

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

26 November, 2020
07
20/0174

SITE INFORMATION

RECEIVED	20 January, 2020
WARD	Mapesbury
PLANNING AREA	
LOCATION	90 Anson Road, London, NW2 6AG
PROPOSAL	Conversion of dwellinghouse into 3 self-contained flats and works to include a gable end roof extension, rear dormer window and 2 front rooflights to convert loft, a single storey side and rear extensions, demolition of outbuilding to rear and creation of parking space with new vehicular access, associated landscaping, new boundary wall, provision for refuse and bicycle storage and removal of existing vehicular access
PLAN NO'S	See condition 2
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_148569</p> <p><u>When viewing this as an Hard Copy</u> .</p> <p>Please use the following steps</p> <ol style="list-style-type: none">1. Please go to pa.brent.gov.uk2. Select Planning and conduct a search tying "20/0174" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab

RECOMMENDATIONS

That the Committee resolve to GRANT planning permission 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 3 Years
2. Approved Plans
3. Materials to Match the Existing Building
4. Cycle and Refuse Storage details to be agreed
5. Landscaping details to be agreed
6. No Conversion to HMO
7. Public Footway and Traffic Management Order Alterations
8. Sustainable Drainage
9. Any other planning conditions considered necessary by the Head of Planning

Informatives

1. CIL
2. Party Wall
3. Building Near Boundary
4. Public Footway and Traffic Management Order Alterations
5. Any other informatives 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 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.

SITE MAP



Brent

Planning Committee Map

Site address: 90 Anson Road, London, NW2 6AG

© Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

PROPOSAL IN DETAIL

The proposal involves the erection of a single storey side extension, single storey rear extension and rear dormer roof extension in order to facilitate the conversion of the property into three self-contained flats.

This would also involve the demolition of the existing outbuilding to the rear of the garden and installation of bin and refuse storage units within the front and rear gardens.

A new on-site parking space is proposed to the rear of the garden and would be accessed by a new vehicular crossover along Blackstone Road.

EXISTING

The subject property is two-storey dwellinghouse situated on the corner of Anson Road and Blackstone Road. It is not located within a conservation area, nor is it a listed building.

AMENDMENTS SINCE SUBMISSION

The following amendments have been made to the proposal since submission:

- Reduction in width of rear dormer extension from 7.5m to 3.9m.
- Cycle and bin storage has been relocated to the front garden.

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application:

- Representations received: 10 objections have been received. Officers have assessed the objections raised and consider that the development proposal is acceptable and in material accordance with policies set out in the development plan.
- Principle of conversion: The conversion of properties of a sufficient size to provide further housing is supported in principle. Subject to the retention of family sized units and the resultant properties being of an acceptable quality.
- Character and Appearance: The proposed development would largely retain the appearance of the building from the surrounding public vantage points. The extensions proposed would be of an acceptable scale and design and not have an adverse impact on the character and context of the site.
- Impact on Living Conditions of Neighbours: Although the proposed extensions would be visible from the neighbouring properties they would not have a significant adverse impact on the amenity of the neighbouring occupiers. Reasonable use of the proposed properties would ensure that the overall living conditions of the neighbours would not be significantly affected.
- Transport and Movement: The proposal would not result in any significant increase in parking space and conveniently sited sufficient bin and cycle storage has been proposed.

RELEVANT SITE HISTORY

No planning history related to this site.

CONSULTATIONS

External

11 properties along Anson Road and Blackstone Road were notified of the proposal on 21/01/2020.

The NorthWestTWO Residents' Association and Watling Garden Tenants Management Organisation were also consulted.

10 responses have been received. The grounds for objection have been summarised below:

