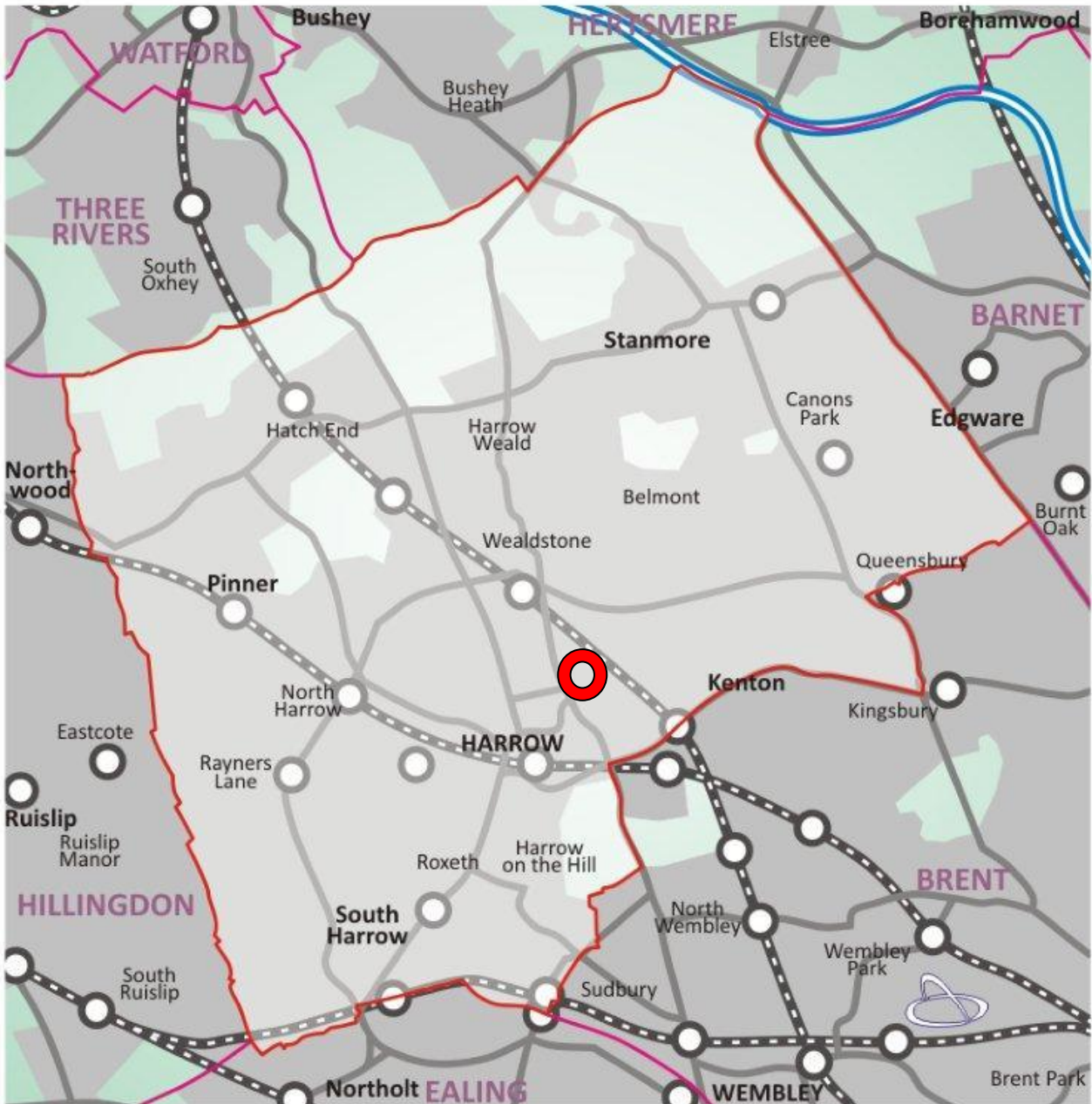


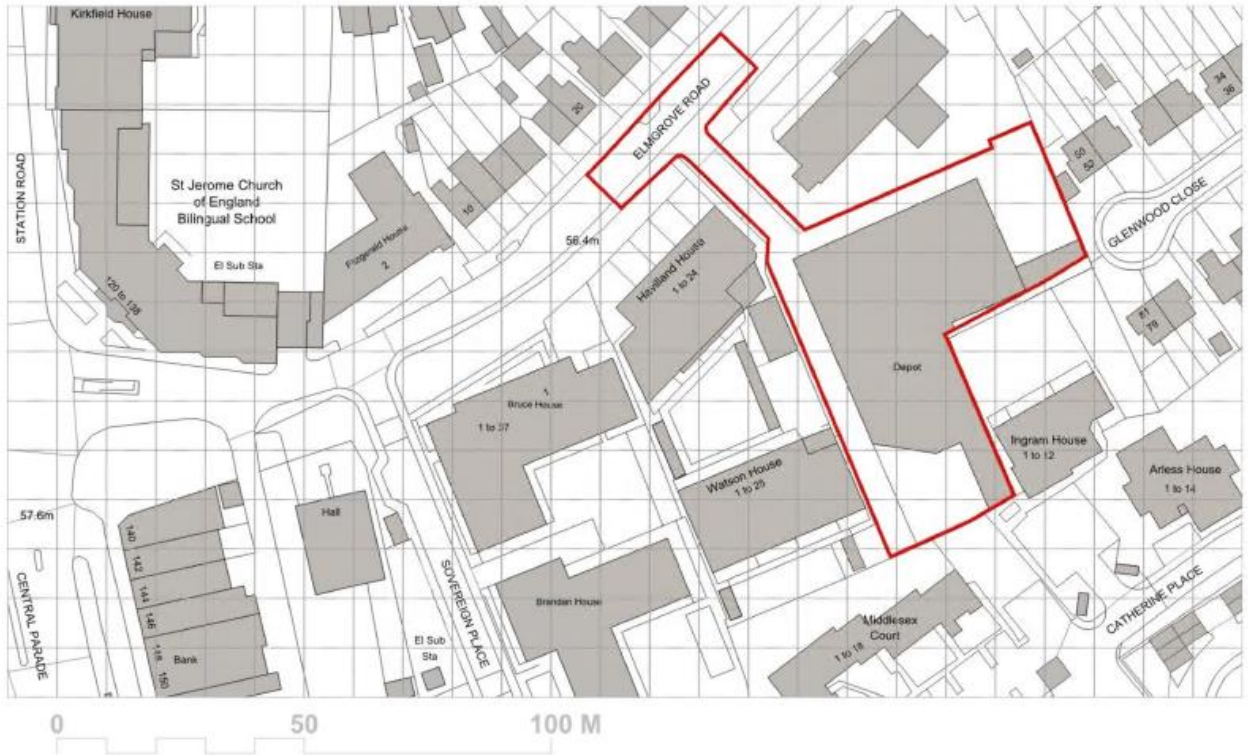
 = application site



**Royal Mail Postal Delivery Office, Elmgrove Road,
Harrow, HA1 2ED**

P/1980/22

Location Plan



Site Application Boundary

LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

27th September 2023

APPLICATION NUMBER: P/1980/22
VALID DATE: 27/05/2022
LOCATION: ROYAL MAIL POSTAL DELIVERY OFFICE,
ELMGROVE ROAD, HARROW
WARD: GREENHILL
POSTCODE: HA1 2ED
APPLICANT: HARROW TROY LIMITED
AGENT: SPRING PLANNING LTD
CASE OFFICER: AKSHAY SISODIA
EXPIRY DATE: 2/09/2023 (EOT)

PROPOSAL

Change of use from Sorting Office (Sui Generis) to Flexible use for Storage and Distribution (Class B8) and Commercial floorspace (Class E(g) ii and E(g) iii) with ancillary offices.

RECOMMENDATION

The Planning Committee is asked to:

- 1) Agree the reasons for approval as set out in this report, and
- 2) Grant planning permission subject to the Conditions listed in Appendix 1 of this report.

REASON FOR THE RECOMMENDATION

The proposed development complies with all relevant land use policies by providing a flexible and suitable mixed-use site to support and sustain the existing industrial and employment use. The proposed development is also considered to be acceptable on grounds of character and design, it is considered to have an acceptable residential amenity impact, it is considered acceptable on grounds of highways safety and car parking, furthermore the site is not considered to be susceptible to harmful flooding and would not unduly exacerbate flood risk elsewhere. The applicant has provided a Reasonable Exception Statement to confirm that the development will not adversely affect the appropriate fire safety measures of the site. Further details on delivery and servicing arrangements, cycle parking, and a Parking Management Plan are requested by way of conditions. As such the development accords with the NPPF (2023), Policies D3, D11, D12, D13, D14, E2, E4, SD 1, SI 12, SI 13, T3, T5, T6, T6.2 and T7 of the London Plan (2021), Policies CS1.B, CS1.O, CS1.P, CS1.Q, CS1.R, CS1.S, CS1.U and CS1.W of the Harrow Core Strategy (2012), and Policies DM1, DM2, DM10, DM31, DM42, DM44 and DM45 of the Harrow Development Management Policies Plan (2013).

INFORMATION

This application is reported to Planning Committee due to the amount of floor space changing use, as per Part 1 (f) of the Scheme of delegation 2018.

Statutory Return Type:	E(20) Change of Use
Council Interest:	None
Net additional Floorspace:	N/A
GLA Community Infrastructure Levy (CIL) Contribution (provisional):	N/A
Local CIL requirement:	N/A

HUMAN RIGHTS ACT

The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report.

EQUALITIES

In determining this planning application the Council has regard to its equalities obligations including its obligations under section 149 of the Equality Act 2010.

For the purposes of this application there are no adverse equalities issues.

