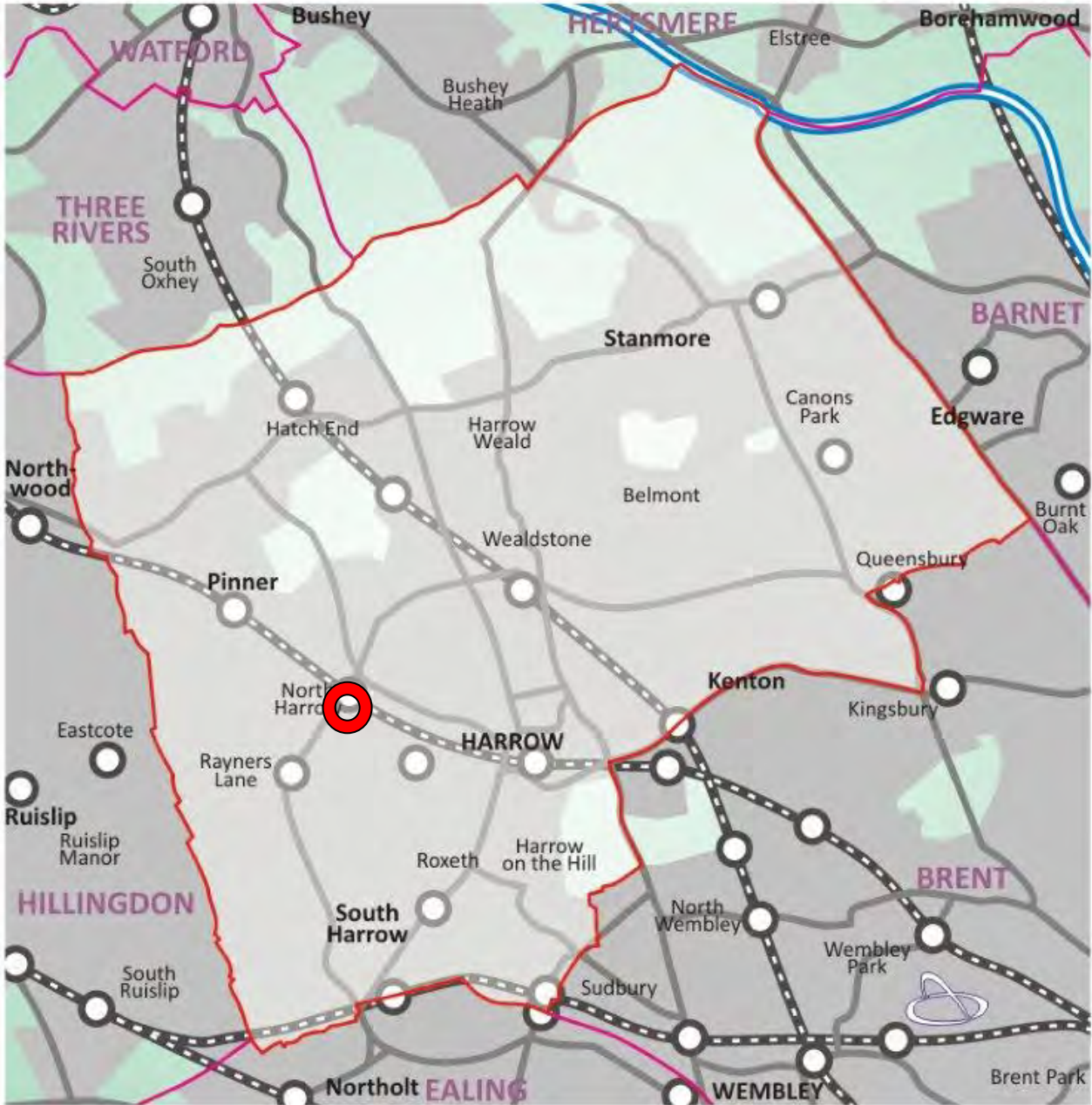
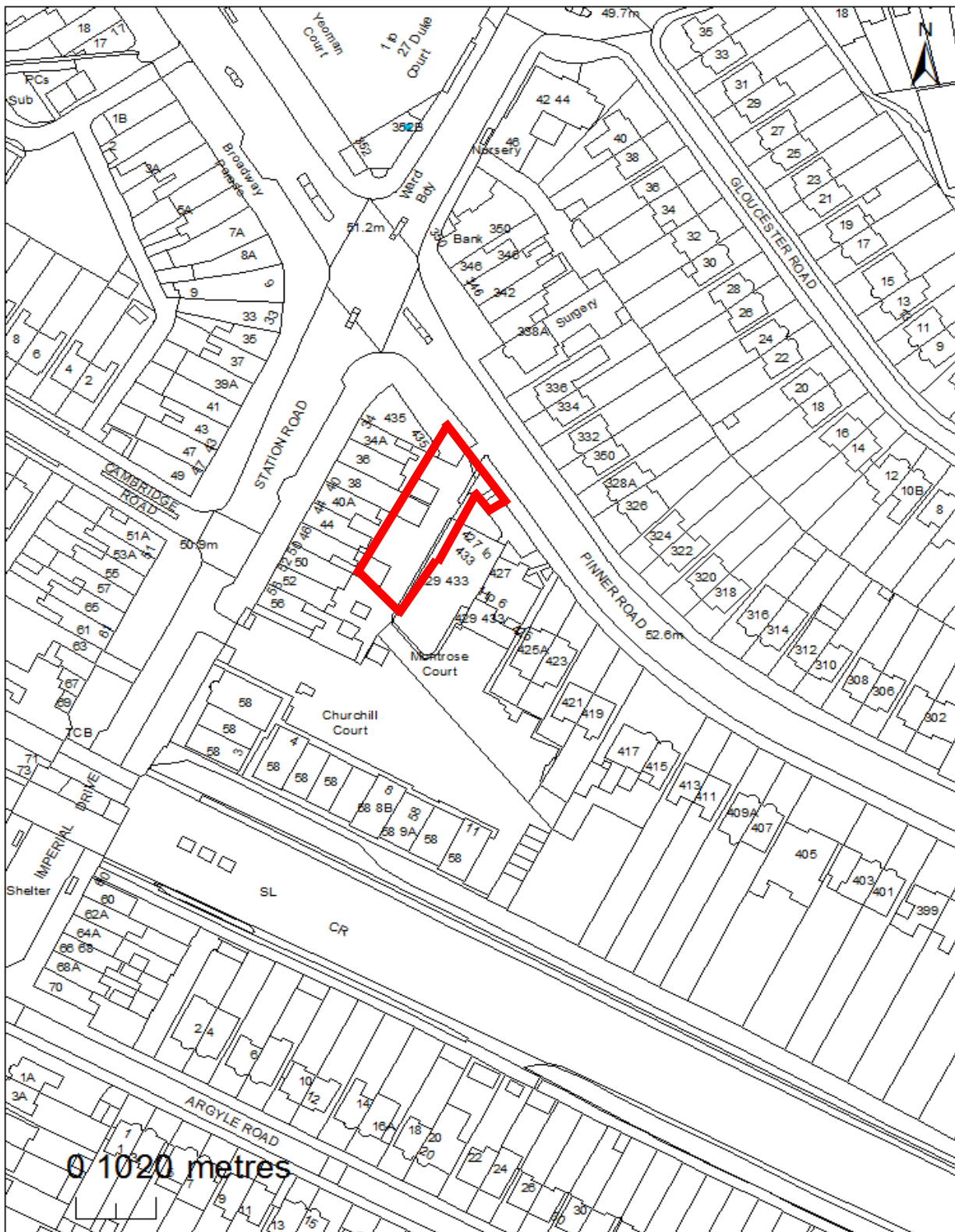


