remediation and verification); Odour extraction; and lighting.

### Local Lead Flood Officer

I have checked the S W Management Report and it complies with our requirements. The developers are taking appropriate action to prevent flooding in the area and also by installing storage tank on-site this will further reduce the flooding and discharge to existing sewer network.

### Planning Policy

The proposed redevelopment is within a Locally Significant Industrial Site (LSIS). Core Strategy policy CP 20 protects LSIS for employment uses characterised by use classes B1, B2, B8 and closely related sui generis uses. It is noted that the temple (D2 use class) is now an established use within the LSIS and the proposal is to redevelop an existing facility. On this basis there are no objections to the principle of the redevelopment.

### Landscape

I cannot see any landscape in any of the information submitted. So I cannot support application in its current form.

N.B. Details of landscape will be secured via condition.

### London borough of Harrow

No objection to the application, subject to a Travel Plan being conditioned as part of any planning approval.

## **POLICY CONSIDERATIONS**

### **National Planning Policy Framework (NPPF)**

The NPPF was published on 27 March 2012 and replaced Planning Policy Guidance and Planning Policy Statements with immediate effect. It seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. It includes a presumption in favour of sustainable development in both plan making and decision making. The NPPF is intended to provide a framework within which local people and Councils can produce their own distinctive Local and Neighbourhood Plans. It aims to strengthen local decision making and reinforce the importance of keeping plans up to date.

Saved policies from the adopted UDP will have increasingly less weight unless they are in conformity with the NPPF and can be demonstrated to be still relevant. The Core Strategy will also need to be in conformity with both the London Plan and the NPPF. In doing so it has significant weight attached to it.

The recommendation here is considered to comply with the 12 Core Principles set down in the NPPF:

- Planning should be genuinely plan led empowering people to shape their surroundings. Plans should be kept up-to-date and provide a practical framework within which decisions on planning applications can be made.
- Creation of the opportunity to be creative in finding ways to enhance and improve places in which people live their lives.
- Proactively drive and support sustainable economic development to deliver homes, business and industrial units, and thriving local places that the country needs. Plans should set out a clear strategy for allocating sufficient land which is suitable for development in their area taking account of the needs of the residential and business communities.
- Secure a high standard of design and levels of amenity.
- Promote the vitality of the main urban areas whilst protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside.
- Aim for a low carbon future in a changing climate and encourage the use of renewable resources.
- Conserve and enhance the natural environment and reduce pollution. Allocations of land for development should prefer land of lesser environmental value.
- Encourage the use of brownfield land provided it is not of high environmental value.
- Promote mixed use developments.
- Conserve heritage assets in a manner appropriate to their significance.
- Manage patterns of growth to make the fullest use of public transport, walking and cycling focussing significant development on locations which are or can be made sustainable.
- Support strategies which encourage health, social and cultural well being for all and deliver community and cultural facilities and services to meet local needs.

#### Mayors London Plan 2015

The relevant issues set down in the London Plan, and identified by the GLA, are as follows:

- Social Infrastructure
- Mix of Uses
- Density
- Historic Environment
- Urban Design
- Inclusive Access
- Sustainable Development
- Transport
- Crossrail.

Also relevant is Brent Core Strategy policy CP17 on Protecting and Enhancing Suburban Character in Brent. In terms of density, the number of units proposed is appropriate for the site as it is within a range considered by the London Plan to be appropriate for this type of location (urban) and which benefits from very good public transport accessibility.

Adopted in July 2010, the Core Strategy has 12 strategic objectives:

- Objective 1: to promote economic performance & regeneration
- Objective 2: to meet employment needs and aid the regeneration of industry and business
- Objective 3: to enhance the vitality and viability of town centres
- Objective 4: to promote the arts and creative industries
- Objective 5: to meet social infrastructure needs

- Objective 6: to promote sports and other recreational activities
- Objective 7: to achieve housing growth and meet housing needs
- Objective 8: to reduce the need to travel and improve transport choices
- Objective 9: to protect and enhance Brent's environment
- Objective 10: to achieve sustainable development, mitigate & adapt to climate change
- Objective 11: to treat waste as a resource
- Objective 12: to promote healthy living and create a safe and secure environment

The following spatial policies are considered relevant to this application:

