

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

6 November, 2018
05
18/1217

SITE INFORMATION

| | |
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| RECEIVED | 29 March, 2018 |
| WARD | Willesden Green |
| PLANNING AREA | Brent Connects Willesden |
| LOCATION | 78A Harlesden Road & Yard rear of 1A, Parkfield Road, London, NW10 |
| PROPOSAL | Demolition of all buildings on site and erection of a two storey building comprising of 3 dwellinghouses and 2 self-contained flats, provision for cycle and refuse storage, one disabled parking bay, shared amenity space and associated landscaping |
| PLAN NO'S | 0496-H-000.01E 0496-H-000.02Rev G 0496-H-000.03Rev F 0496-H-105.05Rev F 0496-H-400.02F 0496-H-400.03E 0496-H-400.04E 0496-H-400.05E 0496-H-400.06E 0496-H-400.07Rev G |
| LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION | <p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_139257</p> <p><u>When viewing this as a Hard Copy</u> _</p> <p>Please use the following steps</p> <ol style="list-style-type: none">1. Please go to pa.brent.gov.uk2. Select Planning and conduct a search tying "18/1217" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab |

RECOMMENDATIONS

That the committee resolve to grant planning permission subject to the conditions set out below.

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 commencement
2. Undertaken in accordance with approved drawings/documents
3. Car free development restriction
4. Works to reinstate footway
5. Permitted Development Rights Restricted for Extensions, Roof additions and Outbuildings
6. Permitted Development Rights Restricted for C4 (small HMO) Change of Use
7. No clear glazing within the flank walls
8. Landscaping scheme to be agreed
9. Approval of materials
10. Contaminated land investigation
11. Construction Method Statement
12. Details of surface water drainage to be agreed


Informatives

1. Works to be carried out to the specification of the Local Highways Authority
2. Contact Highways and Infrastructure regarding highway works
3. Fire safety
4. London Living Wage
5. CIL liability

That the Head of Planning is delegated authority to make changes to the wording of the committees 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.

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.

SITE MAP

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|  | <p>Planning Committee Map</p> <p>Site address: 78A Harlesden Road & Yard rear of 1A, Parkfield Road, London, NW10</p> <p>© Crown copyright and database rights 2011 Ordnance Survey 100025260</p> |
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This map is indicative only.

PROPOSAL IN DETAIL

The proposed development comprises a two storey building forming a short terrace sited towards the rear (north east) of the plot. It would provide a mix of three house and two flats. Two 2 bedroom houses (4 persons) and one 3 bedroom house (6 persons) are proposed. Two 1 bedroom flats would occupy the ground and first floors at the south end of the building.

No.1A Parkfield Road and its access are included within the application site, but no development relating to this building is proposed as part of this application. No.1A now has a lawful residential use (Use Class C3) by virtue of a lawful development certificate (first floor flat) and a recent prior approval for change from office to two flats at ground floor. (See History section below).

EXISTING

The site comprises a backland area to the rear of Victorian terrace residential properties fronting Parkfield Road to the south and Gowan Road to the north west, with a telephone exchange complex adjoining to the east. The site is occupied by a builder's yard (B8), and a terrace property (1A Parkfield Road) fronting Parkfield Road. The latter currently has a lawful use of ground floor office and first floor residential. Access to the site is via a drive through 1A Parkfield Road (arch entrance). There is a second, disused access from Harlesden Road, approximately 40m m to the east. The builder's yard area comprises two single storey storage/workshop buildings and open storage space.

A short distance to the north is the Willesden Green District Centre. The site does not fall within a conservation area.

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. Objections have been received regarding some of these matters. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application:

Principle

A prior approval permission (18/0581) for change of use of the site from a builder's yard (Use Class B8) to residential (Use Class C3) has recently been granted. The principle of residential development at the site has therefore been accepted in principle. The applicant is now seeking full planning permission for a new-build residential scheme.

Dwelling mix and density

The proposed mix and density are considered to be acceptable and accord with Development Plan policies.

Standard of accommodation

It is considered that the proposal would provide a good standard of accommodation in terms of internal and external space, outlook and environment, and would be consistent with relevant Development Plan policies in this respect.

Impact on neighbouring amenity

It is considered that the proposal would cause no undue harm to the amenities of adjacent residents, in terms of those occupiers' light, outlook and privacy. The development would comply with Development Plan policies in this respect.

