

**Committee Report
Planning Committee on 7 June, 2011**

**Item No. 2/10
Case No. 10/0047**

RECEIVED: 20 January, 2010

WARD: Kilburn

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: 2-8 Malvern Road, London, NW6 5PP

PROPOSAL: Demolition of single storey doctors surgery and erection of 5 storey building comprising Use Class D1 floorspace on ground floor and 4 self contained flats (3 x 3 bedroom & 1 x 2 bedroom) on upper floors

APPLICANT: Mr Clarke

CONTACT: Makespace Architects

PLAN NO'S:
See condition 2.

RECOMMENDATION

Grant planning permission subject to the completion of a satisfactory Section 106 or other legal agreement and delegate authority to the Head of Area Planning to agree the exact terms thereof on advice from the Director of Legal and Procurement.

SECTION 106 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
- A contribution of £3,000 per additional bedroom, due on material start and index-linked from the date of Committee for Education, Sustainable Transportation, Open Space & Sports in the local area.
- Join and adhere to the "Considerate Contractors scheme".

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.

EXISTING

The site is on the east side of Malvern Road, immediately to the south of the roads' junction with Chippenham Gardens. Immediately to the south of the site is the boundary with the City of Westminster. It is not within a Conservation Area and nor is it a Listed Building.

The site is within the South Kilburn Trust Regeneration Area. Within the adopted South Kilburn SPD, the site falls in the "Village Quarter". It is referred to (page 81) in the "Private Sites" section of the SPD stating that "the Council will only accept the loss of health facilities on the doctors surgery on Malvern Road if suitable provision is made elsewhere in South Kilburn." On page 78 of the

SPD, the "building heights" plan indicates that a 4-5 storey building would be acceptable on this site.

PROPOSAL

This application seeks planning permission for the demolition of the existing vacant single storey doctors surgery and the erection of 5 storey building comprising Use Class D1 floorspace on ground floor and 4 self contained flats (3 x 3 bedroom & 1 x 2 bedroom) on upper floors.

HISTORY

No formal planning decisions relate to this site. However, application 09/0385 proposed the demolition and rebuilding of the single storey surgery (vacant D1) and replacement with a new build part 4 part 7 storey building comprising of 9 flats, 2 maisonettes and a D1 unit. It was withdrawn prior to any decision being made on it.

POLICY CONSIDERATIONS

The following policy documents need to be taken into account in the assessment of this application:

- London Borough of Brent adopted LDF Core Strategy 2010
- London Borough of Brent Unitary Development Plan 2004 (saved policies)
- Supplementary Planning Document (SPD) for South Kilburn (Adopted April 2005).
- Supplementary Planning Guidance Note (SPG) 17 "Design Guide for New Development"
- Supplementary Planning Guidance Note (SPG) 19 "Sustainable Construction & Pollution Control"
- Supplementary Planning Document:- s106 Planning Obligations
- The Masterplan for the Regeneration of South Kilburn (2004)
- The London Plan (Consolidated with Alterations since 2004)

London Borough of Brent adopted LDF Core Strategy 2010

Within the adopted LDF Core Strategy the following policies are considered to be the most pertinent to the application.

CP1 Spatial Development Strategy

Brent's Spatial Development Strategy is to concentrate housing growth in well located areas that provide opportunities for growth, creating a sustainable quality environment that will have positive economic impacts on deprived neighbourhoods that may surround them. The policy identifies the Council's five Growth Areas which includes South Kilburn.

CP2 Population & Housing Growth

Defines the minimum housing targets required to meet the expected population growth and housing demand within the Borough. 85% of housing growth is expected to be provided within Growth Areas, including 2400 new homes in South Kilburn by 2026.

CP5 Placemaking

Sets out the placemaking objectives that should be considered for major proposals within Growth Areas.

CP6 Design & Density in Placeshaping

Sets out the factors that will be taken into account in determining density and requiring good design

CP9 South Kilburn Growth Area

Provides the spatial strategy for the South Kilburn area including specific details of the aims and objectives for the transformation of the area.

CP14 Public Transport Improvements

Promotes improvements to orbital public transport routes which link the strategic centres in North West London and the Growth Areas

CP15 Infrastructure to Support Development

The council has set out, in an Infrastructure and Investment Framework, the infrastructure requirements necessary to support new development in the growth areas. Appropriate contributions will be sought to ensure that the necessary infrastructure to support development is provided.