- CP 5 Place making. Sets out requirements for place making when major development schemes are considered
- CP 6 Design & density in place shaping. Sets out the requirements for appropriate design and density levels for development
- CP17 Protecting and Enhancing Suburban Character in Brent.
- CP18 Protection and enhancement of Open Space, Sports & Biodiversity. Protects open space from inappropriate development.
- CP 19 Brent strategic climate mitigation and adaptation measures. Highlights the need for new development to embody, or contribute to, climate mitigation objectives, especially in growth areas
- CP 23 Protection of existing and provision of new community and cultural facilities. Encourages new accessible community and cultural facilities and protects existing facilities. Sets a standard for the provision of new community facilities

Unitary Development Plan 2004

#### *Strategic*

- STR3 In the interests of achieving sustainable development (including protecting greenfield sites), development of previously developed urban land will be maximised (including from conversions and changes of use).
- STR5 A pattern of development that reduces the need to travel, especially by car, will be achieved.
- STR11 Seeks to protect and enhance the quality and character of the Boroughs built and natural environment and resist proposals that have a harmful impact on the environment and amenities.
- STR12 Planning decisions should protect public health and safety and in particular, support the achievements of targets within the National Air Quality Strategy.
- STR13 Environmentally sensitive forms of development will be sought.
- STR14 New development to make a positive contribution to improving the quality of the urban environment in Brent
- STR15 Major development should enhance the public realm.

#### *Built Form*

- BE2 On townscape: local context & character states that proposals should be designed with regard to their local context, making a positive contribution to the character of the area.
- BE3 Relates to urban structure, space and movement and indicates that proposals should have regard for the existing urban grain, development patterns and density in the layout of development sites.
- BE4 States that developments shall include suitable access for people with disabilities.
- BE5 On urban clarity and safety stipulates that developments should be designed to be understandable to users, free from physical hazards and to reduce opportunities for crime.
- BE6 Landscape design in the public realm and draws particular attention to the need to create designs which will reflect the way in which the area will actually be used and the character of the locality and surrounding buildings.
- BE7 Public Realm: Streetscene
- BE9 Seeks to ensure new buildings, alterations and extensions should embody a creative, high quality and appropriate design solution and should be designed to ensure that buildings are of a scale and design that respects the sunlighting, daylighting, privacy and outlook for existing and proposed residents.
- BE12 States that proposals should embody sustainable design principles commensurate with the scale and type of development.

#### *Environmental Protection*

- EP3 Noise and vibration
- EP3 Requires developments within Air Quality Management Areas to support the achievement of National Air Quality Objectives.



### *Transport*

- TRN1 Planning applications will be assessed, as appropriate for their transport impact on all transport modes including walking and cycling.
- TRN2 Development should benefit and not harm operation of public transport and should be located where access to public transport can service the scale and intensity of the proposed use
- TRN3 Directs a refusal where an application would cause or worsen an unacceptable environmental impact from traffic, noise, pollution it generates or if it was not easily and safely accessible to cyclists and pedestrians.
- TRN4 Measures to make transport impact acceptable
- TRN10 Walkable environments
- TRN11 The London cycle network, schemes should comply with PS16
- TRN12 Road safety and traffic management
- TRN14 New highway layouts, visibility splayed and accesses to and within development should be designed to a satisfactory standard in terms of safety, function, acceptable speeds, lighting and appearance.
- TRN22 On parking standards for non-residential developments requires that developments should provide no more parking than the levels listed for that type of development.
- TRN27 Loss of existing off-street parking
- TRN34 The provision of servicing facilities is required in all development covered by the plan's standards in Appendix TRN2.
- TRN35 On transport access for disabled people and people with mobility difficulties states that development should have sufficient access to parking areas and public transport for disabled people, and that designated parking spaces should be set aside for disabled people in compliance with levels listed in PS15.
- PS12 Car parking standards – Class D1
- PS15 Parking standards for disabled people
- PS16 Cycle parking standards
- PS19 Servicing standards

### *Tourism, Entertainment & the Arts*

- TEA2 Location of small-scale tourist, visitor and arts, culture and entertainment facilities.

### *Community Facilities*

- CF5 Location of large scale community facilities
- CF4 Community facilities capable of holding functions should have an acceptable transport impact. Where the number and/or scale of functions could have an unacceptable impact on residential amenity these will be limited by condition.
- CF14 Places of worship permitted where there would be no loss of residential amenity or unacceptable transport impact.

### Brent Council Supplementary Planning Guidance and Documents

#### *SPG 17 "Design Guide for New Development"*

Provides comprehensive and detailed design guidance for new development within the borough. The guidance specifically sets out advice relating to siting, landscaping, parking, design, scale, density and layout.

#### *SPG19 "Sustainable Design, Construction & Pollution Control"*

This supplementary planning guidance focuses on the principles and practice of designs that save energy, sustainable materials and recycling, saving water and controlling pollutants. It emphasises environmentally sensitive, forward-looking design, and is consistent with current government policy and industry best practice, aiming to be practicable and cost-effective.