Objection	Officer response
The proposal would increase traffic in the local area and increase parking pressure on adjacent roads, namely, Anson Road and Blackstone Road.	The Council's Transport department have been consulted on the proposal. The comments have been incorporated into the assessment below under ' <i>Parking and Refuse</i> '. The proposal includes secure cycle storage to promote car-free travel.
There is the likely domino effect of further higher storey buildings, changing the character of the neighbourhood. The design is another concern, the roof extension has shown no sympathy to the area by creating a gabled end roof extension with a large window. Converting the property to flats would alter the character of the area.	The height of the property would not be increased. The proposal has also been amended in order to reduce the width of the rear dormer roof extension. The conversion of the internal layout of the property would have no impact on the external appearance and character of the street. A full assessment of the visual impact of the development is set out below within the 'Character and Appearance' section of the assessment.
The proposal would result in a loss of light for the adjoining property.	See 'Impact on Neighbouring Amenity' section below.
The proposal would allow for overlooking of the neighbouring property resulting in a loss of privacy.	See 'Impact on Neighbouring Amenity' section below.
Possible increase in noise pollution due to more families living in a more confined space.	See 'Impact on Neighbouring Amenity' section below.
The proposal would result in a loss of green space adding additional strain on existing drainage system. Essentially the removal of the garden for a parking space and cycle and bin storage.	The rear garden would retain the majority of its soft landscaping as the proposed extension would be built above existing hardstanding, while the rear car parking space would replace the existing outbuilding.
Previous proposals for conversions of properties along Anson Road to flats have been refused.	Each application is based on its own merits.
The proposal suggests converting this dwelling into three flats. This is not in keeping with what has been previously done with these homes which is a 2 flat conversion or maintain as a family home. There is a large demand for family homes at present in our area.	The proposal before us is for the conversion to three flats and it will be assessed against relevant policies and guidance. The proposal retains a family sized unit (3-bed) across the ground floor.
A point has been raised regarding the structural implications of the removal of the rear outbuilding on the neighbouring property.	Structural issues are considered under different legislation (e.g. Building Regulations, Party Wall Act). It is not considered a material planning consideration and has therefore not been assessed within this application.

Internal

The Council's Transport department were consulted on the proposal and made the following recommendations:

Transport will raise no objection to the proposal subject to the following:

- i) The existing vehicle crossover to be reinstated to footway and a new crossover constructed at the developers expense, along with associated amendments to on-street parking bays;*
- ii) The proposed cycle parking to be relocated from the furthest point possible from the main entrance to the forecourt.*

Their comments have been incorporated into the main assessment below.

POLICY CONSIDERATIONS

For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the Development Plan in force for the area is the 2010 Brent Core Strategy, the 2016 Brent Development Management Policies Document and the 2016 London Plan (Consolidated with Alterations since 2011).

Key policies include

The London Plan consolidated with alterations since 2011 (March 2016)

3.3: Increasing Housing Supply
3.5: Quality and Design of Housing Developments
6.3 Assessing Effects of Development on Transport Capacity
6.9 Cycling
7.2 An Inclusive Environment
7.3 Designing Out Crime
7.4: Local Character
Table 6.3: Cycle parking requirements.

Brent Core Strategy (2010)

CP1: Spatial Development Strategy
CP5: Placemaking
CP6: Design & Density in Place Shaping
CP17: Preserving the Suburban Quality of Brent
CP 21: A Balanced Housing Stock

Brent Development Management Policy (2016)

DMP1: Development Management General Policy
DMP12: Parking
DMP17: Conversion of Family Sized Dwellings
DMP18: Dwelling Size and Residential Outbuildings
DMP19: Residential Amenity Space

In addition the Examination in Public for the Draft New London Plan has been completed and the Panel Report has been received by the GLA. The GLA have now released a "Intend to publish" version dated December 2019. This carries substantial weight as an emerging document that will supersede the London Plan 2016 once adopted. As such considerable weight should be given to these policies.

Draft London Plan

GG1 Building Strong and inclusive communities
GG2 Making the best use of land
H1 - Increasing Housing Supply
D2 Delivering Good Design
D3 Inclusive Design
D4 - Housing quality and standards
D6 - Optimising housing density

G1 Green Infrastructure
T4 Assessing and Mitigating Transport Impacts
T5 Cycling
T6 Car Parking
T7 Deliveries, servicing and construction

D2 - Delivering good design
T5 – Cycling

Draft Brent Local Plan

The council is currently reviewing its Local Plan. Formal consultation on the draft Brent Local Plan was carried out under Regulation 19 of the Town and Country Planning Act (Local Planning) (England) Regulations 2012 between 24 October and 5 December 2019. At its meeting on 19 February 2020 Full Council approved the draft Plan for submission to the Secretary of State for examination. Therefore, having regard to the tests set out in paragraph 48 of the NPPF it is considered by Officer's that greater weight can now be applied to policies contained within the draft Brent Local Plan.

Key relevant policies from these documents include:

BD1 – Leading the Way in Good Urban Design
BH1 – Increasing Housing Supply in Brent
BH13 – Residential Amenity Space
BT1 – Sustainable Travel Choice
BT2 – Parking & Car Free Development
BSUI4: On Site Water Management and Surface Water Attenuation

Other Guidance

Policy 6.9- Cycling,
London Cycle Technical Standards (GLA, 2014)
SPD2: Residential Extensions and Alterations

DETAILED CONSIDERATIONS

1. Standard of Accommodation

1.1 DMP17 states that in order to maintain family size housing, the conversion of a family sized home (3 bedrooms or more) to two or more other dwellings will only be allowed where the existing home is 130sq.m or more and it results in at least a 3-bedroom dwelling, preferably with direct access to a garden.