CP21 A Balanced Housing Stock

The Plan seeks to maintain and provide a balanced housing stock in Brent in support of Policy CP2 by protecting existing accommodation that meets known needs and by ensuring that new housing appropriately contributes towards the wide range of borough household needs

London Borough of Brent Unitary Development Plan 2004

Within the adopted Unitary Development Plan 2004 plan the following list of 'saved' policies are considered to be the most pertinent to the application.

- BE1 Requires the submission of an Urban Design Statement for all new development proposals on sites likely to have significant impact on the public realm or major new regeneration projects.
- BE2 Proposals should be designed with regard to local context, making a positive contribution to the character of the area, taking account of existing landforms and natural features. Proposals should improve the quality of the existing urban spaces, materials and townscape features that contribute favourably to the area's character and not cause harm to the character and/or appearance of an area.
- BE3 Proposals should have regard to the existing urban grain, development patterns and density in the layout of the development sites, and should be designed to ensure that spaces are satisfactorily enclosed by the built form; its layout is defined by pedestrian circulation; emphasis is placed upon prominent corner sites, entrance points etc; it respects the form of the street of which it is part by building to established frontages unless there is a clear urban design justification; connections are established where appropriate to open space.
- BE4 Access for disabled people.
- BE5 Development shall be designed to be understandable to users, free from physical hazards and to reduce opportunities for crime.
- BE7 A high quality of design and materials will be required for the street environment.
- BE9 Creative and high-quality design solutions specific to site's shape, size, location and development opportunities. Scale/massing and height should be appropriate to their setting and/or townscape location, respect, whilst not necessarily replicating, the positive local design characteristics of adjoining development and satisfactorily relate to them, exhibit a consistent and well considered application of principles of a chosen style, have attractive front elevations which address the street at ground level with well proportioned windows and habitable rooms and entrances on the frontage, wherever possible, be laid out to ensure the buildings and spaces are of a scale, design and relationship to promote the amenity of users providing satisfactory sunlight, daylight, privacy and outlook for existing and proposed residents and use high quality and durable materials of compatible or

complementary colour/texture to the surrounding area.

BE12 Proposals should embody sustainable design principles, taking account of sustainable design, sustainable construction and pollution control

BE17 Building service equipment should be located to be visually inconspicuous

EP3 Local air quality

H12 Seeks to ensure that all residential development has a high quality layout, has an appropriate level of car parking and features housing facing onto streets.

H13 The density of development is design led, where higher density developments are more appropriate in areas where there is very good public transport accessibility. Surrounding densities should be at least matched unless this would harm residential amenity.

TRN3 Environmental Impact of Traffic

TRN4 Set out measures to make transport impacts acceptable

TRN10 Walkable Environments

TRN11 The London Cycle Network

TRN13 Traffic Calming

TRN14 Highway Design

TRN15 Forming an Access to a Road

TRN23 Parking Standards – Residential Developments

TRN34 Servicing in New Developments

TRN35 Transport Access for Disabled People and others with Mobility Difficulties

PS14 Car Parking Standards – Residential Development

PS15 Parking for Disabled People

PS16 Bicycle Parking

CF3 Protection of Community Facilities (use class D1).

A Masterplan for the Regeneration of South Kilburn – Adopted July 2004

South Kilburn New Deal for Communities (SKNDC) and the Council originally agreed a Masterplan for South Kilburn. The Masterplan proposals were intended to change South Kilburn from a monolithic housing estate back into four high quality neighbourhoods each with their own character and facilities:

- where people are proud to live, learn and work;
- which are safe, free from crime and the fear of crime; and
- which are sustainable and meet the needs of its diverse communities.

The Masterplan proposed 2,953 new homes for South Kilburn, 1534 of which would be

replacement and 1,419 new private homes. All applications, including those for new residential units, should be determined in accordance with this Masterplan which sets out criteria for development which regard to sustainability, building heights, space standards, quality of architecture, amenity space and management.

As indicated above, the SPD essentially revolved around building over 1500 for sale units in order to cross subsidise the provision of over 1400 affordable homes. Members may be aware that the Council's chosen consortium was not able to deliver the comprehensive redevelopment package, given that Government offered only about half the financial support that was required in order to get the scheme underway. In response to this, the Council is now trying to complete the first phase of the development on its own by developing individual sites within South Kilburn. This should allow enough units to decant other parts of the South Kilburn estate and make them ready for demolition and rebuild. The application site is a private site and falls outside of this particular process.