## **DETAILED CONSIDERATIONS**

### **Introduction**

1. The London Borough of Brent is the most ethnically diverse local authority area in England and Wales (2011 census data) and also one of the most religiously diverse. The population of Brent is 41.5% Christian, 17.8% Hindu (55,393 people) and 18.6% Muslim. This is the second largest percentage of Hindu population in a local authority area in the UK with the neighbouring London Borough of Harrow being the largest with 25.3%. This compares with the population of London which is only 5.2% Hindu. Nationally the total Hindu population is 817,000 or 0.7% of the population; thus the 55,393 Hindu residents of Brent represent 6.7% of the Hindu population of the UK. Combined with Harrow's Hindu

population of 40,548 and Barnet's 21,011, this site lies close to 19% of the Hindu population of the UK.

- The London Borough of Brent has local policy objectives to meet the needs of the borough's diverse community in respect of cultural facilities and sport and recreational activities. The Temple provides a valuable community and religious use within the borough for the local Hindu population.

### Principle of the redevelopment of place of worship

- The proposed redevelopment is within a Locally Significant Industrial Site (LSIS). Core Strategy policy CP 20 protects LSIS for employment uses characterised by use classes B1, B2, B8 and closely related sui generis uses. It is noted that the temple (D2 use class) is now an established use within the LSIS and the proposal is to redevelop an existing facility. On this basis there are no objections to the principle of the redevelopment.
- When assessing a planning application for place of worship, policy CP1 in Brent's UDP 2004 is a material consideration. This policy seeks to provide large scale community facilities in town centre, edge of town centres or areas of good public transport accessibility. It should be noted that this site is not located within a town centre or an area of good public transport accessibility.
- The temple is designed to update and increase the facilities provided for its users. The applicants describe the current accommodation as being cramped and not including the required facilities of teaching space for adults and children, separate worship space for men and women or a library facility. There are not separate kitchen/dining facilities and at the moment this takes place in the worship rooms, causing disruption to the congregation. Accommodation for the priest is required on site as this will allow the temple to operate as per Vastu and Swaminarayan traditions. There are currently no disabled toilets or baby changing facilities. Certain activities and training programmes have to be organised at external venues due to the lack of existing facilities at the centre. There is no storage or office space and the management team faces a major challenge of storing centre / prayer related material, as well as the organisation and management of the facility.
- The existing building contains three halls one larger and 2 smaller ones. Overall floorspace is around 468sqm. The new building will contain a library at ground floor (156sqm), hall at first floor (156sqm), women's prayer room at second floor (156sqm), multifunctional rooms at third floor (153sqm) and classroom plus Saint's flat at fourth floor. Overall the building increases in floorspace from around 468sqm to 1945sqm.
- The increase in floor area has the potential to attract a significant increase in the level of activities/visiting numbers in comparison to the current building. The supporting information submitted with the application includes details of proposed hours of use, activities and visitor numbers. This includes evening events that can attract up to 300 people. Conditions will be attached to any permission which may be granted to ensure that the numbers highlighted below are not exceeded.

Current operation of facility:

Day	Time	Occupancy	Location	Floor
Mon-Thurs	6.00am–8.00am	20	Worship Hall	Ground Floor
	5.00pm–9.00pm	30	Worship Hall	Ground Floor
Friday	6.00am–10.00am	30	Worship Hall	Ground Floor
	5.00pm-9.00pm	50		Ground Floor and First Floor
Saturday	6.00am-10.00am	30	Worship Hall	Ground Floor
	5.00pm-7.00pm	250		Ground Floor and First Floor
Sunday	6.00am-10.00am	35	Worship Hall	Ground Floor and

	5.00pm-9.00pm	200	Library	First Floor
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Expected timetable of when and how the space is proposed to be occupied during the week.