 = application site



429-433 Pinner Road, North Harrow	P/1475/17
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429-433 Pinner Road, North Harrow	P/1475/17
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LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

21st June 2017

APPLICATION NUMBER: P/1475/17
VALIDATE DATE: 19/04/2017
LOCATION: 429 – 433 PINNER ROAD, NORTH HARROW
WARD: HEADSTONE SOUTH
POSTCODE: HA1 4HN
APPLICANT: SAGE HOLDINGS LTD
AGENT: DAVID CORLEY
CASE OFFICER: GRAHAM MANSFIELD
EXPIRY DATE: 05/06/2017

PURPOSE OF REPORT/PROPOSAL

The purpose of this report is to set out the Officer recommendations to the Planning Committee regarding an application for planning permission relating to the following proposal.

Addition of third and fourth floor to existing office building (Use Class B1a); and installation of covered cycle enclosure in rear car park

The Planning Committee is asked to:

RECOMMENDATION A

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 Conditions listed in Appendix 1 of this report.

REASON FOR THE RECOMMENDATIONS

The proposed extensions to the existing office building would provide additional floorspace for local business's which would maintain the vitality of the area and would have a satisfactory impact upon the surrounding area in terms of character, residential amenity and highways. The proposal design is acceptable and the proposals will not have any detrimental traffic impacts.

INFORMATION

This application is reported to Planning Committee as the proposal includes over 400sqm of additional floorspace for a commercial premises and therefore falls outside Schedule 1 of the Scheme of Delegation.

Statutory Return Type:	Minor/Other
Council Interest:	N/A
GLA Community Infrastructure Levy (CIL) Contribution (provisional):	£28,315.00
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

Policies 7.3.B and 7.13.B of The London Plan and Policy DM1 of the Development Management Policies Local Plan require all new developments to have regard to safety and the measures to reduce crime in the design of development proposal. It is considered that the development does not adversely affect crime risk.

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985 **BACKGROUND PAPERS USED IN PREPARING THIS REPORT:**

- Planning Application
- Statutory Register of Planning Decisions
- Correspondence with Adjoining Occupiers
- Correspondence with Statutory Bodies
- Correspondence with other Council Departments
- Nation Planning Policy Framework
- London Plan
- Local Plan - Core Strategy, Development Management Policies, SPGs
- Other relevant guidance

LIST OF ENCLOSURES / APPENDICES:

Officer Report:
Part 1: Planning Application Fact Sheet
Part 2: Officer Assessment
Appendix 1 – Conditions and Informatives
Appendix 2 – Site Plan
Appendix 3 – Site Photographs
Appendix 4 – Plans and Elevations

OFFICER REPORT

PART 1: PLANNING APPLICATION FACT SHEET

The Site	
Address	429 – 433 Pinner Road, North Harrow, HA1 4HN
Applicant	Sage Holdings Ltd
Ward	Headstone South
Local Plan allocation	North Harrow District Centre
Conservation Area	N/A
Listed Building	N/A
Setting of Listed Building	N/A
Building of Local Interest	N/A
Tree Preservation Order	N/A
Other	N/A

Non-residential Uses		
Existing Use(s)	Existing Use / Operator	Self-contained Office Units
	Existing Use Class(es) sqm	Use Class B1 a
Proposed Use(s)	Proposed Use / Operator	Office Units
	Proposed Use Class(es) sqm	Use Class B1 a
Employment	Existing number of jobs	Unknown
	Proposed number of jobs	Unknown