The Masterplan is currently being reviewed in the light of the changed circumstances in South Kilburn and the Council is working with the selected Masterplanners to seek to bring it forward.

SUSTAINABILITY ASSESSMENT

Not applicable.

CONSULTATION

A total of 125 letters were sent out to nearby properties notifying them about the application on 29 January 2010. All these addresses, along with any objectors, were re-notified on 1 October 2010 about amended plans that were received.

The grounds of objection are as follows:

- Overlooking and loss of privacy will occur between buildings.
- Loss of light will result.
- The site should be used for green space instead.
- This will be a missed opportunity. The Council should redevelop the whole of this island site.
- Building is too big and high for the site, with no space around it. Over-dense.
- Concern over crime. CCTV might be blocked by the building. The area adjacent to the site is well known to police.

The Paddington Waterways and Maida Vale Society Planning Sub-Committee (a Westminster Amenity Society) object to the application on the grounds of loss of amenity for local residents, extra demand for street parking and invasion of privacy for residents in Westminster.

Ward Councillor Mary Arnold has commented on the application. She states that she is representing comments about concerns she has received, as well as her own concerns.

- increased density in an already unsafe and poorly designed environment.
- residents do not want to lose their view and there should be no reduction in light to these small living spaces.
- site is on the Borough boundary. It has suffered from criminal activity over time, as have other areas nearby.
- site is next to Chippenham Gardens open space which has been neglected for many years, but has recently been transformed by creating a public square' community project.
- Better policing and designing out crime in the environment is needed before consenting to

additional housing on this neglected borough boundary.

CITY OF WESTMINSTER

The site is immediately adjacent to the Borough boundary. The City of Westminster objected originally and have re-confirmed their objection to the scheme. Their concerns relate to; 1. The likely impact of the building on the accommodation above the building to the immediate south of the site. 2. The design and appearance of the building is not of a sufficient quality. 3. A case has not been made for the loss of a doctors surgery.

Members will have heard at a recent Committee about the need for occupiers in an adjoining Borough to be consulted on proposed developments (in addition to the Planning Authority itself). This is in accordance with the requirements of the Consultation Protocol agreed by the Association of London Borough Planning Officers.

Although the views of City of Westminster are set out above, 5 consultation letters were only sent to properties neighbouring the site in Westminster in Shirland Road on 26 May 2011. Members will note the unusual Borough boundary line on the plan at the end of this report. Those Westminster properties are within the consultation area that would usually be applied to such a development and they have been given 21 days to comment. It is not envisaged that this further consultation will raise significant new substantive issues to those already made. As such, the recommendation remains approval subject to the signing of a satisfactory Section 106 Agreement, but to delegate to the Head of Area Planning to consider any significant substantive issues that are raised following this additional consultation.

TRANSPORTATION ENGINEER

No objections. See "Remarks" section below.

URBAN DESIGN MANAGER

No objections. See "Remarks" section below.

REMARKS

The application raises a number of issues:

VACANT DOCTORS SURGERY

Members will be aware that one of the Council's key policy considerations is a concern to protect health uses such as doctors' surgeries, given the important contribution they make to communities. As a result, it would be normal to resist the loss of such facilities through the planning process, unless an adequate replacement was able to be provided. This is a point raised by the City of Westminster in relation to this application.

The situation here is that the doctor who used to occupy this building passed away approx. 5 years ago and no surgery has been provided since that time with the single storey building remaining vacant. There is no mechanism in these circumstances for the surgery to be replaced, unless the PCT assists in such replacement, and consequently, it is likely that what will have happened when the surgery closed was that patients would have had no option but to seek alternative health provision where they were able to. The agent has been asked if he is aware how this took place, but he does not have the information.

The application proposal does now include approx 100 square metres of D1 floorspace at ground floor level which helps to retain a community use presence on the site and this will be controlled by condition. Officers have considered if there are other non-D1 uses that would still be able to provide a benefit to the wider community, for example a relocated, improved Post Office facility, but there is no agreement on this and it would need to be controlled through a Section 106 legal agreement, so at the moment the provision of D1 floorspace, in the circumstances set out above, is considered to be acceptable.