S17 CRIME & DISORDER ACT

It is considered that the proposed development would not adversely impact upon community safety issues or conflict with development plan policies in this regard.

1.0 SITE DESCRIPTION

- 1.1 The application site relates to a vacant part two storey part single storey building located on the south western side of Elmgrove Road. The building was previously occupied by Royal Mail as a Postal delivery office (Sui Generis).
- 1.2 The site is accessible via a small access road off Elmgrove Road between KAP House (to the east) and Havilland House (to the west).
- 1.3 There are a total of 19 existing car parking spaces on site.
- 1.4 KAP House is 4-6 storeys in height and Havilland House is 4 storeys in height. Watson House is located to the rear of Havilland House and flanks the rear end of the application site, this building is 3 storeys in height.
- 1.5 To the rear of the site is a 3-storey block in Catherine Close (Ingram House), and other 2-3 storey residential buildings. To the east are two-storey houses.
- 1.6 All of the aforementioned buildings provide residential accommodation.
- 1.7 The opposite (northern) side of Elmgrove Road is comprised of 2-storey semi-detached houses.
- 1.8 The site is not located within the Harrow Town Centre boundary but is located approximately 100 metres from the town centre and boundary.
- 1.9 The application site is located within the Harrow and Wealdstone Opportunity Area.
- 1.10 The site is not listed and is not located within a Conservation Area.
- 1.11 The site is not a Strategic Industrial Location and is not indicated to be within an Industrial and Business Use Area.
- 1.12 The site is not located within a Flood Zone but is within a Critical Drainage Area.

2.0 PROPOSAL

- 2.1 A change of use of the site from a Royal Mail Sorting Office (Sui Generis) into a flexible use for Storage and Distribution (Class B8); and Commercial floorspace (Class E(g) ii (Research and Development of produces or processes – which can be carried out in a residential area without detriment to its amenity) and E(g) iii (Industrial Processes – which can be carried out in a residential area without detriment to its amenity). Within the applicant's submitted covering letter, it is indicated that 1,590.78m² of the building at ground floor level is to be used for warehousing, and 547.11m² of the building at first floor level is to be used for E(g) uses.
- 2.2 No external or internal alterations are proposed as part of this application. The applicant is simply applying for permission for the principle of the change of use.

2.3 Parking, delivery and servicing arrangements are to remain unchanged from existing arrangements.

3.0 **RELEVANT PLANNING HISTORY**

3.1. A summary of the relevant planning application history is set out below:

Ref no.	Description	Status & date of decision
HAR/8403/E	INDUSTRIAL BUILDINGS REPLACEMENT	Granted 15/02/1960
HAR/8403/G	DEMOLITION OF EXISTING BUILDINGS AND ERECTION OF NEW JOINERY WORKS (AMENDED)	Granted: 07/06/1961
HAR/8403/I	REDEVELOPMENT OF JOINERY WORKS	Granted: 24/04/1962
HAR/8403/N	ERECT 2 STOREY EXTENSION TO JOINERY WORKS	Granted: 30/07/1964
LBH/18407	CHANGE OF USE FROM INDUSTRIAL/ANCILLARY OFFICES TO POSTMANS DELIVERY OFFICE	Granted: 08/01/1981
LBH/21114	EXTENSION OF CYCLE STORE AND CREATION OF VEHICLE OFF-LOADING AREA	Granted: 19/04/1982
LBH/27136	OFFICE BUILDING	Refused: 06/06/1985
LBH/34094	ALTERATIONS AND EXTERNAL STAIRCASE AND COVERED WAY	Granted: 12/01/1988
P/0153/08	EXTERNAL ALTERATIONS INCLUDING NEW RAMP WITH RAILINGS, REPLACEMENT OF DOOR WITH AUTOMATED ROLLER SHUTTER AND DOOR SET	Granted: 19/03/2008
P/5049/19	Outline application for access only: Redevelopment to create 3-6 storey building for up to sixty flats and commercial floorspace at ground floor; Refuse and Cycle Storage; Vehicle and pedestrian access	Refused 05/03/2020 Appeal and Public Inquiry – Dismissed 27/04/2021 (APP/M5450/W/20/3258864)

Refusal Reason (1): The proposal, by reason of the loss of protected employment floor space which has not been sufficiently justified, or sufficient justification for the proposed D1 Use Class floorspace, would result in an unacceptable reduction in industrial and employment space within the London Borough of Harrow, which would be considered unacceptable in principle. The proposal is therefore considered to be contrary to 4.4 The London Plan (2016), policies E4 and E7 of The Draft London Plan (2019), policy CS1.O of the Harrow Core Strategy (2012), policies AAP15 of the Harrow & Wealdstone Area Action Plan (2013), policies DM31 and DM46 of the Harrow Development Management Policies (2013).

Refusal Reason (2): The proposal, fails to demonstrate that 60 units, alongside the required level of Affordable Housing at the required unit mix can be satisfactorily accommodated on this site and in the absence of a viability assessment to demonstrate a satisfactory provision of Affordable Housing which can meet the relevant policy criteria for either a viability-tested route or a threshold approach, cannot be considered to be in compliance with policy 3.11 and 3.12 of The London Plan (2016), policies H4, H5 and H6 of The Draft London Plan (2019), policies CS1.I and CS1.J of the Harrow Core Strategy (2012), policy AAP13 of the Harrow & Wealdstone Area Action Plan (2013), policy DM24 of the Harrow Development Management Policies (2013), and the Greater London Authority's Affordable Housing and Viability Supplementary Planning Guidance (2017).

Refusal Reason (3): The proposed development, by reason of its indicative height and building footprint, would result in a development that is cramped within its plot and has a poor relationship to its surroundings including neighbouring buildings, and is considered inappropriate for the site and its context. The proposal would therefore be contrary to policies 7.4 and 7.6 The London Plan (2016), policies D3 and D4 of The Draft London Plan (2019), policy CS1.B of the Harrow Core Strategy (2012), The London Plan Housing Supplementary Planning Guidance (2016), policies AAP4, AAP5 and AAP6 of the Harrow & Wealdstone Area Action Plan (2013), policies DM1 and DM2 of Harrow's Development Management Policies Local Plan document (2013), and the Council's adopted Supplementary Planning Document: Residential Design Guide (2010).

Refusal Reason (4): The proposed development fails to demonstrate that up to 60 units can be satisfactorily accommodated on the site to provide adequate levels of daylight and sunlight to the proposed residential units, contrary to policy 3.5 The London Plan (2016), policies D3 and D6 of The Draft London Plan (2019), policy CS1.K of the Harrow Core Strategy (2012), The London Plan Housing Supplementary Planning Guidance (2016), , policies AAP4 and AAP13 of the Harrow & Wealdstone Area Action Plan (2013) and the Council's adopted Supplementary Planning Document: Residential Design Guide (2010).

Refusal Reason (5): The proposal by reason of a failure to adequately demonstrate acceptable levels of daylight and sunlight to neighbouring properties and gardens, would result in an unacceptable degree of

overshadowing and/or visual impacts and a heightened sense of enclosure, as well as an unacceptable degree of overlooking and loss of privacy, to the occupiers of the neighbouring properties Kap House, Havilland House, Watson House, nos. 50-52 and 79-81 Glenwood Close, and Ingram House. The proposal is therefore contrary to policy 7.6 of The London Plan (2106), policy CS1.B of the Harrow Core Strategy (2012), policy AAP4 of the Harrow & Wealdstone Area Action Plan (2013), and policy DM1 of Harrow's Development Management Policies Local Plan document (2013), and the adopted Supplementary Planning Document: Residential Design Guide 2010.

Refusal Reason (6): The proposal, by reason of its internal road layout and turning space, has failed to demonstrate satisfactory, safe and practical traffic and servicing arrangements, and would therefore be likely to result in unacceptable impacts on traffic flow and vehicular and pedestrian safety, contrary to policy 6.3 and 6.12 of The London Plan (2106), policies T1 and T4 of the Draft New London Plan (2019), policy AAP19 of the Harrow & Wealdstone Area Action Plan (2013), and policies DM1, DM43 and DM44 of Harrow's Development Management Policies Local Plan document (2013).

P/4238/20	Outline application with details of access only (all other matters reserved): Demolition of existing building and the erection of a mixed-use building including commercial floorspace (for non-residential community uses) at ground floor and residential development above, with access from Elmgrove Road, parking, landscaping and associated infrastructure	Refused 19/05/2021
-----------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------

Refusal Reason (1): The proposal, by reason of the loss of protected employment floor space which has not been sufficiently justified, and failure to sufficiently justify the proposed F1 Use Class floorspace, would result in an unacceptable loss of industrial and employment space within the London Borough of Harrow, which would be considered unacceptable in principle. The proposal is therefore considered to be contrary to policies E4 and E7 of The London Plan (2021), policy CS1.O of the Harrow Core Strategy (2012), policies DM31 and DM46 of the Harrow Development Management Policies (2013).

Refusal Reason (2): The proposed development, by reason of its indicative height and building footprint, would result in a development that is cramped within its plot and has a poor relationship to its surroundings including neighbouring buildings, and is considered inappropriate for the site and its context. The proposal would therefore be contrary to policies D3D (1) and D4 of The London Plan (2021), policy CS1.B of the Harrow Core Strategy (2012),

The London Plan Housing Supplementary Planning Guidance (2016), policies AAP4, AAP5 and AAP6 of the Harrow & Wealdstone Area Action Plan (2013), policies DM1 and DM2 of Harrow's Development Management Policies Local Plan document (2013), and the Council's adopted Supplementary Planning Document: Residential Design Guide (2010).