Transportation		
Car parking	No. Existing Car Parking spaces	24
	No. Proposed Car Parking spaces	0
	Proposed Parking Ratio	n/a
Cycle Parking	No. Existing Cycle Parking spaces	2
	No. Proposed Cycle Parking spaces	8
	Cycle Parking Ratio	n/a
Public Transport	PTAL Rating	5
	Closest Rail Station / Distance (m)	North Harrow (Metropolitan Line) 175m
	Bus Routes	Station Road/ Pinner Road 200m Bus Routes: 183, H9, H10, H18, H19
Parking Controls	Controlled Parking Zone?	Yes

	CPZ Hours	NH1 10:00-11:00 & 14:00 -15:00
	Previous CPZ Consultation (if not in a CPZ)	N/A
	Other on-street controls	Double Yellow (No Parking 07:00-20:00)
Parking Stress	Area/streets of parking stress survey	N/A
	Dates/times of parking stress survey	N/A
	Summary of results of survey	N/A
Refuse/Recycling Collection	Summary of proposed refuse/recycling strategy	No Change

PART 2: ASSESSMENT

1.0 SITE DESCRIPTION

- 1.1 The application site is located on south west side of Pinner Road close to the cross roads with Station Road
- 1.2 The application property is a distinctive 1980's style three storey purpose built office building with rounded corners and brick parapet
- 1.3 The ground floor of the premises is currently vacant and was formerly occupied by North Harrow Library. The remainder of the floors is in active use as offices
- 1.4 Attached to the south east of the application site is Sapphire Court which was built at the same time as the property subject of this application. Sapphire Court is a residential development containing 6 flats.
- 1.5 There is an existing car park to the rear of the premises which is accessed via a driveway to the north west of the building
- 1.6 To the north west of the driveway is the rear of properties on Station Road which contain commercial premises at the ground floor and residential flats above.
- 1.7 The south west boundary of the car park adjoins the car park of Churchill Court which is similar purpose built office development.
- 1.8 The application site is within North Harrow District Centre and is close to local transport and services.

2.0 PROPOSAL

- 2.1 The proposal seeks to attach an additional third and fourth floor to provide and additional 809sqm of office floorspace.
- 2.2 The proposed third floor extension would match the footprint of the floors below and would be approximately be 38m in depth and 12.7m in width.
- 2.3 The proposed fourth floor would be recessed from the external edge of the third floor by approximately 1.5m and would be 34m in depth and 9m in width.
- 2.4 The proposed design of the third floor would essentially mirror the lower floors and would consist of brick work and fenestration which would match the existing building.
- 2.5 The proposed recessed fourth floor would consist of a mixture of fully glazed windows and aluminium panels and would have a flat roof over.

- 2.6 The additional proposed floors would result in a building of height of approximately 16.2m and would include the extension of the existing lift shaft to the south east of the building which would rise to a total height of approximately 17.6m
- 2.7 There would be no changes to the current access or parking arrangements save for the addition of extra cycle parking (8 Spaces) within the rear car parking area.

3.0 **RELEVANT PLANNING HISTORY**

- 3.1 A summary of the relevant planning application history is set out in the table below:

Ref no.	Description	Status and date of decision
LBH/14387	Outline: Demolition of Existing Buildings and Erection of Three Storey Block of Offices and 6 Self-Contained Flats with Provision of Parking	Granted: 19/04/1979
LBH/36389	Change of Use Ground Floor to Library with Front Extensions and Alterations to the Car Parking	Granted: 07/10/1988
P/2525/04/DFU	Alterations to Ground Floor Front Including Enclosure of Porch	Granted; 10/11/2004

4.0 **CONSULTATION**

- 4.1 A total of 56 consultation letters were sent to neighbouring properties regarding this application.
- 4.2 A Site Notice was
- 4.2 The overall public consultation period expired on the 14th February 2017.
- 4.3 Adjoining Properties

Number of letters Sent	56
Number of Responses Received	1
Number in Support	0
Number of Objections	1
Number of other Representations (neither objecting or supporting)	N/A

4.4 One Objection was received in response to the public consultation.

4.5 A summary of the comments received are set out below:

Comments	Summary	Officer Comments
Character	Proposed building would not be in keeping with other low level buildings.	The character of the proposal is dealt with in section 6.4 of the report.
Residential Amenity	Concerns regarding the enjoyment of amenity for neighbouring residents of Sapphire Court	Residential amenity is discussed in section 6.5
Transport	Concerns regarding construction traffic	A condition has been attached to the permission in relation to a construction management plan.
	Sufficient space for cycle parking	Proposed plans have demonstrated an area for cycle parking
	Access for waste vehicles and blocking of access routes into site	The access falls outside the control of the applicant's demise. Proposed plans demonstrate that there would be no changes to the existing access to the site.