In the longer term, it remains the aspiration of the Council to provide a Healthy Living Centre (HLC) in the heart of South Kilburn which would bring together a range of health services for the benefit of all residents and which will be needed in order to accommodate the planned growth for the area.

WIDER SOUTH KILBURN REGENERATION

As mentioned above, this is a private site (referred to in the South Kilburn SPD) that is being considered for development within a part of the Borough that is beginning to see the physical changes that will improve the environment for residents. Members have considered a number of larger sites that have been brought forward by the Council in an effort to kick-start these changes, but it is hoped that over time the more comprehensive changes originally envisaged by the Masterplan will be delivered. As a result, it is critical that decisions made on these free-standing sites do not prejudice anything that the Council may wish to do further down the line.

To this end, the application proposal has had to have recognition of what might happen around it. It now seems unlikely that anything will happen with John Ratcliffe House, the large tower to the east of the site, until 2018 at the earliest and consequently whilst it remains important that the possible impacts of this scheme on any future development are taken into account, it is also considered that the application proposal needs to be free-standing in its own right and have the necessary quality that would be expected on any other proposal throughout the Borough. Similarly, there may be a situation in the future where a development would be attached to the north side of this building through future regeneration proposals coming forward (this is indicated in the SPD) and the application proposal has had to consider how it would relate to that, particularly in terms of balcony areas and the designing out of openings on the north facing elevation.

IMPACT ON RESIDENTIAL AMENITY

In terms of the impact upon residential amenity there are two areas of concern. Firstly, the impact of the development upon existing neighbours within Malvern Road and Westminster and secondly, the impact upon the living conditions of future occupants of the proposed flats.

In terms of the impact on the amenities of future occupants of the proposed flats, the main considerations would be the sizes of each unit, and the relationship between units and adjacent development. Members may be aware that within the South Kilburn Trust area the more generous internal space standards for new flats supersede those set down in the Council’s previously adopted SPG 17 with a view to providing as spacious accommodation as possible. Officers have sought to achieve these larger unit sizes across the area, regardless of tenure. For clarification, the standards are:-

Unit Size	SPG17	SPD
Studio	32 sq metres	Not allowed
One bed	45 sq metres	53 sq metres
Two bed	55/65 sq metres	80 sq metres
Three bed	80 sq metres	98 sq metres
Four bed	90 sq metres	120 sq metres

The proposed flats are extremely generous, proposing one unit per floor over 4 floors comfortably

meeting the SPG17 guidance and also exceeding the required SPD standard. The lower 3 floors show 121 square metres for each flat with the top unit slightly smaller at 86 square metres. As a result, as far as the future occupants of the flats are concerned this is likely to provide an acceptable level of internal accommodation. This fact needs to be considered in the context of the amount of external space, which is limited as a result of the site constraints. The lower 3 flats envisage 12 square metres of balcony space, with the top floor allowing approx. twice as much as that. It is a balance to strike, but it is considered that in this case the internal space does help to ameliorate the limited outside space.

The agent has indicated that they believe the accommodation proposed would be at the higher end of the housing market which explains the size of units and the facilities proposed within them. Officers have to accept this point and are considering a scheme for 4 single family dwelling units. In the event that they were built and used for any other purpose, it would be for the Council to consider if that purpose fell outside the remit of the planning permission.

The site is a tight one and the agent has done their best to maximise outlook for future occupiers. To this end, the main living space has both front and rear facing windows and the rear bedroom has an outlook orientated along the back of the building, maximising views. This leaves the kitchen located in the centre of the building at the back as the one room where outlook is an issue. The room would be site approx 2.8 metres from the rear boundary with John Ratcliffe House. There is no poor relationship with JRH itself (there would still be in excess of 22 metres between existing and proposed windows) and the area to the rear of this site is a car park serving JRH. It is a balanced consideration in that the Council would normally be looking for a distance of at least 5 metres between windows and the boundary which is not achieved here, however, given the quality of accommodation discussed above and the likelihood that views out from the building will be retained for sometime, no objection to this is raised here. For clarity, in the event that a scheme for JRH were to come forward at some stage in the future the existence of these 4 kitchen windows (one on each floor) would in no way be seen to prejudice what might be allowed there and this recommendation is made on that basis.

With regard to the stacking arrangement, the proposal would result in an acceptable configuration of properties with living rooms and kitchens arranged above main habitable rooms and bedrooms above bedrooms of separate flats. This would comply with the guidance within SPG 17 and would afford future residents a satisfactory level of accommodation.