Design / appearance and character

The proposed design and impact on character and appearance are considered acceptable and to comply with Development Plan policies.

Highways / parking

Subject to the proposed conditions it is considered that the scheme would be acceptable in terms of transport and highway impacts and would comply with relevant Development Plan policies.

Conclusion

The principle of the development is conceded, and subject to appropriate conditions it is recommended that permission be granted. The proposal would add to the Borough's housing stock, making use of brown field land in a relatively central urban area, with no undue harmful impact on the amenity or character of the area.

RELEVANT SITE HISTORY

18/0581: Prior approval of change of use from storage or distribution (Use Class B8) to five self-contained flats (Use Class C3).

Prior Approval granted 29 June 2018.

This application related to the application site subject of the present application but also included the existing, second, disused access to the site from Harlesden Road. The present application excludes that access. That access forms the application site of the concurrent application to erect a new building comprising two flats considered elsewhere on this agenda under reference 18/0696.

18/0579: Prior approval for change of use of the ground floor offices (B1(a) at 1A Parkfield Road to residential (C3) (two self contained one bedroom flats), pursuant to Class O of Part 3 of Schedule 2 of the Order.

Prior approval granted 15 June 2018.

CONSULTATIONS

External:

The occupiers of 25 adjacent properties were notified by letter of the application.

A petition of objection (16 signatures) and three letters of objection were received. The grounds of objection and officer response are set out below:

| <i>Comment</i> | <i>Officer response</i> |
|---|---|
| Parkfield Road is already congested, new cars cannot be accommodated, on site parking should be included. | The development will be a parking permit restricted scheme with a condition preventing future occupiers obtaining permits for parking within the CPZ which covers the area. |
| Building is too high and too close to 41 Gowan Road, would cause loss of privacy, claustrophobic, dominant and shading impact, due to size, proximity and change in level, loss of sunlight to south facing garden, | The relationship of the proposed development to surrounding properties has been carefully assessed in terms of impacts on light, outlook and privacy - see Assessment section of report. In terms of 41 Gowan Road there would be no facing windows in the new building's side facing elevation, and 30 degree and 45 degree tests set out in supplementary planning guidance to assess light and outlook impact accompanied the application. |
| Disturbance and possible damage to 1B Parkfield Road from use of narrow access at all times compared to present business hours use; side and rear access would reduce security. | Access is not to be used by cars - see Assessment section of report; the residential use of the site would introduce natural surveillance throughout more of the day than a commercial use which is likely to improve security. |
| Proposal is too dense and is ill thought out for size and limitations of site. | The density and merits of the development are considered in the Assessment section of the report. |
| Adverse impacts of construction; possible drainage runoff to 41 Gowan Road. | All development can result in some forms of disturbance. However, a condition is recommended to require details of a Construction Method Statement to mitigate the potential impact |

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| | where feasible. conditions are also recommended regarding landscaping and drainage details. |
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Internal:

Transportation:

Transportation recommended a revised site layout which has now been submitted. This included the removal of the proposed disabled parking space within the site, all vehicular access to the site and the relocation of the bin store so that it is within 20 m of Parkfield Road. To mitigate the potential impact of over-spill parking, Highways recommended that the new homes are "parking permit restricted" and the reinstatement of the redundant crossover to footway, which are recommended to be secured through condition.

Environmental Health:

Environmental Health advise two conditions should be imposed to deal with potential contamination, given the present and historical uses of the site. These require submission and approval of an intrusive investigation report, to include remediation measures where these are found to be necessary, and subsequent validation of implementation of any approved measures. Conditions are also recommended to mitigate construction impact.

Officer comment: Suggested conditions are recommended.

POLICY CONSIDERATIONS

For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the Development Plan comprises the London Plan 2016, Brent Core Strategy 2010 and the Brent Development Management Policies DPD 2016.

The National Planning Policy Framework 2018 is also a material consideration.