4.6 Statutory and Non Statutory Consultation

4.7 The following consultations have been undertaken:

LBH Drainage
LBH Highways
LBH Policy
LBH Economic Development

4.8 Internal & External Consultation

4.9 A summary of the consultation responses received along with the Officer comments are set out in the Table below.

Consultee	Summary of Comments	Officer Comments
LBH Policy	The principle would be acceptable.	Noted
LBH Economic Development	<p><i>Support for the application.</i></p> <p><i>There has been a loss of office space across the Borough. New office accommodation will hopefully provide high standard, modern accommodation that suits the type of office based businesses that are in Harrow. In addition, the presence of office workers in North Harrow during the daytime will help the vitality of the town centre.</i></p> <p><i>The only concern would be if the developer could then use the Permitted Development to convert the building to residential.</i></p>	Noted. Permitted development under class J would not apply to the extended office space.
LBH Highways	No Objections, subject to condition for Travel Plan and Construction Management Plan	Noted – Condition attached.
LBH Drainage	No Objections	Noted
LBH Urban Design	<p>I would rather see the third floor in brick. Shouldn't try to match existing brick colour, but should be a subtle contrast.</p> <p>I think the top floor should be fully glazed, without any additional external screens. If they need shading, maybe this could be done through internal shutters/screens</p>	Noted – Condition attached for the requirement to submit materials

5.0 POLICIES

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

'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.'

- 5.2 The Government has issued the National Planning Policy Framework [NPPF] which consolidates national planning policy and is a material consideration in the determination of this application.
- 5.3 In this instance, the Development Plan comprises The London Plan 2016 [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].
- 5.4 A full list of all the policies used in the consideration of this application is provided as Informative 1 in Appendix 1 of this report.

6.0 ASSESSMENT

- 6.1 The main issues are;
Principle of the Development
Regeneration
Character
Residential Amenity and Accessibility
Traffic and Parking

6.2 Principle of Development

- 6.2.1 The proposal is for an intensification of an existing office space within an existing office building. The building itself is located within North Harrow District Centre.
- 6.2.2 Policy DM31: Supporting Economic Activity and Development applies. Part (A) of that policy indicates that the Council will support the intensification, renewal and modernisation of existing industrial and business floorspace, provided the development complies with other relevant policy considerations (i.e. car parking, design quality and impact upon amenity of adjoining uses) and the new floorspace allows for future flexibility, including future subdivision and / or amalgamation.
- 6.2.3 The proposal represents an intensification of an existing business use, as it involves a first floor extension (for use as storage) and addition of second floor for use as a retail showroom and ancillary uses. It is arguable that the retail showroom should be located in a town centre, being more akin to A1 retail use, but given the bulky nature of goods being displayed (tiles) and the broad range of uses envisaged within an 'Industrial and Business Use Area) and the fact it is an extension / intensification of an existing use, the proposal accords with the intention of Policy DM31.

6.2.4 Furthermore, the principle of additional office accommodation is supported, given that the draft Harrow Economic Development Needs Assessment (EDNA) identifies significant loss of office space in recent times, particularly as a result of Government's Office-to-Residential Permitted Development rights. Should the potential pipeline of further office to residential conversions (i.e. those with approval) be fully implemented, the Council faces a potential shortfall in office space provision in the next 10-15 years. The loss of office space to-date means that office rental values have increased and that a tipping point has probably been achieved with respect to office space being commercially competitive against the residential alternative (hence the subject application). The location of the proposal within a centre and close to an underground station also lends merit to the proposal as it is an accessible location. Any development should however meet relevant standards relating to car parking, refuse collection, as well as not have an adverse impact upon surrounding uses and the highway network.

6.2.5 Given the above, the proposal would accord with policy DM31 and would therefore be acceptable in principle. The impacts in terms of character, residential amenity and parking are explored further in the report below.

6.3 Regeneration

6.3.1 The proposal would be acceptable in principle and would allow the expansion of a local business, which would be in an accessible and sustainable location to allow the function of a use that would benefit the business and the vitality of the area. The proposal will create additional jobs during the operational phase and some temporary jobs during the construction phase.

6.4 Character of the Area

6.4.1 Policy DM1 of the DMP requires all new development to provide a high standard of design and layout, respecting the context, siting and scale of the surrounding environment. This policy broadly reflects policies 7.4.B and 7.6.B of The London Plan (2016) and gives effect to policy CS1.B of the Harrow Core Strategy 2012, policies which seek to ensure that development respects local character and provides architecture of proportion, composition and scale that enhances the public realm.

6.4.2 It is noted that an objection has been received in relation to the impact of the additional two floors on the character of the area. The character of the surrounding area is made up of a mixture of buildings of various sizes and styles ranging from the 1930's purpose built shopping parades built around the intersection of Pinner Road and Station Road and metroland style two storey semi-detached properties opposite the application property on Pinner Road.

6.4.3 Other notable buildings in the immediate streetscene is Churchill Court (located to the south west) which is a 1990's style purpose built office building and Yeoman/Utopia Court which is a five, part six storey residential building located on the north corner of Station Road and Pinner Road.