Refusal Reason (3): The proposed development fails to demonstrate that up to 60 units can be satisfactorily accommodated on the site to provide adequate levels of daylight and sunlight to the proposed residential units, contrary policies D3D (7) and D6 of The London Plan (2021), policy CS1.K of the Harrow Core Strategy (2012), The London Plan Housing Supplementary Planning Guidance (2016), policies AAP4 and AAP13 of the Harrow & Wealdstone Area Action Plan (2013), policy DM1 of Harrow's Development Management Policies Local Plan document (2013), and the Council's adopted Supplementary Planning Document: Residential Design Guide (2010).

Refusal Reason (4): The proposal by reason of a failure to adequately demonstrate acceptable levels of daylight and sunlight to neighbouring properties and gardens, would result in an unacceptable degree of overshadowing and/or visual impacts and a heightened sense of enclosure, as well as an unacceptable degree of overlooking and loss of privacy, to the occupiers of the neighbouring properties Kap House, Havilland House, Watson House, nos. 50-52 and 79-81 Glenwood Close, and Ingram House. The proposal is therefore contrary to policy D6 of the London Plan (2021), policy CS1.B of the Harrow Core Strategy (2012), policy AAP4 of the Harrow & Wealdstone Area Action Plan (2013), policy DM1 of Harrow's Development Management Policies Local Plan document (2013), and the adopted Supplementary Planning Document: Residential Design Guide 2010.

P/4527/20	Outline application for access and scale only: Demolition of existing building and the erection of a mixed-use building, up to five storeys, including commercial floorspace (for non-residential community uses) at ground floor level and up to 41 dwellings above, with associated access from Elmgrove Road, parking, landscaping and associated infrastructure. Reserved matters: appearance, layout, and landscaping.	Refused 19/05/2021
Refusal Reason (1): The proposal, by reason of the loss of protected employment floor space which has not been sufficiently justified, and failure to sufficiently justify the proposed F1 Use Class floorspace, would result in an unacceptable loss of industrial and employment space within the London		

Borough of Harrow, which would be considered unacceptable in principle. The proposal is therefore considered to be contrary to policies E4 and E7 of The London Plan (2021), policy CS1.O of the Harrow Core Strategy (2012), policies DM31 and DM46 of the Harrow Development Management Policies (2013).

Refusal Reason (2): The proposed development, by reason of its scale, massing, bulk, height and building footprint, would result in a development that is cramped within its plot and has a poor and dominating relationship to its surroundings including neighbouring buildings, would be overbearing, bulky and intrusive in relation to its context, and is considered inappropriate for the site and its context. The proposal would therefore be contrary to policies D3D (1) and D4 of The London Plan (2021), policy CS1.B of the Harrow Core Strategy (2012), The London Plan Housing Supplementary Planning Guidance (2016), policies AAP4, AAP5 and AAP6 of the Harrow & Wealdstone Area Action Plan (2013), policies DM1 and DM2 of Harrow's Development Management Policies Local Plan document (2013), and the Council's adopted Supplementary Planning Document: Residential Design Guide (2010).

Refusal Reason (3): The proposed development fails to demonstrate that up to 60 units can be satisfactorily accommodated on the site to provide adequate levels of daylight and sunlight to the proposed residential units, contrary policies D3D(7) and D6 of The London Plan (2021), policy CS1.K of the Harrow Core Strategy (2012), The London Plan Housing Supplementary Planning Guidance (2016), policies AAP4 and AAP13 of the Harrow & Wealdstone Area Action Plan (2013), policy DM1 of Harrow's Development Management Policies Local Plan document (2013), and the Council's adopted Supplementary Planning Document: Residential Design Guide (2010).

Refusal Reason (4): The proposal by reason of a failure to adequately demonstrate acceptable levels of daylight and sunlight to neighbouring properties and gardens, would result in an unacceptable degree of overshadowing and/or visual impacts and a heightened sense of enclosure, as well as an unacceptable degree of overlooking and loss of privacy, to the occupiers of the neighbouring properties Kap House, Havilland House, Watson House, nos. 50-52 and 79-81 Glenwood Close, and Ingram House. The proposal is therefore contrary to policy D6 of the London Plan (2021), policy CS1.B of the Harrow Core Strategy (2012), policy AAP4 of the Harrow & Wealdstone Area Action Plan (2013), policy DM1 of Harrow's Development Management Policies Local Plan document (2013), and the adopted Supplementary Planning Document: Residential Design Guide 2010.

P/0425/22/PREAPP	Demolition of existing buildings and construction of mixed use of development ranging between 2 & 5 storeys, comprising 759sqm of light industrial floorspace and 408sqm industrial yard	Pre-application Advice Issued 09/03/2022
------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------

	space at part of the ground level and 45 dwellings across part of the ground floor and the storeys above with associated works	
--	--------------------------------------------------------------------------------------------------------------------------------	--

4.0 **CONSULTATION**

- 4.1 A total of 167 consultation letters were sent to neighbouring properties regarding this application. The overall public consultation expired on 21/06/2022.
- 4.2 A site notice was posted on 20/06/2022 and this expired on 11/07/2022.
- 4.3 One letter of support has been received, however within this letter it is questioned whether or not the proposal will have restricted working hours, and if not, they are concerned that late working noise from vehicles loading/unloading would seriously affect those sleeping within close proximity to the site.
- 4.4 Officer Response: As addressed within the Residential Amenity section (6.4) of this Committee Report below.
- 4.5 Statutory Consultation
- 4.6 A summary of the consultation responses received along with the Officer comments (where relevant) are set out in the Table below.

Consultee and Summary of Comments
<p><u>Policy Officer</u></p> <p>Policy E4 of the London Plan (2021) seeks to ensure that London has a sufficient supply of land and premises to meet current and future needs for industrial and related functions being provided and maintained. In determining this, strategic and local employment land reviews should inform this. The relevant evidence base is the London Industrial Land Demand (2017) which underpins the London Plan (2021), and locally the West London Alliance Economic Land Review (2019) and its addendum 2022. In ensuring appropriate uses, Policy E4A (1 – 10) sets out what are considered to be the varied operational requirements.</p> <p>Turning to the application itself, the proposal would not result in the loss of employment floorspace. However, it is unclear as to what the actual uses would be in terms of the E Use Class specified, and what the make up between the E Use Class and B8 Use Class would be on the ground floor. In terms of the use, the development description refers to the use being flexible B8/E Use Class, but is not specific in terms of the E Use Class. The E Use Class is very wide, with numerous uses that would not constitute appropriate industrial typologies as set out within Policy E4A (1-10) of the London Plan (2021) – whereby not contributing to the sufficient supply of industrial floorspace. E Use classes would</p>

only be appropriate where they correspond to the relevant B use classes as set out in Policy E4A 91-10). Use Class B8 is appropriate at this site.

If officers are minded to approve planning permission, conditions must be attached to restrict to the appropriate E Use Class E(g)(ii) & E(g)(iii) and removal of any PD rights out of the permitted use classes.

Highways – (1st Comments):

Further information is required in relation to delivery and servicing – frequency, where? parking – how many spaces? How many disabled parking spaces and how many EV charge points? Cycle parking – how many spaces are proposed. I understand that they are not proposing physical changes but these are still elements that need to be reconsidered based on the new proposed use. Whilst only 10-15 staff are anticipated, the site is actually quite large so could potentially accommodate further staff in the future.

Normally, this type of proposal is accompanied by a Transport Statement or some form of transport technical note showing the existing situation and the proposed.

Officer Comment: Following the Highways Officer's above comments, the applicant provided a Transport Technical Note which was produced in attempt to address the above.

Highways – (2nd Comments):

I don't foresee issues with highway impacts. Road safety may be an issue for delivery and servicing.

The applicant claims there are 19 car parking spaces but the reality is the land owner is not enforcing any parking management controls. Looking at Streetview, most vehicles are parked on double yellow lines. It is however a private access road and the arrangement seems to work but I wonder how many of these parked vehicles are from the neighbouring residential units.

It is also worth noting that the access road does not appear to offer any space to turn around. Anyone entering in forward gear will be forced to exit in reverse and vice versa.

Without an indication of the proposed use of the site, I cannot comment on how delivery and servicing can be managed. Additionally, I have no information on how the site operated when as Royal Mail – I suspect large HGVs reversed in to be unloaded. This may not work if the site is subdivided.

A TRICS report has been provided but it has little relevance other than to show what could happen. Again, without more detail, I cannot comment.

If permission were to be given, a parking management plan, travel plan and a delivery and servicing plan would be essential.

Officer Comment: Following the Highways Officer's above comments, the applicant provided a Provisional Delivery and Servicing Management Plan as well as a Parking Plan including swept path drawings detailing how cars are able to safely access car parking spaces on site.

Highways – (3rd Comments):

Comments:

The applicant has submitted a Provisional Delivery and Servicing Management Plan dated August 2023 by Ardent Consulting Engineers.

The Applicant has submitted measures to mitigate the impacts of Delivery & servicing Activity at the site, which include:

- Using delivery companies that are committed to following best practice such as the Freight Operator Recognition Scheme (FORS).
- Suppliers that utilise low or no emission vehicles.
- Drivers of delivery vehicles for regular deliveries will be informed of the appropriate routing which they should use when travelling to and from the site.
- Deliveries to be arranged to occur outside of peak times (weekdays 07:30am – 09:30am and 16:30pm – 18:30pm).

Access to the site is via a vehicle crossover from the public highway leading into a private access road. Access to the site can be achieved for cars and 4.6t light vans as shown on swept path analysis drawings submitted by the applicant.

Concerns were previously raised regarding entering/exiting in forward gear, vehicles will be forced to exit in reverse due to restricted spaces within the site. Section 2.7 states deliveries and servicing will utilise the existing access road via Elmgrove Road, mirroring existing arrangements for the site. This will result in vehicles reversing into the large shutters at the Southern end of the site and exiting in a forward gear.