Development Plan policies relevant to the application are set out below:

London Plan 2016

Policy 3.3 – Increasing housing supply

Policy 3.4 – Optimising housing potential

Policy 3.5 – Quality and design of housing developments

Policy 3.8 – Housing choice

Policy 3.9 – Mixed and balanced communities

Policy 7.4 – Local character

Local Plan

Core Strategy 2010

CP 2 – Population and Housing Growth

CP5 – Placemaking

CP6 – Design and density in placeshaping

CP17 – Protecting and enhancing the suburban character of Brent

CP21 – A balanced housing stock

Development Management Policies 2016

DMP1 – Development Management General Policy

DMP12 – Parking

DMP14 – Employment sites

DMP18 – Dwelling size

Supplementary Planning Guidance

SPG17 – Design guide for new developments 2001

Draft SPD1 – Brent Design Guide 2018

Further material consideration:

Draft London Plan 2018

DETAILED CONSIDERATIONS

Principle

1. The site is currently in lawful use as a builder's yard (Use Class B8). Policy DMP14, 'Employment Sites', seeks to protect where necessary strategic employment land within Strategic Industrial Land (SIL) and Locally Significant Industrial Sites (LSIS). The site is not within a SIL or LSIS designation but is a Local Employment Site and also subject to DMP14 which states:

'The Council will allow the release of Local Employment Sites to non-employment uses where:

a) continued wholly employment use is unviable; or

b) significant benefits consistent with the wider objectives of the Development Plan are achieved.'

2. To demonstrate no demand exists for continued employment use DMP14 supporting text requires a thorough marketing exercise at a realistic price reflecting genuine market value for a 24 month period. The applicant has not carried out this exercise. The applicant instead contends that in respect of parts a) and b) above, the premises are no longer fit for purpose for their expanding business; that the site is not suitable for B8 or other employment uses given it is largely surrounded by residential properties; and that the provision of additional dwellings constitutes a significant benefit consistent with the wider objectives of the Development Plan. This policy looks to ensure that a sufficient supply of employment land is maintained within the borough rather than looking at whether a building or site is suitable for the current specific user. However, the points raised regarding the relationship with the surrounding residential properties are considered to be valid in relation to this particular site.
3. Class P of Part 3 of the General Permitted Development Order 2015 permits the change of use of storage or distribution premises (Be use, including builder's yards) to residential use, subject to approval by the local planning authority through the prior approval procedure. This procedure requires, inter alia, an assessment of whether the site is important for providing storage or distribution services and whether the introduction of residential use would have an adverse impact on the sustainability of these services. The aim of this is to prevent loss of land required to meet the Borough's employment requirements. A prior approval application was made by the applicant for change of use of the site under Class P (18/0581) to residential use earlier in 2018. A view was taken in assessing that prior approval application that the loss of this small employment site would not adversely affect the Borough's strategic employment land position, and that residential use would be appropriate here. Prior approval was granted in June 2018.
4. The prior approval permission has established the principle of residential development of the site, and the applicant now seeks full planning permission for a new-build residential scheme.

Dwelling mix and density

5. Policy CP2 of the Core Strategy sets out that 25% of new homes in the borough should be family sized (3 bedrooms or more). However, Policy CP21 only requires the provision of family sized (3+ bedroom) homes within schemes of 10 or more dwellings and flat conversion schemes. The single family house proposed is 20% of the total five units proposed. The 25% figure relates to the Borough area as a whole and the 20% figure is considered acceptable in this instance.
6. The site falls within an urban typology as defined at Table 3.2 of the London Plan. It has a Public Transport Accessibility Level (PTAL) of 3 (moderate). For such a site London Plan Table 3.3 recommends as an indicative guide an appropriate density of 200-450 hr/ha. The density of the proposal is 128hr/ha. This is significantly lower than the lower end of the recommended range. London Plan policy 3.4 and Table 3.3 seek to optimise housing potential but also emphasis that density should not be applied

mechanistically, and context, design and transport capacity will dictate appropriate density for an individual site. In this case the site is constrained by its setting and the need to maintain appropriate distances to side boundaries and neighbouring properties. It is also a product of the internal design of the houses which are shown with a single open ground floor room to accommodate living, dining and kitchen areas.