- 6.4.4 The proposed extensions sought are considered to be both appropriate and proportionate to the host building. It is noted that the proposed building would increase in height from the existing 10.4m to 16.2m. However, it is considered that the proposed fourth floor extension would be appropriately recessed and therefore would not appear unduly bulky within the streetscene. As such, the proposal is considered to be appropriate for this district centre location and would have a satisfactory impact on the surrounding area.
- 6.4.5 In terms of architecture, the host building is a typical 1980's style office building. The proposed extensions would reflect the curved nature and style of the building and as such would provide a harmonious extension. The Council's Urban Design Officer has not objected to the application, subject to condition requiring the proposed external materials to be submitted and approved in writing by the Council.
- 6.4.6 Subject to the condition mentioned above, it is considered that the resultant development would be appropriate in its context and would comply with policies 7.4B and 7.6B of The London Plan (2016), Core Policy CS1(B) of the Harrow Core Strategy, policy DM1 of the Council's Development Management Policies Local Plan and the Council's adopted Supplementary Planning Document – Residential Design Guide (2010), which require a high standard of design and layout in all development proposals.
- 6.5 Residential Amenity
- 6.5.1 Policy 7.6B, subsection D, of The London Plan (2016) states that new buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate.
- 6.5.2 An objection has been raised in relation to the impact on neighbouring Sapphire Court in terms of residential amenity. It is noted that the application site is in close proximity to residential properties. There are two storey semi-detached properties opposite the application site at 328 to 336 Pinner Road and attached to the host building at Sapphire Court. It is also noted that there are windows on the rear upper floors of the shopping parade (24-56 Station Road) which face the application site.
- 6.5.3 The nearest residential properties (Sapphire Court) are attached to the application site. The rear elevation of Sapphire Court is noted for having windows and balcony areas. These would be considered protected sources of light. However, the existing building already extends beyond the rear of Sapphire Court and therefore the addition of a further third floor and recessed fourth floor would not be considered demonstrably worse than the existing relationship between these two properties.
- 6.5.4 Similarly in terms of daylight, it is considered that the addition of the two further floors would not be demonstrably worse than the existing situation in terms of daylight. Notwithstanding the above, a daylight sunlight report has been submitted with the application. This report concludes that daylight and sunlight

levels were maintained at all of the neighbouring buildings, in accordance with BRE guidelines.

- 6.5.5 Due to the 27.0m separation distance it is considered that the proposed development would have an acceptable impact on the opposite dwellings at 336-342 Pinner Road in terms of outlook, daylight and overshadowing. Additionally the daylight sunlight report submitted with the application concludes that light levels to the front of these properties would be maintained.
- 6.5.6 As mentioned previously, the rear of the shopping parade of Station Road contains residential flats at first and second floors. There is an approximate separation distance of 16.0m from the rear elevation of these dwellings and the north west flank of the application property. It is considered that the addition of a further third floor and recessed fourth floor would not be demonstrably worse than the existing relationship in terms of daylight, outlook and overshadowing. Furthermore, the daylight sunlight report submitted confirms that daylight and sunlight levels were maintained at all of the neighbouring buildings, in accordance with BRE guidelines.
- 6.5.7 In terms of privacy, the proposed third floor would contain windows on all elevation identical to that of the existing lower floors. It is considered that the impacts in terms of privacy would not be demonstrably worse than the existing relationship between the neighbouring residential properties. Furthermore, the recessed fourth floor would only afford views over the roofs of adjacent residential properties and therefore have an acceptable impact in terms of overlooking or perceived overlooking.
- 6.5.7 Accordingly, it is considered that the proposed development would not unacceptably harm the amenities of surrounding occupiers through a loss of light, privacy, overlooking or perception of overlooking and would therefore accord with the aims and objectives of policies 7.4B and 7.6B of The London Plan (2016), Core Policy CS1B of the Harrow Core Strategy (2012), policy DM1 of the Harrow Development Management Policies Plan (2013), and the adopted SPD: Residential Design Guide (2010).

6.6 Traffic and Parking

- 6.6.1 The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also contribute to wider sustainability and health objectives. It further recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas. London Plan policy 6.3 states that 'development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed'. Policies 6.9 and 6.10 relate to the provision of cycle and pedestrian friendly environments, whilst policy 6.13 relates to parking standards. Core Strategy policy CS1.Q seeks to 'secure enhancements to the capacity, accessibility and environmental quality of the transport network', whilst policy CS1.R reinforces the aims of London Plan policy 6.13, which aims to contribute to modal shift through the application of parking standards.

- 6.6.2 No additional car parking spaces are being provided due to the space constraints to the rear of the application site. However, cycle parking provision would be provided in accordance with London Plan standards.
- 6.6.2 A Transport Statement has been provided with the application and is deemed satisfactory by the Council's Highway Officers. The existing office use is already established and would therefore have no undue impacts on the existing Highway network. Furthermore the application site is located with North Harrow District Centre which has a good PTAL rating, being close to bus and underground connections.
- 6.6.3 Taking into account the above, it is considered that the proposal, subject to conditions in relation to a travel plan and a construction logistics would have an acceptable impact in terms of highways and parking.

6.7 Waste and Servicing

- 6.7.1 Waste provision is currently located to the side of the premises in an allocated area. The proposal would not seek to change the current arrangement which is arranged via a private commercial waste company. As such the proposal would have a satisfactory impact on waste and service arrangements.

7.0 CONCLUSION AND REASONS FOR APPROVAL

- 7.1.1 The proposed extensions to the building would provide extra floorspace for potential local businesses. Furthermore, the proposed extensions to the existing building would not unduly impact on the character, residential amenity or surrounding highway network.
- 7.1.2 For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation as set out above, this application is recommended for grant.

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 Drawing and Documents

The development hereby permitted shall be carried out in accordance with the following approved plans and documents: Design & Access Statement; Transport Assessment dated March 2017; Daylight and Sunlight Report dated 22nd February 2017; Site Plan; Dwg. 823/P/01B; Dwg. 823/P/02; Dwg. 823/P/03; Dwg. 823/P/04; Dwg. 823/P/05; Dwg. 823/P/06; Dwg. 823/P/07; Dwg. 823/P/08; Dwg. 823/P/09; Dwg. 823/P/10; Dwg. 823/P/11

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

3 Travel Plan

Notwithstanding the submitted information, prior to the occupation of development, a framework travel plan, including a detailed scheme for vehicle pick up and drop off times for the development shall be submitted to, and approved in writing by the local planning authority. The travel plan shall be implemented in accordance with the approved details from the commencement of the use on site and retained thereafter.