1.2 The existing property, even prior to the construction of extensions, is 165sq.m, and therefore meets the minimum size requirement for conversion. The proposal also retains a 3-bedroom dwelling which is situated on ground and has direct access to the rear garden. The proposal therefore complies with DMP17.

1.3 DMP18 requires the size of dwellings to be consistent with London Plan Policy 3.5 Table 3.3 Minimum Space Standards for New Dwellings. The minimum requirements and the proposed internal floor areas are set out in the table below:

Unit no.	Unit type	Required GIA (sq.m)	Proposed GIA (sq.m)
1	3b 6p	95	103
2	2b 4p	70	69
3	1b 1p	39	47

1.5 The proposed GIA meets or exceeds the minimum space standards for all three flats.

1.6 Unit 1 exceeds the minimum internal floor area requirement by 8sqm. Given the number, size and

position of the existing and proposed windows across the front, side and rear elevations, all rooms would be afforded a good levels of light, outlook and ventilation.

1.7 Unit 2 falls just short of the minimum floor area requirement by 1sqm. The unit comprises an open-plan lounge and kitchen, family bathroom and two double bedrooms, one with an en-suite shower room. All rooms are generously sized and would be afforded good levels of outlook, daylight/sunlight and ventilation. Despite the shortfall, this unit is still considered to provide a good standard of accommodation for future occupants.

1.8 Unit 3 is a generously sized studio, which exceeds the minimum floor area requirement by 8sqm. Again, due to the layout, future occupants would benefit from good outlook, daylight/sunlight levels and ventilation.

1.9 All units are considered to have appropriate internal layouts and storage areas.

1.10 Overall, the proposed units are considered to provide a good standard of accommodation for future occupants and are therefore compliant with DMP18.

1.11 DMP19 requires all new dwellings to have external private amenity space of a sufficient size and type to satisfy its proposed residents' needs. This is normally expected to be 20sq.m per flat and 50sqm for family housing (including ground floor flats). The ground floor family sized unit would benefit from a large rear garden (approx. 170m²), significantly exceeding the requirement of DMP19. Although only accessed through bedrooms rather than a shared room, the garden space would provide a very useable area appropriate for families. Units 2 and 3 would not benefit from any private outdoor amenity space, although it is noted that as this is a conversion rather than a new build and due to the physical constraints of the site, it is not possible to provide the required amenity space.

1.12 It is noted that Gladstone Park is situated approximately 650m from the site. Although not considered within a very close walking distance it would provide future occupants of the upper floor units with a good quality external amenity option. When combined with the quality of these units being good and over the minimum space requirements the proposal would provide acceptable accommodation for all of the properties.

1.13 The proposal would not comply with policy DMP19, however, in this case, the shortfall can be considered acceptable. Therefore, the proposed standard of accommodation is considered acceptable.

2. Impact on Amenity of Neighbouring Dwellings

2.1 The proposed single storey rear extension would extend 3m from the rear elevation and follow the existing stepped rear building line. It would have a flat roof height of 3m. It would extend 3m beyond the rear elevation of the adjoining property (No.92 Anson Road). The neighbouring property is on the same ground level as the subject property and has a matching rear fenestration. This element is SPD2 compliant and due to its size and siting is not considered to have an adverse impact on the residential amenity of this neighbour.

2.2 The rear dormer roof extension would incorporate a set of French doors, full height windows and a Juliet balcony, introducing new views at second floor level. It is accepted that this would allow for overlooking of the neighbouring rear garden (No.92), however this is not considered a significant increase above views already afforded by first floor rear windows.

2.3 It should be noted that rear dormer roof extensions with Juliet balconies are a common development extension type within the borough and some overlooking is to be expected within residential areas of this kind.

2.4 The single storey rear extension and rear dormer roof extension are not considered to adversely impact the residential amenity of any other adjoining or nearby properties, due to the size, design and siting of these in relation to these properties.

2.5 It is proposed to erect a single storey side infill extension. Due to its siting along the western boundary, it is not considered to impact the residential amenity of any neighbouring properties.

2.6 The proposal would result in an increase in occupants within the property. Based on the reasonable use of the proposed flats, this is not considered to adversely impact the amenity of adjoining and nearby properties. The rear garden is allocated to only one unit and is therefore not materially different to the existing

situation.