Day	Time	Occupancy	Location	Floor
Monday-Thursday	6.00am-8.00am	30	Worship Hall	1 and 2
	8.00am-10.00am	25	Library	Ground Floor
	5.00pm-7.00pm	30	Worship Hall	1 and 2
	7.30pm-9.00pm	30	Worship Hall	1 and 2
Friday	6.00am-8.00am	30	Worship Hall	1 and 2
	8.00am-10.00am	25	Library	Ground Floor
	5.00pm-7.00pm	30	Worship Hall	1 and 2
	7.30pm-9.00pm	50	Worship Hall	1 and 2
Saturday	6.00am-8.00am	30	Worship Hall	1 and 2
	8.00am-10.00am	25	Library	Ground Floor
	5.00pm-7.00pm	40	Worship Hall	1 and 2
		20	Library	Ground Floor
		30	Kitchen/Function Room	3rd Floor
	7.30pm-9.00pm	300	Worship Room	1 and 2
		20	Kitchen	3rd Floor
		20	Classroom	4th Floor
	Sunday	6.00am-8.00am	30	Worship Hall
8.00am-10.00am		40	Library	Ground Floor
5.00pm-7.00pm		150	Worship Hall	1 and 2
		20	Kitchen/Function Room	3rd Floor
		20	Classroom	4th Floor
7.30pm-9.00pm		150	Worship Hall	1 and 2

8. Your officers are satisfied that requirements of the temple groups can be accommodated to the satisfaction of all parties. Normal day-to-day activities as set out in the timetable would result in up to 300 people being present on site; the implications of this is included in the Transport Assessment and this is considered acceptable.

9. Given the main surrounding uses are commercial in nature and their operation is mainly during business hours of a working week, the proposed activities will predominantly take place outside of these hours and therefore it is unlikely that they will be competing or conflicting with each other and consequently the impact of the additional facilities in this location are considered to be acceptable in these terms. The impact of the proposed development on the nearby residents is assessed further in the report below.
10. The development also includes accommodation within the building which is for the priest whose responsibilities include the running of the temple. It will only be the priest who resides within this accommodation. Accommodation of a Priest in a Hindu temple is common practice as there are lots of daily rituals they need to perform during different times of the day. The priest accommodation will be ancillary to the temple and will not function like other residential accommodation. A condition can be attached to any permission granted to ensure that this is the case.
11. As outlined in the introduction section of this report, the London Borough of Brent is an extremely diverse Borough with a significant Hindu population who require community and religious facilities for their members. Your officers have taken into consideration the need for providing more modern facilities for the temple members. Your officers have therefore given a significant amount of weight to the requirement of providing both religious and cultural facilities to people and also to the potential harm that the proposal could have on other local people living in the area who do not attend the Temple. After careful consideration of the potential impacts associated with the proposal (as discussed later in this report) and the suggested conditions limiting numbers, your officers consider that the development is acceptable in principle and can be supported.

### **Design and character**

12. The character of the surrounding area is varied in nature and the majority of the buildings, particularly those that are industrial in nature, are not of any architectural merit and make a limited contribution to the locality. The design concept and scale of the building are considered to be acceptable in street scape terms. The design features and overall character of the building are of high quality and result in a good overall design. Whilst different in nature to the buildings surrounding the site, the design features and overall approach for the building is appropriate for the building type and its use. Additionally, the window openings are sympathetic to the subject building and are considered to be appropriate.
13. The scheme proposes a fairly simple approach to architectural detailing and the use of good quality materials would complement the orderly form of the building massing. The detailing and build quality will however be critical to achieving the best possible standard of architecture and the Council will secure key details to ensure this is achieved and built through. Quality materials are proposed that weather well and provide a soft overall finish to the building.
14. Some residents have objected that this scheme would not be in keeping with the character of the area. It would undoubtedly be a dramatic intervention into the streetscene and would have a substantial effect on the character of the area, not only in terms of scale of the proposed temple but clearly also in terms of the distinctive architecture and stonework.
15. It is not considered, however, that the effect on the character of the area would be harmful; the proposed temple is a well-proportioned building of high-quality materials that is of a scale and bulk appropriate for its location. Although clearly different to other buildings in the streetscene, the temple is faithful to ancient traditional Hindu architectural styles and has an arrangement and detailing which adheres to the religious symbolism of the community's faith.

### **Neighbouring amenity**

16. The proposed building is of a similar scale to the residential development opposite it. The ground floor of the building opposite is situated some 16 metres away, with the residential facade set slightly behind this. The impact of the proposal on the amenity of these existing occupiers has been duly considered. It is relevant to note that the residential units within these existing buildings which face the application site already look onto the existing industrial building. The proposal will result in a reduction in the amount of light and the outlook, as residents will be able to see above the existing industrial buildings at present. However, the proposal is a similar height to the residential buildings and is set a similar distance back from the back-edge of footway. As such, the proposal is not considered to result in an undue level of overlooking, loss of privacy or light and outlook, and such a relationship over a highway is considered to be acceptable.