The Plan states the site will employ a Management Company that will help maintain the operation of the building including facilitating servicing and deliveries, as well as refuse collection. The surrounding area has changed in recent years with nearby office buildings having been converted to residential uses and a school.

3.2 – The delivery strategy states

- Delivery and servicing vehicles are expected to remain the same as per existing arrangement.

5.2. Daily service vehicle trip rates have been generated for the existing site from a traffic survey with the results outlined within the previous Transport Assessment

(Reference BH/ITB15156-007A). The survey included both the Delivery Centre and existing apartments which share the access road.

- There will be no articulated vehicles expected to the site. Small vehicles will carry out the stationery, postal and courier trips.

Figures have been submitted in Section 5 – Trip Rates & Targets, Table 5.1 & 5.2.

Weekday 12-hour (07:00-19:00) suggest 87 vehicles arriving and 84 departures. This is a significant reduction from the existing figures of 215 vehicles arriving and 209 departures.

LBH would encourage monitoring of the site. Section 6.3 states an initial baseline survey could be undertaken within the first 3 months to address any concerns. Contact details of the DSP manager would be vital.

Concerns:

- The submitted plan is provisional and not final with no input from the Site Management Company.
- Conflict between vehicles using the proposed site and nearby housing developments.
- Larger vehicles accessing the site.
- Enforcement measures to be undertaken for any vehicles parking in restricted areas as the yellow lines are not enforceable by LBH.
- Congestion, Noise Pollution & harmful emissions. The development will operate between hours of 08:00 – 18:00, seven days a week.

Suggested Condition:

After the initial baseline survey and within the first 6 months a detailed delivery and servicing plan shall be submitted. Full details of the operation of the site, number and timing of delivery and servicing movements shall be included. It would be expected that numbers of trips would go up or down and the baseline would be used to demonstrate whether associated targets are being met and managed.

Waste Management Policy Officer – No response.

Drainage Team Leader – No response.

Drainage Engineer – No response.

5.0 POLICIES

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that:

- 5.2 'If regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations indicate otherwise.'
- 5.3 The Government has issued the National Planning Policy Framework [NPPF 2023] which sets out the Government's planning policies for England and how these should be applied, and is a material consideration in the determination of this application.
- 5.4 In this instance, the Development Plan comprises The London Plan 2021 [LP] and the Local Development Framework [LDF]. The LDF comprises The Harrow Core Strategy 2012 [CS], Harrow and Wealdstone Area Action Plan 2013 [AAP], the Development Management Policies Local Plan 2013 [DMP], the Site Allocations Local Plan [SALP] 2013 and Harrow Local Area Map 2013 [LAP]. The relevant policies are referenced within the report below and a summary within Informative 1

6.0 ASSESSMENT

6.1 The main issues are;

- Principle of the Development
- Character, Appearance and Design
- Residential Amenity
- Traffic, Parking and Servicing
- Development and Flood Risk
- Fire Safety

6.2 Principle of Development

6.2.1 The relevant policies are:

- National Planning Policy Framework (2023)
- The London Plan (2021): D13, E2, E4, SD1
- Harrow Core Strategy (2012): CS1.O, CS1.P
- Harrow Development Management Policies Local Plan (2013): DM31

6.2.2 Policy E2 of the London Plan relates to the provision of suitable business space. Part B of the policy notes that the development of Class B uses should ensure that the space is fit for purpose having regard to the type and use of the space.

6.2.3 Policy E4 of the London Plan relates to land for industry, logistics, and services to support London's economic function. Within Part A of the policy it is noted that a sufficient supply of land and premises in different parts of London to meet current and future demands for industrial and related functions should be provided and maintained, taking into account strategic and local employment land reviews, industrial land audits and the potential for intensification, colocation and substitution. This policy specifically notes (E4 A (8)) that industrial provision should take into account the varied operational requirements of flexible B1c/B2/B8 hybrid space to accommodate services that support the wider London economy and population. E4 A (10) notes that industrial provision should take into account research and

development of industrial and related products or processes (falling within Use Class B1b). It should be noted that Use Class B1 was revoked from 01/09/2020 and was replaced by Class E(g) with B1(b) being replaced by E(g)(ii) and B1(c) being replaced by E(g)(iii).

- 6.2.4 Policy CS1.O notes that the Borough's stock of business and industrial premises will be monitored and managed to meet economic needs. Any release of surplus stock for other uses, having regard to the most up-to-date monitoring of the demand and supply balance will be considered in accordance with a sequential approach (further outlined within the policy).
- 6.2.5 Policy CS1.P relates to mixed use development. It is noted that mixed use development will be supported, where this secures employment generating development and diversification of Harrow's economy. The Development Management Policies DPD or the Area Action Plan, as appropriate, will set out criteria for the managed release of surplus employment land.
- 6.2.6 Policy DM31 of the Council's Development Management Policies document relates to 'Supporting Economic Activity and Development'. Part A of the policy states that proposals for the intensification, renewal and modernisation of existing industrial and business floorspace will be supported where the development complies with other relevant policy considerations and the new industrial or business floorspace allows for future flexibility, including future subdivision and / or amalgamation to provide for a range of accommodation, particularly for small businesses.
- 6.2.7 There is no objection to the principle of the change of use from a Royal Mail Sorting Office (Sui Generis) to a flexible use of classes B8, E(g)(ii) and E(g)(iii). All of the proposed uses would be industrial and employment generating uses which would not result in unacceptable harm on the vitality and viability of the unit. Policy E4 of the London Plan clearly emphasises that industrial provision should take into account varied operational requirements of flexible E(g)(iii)/B2/B8 hybrid space, and the development of industrial and related products or processes (E(g)(ii)). The proposed hybrid use is expected to generate greater interest from small industrial occupiers, allowing for the unit to be more easily occupied. The proposed change of use would not conflict with the interests of Policy DM31 of the Council's Development Management Plan, the proposal would allow for a more flexible occupation of the premises in line with more modern needs, and as previously suggested, this flexible form of accommodation would be particularly enticing for small businesses.
- 6.2.8 It should be noted that that the applicant initially sought permission for a flexible use including all of Use Class E, however Officers confirmed to the applicant that only sub classes E(g)(ii) and E(g)(iii) would be appropriate for this site as they would not result in a loss of industrial floorspace. The agent agreed to limit the proposed E Class uses to E(g)(ii) and E(g)(iii) only and submitted a revised Covering Letter reflecting this, the initial application description was amended in light of this. For the avoidance of doubt, a condition has applied restricting the use of the building to only those that have been agreed and approved as part of this application.

- 6.2.9 As per the Agent of Change principles outlined within Policy D13 B of the London Plan, development should be designed to ensure that established noise and other nuisances-generating uses remain viable and can continue or grow without unreasonable restrictions being placed on them.
- 6.2.10 The site was previously in use as a sorting office with a high number of deliveries and vehicular movements in and out of the site. Whilst officers acknowledge that the application site is surrounded by numerous residential dwellings, noise exposure from the proposed uses(s) is likely to be comparable to pre-existing noise levels when the site was last occupied, Given the fact that the former Royal Mail Postal Delivery Office (a former industrial type use) was able to viably operate within this residential setting, officers are satisfied that the operation of the proposed development would not be unduly compromised as a result of surrounding residential properties.

6.3 Character, Appearance and Design

6.3.1 The relevant policies are:

- National Planning Policy Framework (2023)
- The London Plan (2021): D3
- Harrow Core Strategy (2012): CS1.B
- Harrow Development Management Policies Local Plan (2013): DM1

6.3.2 Policy D3.D(1) of the London Plan states that development should in terms of form and layout, enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions. Policy D3.D(11) goes on to states that in terms of quality and character, developments should respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character.

6.3.3 Policy CS1.B of Harrow's Core Strategy notes that proposals that would harm the character of suburban areas and garden development will be resisted. All development shall respond positively to the local and historic context in terms of design, siting, density and spacing, reinforce the positive attributes of local distinctiveness whilst promoting innovative design and/or enhancing areas of poor design.

6.3.4 Policy DM1 of the Development Management Policies Local Plan states that all development proposals must achieve a high standard of design and layout. Proposals which fail to achieve a high standard of design and layout, or which are detrimental to local character and appearance, will be resisted.

6.3.5 The proposed development is considered to be acceptable on character and design grounds, no external or internal alterations are proposed as part of the application, the applicant is simply seeking permission for the principle of the change of use. It should be noted that separate planning permission would be required if the occupier

or future occupiers are to incorporate any external plant works, this has been made clear through an informative.

6.4 Residential Amenity

6.4.1 The relevant policies are:

- National Planning Policy Framework (2023)
- London Plan (2021) Policy: D3, D13, D14
- Harrow Development Management Policies Local Plan (2013): DM1

6.4.2 Policy D3 D (7) of the London Plan notes that development proposals should deliver appropriate outlook, privacy and amenity, meanwhile Policy D3 D (9) notes that development proposals should help prevent or mitigate the impacts of noise and poor air quality.

6.4.3 Part C of Policy D13 of the London Plan notes that new noise and other nuisance-generating development proposed close to residential and other noise-sensitive uses should put in place measures to mitigate and manage any noise impacts for neighbouring residents and businesses.

6.4.4 Policy D14 of the London Plan relates to Policy D14 of the London Plan relates to noise. It sets out that development proposals should manage noise by:

- 1) avoiding significant adverse noise impacts on health and quality of life
- 2) reflecting the Agent of Change principle as set out in Policy D13 Agent of Change
- 3) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses
- 4) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity)
- 5) separating new noise-sensitive development from major noise sources (such as road, rail, air transport and some types of industrial use) through the use of distance, screening, layout, orientation, uses and materials – in preference to sole reliance on sound insulation
- 6) where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles
- 7) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

6.4.5 Policy DM1 of the Development Management Policies Local Plan notes that proposals that would be detrimental to the privacy and amenity of neighbouring occupiers, or that would fail to achieve satisfactory privacy and amenity for future occupiers of the development, will be resisted".