In terms on the impact of the development upon the privacy and amenity of nearby residential properties in Malvern Road it is considered that the application would not lead to significant problems associated with overlooking, overshadowing and over dominance to those properties. The buildings on the opposite side of Malvern Road would be approx. 15.5 metres from the front of the building across a road and whilst it is inevitable that matters would change for those living around the site this is considered to be a reasonable distance to ensure that privacy and amenity would not be compromised. The relationship with JRH is discussed above. As explained elsewhere in this report, the City of Westminster has objected to this application and one of the grounds of objection is the impact on the building to the immediate south of the site. Notwithstanding the point made elsewhere in this report, that the South Kilburn SPD envisaged a building of this height in approximately this location, the agent has been asked to look again at the relationship between existing and proposed buildings. There are no windows or other openings proposed for the elevation that face the public house in Westminster, the top floor has been set well away from the edge of the building and is also treated differently in terms of materials proposed. The development would be 8.8 metres from the nearest ground floor part of the existing building (no habitable

windows in it) and a minimum of 11.0 metres from the nearest window at upper floor level. On this basis, the scheme would not unduly harm the amenities of adjacent occupants.

DESIGN CONSIDERATIONS

The height, size and design of the proposed building are all key issues in the determination of this application. It proposes a building of 5 storeys in height, with the top floor set back and set in. It would adopt something of a different approach as far as the choice of materials is concerned, certainly when compared to what is around. To the rear of the site is the high rise John Ratcliffe House, public space to the north and Westminster to the south. The opposite side of Malvern Road provides 3 storey buildings, although many of those have extended the roofspace to provide a fourth storey of accommodation. It is considered that although the building would be different to Malvern Road opposite or the higher rise buildings nearby, being different is not in itself objectionable. Indeed, of more importance is whether the resultant building would be acceptable in design terms, but also if it would constitute an acceptable visual introduction to the former NDC area, particularly given the prominence of the site.

The Team Manager of the Design Section has been involved with the evolution of the proposal and has concluded that the scale, form and height are appropriate to the site and the broader streetscape for this part of the Borough. The design is considered to represent a reasonably high quality building based on well composed elevations, architectural detailing and an acceptable palette of materials.

The design is of a contemporary approach and the City of Westminster has expressed the view that it is not of good enough quality. It is somewhat unusual for adjoining Boroughs to express views on architecture and design quality of schemes that fall outside their area, but Westminster have raised a concern on this basis. Members will have seen a number of contemporary buildings over time and be aware of the range of views that this sort of scheme can generate. Although people may often prefer buildings to be more traditional in appearance, Officers are keen to avoid pastiche and do not, in any event, feel that this would be the right approach in a regeneration area such as this. It is considered that subject to further details about the development being conditioned, with particularly emphasis on the quality of materials needed, Officers are of the view that the building would help to contribute to the long-term regeneration of the area and that this is a development that constitutes an acceptable intervention in the existing townscape. Conditions would allow for a full assessment of the merits of the chosen materials. It is considered that a refusal on design grounds would be difficult to support.

HIGHWAY ISSUES

The site is located on the south-eastern corner of Malvern Road and Chippenham Gardens, two local residential access roads. It lies within Controlled Parking Zone "KM" operational between 8am and 6.30pm on Mondays to Saturdays. One of the two bays in front of the site is marked for disabled drivers. The parking spaces opposite are dual use (ie: pay & display/resident permit holders). Neither parking nor loading are permitted to the south of the site due to the proximity of the signal controlled junction with Shirland Road. Public transport access to the site is good (PTAL 4) with Kilburn Park and Queens Park stations within 960 metres (12 minutes walk). Seven bus services are within 640 metres (8 minutes walk).

The scheme has evolved over time, partly in response to comments made by the Council's Highway Engineer. Vehicles reversing out onto Malvern Road would not be acceptable, in traffic safety terms, and the plans have now been changed to deal with this point. Car parking standards allow up to 4.3 spaces to be provided for the four proposed flats and one space for the community facility (assuming fewer than five staff would be employed) giving a total allowance of five spaces. The proposed provision of four spaces again complies with standards. The widening of the existing crossover to 4.1 metres is welcomed and the revised parking layout an improvement on the previous scheme. It would allow cars to pass one another at the site entrance. For clarity, alterations to the crossover must be carried out at the applicant's expense prior to occupation of

the new building.