7. The proposed mix and density are considered to be acceptable and to generally accord with Development Plan policies.

Standard of accommodation

8. Policy 3.5 and Table 3.3 of the London Plan (and Policy DMP18 of the Local Plan) require the minimum gross internal area of a 2b4p house to be 79sqm; that of a 3b6p house to be 121.9sqm; and that of a 1b2p flat to be 50sqm. The two proposed 2b4p houses would both be 83.6sqm GIA and the proposed 3b4p house would be 102sqm GIA. The two proposed 1b2p flats would be 59.8sqm (ground floor) and 55.8sqm (first floor).
9. The accommodation GIA areas would therefore comfortably exceed Development Plan minimum requirements.
10. Policy DMP19 of the Development Management Policies DPD seeks adequate provision of private external amenity space for new dwellings. For flats 20sqm is sought and for family housing (3 beds plus) 50sqm. The single 3 bed house at the north end of the short terrace would have a rear, side and front garden totalling 102sqm, well in excess of the 50sqm standard. The two 2 bed houses would both have relatively generous rear gardens of 39.2sqm and 45.8sqm. Of the two flats at the south end of the building, as originally submitted the ground floor flat was to have a large amenity area of 113sqm at its rear, side and front, while the upper floor flat was to have a significantly smaller area: though 39sqm in area this was shown in a position divorced from the building and set adjacent to the shared area in front of the dwellings, which was not considered conducive to being attractive, useable space. The site layout has since been amended to show a more equitable share of space for each flat and a more useable space for the upper floor flat.
11. All the proposed dwellings would be dual aspect with good outlooks. Floor to ceiling heights of 2.5m are achieved in accordance with London Plan policy.
12. It is considered that the scheme would provide a good standard of accommodation consistent with relevant Development Plan policies.

Impact on neighbouring amenity

13. The properties which will be affected are those facing Parkfield Road to the south and Gowan Road to the north west, whose rear garden boundaries adjoin the site. The proposed building is designed and sited such that its narrower side boundaries come closest to these properties. The north west side boundary would be set 2.94m from the common boundary with 41 Gowan Road, the property most directly affected. This would provide a separation to the rear elevation of this neighbour of 9.28m. The south side elevation would be set off the common boundary with Parkfield Road properties by 2.9m, giving an overall separation of 10.5m to the rear elevation of the nearest properties 1D and 1E Parkfield Road. At first floor level there would be a setback of 0.7m from the ground floor footprint on both side elevations which would increase the separation distances at upper floor level.
14. Section drawings are submitted which assess the impact on light and outlook of adjoining properties in Parkfield and Gowan Roads against the tests set out in emerging SPD1, Brent Design Guide. These show that the 30 degree (rear elevation) test is met and the 45 degree (garden boundary) test is only marginally failed, with an area crossing this parameter by approximately 0.4m to the rear of 1E Parkfield Road. Although the outlook from the rear of these properties will be altered due to the altered siting and height of the proposed building compared to the existing structures on the site, it is considered that the relationship would be acceptable and would not cause any undue harm in respect of light and outlook for neighbours. The outlook from the rear of 43 Gowan Road would become more open as a result of the movement of the built form on site towards the rear of the plot, compared to the more central position of the site's existing buildings.
15. The side end elevations of the building contain no windows and the scheme would therefore not result in any loss of privacy to occupants of adjacent dwellings.

16. It is considered that the proposal would cause no undue harm to the amenities of adjacent residents.

Design and layout / appearance and character

17. The proposed building is two storey with a crescent shaped footprint to allow best use of the site's layout and minimise impact on outlook and light to neighbouring properties. The footprint comprises 50sqm less than that of the site's existing buildings. The maximum height of the proposed building would be 0.75m higher than the maximum height of the site's existing buildings. The building would have a standing seam zinc clad flat roof, with set back sections of the first floor also clad in this material. At ground floor brick is proposed with sections of brickwork extending upwards to first floor level on the front and rear elevations to alternate with the set back cladding sections. This would delineate the boundaries between the dwellings and provide articulation and visual interest.

18. The new building would not be highly visible from surrounding public areas, being screened by existing surrounding development. It would be visible from the rear of properties adjoining the site.

19. A car free development (see below) has enabled a significant increase in soft landscaping within the communal area to the front of the new building. This enhances the visual quality of the development and enhances natural drainage.

20. The proposed design and impact on character and appearance are considered acceptable and to comply with Development Plan policies.

Highways / parking

21. The site has moderate access to public transport (PTAL 3), and Parkfield Road is a heavily parked street. However, the site is only marginally beyond the walking distance threshold of 960m to Willesden Green station that would lift its PTAL rating to 4. There are nine bus services within an eight minute walk. As such, it is considered that a car-free agreement can be accepted. This can be secured by condition. Were parking to occur on site there would be congestion and safety problems arising from the narrow width of the access (3.5m) which would result in cars meeting and either waiting on or reversing back onto the highway. Transportation advise that as parking for the disabled would be exempt from the car-free agreement, and Blue Badge holders could park on Parkfield Road, the proposed on-site disabled space should be deleted from the scheme to prevent conflict with pedestrian movements at the access.