- 6.4.6 As mentioned previously within this Committee Report, noise exposure from the proposed use(s) are likely to be comparable to pre-existing noise levels when the site was last occupied. As indicated within an email from the agent (Dated 02/08/2022) approximately 10-15 staff are expected to be employed within the premises, details have not been provided on the number of employees for the former Royal Mail Sorting Office however based on the size of the site and the number of parking spaces provided on-site (19), officers are satisfied that the site can sufficiently accommodate the expected number of employees without causing significant noise and disturbance in respect to surrounding residential properties.
- 6.4.7 Within the applicant's submitted Provisional Delivery and Servicing Management Plan, the proposed hours of operation are indicated as 08:00am – 18:00pm from Monday to Sunday, including Bank Holidays. Details have not been provided on the hours of operation for the Former Royal Mail Postal Delivery Office. Proposed operation hours for the site during weekdays would be in keeping with standard business hours and would not operate late into the night. The site would be in operation on Saturday and Sunday with the hours being the same as those for weekdays. Even with the site being in operation on the weekend, given that it is not to be occupied excessively early or excessively late, the proposed hours of occupation are considered to be acceptable. A condition has been recommended to ensure that the site is occupied in accordance with the hours of operation specified within the submitted Provisional Delivery and Servicing Management Plan.
- 6.4.8 Within the applicant's submitted Provisional Delivery and Servicing Management Plan it is indicated that the majority of delivery / servicing movements associated with the site will comprise of postal deliveries on a daily basis with the majority of the deliveries typically undertaken by a smaller transit van. It is indicated that ad hoc deliveries will also be undertaken by car and/or motorcycle. The exact hours for deliveries and servicing have not been provided, however it is indicated that wherever possible, deliveries are to be arranged to occur outside of peak times (weekdays 7:30am to 9:30am, and 4:30pm to 6:30pm) to minimise the impact on the surrounding area. Furthermore, it is indicated that wherever possible, arrangements will be made so that suppliers will be able to leave deliveries out of hours within a secure location. Officers do not have any preliminary concerns in relation to deliveries and servicing adversely impacting upon the residential amenities of surrounding neighbouring occupants however as indicated within the Highway Officer's comments, after an initial baseline survey, and within the first 6 months of occupation a detailed delivery and servicing plan is required (via a condition) which shall provide further details on the number and timings of delivery and servicing movements.
- 6.4.9 Given the fact that no external alterations are proposed to the building, there would be no harmful neighbouring amenity impacts relating to loss of light, outlook and visual amenity.

6.5 Traffic, Parking and Servicing

6.5.1 The relevant policies are:

- National Planning Policy Framework (2023)

- London Plan (2021) Policy T5, T6, T6.2, T7
- Harrow Core Strategy (2012): CS1.Q, CS1.R, CS1.S
- Harrow Development Management Policies Local Plan (2013): DM42, DM44 DM45

- 6.5.2 London Plan maximum car parking standards are outlined within Policies T6 and T6.2 of the London Plan. Policy T5 outlines minimum cycle parking standards.
- 6.5.3 Policy T7 of the London Plan relates to deliveries servicing and construction. Part G of this policy notes that development proposals should facilitate safe, clean and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street parking bays used only when this is not possible.
- 6.5.4 Policy DM42 of the Development Management Plan relates to the Council's parking standards. Criterion (F) of this Policy notes that proposals that would result in inappropriate on-site parking provision and those which would create significant on-street parking problems, prejudice highway safety or diminish the convenience of pedestrians and cyclists will be resisted.
- 6.5.5 Policy DM44 of the Council's Development Management Plan relates to servicing. Within Part C, it is emphasised that proposals that will be detrimental to safety, traffic flow or the amenity of neighbouring occupiers will be resisted.
- 6.5.6 Policy DM45 relates to Waste Management. Part A of the policy notes that all proposals will be required to make on-site provision for general waste, the separation of recyclable materials and the collection of organic materials for composting.
- 6.5.7 The application site is located within an area with a Public Transport Accessibility Level of 2, meaning that the site has a poor access to public transport, however the application site is only a short walk away from Harrow Town Centre which accommodates a wide range of amenities and train and bus services.
- 6.5.8 The development proposes to utilise the existing 19 car parking spaces on site. None of the car parking spaces on site are to be disabled parking spaces and none of the spaces are to be provided with EV charging ports, however based on the fact that the proposed development simply relates to a change of use of an industrial building into a flexible use of various industrial uses with no external alterations and no increase in car parking, this is not considered necessary in this instance. As per London Plan maximum car parking standards, the site would be able to provide a maximum of 21 car parking spaces for a development of this scale. Taking into account the 19 car parking spaces provided on-site alongside the fact that the site is located only a short distance away from Harrow Town Centre which has excellent transport links, officers are satisfied that employees would be provided with suitable access to the site, and this would not result in overspill parking along the Highway. It should be noted that the roads immediately surrounding the site are within a Controlled Parking Zone, and this would naturally restrict employees from parking along the street. The Council's Highways Officer did raise concerns over the landowner not-enforcing any parking management controls on site with a number of

parked vehicles on site appearing to be serving occupants of surrounding residential units, it is expected that vehicles would disperse once the proposed use(s) come into effect, however in order to ensure that the landowner is suitably enforcing parking management controls a condition has been applied requesting a Parking Management Plan.

- 6.5.9 As per London Plan minimum cycle parking standards, the applicant would be required to provide a total of 4 no long stay cycle parking spaces and 4 no short stay cycle parking spaces. It is indicated within the applicant's submitted Transport Technical Note that cycle parking is to be provided in accordance with the above requirements and that cycles are to be located at ground floor level within Sheffield stands. The exact location of the cycle parking has not been specified, furthermore details have not been provided on the appearance of cycle storage, and it has not been indicated if the proposed cycle parking spaces are secure or not, this would be expected for long-stay cycle parking. Based on the above, officers have applied a condition requiring further details on proposed cycle parking.
- 6.5.10 The Council's Highways Officer initially raised concerns over the vehicles being able to access the site and turn, the applicant consequently submitted a Parking Plan to demonstrate that vehicles would be able to safely access the site, parking spaces and would be able to safely exit. The Council's Highways Officer has raised no highways safety concerns in relation to the main highway network.
- 6.5.11 Whilst the Council's Highways Officer acknowledges that only 10-15 staff are anticipated, they note that the site is large and could potentially be occupied by more staff in the future. They have advised officers to request a Travel Plan by condition. Whilst officers note that the total number of employees cannot be controlled by way of planning restrictions, taking into account the fact that there is a fairly high provision of car parking spaces on site alongside the fact that the site is within close proximity to Harrow Town Centre, officers are satisfied that the site can be suitably accessed without the need for a Travel Plan. It should be added that the proposed development simply relates to a change of use of an industrial building into a flexible use of various industrial uses with no external alterations and extensions. Based on this, it is anticipated that modes of travel for employees would not be too dissimilar to those of former employees for the Royal Mail Postal Delivery Office.
- 6.5.12 Following comments made by the Council's Highways Officer, the applicant has provided a Provisional Delivery and Servicing Management Plan. This document has been reviewed by the Council's Highways Officer. They have raised concerns over:
- The submitted plan being provisional and not final with there being no input from the site management company.
 - There being a conflict between vehicles using the proposed site and nearby housing developments.
 - Larger Vehicles accessing the site.
 - Enforcement measures for the control of any unauthorised parking on site not be being enforceable by the London Borough of Harrow.
 - Congestion noise pollution and harmful emissions given operation hours.

Given their issues with the Provisional Delivery and Servicing Management Plan, the Council's Highways Officer ultimately requested that officers apply a condition requiring a Detailed Delivery and Servicing Plan after an initial baseline survey and within 6 months of the use(s) hereby approved coming into effect. Officers have subsequently applied this condition.

6.5.13 It is indicated within the submitted Provisional Delivery and Servicing Management Plan that a refuse storage area is to be provided internally within the basement, and an on-site management company will be involved in moving bins and supporting collection from Elmgrove Road. It is not anticipated that collection measures will adversely impact upon highways safety and the movement of traffic along the highway.

6.6 Development and Flood Risk

6.6.1 The relevant policies are:

- National Planning Policy Framework (2023)
- Harrow Core Strategy 2012: CS1.U, CS1.W
- Harrow Development Management Policies Local Plan (2013): DM10
- London Plan Policy: SI 12, SI 13

6.6.2 Policy SI 12 C of the London Plan notes that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. This should include, where possible, making space for water and aiming for development to be set back from the banks of watercourses.

6.6.3 Policy SI 13 relates to Sustainable Drainage and encourages the use of Sustainable Urban Drainage systems where appropriate.

6.6.4 Policy DM10 A of the Council's Development Management Policies document notes that proposals for new development will be required to make provision for the installation and management of measures for the efficient use of mains water and for the control and reduction of surface water runoff.

6.6.5 The site is located within a Critical Drainage Area, however the development relates only to a change of use of the premises with no external changes and no increase in development footprint on site, and is therefore not considered to result in any worsened flood risk and is not considered to exacerbate flood risk to the site's surroundings.

6.7 Fire Safety

6.7.1 The relevant policies are:

- National Planning Policy Framework (2023)
- London Plan Policy: D12

6.7.2 Part A of Policy D12 of the London Plan (2021), requires the demonstration of suitably positioned and unobstructed space for fire appliances and evacuation

assembly points, and that developments ensure robust strategies for evacuation are in place as well as confirmation of the fire-fighting water supply.