17. Your officers have considered the fact that there are concerns from a significant number of objectors that the Temple is looking to increase the number of people visiting the Temple. The Applicant's Statement of Use has confirmed the existing number of members that attend the prayer services available at the Temple. Your officers suggest the inclusion of a Temple Management Plan to limit the number of visitors and staff who can attend the Temple, via a planning obligation secured under a S106 legal agreement. The Temple Management Plan will set out the maximum number of people that can attend the Temple at each service provided and also attend larger festivals and weddings. This is a robust method of ensuring that the number of visitors and staff do not significantly increase above current levels and should help to ensure that the impact on local people is not material.
18. The site is opposite a recently constructed mixed use scheme with residential flats on the upper floors (Alpine Place). The design and construction of the building should be such that the proposed activity would not cause unduly detrimental noise problems to nearby residents. This should also include sound proofing measures for areas which are likely to be used for functions/drums/dance/singing etc.
19. Air conditioning facilities have been included for those areas of the building so that the activities can be conducted without the need for opening windows/doors to minimise noise from escaping.
20. It is recognised that basement excavations can affect neighbouring amenity during construction through dust, noise and vibrations. Brent's approach to basement development proposals is to seek to minimise these impacts and therefore applicants are expected to provide a Construction Method Statement as required by Brent's 'Basements Practice Guide'.
21. Through any permission that may be granted, a Construction Method Statement can be secured which will detail how the potential impacts of the proposal during construction will be mitigated. In terms of nuisance, some disruption during construction is unavoidable but limited to usual hours of working for construction sites. It is recommended that a condition is attached requiring the contractor to be a member of the Considerate Constructors Scheme.
22. Your officers do not consider that the proposal is likely to result in an unduly detrimental level of harm would in terms of noise & disturbance, particularly since the site is part of a LSIS and thus can be used for potentially noisy industrial processes. Despite this, a condition will be imposed to ensure noise not heard beyond the boundaries of the site. Hours of operation of the temple, will be imposed via condition and the Travel Plan and management plan for special events including weddings will be imposed via the section 106 agreement to ensure neighbouring amenity is not unduly harmed. On the basis of this, your officers believe the proposal is acceptable in terms of its impact on residential amenity and thus would comply with policy.

## **Highways and Transportation**

### Parking

23. In terms of car parking provision, maximum allowances are set out in standard PS12 of the adopted UDP 2004. The existing site has a capacity of 200 spaces and therefore a maximum of 40 spaces is permitted. The site currently has 8 spaces in the car park adjacent to the building and possibly a further two spaces in the front forecourt and the existing use does not satisfy standards. The proposed site will have an increased attendance of 350 and therefore a maximum of 70 spaces is permitted for this site. The proposal will result in the provision of 3 disabled parking spaces and 2 off street spaces.
24. Point 4.3 of the TS states that the adjoining car park has a total of 24 spaces out which 8 spaces are owned by the temple but the temple does have access to all 24 spaces in the evenings and weekends when the business are closed. The proposed alterations to the building will result in a loss of some parking spaces however, the existing parking does not satisfy demand for the temple and therefore the lack of off street parking is an existing situation. Consideration needs to be given to the impact of overspill parking on traffic flow and road safety and a Transport Statement and a Parking Beat Survey have been submitted.

### Transport Statement

25. Table 4.1 indicates an increase of 25-35 worshippers Mon – Fri Am, an increase of 30 worshippers Mon – Fri pm, an increase of 90 worshippers Saturday evenings and with the largest increase of 140 worshippers on Sunday.
26. A survey was carried out on Saturday 30<sup>th</sup> May 2015 sampling 204 worshippers. The results found that 70% of them had walked, 18% had travelled by bus and 11% of them car shared with only 1% travelling

by car alone. From this the consultant has identified that the largest increase of 140 people on Sundays will result in an additional 98 people walking, 25 who will use the bus, 15 who will car share and only 1 who will drive alone.