2.7 Overall, the proposal is considered to have an acceptable impact on the residential amenity of neighbouring properties.

3. Character and Appearance

3.1 The proposed single storey rear extension would extend 3.0m rearwards and follow the existing stepped building line to the rear of the host building. It would have a flat roof height of 3.0m. Given its proposed scale and design, it is considered to be in keeping with the character of the main building and not envisaged to appear out of place within the surrounding context.

3.2 SPD2 states that rear dormer windows can extend the full width of the original rear roof plane. They should be set up from the eaves by a minimum of 0.5m and set down from the ridge by a minimum of 0.3m. The dormer face should be primarily glazed to allow maximum light into the internal area. The proposed dormer is considered to be in compliance with SPD2 guidance and as such is considered to have an acceptable impact on the character and appearance of the host building and surrounding area.

3.3 SPD2 states that single storey side extensions should be modest and complement your house. The size, shape and height should be subservient to the main building. Side extensions should be no wider than two thirds the width of the original house, with a maximum width of 4m.

3.4 The side extension has a width of 1.55m, an eaves height of 2.6m, maximum height of 3.3m and a depth of 6.85m. In relation to the main building, this is considered to appear subservient. The pitched roof is an appropriate design while the window and rooflights are considered acceptable in this location.

3.5 It further states that on corner plots with an open character, a distance of 2.0m should be retained between the extension and the boundary. The property is situated on the corner of Anson Road and Blackstone Road, however it is not identified as having an open character. Building up to the boundary is therefore considered acceptable.

3.6 Cycle storage containers are proposed to the front of the plot. These would largely be screened by the front boundary wall and would not appear overly prominent from surrounding vantage points. With appropriate planting required to be agreed by condition the frontage of the property would retain an appropriate appearance and would not appear out of place when viewed from the surrounding vantage points.

3.7 The proposal is considered to be in keeping with the character and appearance of the original property and surrounding area.

4. Parking and Refuse

4.1 Car parking allowances for residential use are set out in Appendix 1 of the adopted Development Management Policies 2016 and standards for new driveways and crossovers are set out in Brent's Crossover Policy.

4.2 As the property has good access to public transport services, the lower residential parking allowances as set out in Appendix 1 apply. The existing house has a maximum car parking allowance of 1.2 spaces, whilst the proposal would have a maximum car parking allowance of 2.7 spaces, which is a significant increase. One car parking space is proposed by relocating the existing vehicle crossover from the southern end of the rear garden to the northern end; both of which front Blackstone Road.

4.3 Although the full parking allowance would not be catered for within the site, the bays along Blackstone Road are lightly enough used to cater for parking demand from these flats. Therefore the parking space to the rear of the plot is not necessary to accommodate the demand that would be generated by the proposed properties. It has also been noted that this spaces would be away from the main entrance to properties at the rear of the garden. When considering the better location of the cycle parking being convenient and the parking provision being within the maximum allowances of the Parking Standards, this arrangement would be acceptable on balance.

4.4 As it has been proposed the existing crossover will need to be removed and reinstated to footway and a new crossover created, along with associated amendments to the parking bays, all at the applicant's

expense. This will be secured by a condition should the application be approved.

4.5 The minimum cycle parking requirement in accordance with the draft London Plan is 5.5 spaces. The proposal include 6 spaces within the front garden which would be close to the main entrance and conveniently located for the future residents.

4.6 A bin storage area is proposed within the front garden. There is considered to be sufficient space for the relevant number of bins to be stored within this area.

4.7 The front garden is of a sufficient size to accommodate the secure cycle spaces and bin storage. The exact details of these units will be secured by condition, restricting the occupancy of the development until a satisfactory details are provided.

5. Surface Water Drainage

5.1 The site lies within flood zone 1 for fluvial flooding and flood zone 3 for surface water flooding can Critical Drainage Area. DMP9a states that proposals requiring a Flood Risk Assessment must demonstrate that the development will be resistant and resilient to all relevant sources of flooding including surface water.

5.2 Notwithstanding the ground floor side and rear extensions, the site would retain a large front and rear garden, of which approximately 200sqm is soft landscaping which will continue to provide natural drainage.

5.3 A flood risk assessment has been submitted and proposes the implementation of permeable paving and holding tanks as attenuation. The attenuation equates to an extremely low discharge rate all below 1/l/s from 1/10 to a 1/100 year storm event. The site will offer a small improvement to the overall flood risk due to the reduced discharge, which is considered to be acceptable and meets the requirements of Policy DMP9a.