22. The application as originally submitted was therefore subsequently amended to show deletion of the parking space, expansion of landscaping within the communal area to the front of the building, and relocation of bin stores from within the site to the accessway (within 20m of the highway as required).

23. Cycle parking provision is shown in excess of the required standard (8 spaces): a total of 14 spaces would be provided including private provision for the family unit and communal provision to the front of the building for the other units.

24. It is considered that the scheme as amended is acceptable in terms of transport and highway impacts and would comply with relevant Development Plan policies.

Conclusion

25. The principle of the development is conceded, and subject to appropriate conditions it is recommended that permission be granted. The proposal would add to the Borough's housing stock, making use of brownfield land in a relatively central urban area, with no undue harmful impact on the amenity or character of the area.

26. It is noted that the site has a lawful B8 use and could be occupied at any time by an alternative operator to the present business which is looking to relocate. An alternative operator could potentially use the site more intensively than has been the case with attendant problems to adjacent residents. The applicant has referred to a previous application in 2011 (11/3115) which sought permission for a change from B8 use to B2 (general industrial): that application was refused on grounds of noise and disturbance to residents and adverse highway impacts. The applicant also states that their intention is to relocate their business within Brent thus retaining employment within the Borough: this is noted but it is not something that the council can condition or control.

Equalities

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

CIL DETAILS

This application is liable to pay **£26,943.57*** 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): 326 sq. m.

Total amount of floorspace on completion (G): 408 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 |
|-----------------|-------------------------------|------------------------------------|-----------------------------------|-------------------------------|---------------------------------|-----------------|-------------------|
| Dwelling houses | 408 | 0 | 82 | £200.00 | £35.15 | £22,916.07 | £4,027.50 |

| | | |
|--|-------------------|------------------|
| 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) | 313 | |
| Total chargeable amount | £22,916.07 | £4,027.50 |

*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.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 18/1217

To: Mr Ian Coward
Collins & Coward
The Courtyard
9A East Street
Coggeshall
CO6 1SH

I refer to your application dated **28/03/2018** proposing the following:

Demolition of all buildings on site and erection of a two storey building comprising of 3 dwellinghouses and 2 self-contained flats, provision for cycle and refuse storage, one disabled parking bay, shared amenity space and associated landscaping

and accompanied by plans or documents listed here:

0496-H-000.01E
0496-H-000.02Rev G
0496-H-000.03Rev F
0496-H-105.05Rev F
0496-H-400.02F
0496-H-400.03E
0496-H-400.04E
0496-H-400.05E
0496-H-400.06E
0496-H-400.07Rev G

at **78A Harlesden Road & Yard rear of 1A, Parkfield Road, London, NW10**

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: 26/10/2018

Signature:

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 policies contained in the Development Plan, which comprises the London Plan 2016, the Brent Core Strategy 2010 and the Brent Development Management Policies 2016.

1 Proactive working statement: To assist applicants the Local Planning Authority has produced policies and written guidance, all of which is available on the Council's website and offers a pre planning application advice service. The applicant sought pre-application advice and the proposed development complies with policies and guidance.

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 drawings and document:

0496-H-000.01E
0496-H-000.02Rev G
0496-H-000.03Rev F
0496-H-105.05Rev F
0496-H-400.02F
0496-H-400.03E
0496-H-400.04E
0496-H-400.05E
0496-H-400.06E
0496-H-400.07Rev G

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

3 Occupiers of the dwellings hereby approved shall not be entitled to a Residents Parking Permit or Visitors Parking Permit to allow the parking of a motor car within the Controlled Parking Zone (CPZ) operating in the locality within which the development is situated unless the occupier is entitled as a holder of a Disabled Persons Badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970. For the lifetime of the development written notification of this restriction shall be included in any licence transfer lease or tenancy agreement in respect of the residential development. On, or after, practical completion but prior to any occupation of the residential development hereby approved, written notification shall be submitted to the Local Highways Authority confirming the completion of the development and that the above restriction will be imposed on all future occupiers of the units.