27. A parking beat survey was carried out Tuesday 5<sup>th</sup> May (11am – 7pm) and Saturday 9<sup>th</sup> May 11am – 11pm). A further parking survey was carried out Thursday 5<sup>th</sup> Nov and Sat 7<sup>th</sup> Nov to take into account additional parking stress from the new flats Alpine House development. The roads that were surveyed were Westmoreland Road, Honeypot Lane, Ruskin Gardens, St Paul's Avenue, Mary Close and Ruth Close. As the borough boundary runs through Honeypot Lane, majority of these streets are with London Borough of Harrow and therefore Harrow should be consulted. Only Westmoreland Road and Honeypot Lane are within the L.B. Brent.
28. Table 1 (in the parking beat survey) found average parking stress of 83% on Westmoreland on Tuesday 5<sup>th</sup> May and a huge increase in the parking stress average 121% on Westmoreland Rd by Thursday 11<sup>th</sup> Nov 2015. Table 2 (in the parking beat survey) showed an average parking stress of 78% on Saturday 9<sup>th</sup> May 2015 with an increase of average 125% parking stress on Saturday 7<sup>th</sup> Nov 2015. This shows that Westmoreland Road is a heavily parked street and this was also the case prior to the development of Alpine House in the area.
29. The streets within Harrow are residential streets with varied parking stress of 60% or more throughout the day. The development of Alpine House does not appear to have affected the parking stress levels by November 2015 and in fact parking stress on some roads have reduced for example Mary Close had a 90% parking stress level on May Saturday but this was reduced significantly to 40% by November Saturday. In conclusion, with no spare capacity on Westmoreland Road it is likely that any overspill parking that may occur will be within L.B. Harrow streets.
30. Harrow Council have been consulted on the application and have held discussions with the applicants in relation to the potential impacts of the scheme. Harrow Council do not have an objection to the application, subject to a Travel Plan being conditioned as part of any approval.
31. The private car park adjoining the site was also surveyed on Saturday 23<sup>rd</sup> May and found that car park was never at full capacity. The peak capacity was between 7-8pm where it was recorded at 84% capacity with low capacity during the rest of the day. As the car park has low capacity during the evenings and weekends it could accommodate any increase in vehicular travel as a result of this proposal.
32. The TS also states that Morrisons' car park is used and worshippers combine shopping with their trip when they attend the temple and the use of the supermarket car park has the potential to relieve on-street parking pressure from car-borne visitors.
33. Our traffic team is currently proposing a controlled parking zone in the area that will include Westmoreland Road and this will further assist the Highway Authority to control overspill parking from the temple.

#### Refuse and Servicing

34. Refuse collection is not mentioned and therefore it assumed it will be as existing. A servicing bay has also not been provided however, the TS states that this will be as existing. With the temple proposed to be used for weddings now, servicing will be required for catering etc and a service bay should be provided 6m deep and 3m wide. The proposed two off street bays could be used for this.

#### Travel Plan

35. A travel plan framework has been submitted. The framework states that measures will be implemented at start of operation however, the site is currently used as temple and therefore we request a full operational Travel Plan to be submitted for LPA approval which is implemented straightaway.

#### Highway Works

36. As the vehicular crossover into the front of the site is no longer required it should be reinstated back to footway.
37. As the street is heavily parked and with the increased attendees to the site, it would lead to vehicles looking for parking in the street and when they can not find any they would carry out a turn in the road resulting in illegal manoeuvres and to the detriment of pedestrians. As the street is heavily parked, we would request waiting restrictions in the form of double yellow lines to be implemented at the turning

circle of Westmoreland Road to allow vehicles to turn around safely. A condition is recommended requiring such works to be undertaken at the developers expense.

#### Cycle Parking

38. Drawing number PL03E proposes 5 cycle stands and 10 spaces should be provided to comply with PS16 of the UDP-2004. These should be in secure covered location to protect from theft and weather.

#### Highways Conclusions

39. The applicant has provided data from the existing use of the site as a temple and this does show a low car usage with the adjoining car park (24 spaces) not operating at full capacity. The proposal will increase attendance and as it could now be used for weddings, it may see an increase in the vehicles to the site. The adjoining car park (24 spaces) will still be used by the site and the lack of parking remains an existing situation. Westmoreland Road has parking restrictions and Honeypot Lane is a London Distributor Road and there are future proposals to implement a Controlled Parking Zone, which would help to control parking in the area. This does ease concerns of overspill parking on streets within L.B. Brent, although streets within Harrow may suffer more from overspill parking.

40. Any temporary traffic management or temporary closures required for the construction of these works must be agreed with the Highway Authority prior to commencement of works. This is controlled through the Highways Act.

#### Financial contribution

41. A financial contribution of £30,000 towards improvements to sustainable transport infrastructure in the vicinity of the site would be sought to support the future increases in walking, cycling and public transport trips to the site.

#### **Conclusion**

42. Your officers have given considerable weight to the fact that the proposal will provide a valuable and more modern facility for the Hindu community within the London Borough of Brent. Planning officers have worked closely with the applicant through pre-application discussions, to try minimise the likely impacts on the surrounding area and local people. In addition to this the Applicant has agreed to heads of terms setting out the planning obligations to be secured by a S106 legal agreement including a Travel Plan, Temple Management Plan and financial contribution to review the CPZ to limit the number of visitor numbers and also reduce the reliance on cars and promote more sustainable methods of transport.