6. Public Sector Equality Duty

6.1 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).

7. Conclusion

7.1 The proposal is not considered to be in complete compliance with related policies, namely the lack of amenity space for upper floor flats. However, on balance, the overall benefit of creating an additional two dwellings within the borough, with all three flats generally providing a good standard of accommodation, the extensions and conversion of the property is considered to represent an acceptable proposal. The proposal is therefore recommended for approval.

CIL DETAILS

This application is liable to pay **£27,653.71** * 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): sq. m.

Total amount of floorspace on completion (G): 242.42 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
(Brent) Dwelling houses	242.42	165.26	77.16	£200.00	£0.00	£23,010.21	£0.00

(Mayoral) Dwelling houses	242.42	165.26	77.16	£0.00	£60.00	£0.00	£4,643.50
---------------------------------	--------	--------	-------	-------	--------	-------	-----------

BCIS figure for year in which the charging schedule took effect (Ic)	224	333
BCIS figure for year in which the planning permission was granted (Ip)	334	
TOTAL CHARGEABLE AMOUNT	£23,010.21	£4,643.50

*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.



Application No: 20/0174

To: Peddar
22redfern road
london
nw10 9lb

I refer to your application dated **20/01/2020** proposing the following:

Conversion of dwellinghouse into 3 self-contained flats and works to include a gable end roof extension, rear dormer window and 2 front rooflights to convert loft, a single storey side and rear extensions, demolition of outbuilding to rear and creation of parking space with new vehicular access, associated landscaping, new boundary wall, provision for refuse and bicycle storage and removal of existing vehicular access

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

at **90 Anson Road, London, NW2 6AG**

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: 17/11/2020

Signature:

Gerry Ansell
Head of Planning and Development Services

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

National Planning Policy Framework
The London Plan
Brent Development Management Policies
Council's Supplementary Planning Document 2 – Residential Extensions and Alterations

Relevant policies in the Adopted Development Management Policies are:

DMP1: Development Management General Policy
DMP12: Parking
DMP17: Conversion of Family Sized Dwellings
DMP18: Dwelling Size and Residential Outbuildings
DMP19: Residential Amenity Space

- 1 The development permitted shall not be occupied until the sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: To help reduce surface water run-off and the potential for flooding.

- 2 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.

- 3 The development hereby permitted shall be carried out in accordance with the following approved drawings and documents:

200113/01
200113/02 REV.A
200113/03
200113/04
200113/05
200113/06
200113/07
200113/08
200113/09 REV.A
200113/10 REV.A
200113/11 REV.A
200113/12
200113/13 REV.A
200113/14 REV.A
200113/15 REV.A
200113/16
Supporting Document - Flood Risk Assessment [produced by Create Consulting Engineers Ltd. dated 2nd November 2020] Ref.SG/CS/P20-2137/01

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

- 4 All new external work shall be carried out in materials that match, in colour, texture and design detail those of the existing building.

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

- 5 Prior to the occupation of the flats, the secure cycle parking spaces (a minimum of 5 cycle spaces) and bin storage, as shown on drawing number 200113/14 Rev.A, shall provided in accordance with the details hereby approved, and these facilities shall be retained and maintained for the lifetime of the development.

Reason: To ensure satisfactory facilities for cyclists and containment of waste.

- 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 in the front garden to accommodate additional bin or cycle storage.

- 7 The development hereby permitted shall not be occupied until the following highways works have been carried out at the developers expense;
 - (i) the reinstatement of the existing crossover back to footway and the provision of new on street car parking bays
 - (ii) with all associated changes to line marking and associated Traffic Regulation Order costs.

The development shall not be occupied until all associated highway works have been completed to the satisfaction of the Local Highway Authority.

Reason: To ensure the safety and free flow of the surrounding highway network.

- 8 Prior to first occupation of the flats hereby approved, further details of landscaping to the front garden area shall be submitted to and approved in writing by the Local Planning Authority, the approved details shall then be implemented prior to first occupation. Such details shall include:
 - details of hardstanding materials for patios, pathways and driveways
 - details of the boundary fences/walls including materials and height
 - details of soft landscaping, including species.

Reason: To ensure the proposed development enhances the visual amenity of the area.

INFORMATIVES

- 1 The applicant is advised to contact the Head of Highways & Infrastructure to arrange for the reinstatement of the crossover and extension of on-street parking bays.
- 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
- 3 The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented as this may involve the use of adjoining land and should also ensure that all development, including foundations and roof/guttering treatment is carried out entirely within the application property.

- 4 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 Sukhjeevan Bains, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5223