Reason: To safeguard the amenities of neighbouring residents and to ensure that highway safety is not prejudiced

4 Construction Method Statement

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

- i) the parking of vehicles of site operatives and visitors
- ii) loading and unloading of plant and materials
- iii) storage of plant and materials used in constructing the development
- iv) measures to control the emission of dust and dirt during construction
- v) a scheme for recycling/disposing of waste resulting from demolition and construction works

Reason: To ensure that the construction of the development does not unduly impact on the amenities of the existing occupiers of the properties on the site.

5 Materials

Notwithstanding the details shown on the approved plans, the development hereby permitted shall not commence until samples of the materials to be used in the construction of the external surfaces noted below (but not limited to) have been submitted to, and approved in writing by, the local planning authority:

External appearance of the building, including material details for;

a: External brick work for proposed third floor

b: Glazing details for the development

c: External material details for the proposed fourth floor

development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason: To enhance the appearance of the development and safeguard the character and appearance of the area.

6 Restrict Use

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification), no development which would otherwise fall within Class O in Part 3 of Schedule 2 to that Order shall be carried out without the prior written permission of the local planning authority.

REASON: To safeguard the business use of the proposed development and vitality of the area.

Informatives

1 Policies

The following policies and guidance are relevant to this decision:

National Planning Policy and Guidance:
National Planning Policy Framework (2012)

The London Plan (2016):
7.4 Local Character
7.6 Architecture

Local Development Framework
Harrow Core Strategy 2012
CS1 Overarching Policy

Development Management Policies Local Plan 2013
Policy DM1: Achieving a High Standard of Development
Policy DM 31: Supporting Economic Activity and Development
Policy DM42: Parking Standards

2 Pre-application engagement

Statement under Article 31 (1)(cc) of The Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended)
This decision has been taken in accordance with paragraphs 187-189 of The National Planning Policy Framework. Pre-application advice was sought and provided and the submitted application was in accordance with that advice.

3 Compliance with Planning Conditions

Compliance With Planning Conditions Requiring Submission and Approval of Details Before Development Commences

- You will be in breach of planning permission if you start development without complying with a condition requiring you to do something before you start. For example, that a scheme or details of the development must first be approved by the Local Planning Authority.

- Carrying out works in breach of such a condition will not satisfy the requirement to commence the development within the time permitted.

- Beginning development in breach of a planning condition will invalidate your planning permission.

- If you require confirmation as to whether the works you have carried out are acceptable, then you should apply to the Local Planning Authority for a certificate of lawfulness.

4 Considerate Contractor Code Of Practice

The applicant's attention is drawn to the requirements in the attached Considerate Contractor Code of Practice, in the interests of minimising any

adverse effects arising from building operations, and in particular the limitations on hours of working.

5 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 Party Wall etc. Act 1996: Explanatory booklet” is available free of charge from:

Communities and Local Government Publications, PO Box 236, Wetherby, LS23 7NB

Please quote Product code: 02 BR 00862 when ordering

Also available for download from the CLG website:

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/133214.pdf>

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: communities@twoten.com

6 Sustainable Urban Drainage

The applicant is advised that surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SUDS). SUDS are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on or near the site as opposed to traditional drainage approaches which involve piping water off site as quickly as possible.

SUDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands. SUDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, and improving water quality and amenity. Where the intention is to use soak ways they should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365. Support for the SUDS approach to managing surface water run-off is set out in the National Planning Policy Framework (NPPF) and its accompanying technical guidance, as well as the London Plan. Specifically, the NPPF (2012) gives priority to the use of sustainable drainage systems in the management of residual flood risk and the technical guidance confirms that the use of such systems is a policy aim in all flood zones. Policy 5.13 of the London Plan (2012) requires development to utilise sustainable drainage systems unless there are practical reasons for not doing so. Sustainable drainage systems cover the whole range of sustainable approaches to surface drainage

management. They are designed to control surface water run-off close to where it falls and mimic natural drainage as closely as possible. Therefore, almost any development should be able to include a sustainable drainage scheme based on these principles. The applicant can contact Harrow Drainage Section for further information.

7 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.