43. Your officers conclude that the planning merits of the scheme are such that the proposal can be supported and accordingly recommend approval.

## **SUSTAINABILITY ASSESSMENT**

At the time the planning application was submitted London Plan policy 5.2 requires a reduction in carbon dioxide emissions of 40% based on 2010 Building Regulations (equivalent to 35% based on the 2013 regulations). The Energy Statement report concludes that the scheme will include Air Source heat pumps and PV panels, resulting in an 26% improvement on Part L 2013. This is below policy requirements and as such contribution to the local carbon off-setting fund will be required in line with the standard in the Mayor's Sustainable Design & Construction SPG of £60 x 30 years = £1,800 per tonne of carbon dioxide to be off-set.

Core Strategy policy CP 19 requires non-residential development to achieve BREEAM excellent. The BREEAM pre-assessment demonstrates that 'Excellent' rating can be achieved.

The above will need to be secured via planning condition.

## **S106 DETAILS**

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

- Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance
- Notification of material start 28 days prior to commencement
  - Temple Management Plan to cap maximum attendance at 350 people and to reasonably limit those occasions when that volume of visitors is expected – prior to occupation submit and gain



approval for a Temple Management Plan which will demonstrate how the Temple will be managed to ensure that the total number of people within the premises at any one time (including visitors and staff) does not exceed 350.

- Travel Plan – standard obligation prior to occupation to submit for approval and then implement and adhere to a Revised Travel Plan with review mechanisms and penalties to be defined;
- Energy Strategy – standard obligation to achieve 35% reduction on Building Reg 2013 target emissions rates or pay carbon offset contribution;
- Financial Contribution – £30,000, index linked from the date of the committee meeting, for review of and if necessary alterations to CPZs within the vicinity of the land payable on a Material Start;

And, to authorise the Head of Area Planning, or other duly authorised person, to refuse planning permission if the applicant has failed to demonstrate the ability to provide for the above terms and meet the policies of the Unitary Development Plan and Section 106 Planning Obligations Supplementary Planning Document by concluding an appropriate agreement.

## CIL DETAILS

This application is liable to pay **£62,809.75\*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible\*\* floorspace which on completion is to be demolished (E): 468 sq. m.

Total amount of floorspace on completion (G): 1945 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Assembly and leisure	1945		1477	£0.00	£35.15	£0.00	£62,809.75

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	271	
<b>Total chargeable amount</b>	£0.00	£62,809.75

\*All figures are calculated using the formula under Regulation 40(6) and all figures are subject to index linking as per Regulation 40(5). The index linking will be reviewed when a Demand Notice is issued.

\*\***Eligible** means the building contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development.

**Please Note : CIL liability is calculated at the time at which planning permission first permits development. As such, the CIL liability specified within this report is based on current levels of indexation and is provided for indicative purposes only. It also does not take account of development that may benefit from relief, such as Affordable Housing.**



DECISION NOTICE – APPROVAL

Application No: 16/0595

To: Mr Vekaria  
Studio V architects  
224  
West Hendon Broadway  
West Hendon  
Greater London  
NW9 7ED

I refer to your application dated 10/02/2016 proposing the following:  
Demolition of existing single storey temple building and erection of a new 5 storey temple with a shikhar (tower), basement level for storage and plant equipment, ancillary library and educational use, priest accommodation, and a function room (Use class Sui Generis) along with associated parking and landscaping

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

at 6 Bowmans Trading Estate, Westmoreland Road, London, NW9 9RL

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:

Signature:

A handwritten signature in black ink that reads "Alice Lester".

**Alice Lester**  
Head of Planning, Transport and Licensing

**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  
London Plan consolidated with alterations since 2011  
Brent LDF Core Strategy 2010  
Brent Unitary Development Plan 2004  
Emerging Brent Development Management Policies  
Council's Supplementary Planning Guidance - SPG17
  
- 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):  
  
Existing plan/ elevations PL01  
Proposed plans PL03 F  
Proposed plans PL04 E  
Proposed section/ roof plan PL05 A  
Proposed elevations PL06 B  
Proposed elevations PL07 B  
Location plan PL00  
Planning Design and Access January 2016  
Travel Plan by Stillwell Partnership  
Parking Survey Report by Stillwell Partnership  
Sustainability Statement by Mendick Waring LTD  
Acoustic Report by Acoustic Plus  
Surface Water Management Report by Nimbus Engineering Consultants  
  
Reason: For the avoidance of doubt and in the interests of proper planning.
  