The setting of the car parking spaces further into the building allows adequate turning space to be provided, so all four of the proposed car parking spaces are now considered to be useable. The bicycle store has now been shown in greater clarity, with four spaces now detailed. With doors to the store being indicated, sufficient security and shelter will be provided to make the facility attractive to residents of the flats. The Highway Engineer expresses the view that a further publicly accessible bicycle stand should be provided for the community facility and this should be indicated in a location to be agreed as a condition of any approval. The refuse store is again shown close to Malvern Road, allowing easy collection of refuse from the highway and Streetcare colleagues have confirmed their acceptance to it.

It would also be preferable to delete the sliding entrance gate from the plans so that cars waiting to enter the site do not have to stop in Malvern Road. Failing this, they could be remote controlled and a condition is suggested to deal with this particular point. Similarly, the plans show the refuse store gate opening out across the highway and this would not be acceptable.

The new building is now shown set back 3.25m from the kerb edge of Malvern Road, again allowing the footway to be widened. The Highway Engineer considers that it would be beneficial if the additional footway width through this area were adopted as public highway through an agreement under Section 38 of the Highways Act 1980.

REASONS FOR CONDITIONS

RECOMMENDATION: Grant Consent subject to Legal agreement

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

- Brent Unitary Development Plan 2004
- Council's Supplementary Planning Guidance

Relevant policies in the Adopted Unitary Development Plan are those in the following chapters:-

- Built Environment: in terms of the protection and enhancement of the environment
- Housing: in terms of protecting residential amenities and guiding new development
- 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):

1131-X-200; 1131-X-201; 1131-X-202; 1131-X-203.

1131-30-200F (Malvern Road elevation); 1131-30-200F (North Elevation B);
1131-30-200F (East Elevation C); 1131-30-200F (South Elevation D); 1131-30-100F;
1131-30-101F; 1131-30-102F; 1131-30-103F

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

- (3) Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) and the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification) the ground floor use hereby permitted shall only be for the purpose of Use Class D1.

Reason: No separate use should commence without the prior approval of the Local Planning Authority so as to enable other uses to be considered on their merits.

- (4) The sliding gate to the car park must be remote controlled, in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority prior to first occupation of the flats. Once approved, the details must be implemented and permanently maintained.

Reason: In the interests of highway safety.

- (5) The proposed gate to the refuse store must not open out across the highway. The gate must be altered from that shown on the approved drawings in order to ensure that this does not take place.

Reason: In the interests of highway safety.

- (6) No water tank, air-conditioning or ventilation plant, extraction equipment or other roof structure (other than those shown on the drawings hereby approved) 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 should be fully implemented.

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

- (7) The widening of the vehicular access onto Malvern Road (to 4.1 metres) shall be carried out in accordance with the approved scheme before any of the residential units the subject of this application shall be first occupied.

Reason: In the interests of highway safety.

- (8) No access shall be provided to the roof of the ground floor element of the development, by way of window, door or stairway and the roof of this element of the development shall not be used as a balcony or sitting out area at any time.

Reason: To preserve the amenity and privacy of neighbouring residential occupiers.

- (9) The car parking spaces and turning areas shown on the approved plans shall be constructed prior to the first occupation of the new building and shall be permanently retained and used solely in connection with the use of the site.

Reason: To ensure that the approved standards of parking provision are maintained in the interests of local amenity and the free flow of traffic in the vicinity.

- (10) Further details of materials for all external work including samples, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The development shall be carried out in accordance with the approved details. These details shall include:-

- front projection bay.
- balustrades.
- windows/doors.
- roof details.
- canopies.
- privacy screens.

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

- (11) In order to mitigate against the possibility of numerous satellite dishes being installed on the buildings hereby approved, details of a communal television system/satellite dish provision shall be submitted to, and approved in writing by, the Local Planning Authority. The approved details shall be fully implemented.

Reason: In the interests of the visual appearance of the development in particular and the locality in general.

INFORMATIVES:

- (1) The applicant is informed that, for the avoidance of doubt, this permission does not give consent for any shopfront or advertisements on the building which would require formal approval in their own right.

REFERENCE DOCUMENTS:

Any person wishing to inspect the above papers should contact Andy Bates, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5228



Planning Committee Map

Site address: 2-8 Malvern Road, London, NW6 5PP

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