APPENDIX 2: SITE PLAN



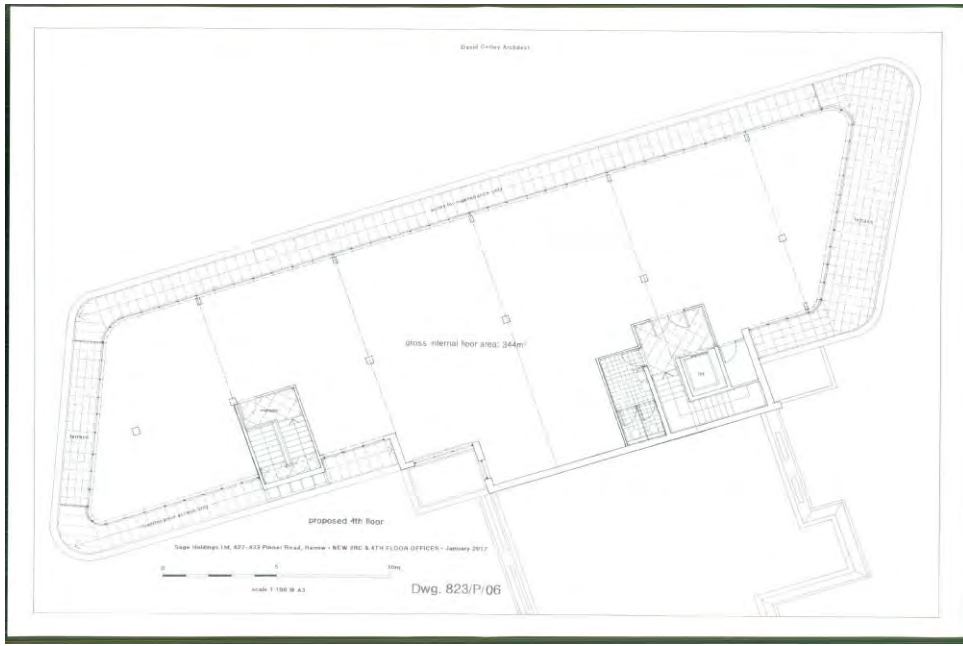
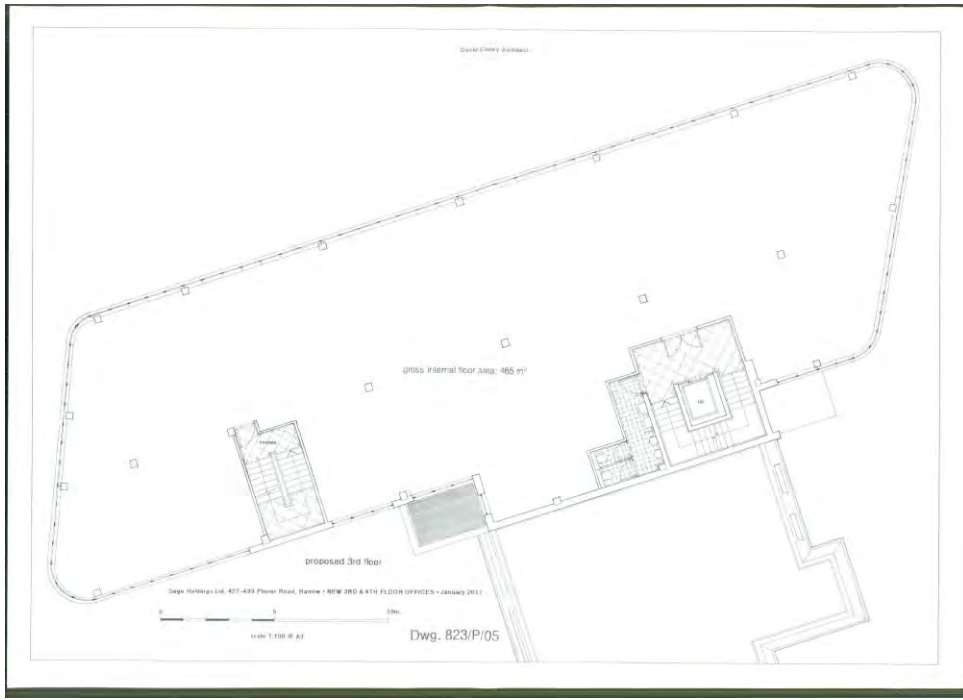
APPENDIX 3: SITE PHOTOGRAPHS

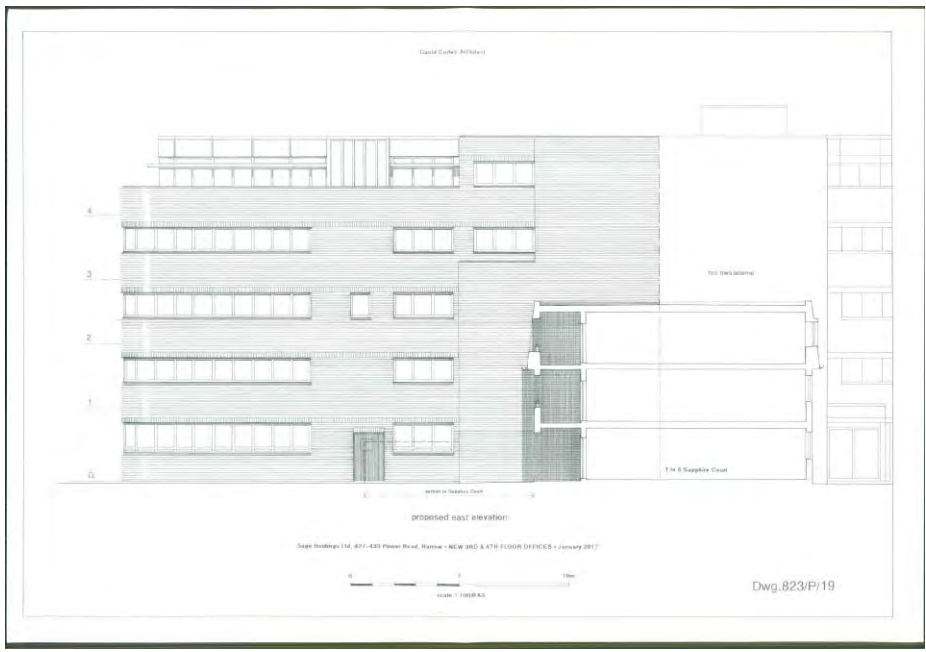
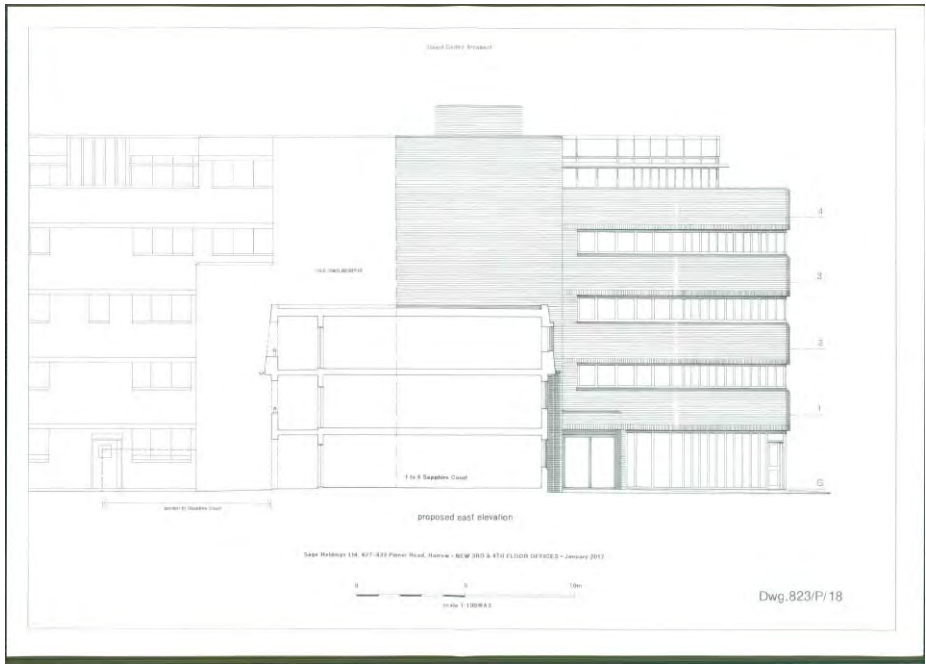