- 3 The development shall not be occupied unless reinstate the redundant crossover at the front of the site has been reinstated back to a footway at the developers expense.  
  
Reason: in the interest of highway and pedestrian safety
  
- 4 No development shall be carried out until the person carrying out the works is a member of the Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details are clearly displayed on the site so that they can be easily read by members of the public.  
  
Reason: To limit the impact of construction upon the levels of amenity that neighbouring occupiers should reasonably expect to enjoy.
  
- 5 The residential accommodation provided within the development shall be used as ancillary accommodation for the priest in association with the temple only, and can not be used for private rent or sale or any other purpose for the lifetime of the development.  
  
Reason: To ensure a suitable standard of accommodation.
  
- 6 The development hereby permitted shall not be used, other than by staff, outside the following times: 0600 hours and 2100 hours seven days a week.

Reason: To safeguard the amenities of the locality and residential occupiers.

- 7 Details of materials for all external work, including samples which shall be made available for viewing on-site, shall be submitted to and approved in writing by the Local Planning Authority before any of the external materials are laid / erected. The work shall be carried out in accordance with the approved details.

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

- 8 First use of the development shall not take place unless the following Highways works have been completed at the expense of the applicant/developer: Double yellow lines to be implemented at the turning circle on Westmoreland.

Reason: In the interest of highway and pedestrian safety.

- 9 Any plant shall be installed, together with any associated ancillary equipment, so as to prevent the transmission of noise and vibration into neighbouring premises. The rated noise level from all plant and ancillary equipment shall be 10dB(A) below the measured background noise level when measured at the nearest noise sensitive premises. An assessment of the expected noise levels shall be carried out in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' and details of the assessment together with any mitigation measures necessary to achieve the above required noise levels shall be submitted to and approved in writing by the Local Planning Authority prior to the installation of any such plant equipment. The plant shall thereafter be installed and maintained in accordance with the approved details.

Reason: To protect acceptable local noise levels, in accordance with Brent Policy EP2.

- 10 Prior to the commencement of the development a Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority outlining measures that will be taken to control dust, noise and other environmental impacts of the development together with details of any required temporary traffic management or temporary highway closures required for loading/unloading of materials/equipment. The approved statement shall be implemented in full for the duration of construction of the development.

Reason: To safeguard the amenity of the neighbours by minimising impacts of the development that would otherwise give rise to nuisance.

- 11 Prior to the commencement of building works, a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present. The investigation shall be carried out in accordance with the principles of BS 10175:2011. A report shall be submitted to the Local Planning Authority, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors, and shall propose any necessary remediation measures. The written report shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of construction works (excluding demolition) and all approved remediation measures shall be implemented in full.

Reason: To ensure the safe development and secure occupancy of the site

- 12 Any soil contamination remediation measures identified pursuant to condition 10 or as otherwise required by the Local Planning Authority shall be carried out in full. A verification report shall be submitted to the Local Planning Authority prior to first use of the development, demonstrating that remediation has been carried out in accordance with the approved remediation scheme and the site is suitable for end use (unless the Planning Authority has previously confirmed that no remediation measures are required).

Reason: To ensure the safe development and secure occupancy of the site

- 13 Details of the extract ventilation system and odour control equipment for the commercial kitchen, including all details of external ducting, must be submitted to and approved in writing by the Local Planning Authority prior to the installation of any such equipment. The approved equipment shall be installed in accordance with the approved details and shall thereafter be maintained in accordance with the manufacturers instructions.

Reason: To protect the amenity of nearby residents.

- 14 Details of the height, type, position, angle and spread of any external lighting, including luminance levels within the site and outside of the site, shall be submitted to and approved in writing by the Local planning authority prior to the installation of any external lighting. The external lighting shall be installed and maintained in accordance with the approved details to minimise light spillage and glare outside the designated area.

Reason: to protect the amenity of nearby residents

## INFORMATIVES

- 1 Given the age of the building to be demolished it is possible that asbestos may be present. The applicant is reminded of their duties under the Control of Asbestos Regulations and must ensure that a qualified asbestos contractor is employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials.
- 2 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website [www.communities.gov.uk](http://www.communities.gov.uk)
- 3 The applicant is advised to notify the Council's Highways Service of the intention to commence works prior to commencement. They shall contact Mark O'Brien (Public Realm Monitoring Manager) at [Mark.O'Brien@brent.gov.uk](mailto:Mark.O'Brien@brent.gov.uk), and include photographs showing the condition of highway along the site boundaries.

Any person wishing to inspect the above papers should contact Andrew Neidhardt, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1902