Reason: In order to ensure that the development does not result in an increased demand for parking that cannot be safely met within the locality of the site.

4 The development shall not be occupied unless the existing footway crossover to the site has been reinstated back to footway to the satisfaction of the Local Highway Authority.

Reason: In the interest of the streetscene and the amenity of the area, and of the free flow of pedestrians on the footway.

5 No further extensions or buildings shall be constructed within the curtilage of the dwellinghouses

subject of this application, notwithstanding the provisions of Classes A, B, D & E of Part 1 Schedule 2 of the Town & Country Planning (General Permitted Development) Order 2015, as amended, (or any order revoking and re-enacting that Order with or without modification) unless a formal planning application is first submitted to and approved by the Local Planning Authority.

Reason: In view of the restricted nature and layout of the site for the proposed development, it is necessary prevent an over development of the site and undue loss of amenity to adjoining occupiers.

- 6 The residential units hereby approved shall at no time be converted from C3 residential to a C4 small HMO, notwithstanding the provisions of Schedule 2 Part 3 Class L of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order) without express planning permission having first been granted by the Local Planning Authority.

Reason: To ensure that an adequate standard of accommodation is maintained in all of the residential units and in view of the restricted space within the site to accommodate additional bin or cycle storage.

- 7 No windows or glazed doors (other than any shown in the approved plans) shall be constructed in the first floor north or south flank walls of the building as extended without the prior written consent of the Local Planning Authority through the submission of an application for planning permission.

Reason: To minimise interference with the privacy of the adjoining occupiers.

- 8 A scheme for the hard and soft landscaping of the site shall be submitted to and approved in writing prior to first occupation of the development hereby approved and the approved scheme shall be completed in accordance with the approved scheme prior to first occupation of the approved development. The scheme shall include details of:
1. Planting, including a planting plan detailing plant species, size, location and number/density;
 2. Walls / fences / means of enclosure;
 3. Any levels or contouring within the site;
 4. Hard landscaping, including materials and any proposed furniture;
 5. Drainage, including the consideration of Sustainable Urban Drainage;

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

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the locality in the interests of the amenities of the occupants of the development and to provide tree planting in pursuance of section 197 of the Town and Country Planning Act 1990.

- 9 Details of materials for all external work, including samples which shall be made available for viewing on site (or in another location as agreed), shall be submitted to and approved in writing by the Local Planning Authority before above-ground works. 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.

10 CONTAMINATED LAND

Part 1: Investigation

Prior to the commencement of building works (other than demolition and site clearance), 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 + A2:2017 and 'Model Procedures of for the Management of Land

Contamination - Contaminated Lane Report 11' (CLR 11). 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. Works shall not commence (excluding any demolition or site clearance) unless the report has been approved in writing by the Local Planning Authority.

Part 2: Remediation and verification

Any soil contamination remediation measures required by the Local Planning Authority pursuant to part 1 shall be carried out in full. A verification report shall be provided to the Local Planning Authority, stating 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

- 11 No development shall take place, including any works of demolition or site clearance, until a Construction Method Statement has been submitted to and approved in writing by the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- (i) The parking of vehicles of site operatives and visitors;
- (ii) Loading and unloading of plant and materials;
- (iii) Storage of plant and materials used in constructing the development;
- (iv) Measures to control the emission of dust and dirt during construction;

Reason: To protect residential amenity and ensure the development does not have an adverse impact on the highway.

- 12 Prior to the commencement of above ground works, details of surface water drainage associated with the development shall be submitted to and approved in writing by the Local Planning Authority and the development shall be completed in accordance with the approved details prior to first occupation of the development.

Reason: In the interest of surface water management and localised flooding.

INFORMATIVES

- 1 Any works to the adopted highway must be undertaken by the Council as the Local Highway Authority. Should the development be carried out, the applicant should contact the Council's Highways and Infrastructure service to arrange for the works to be undertaken at the applicant's expense.
- 2 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, and include photographs showing the condition of highway along the site boundaries.
- 3 The Council recommends that the maximum standards for fire safety are achieved within the development.
- 4 Brent Council supports the payment of the London Living Wage to all employees within the Borough. The developer, constructor and end occupiers of the building are strongly encouraged to pay the London Living Wage to all employees associated with the construction and end use of development.
- 5 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent.

Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.

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