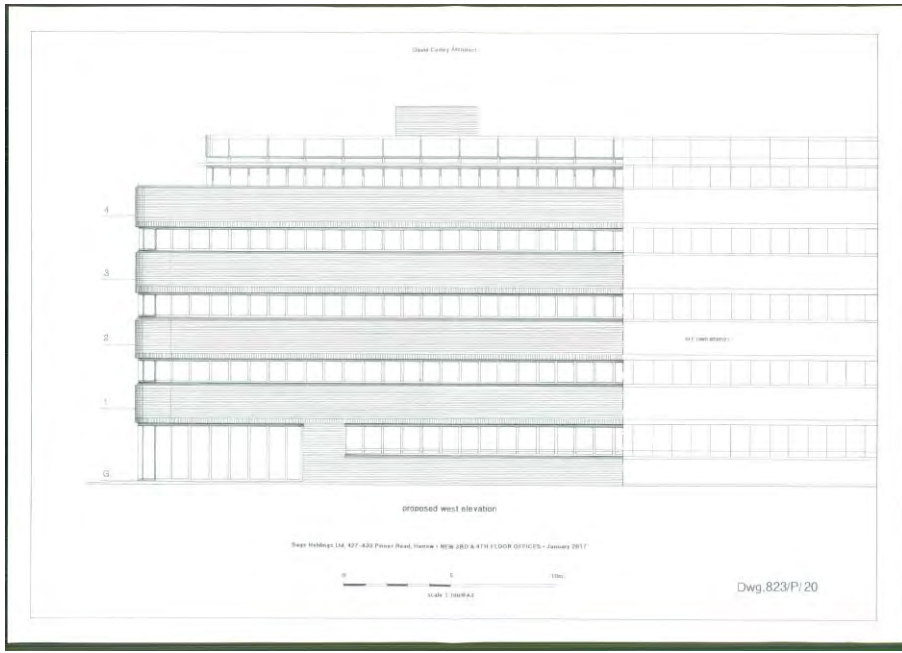


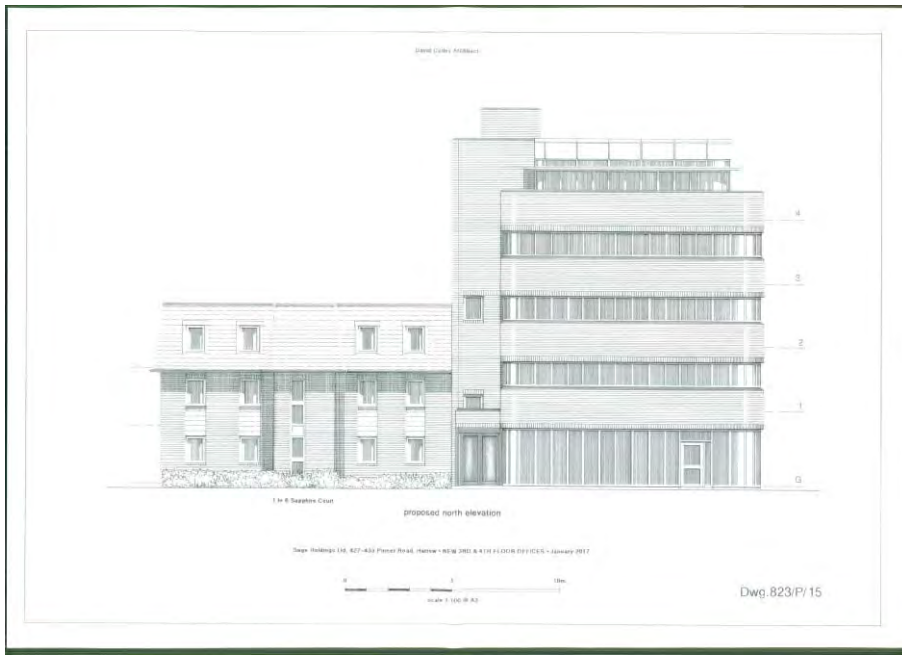


APPENDIX 4: PLANS AND ELEVATIONS









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