- 6.7.3 The applicant has completed a Reasonable Exemption Statement to confirm that the proposed development will not adversely affect the appropriate fire safety measures of the site.

7.0 CONCLUSION AND REASONS FOR RECOMMENDING APPROVAL

- 7.1 The proposed development complies with all relevant land use policies by providing a flexible and suitable mixed-use site to support and sustain the existing industrial and employment use. The proposed development is also considered to be acceptable on grounds of character and design, it is considered to have an acceptable residential amenity impact, it is considered acceptable on grounds of highways safety and car parking, furthermore the site is not considered to be susceptible to harmful flooding and would not unduly exacerbate flood risk elsewhere. The applicant has provided a Reasonable Exception Statement to confirm that the development will not adversely affect the appropriate fire safety measures of the site. Further details on delivery and servicing arrangements, cycle parking, and a Parking Management Plan are requested by way of conditions.
- 7.2 In light of all of the above, the proposed development would be in accordance with the NPPF (2023), Policies D3, D11, D12, D13, D14, E2, E4, SD 1, SI 12, SI 13, T3, T5, T6, T6.2 and T7 of the London Plan (2021), Policies CS1.B, CS1.O, CS1.P, CS1.Q, CS1.R, CS1.S, CS1.U and CS1.W of the Harrow Core Strategy (2012), and Policies DM1, DM2, DM10, DM31, DM42, DM44 and DM45 of the Harrow Development Management Policies Plan (2013).

APPENDIX 1: CONDITIONS AND INFORMATIVES

Conditions

1. Timing

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

2. Approved Plans and Documents

The development hereby permitted shall be carried out in accordance with the following documents and plans:

E1-01 REV: B (Existing Plans), E1-02 REV: B (Depot Existing Plans-Elevations), E1-03 REV: B (Depot Existing Sections), E1-04 REV: B (Existing Site Elevations), P1-01 REV: D (Site Location Plan), 10100.02 (Mezzanine Plan), 10100.03 (First Floor Plan), 2206761-D001 (Parking Plan), Transport Technical Note (Report Ref. 2206760-1 Dated December 2022), Provisional Delivery and Servicing Management Plan (Report Ref. 2206761-R01 Dated August 2023), Covering Letter, Reasonable Exception Statement.

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

3. Access Parking and Servicing Space

The unit's existing access, parking and servicing spaces, shall be permanently retained for such uses and shall not be used for any other purposes.

REASON: To ensure that adequate provision for parking and servicing is retained at the site in accordance with Policy T7 of the London Plan (2021) and Policies DM42 and DM44 of the Harrow Development Management Policies Local Plan (2013)

4. No Storage within Parking Areas and Soft Landscaped Areas

No goods, materials, plant or machinery shall be stored within the site's designated parking areas without the prior written permission of the Local Planning Authority.

REASON: In the interests of amenity and to ensure that the areas dedicated for parking and servicing are retained, in accordance with Policies D3 and T7 of the London Plan, and Policies DM1, DM42 and DM44 of the Harrow Development Management Policies Local Plan (2013).

5. Restricted Use

The premises shall be used only as flexible E(g)(ii) and/or E(g)(iii) and/or B8 uses as defined within the Town and Country Planning (Use Classes) Order 1987 and the Town and Country Planning (Use Classes) (Amendment)(England) Regulations 2020 (or any order revoking and re-enacting that order with or without modification) and for no other purposes, unless an alternative use is agreed in writing by the local planning authority and no development otherwise permitted under Part 3 or Part 20 of Schedule 2 of the General Permitted Development Order (2015) as amended (or any order revoking and re-enacting that order with or without modification) shall be carried out on the site without the prior written permission of the local planning authority .

REASON: To safeguard the borough's stock of industrial floorspace in accordance with Policies E2 and E4 of The London Plan (2021), Policy DM31 of the Harrow Development Management Policies Plan (2013) and Policies CS1.O and CS1.P of the Harrow Core Strategy (2012)

6. Operation Hours

The proposed use(s) hereby permitted shall not be in operation outside of the hours specified within the Provisional Delivery and Servicing Management Plan (07:30am – 18:30pm from Monday to Sunday, including Bank Holidays).

REASON: To safeguard the character of the area and to protect the amenity of surrounding residential properties in accordance with Polices D3, D13 and D14 of The London Plan (2021) and Policy DM1of the Harrow Development Management Policies Plan (2013).

7. No Music

No music or any other amplified sound caused as a result of this permission shall be audible at the boundary of any residential premises either attached to, or in the vicinity of, the premises to which this permission refers.

REASON: To ensure that the proposed development does not give rise to noise nuisance to neighbouring residents in accordance with Policy DM1 of the Harrow Development Management Policies Local Plan (2013).

8. Delivery and Service Plan

Notwithstanding the details provided within the Provisional Delivery and Servicing Management Plan, following an initial baseline survey, and within 6 months (or any other such period that is agreed in writing by the local planning authority) of the proposed use(s) hereby permitted coming into operation, a detailed Delivery and Servicing Plan shall be submitted to, and approved in writing by the Local Planning Authority.

The Delivery and Servicing Plan shall include full details of the operation of the site, and the number and timings of delivery and servicing movements. The Delivery and Service Plan shall confirm if Large Goods Vehicles (trucks and fixed wheelbase lorries or articulated lorries) will be used to service the site. If so, the Local Planning Authority requires that such vehicles can enter and exit the site and manoeuvre around the site safely as demonstrated in relevant SWEPT path analysis drawings, to be approved in writing.

Delivery and servicing arrangements shall thereafter be carried out in accordance with the details as so agreed, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that the proposed development can be sufficiently serviced without adversely impacting upon the local highway network in accordance with Policy T7 of the London Plan (2021) and Policies DM44 and DM45 of the Harrow Development Management Policies Plan (2013).

9. Parking Management Plan

Prior to the proposed use(s) hereby permitted coming into operation, the applicant shall provide a Parking Management Plan to demonstrate how unauthorised parking on site is to be restricted. The Parking Management Plan shall thereafter be maintained in accordance with the details as so approved, unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that there is a satisfactory provision of parking on-site and to prevent overspill parking to the surrounding highway network in accordance with Policies T6 and T6.2 of the London Plan (2021), and Policy DM42 of the Harrow Development Management Policies Plan (2013).

10. Cycle Parking

Prior to the proposed use(s) hereby permitted coming into operation, details of proposed cycle parking shall be submitted to, and approved and writing by the Local Planning Authority.

The submitted details shall indicate the exact siting of proposed cycle storage, elevation drawings shall be provided detailing the full proportions and appearance of the cycle store(s), proposed long stay cycle parking shall be indicated to be securely enclosed.

The development shall be carried out in accordance with the details as so agreed prior to the first occupation of the development and shall be retained thereafter.

Other than when in use, cycles shall be stored at all times within the designated storage areas indicated within the submitted details.

REASON: To ensure that the proposed cycles storage provision is acceptable, to safeguard the character and appearance of the site and area, and to prevent

theft and anti-social behaviour in accordance with Policies D3, D11 and T5 of the London Plan (2021) and Policies DM1, DM2 and DM42 of the Harrow Development Management Policies Plan (2013).

INFORMATIVES:

1. Policies

The following policies are relevant to this decision:

The National Planning Policy Framework (2023)

London Plan 2021: D3, D11, D12, D13, D14, E2, E4, SD 1, SI 12, SI 13, T3, T5, T6, T6.2, T7

The Harrow Core Strategy 2012: CS1.B, CS1.O, CS1.P, CS1.Q, CS1.R, CS1.S, CS1.U, CS1.W

Harrow Development Management Policies Local Plan 2013:

DM1, DM2, DM10, DM31, DM42, DM44, DM45

2. Considerate Contractor Code of Practice

The applicant's attention is drawn to the requirements in the Considerate Contractor Code of Practice. In the interests of minimising any adverse effects arising from building operations, the limitations on hours of working are as follows: 0800-1800 hours Monday - Friday (not including Bank Holidays) 0800-1300 hours Saturday

3. Party Wall Act:

The Party Wall etc. Act 1996 requires a building owner to notify and obtain formal agreement from adjoining owner(s) where the building owner intends to carry out building work which involves:

1. work on an existing wall shared with another property;
2. building on the boundary with a neighbouring property;
3. excavating near a neighbouring building,

and that work falls within the scope of the Act.

Procedures under this Act are quite separate from the need for planning permission or building regulations approval. The Council has no remit regarding this Act and you are advised to seek independent professional advice from a party wall surveyor.

"The Party Wall etc. Act 1996: explanatory booklet" is available free of charge from:

www.gov.uk search "The Party Wall Act 1996 explanatory booklet"

4. Liability For Damage to Highway

The applicant is advised to ensure that the highway is not interfered with or obstructed at any time during the execution of any works on land adjacent to a highway. The applicant is liable for any damage caused to any footway, footpath, grass verge, vehicle crossing, carriageway or highway asset. Please report any

damage to nrswa@harrow.gov.uk or telephone 020 8424 1884 where assistance with the repair of the damage is available, at the applicants expense. Failure to report any damage could result in a charge being levied against the property.

5. Grant without Pre-App Advice



Statement under Article 35(2) of The Town and Country Planning (Development Management Procedures) (England) Order 2015

This decision has been taken in accordance with paragraphs 39-42 of The National Planning Policy Framework. Harrow Council has a pre-application advice service and actively encourages applicants to use this service. Please note this for future reference prior to submitting any future planning applications.

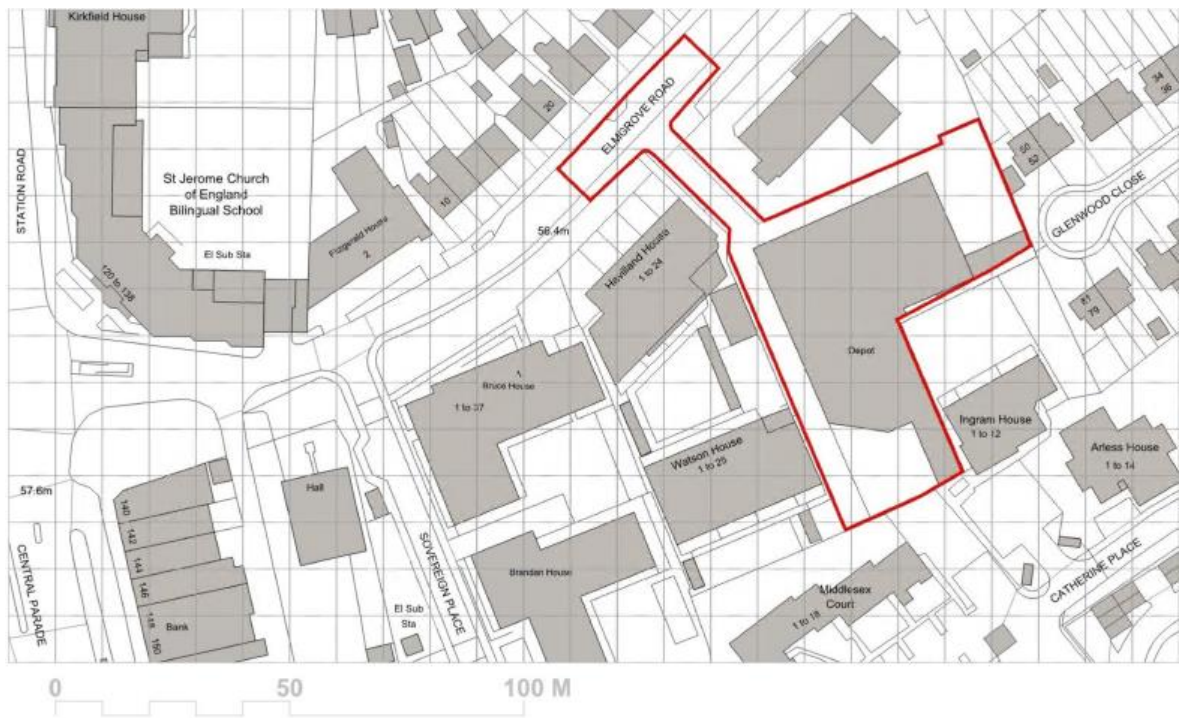
6. No External Changes.

The applicant is reminded that this planning permission does not grant any external mechanical plant, cooling ventilation equipment, or any other similar equipment. Any external works, including those for external plant and similar works will require planning permission.

CHECKED

 <p>Orla Murphy Head of Development Management 14th September 2023</p>	 <p>Viv Evans Chief Planning Officer 14th September 2023</p>
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------

APPENDIX 2: SITE PLAN



 Site Application Boundary

APPENDIX 3: SITE PHOTOS

View of Approach into the Site:



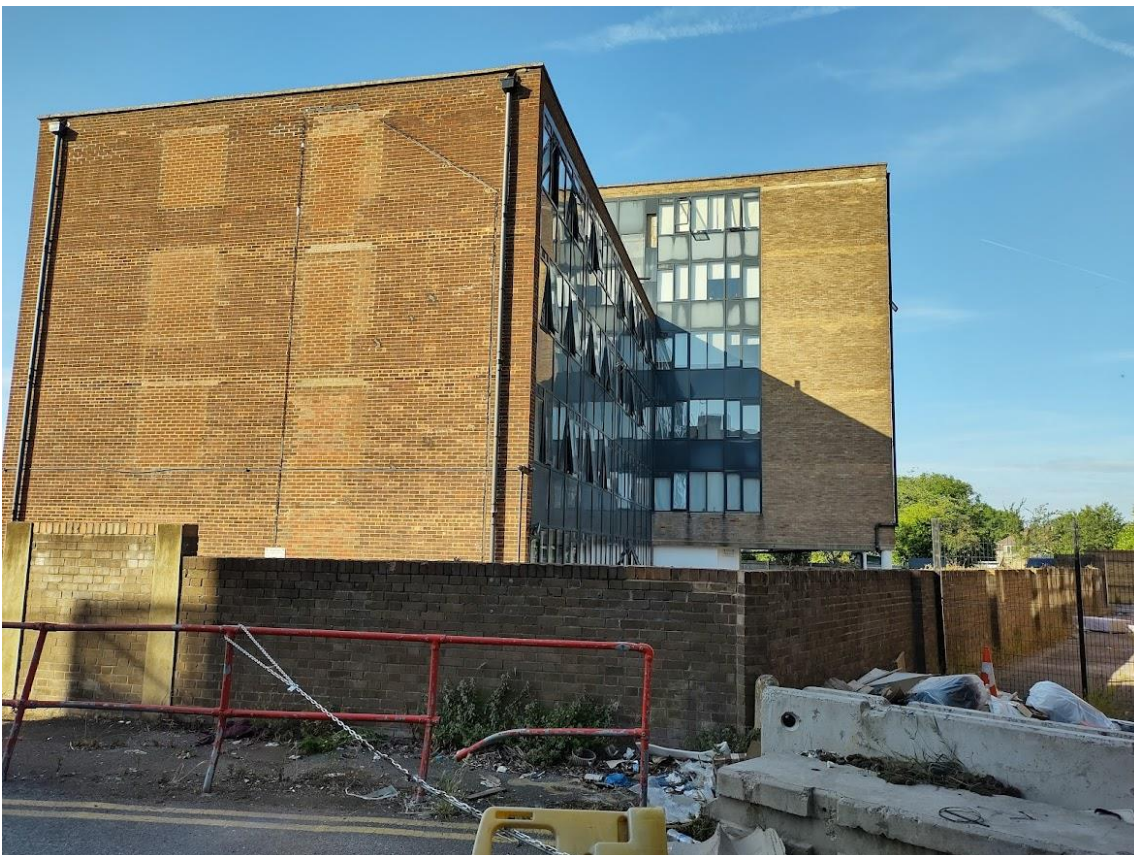
View of Front Elevation:



View of Flank Elevation



View of KAP House from the Site



Side Elevation and Siting in Relation to Havilland House



Side Elevation and Siting in Relation to Watson House



Side Elevation and Siting in Relation to Watson House



South Western Corner of Application Site

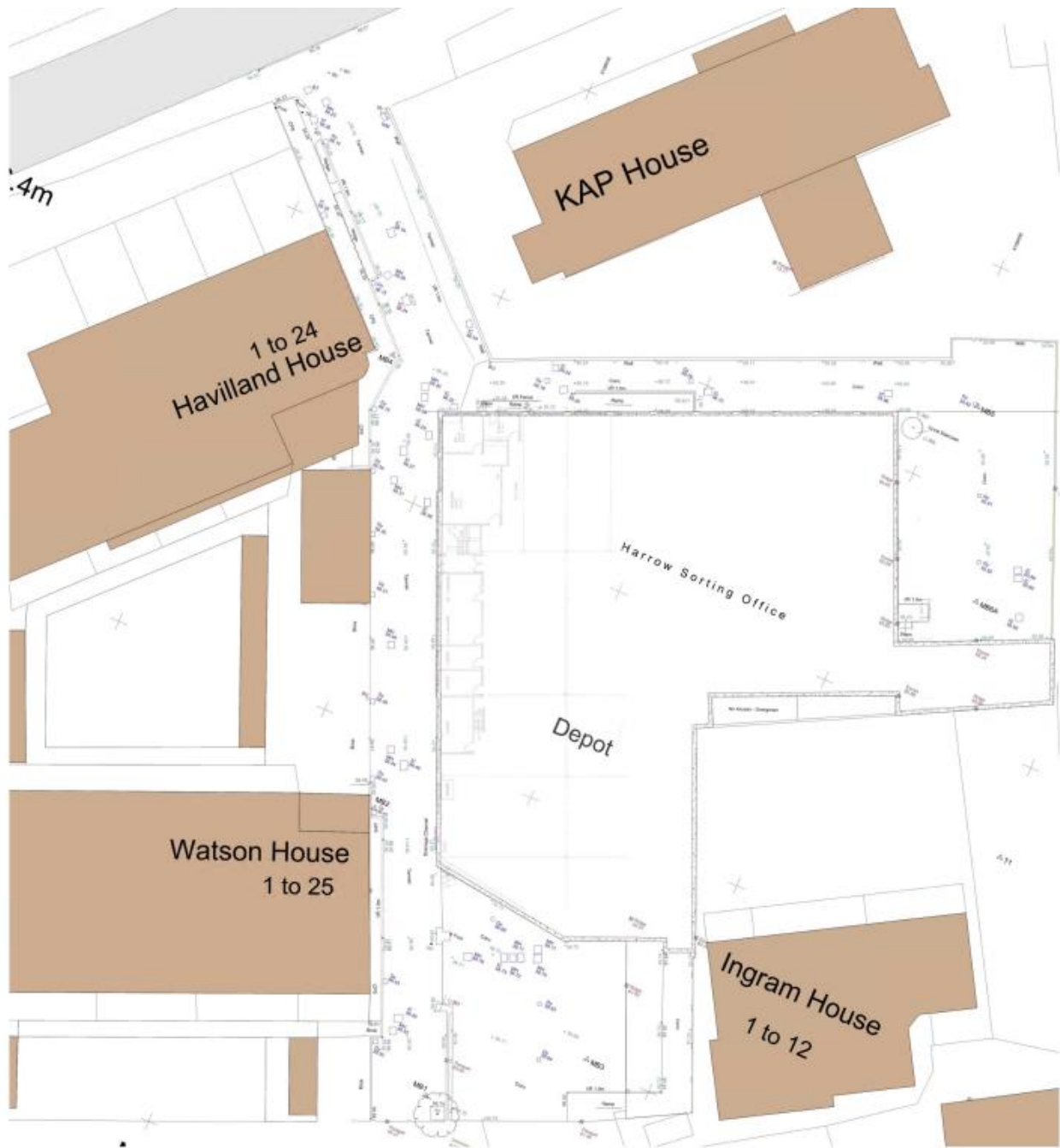


View of Havilland House from Application Site



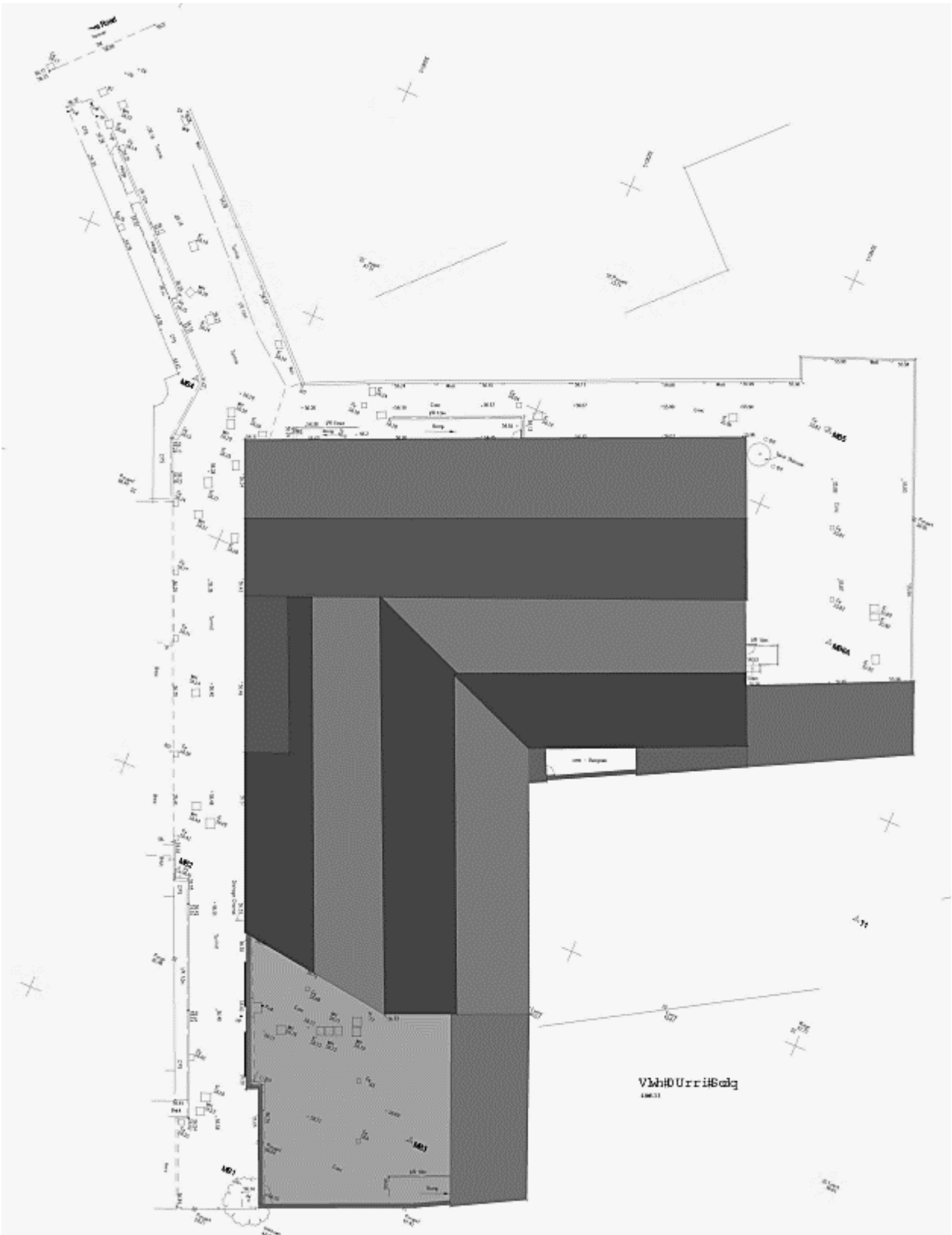
APPENDIX 4: PLANS

Existing and Proposed Ground Floor Plan:

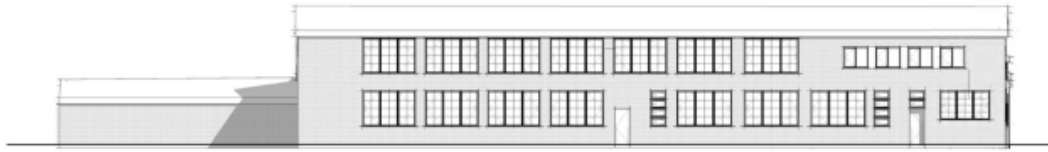


Ground Floor Plan

Existing and Proposed Roof Plan:



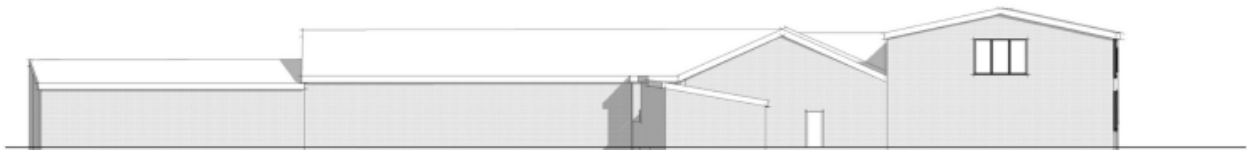
Existing and Proposed Elevations:



Q rusk
48633



Vrxwk
48633

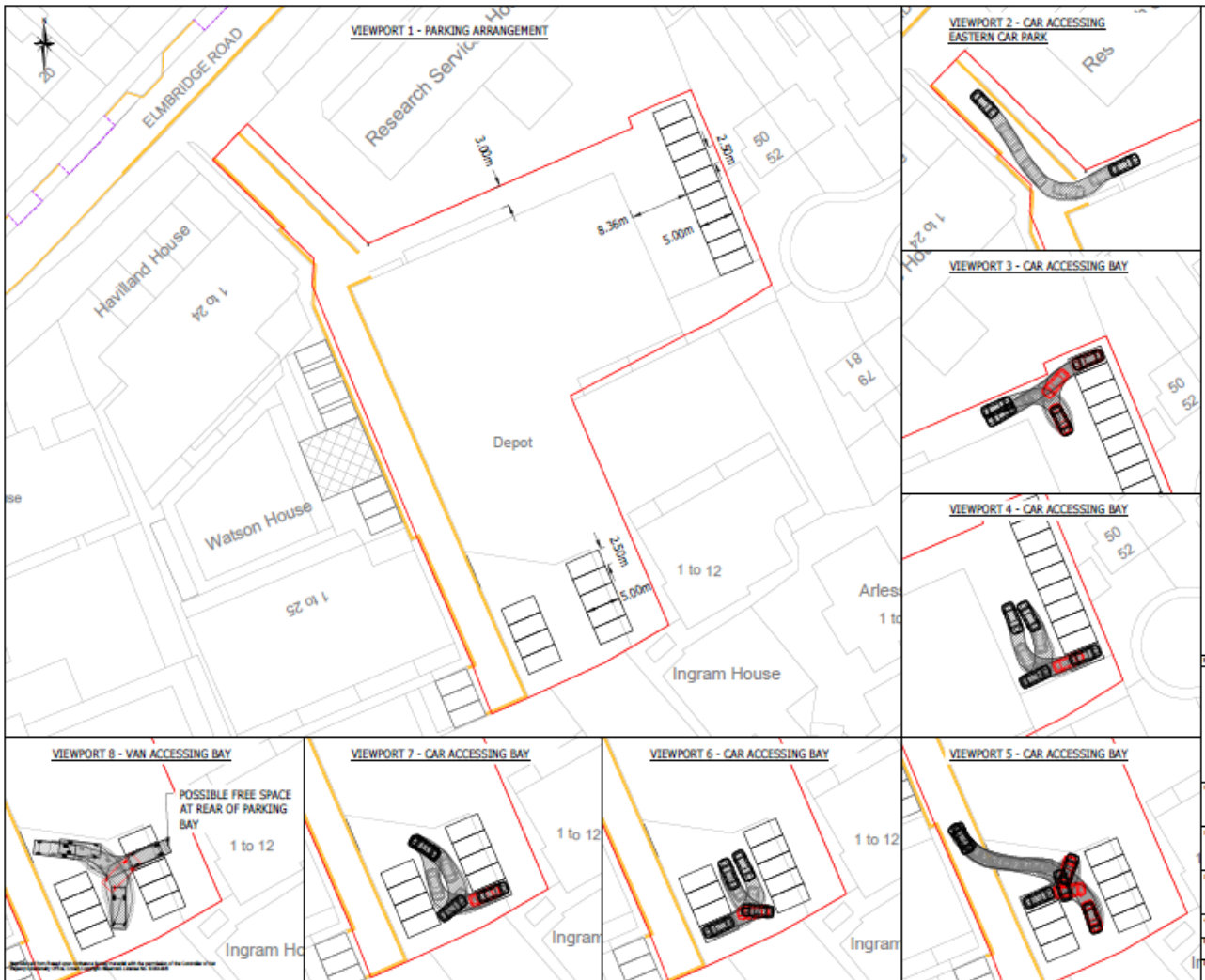


Hdvw
48633



Z hvw
48633

Existing and Proposed Parking Plan and Swept Path Drawings:



This page has been left intentionally blank