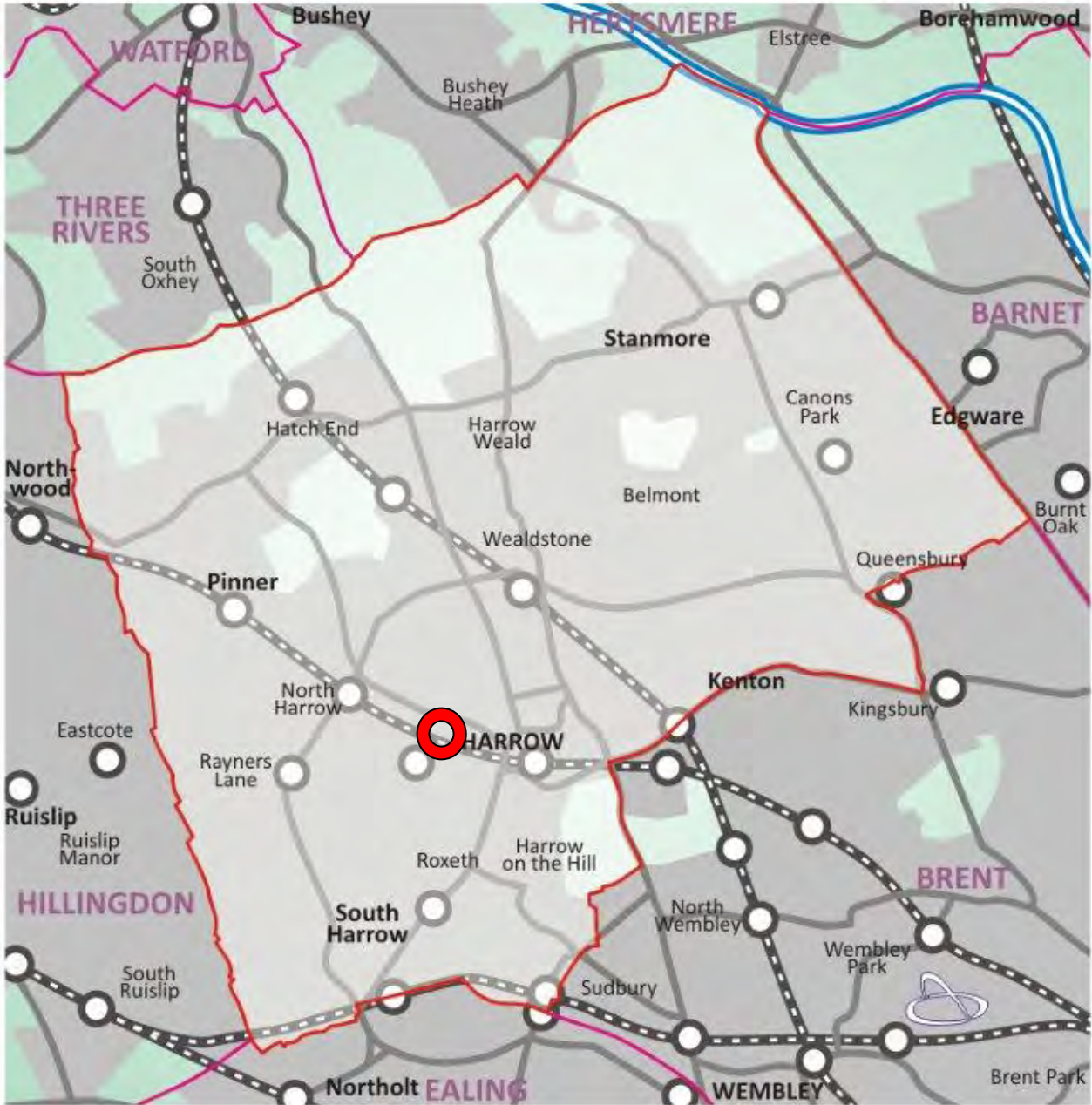
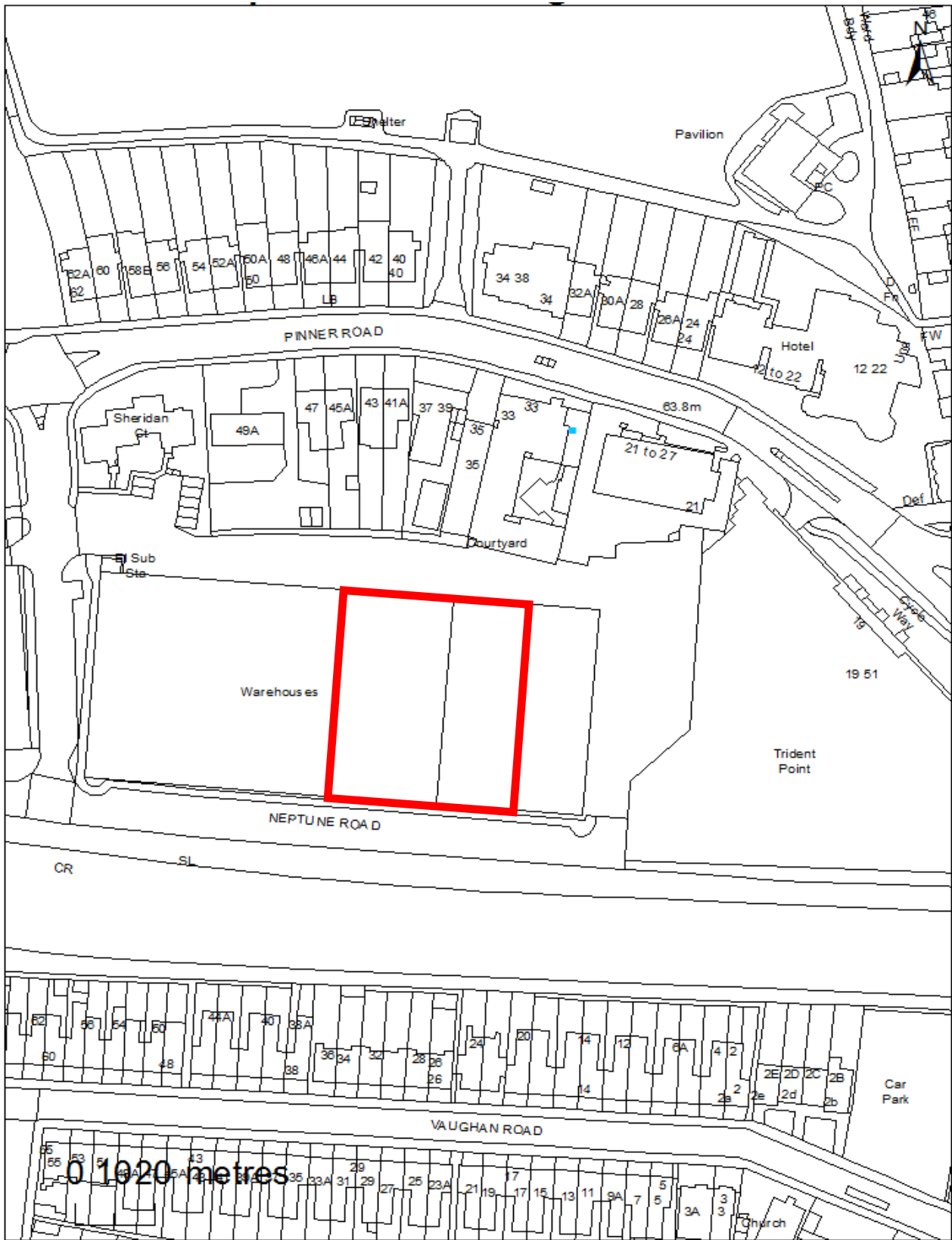


 = application site



Units 2A and 3A Neptune Road, Harrow	P/0739/17
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Units 2A and 3A Neptune Road, Harrow **P/0739/17**

LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

6th September 2017

APPLICATION NUMBER: P/0739/17
VALIDATE DATE: 20/02/2017
LOCATION: UNITS 2A AND 3A, NEPTUNE ROAD, HARROW
WARD: HEADSTONE SOUTH
POSTCODE: HA1 4HY
APPLICANT: THE LAKELAND CLIMBING CENTRE – MR JEREMY WILSON
AGENT: FULLER LONG – MISS JULIET HEAP
CASE OFFICER: MONGEZI NDLELA
EXPIRY DATE: 17/04/2017

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.

Change of use from retail warehouse club (Sui Generis) to Indoor climbing centre (Class D2)

RECOMMENDATION

The Planning Committee is asked to:

- 1) Delegate Authority to the Divisional Director of Regeneration, Enterprise, and Planning to determine the application;
- 2) Agree a resolution to grant planning permission subject to authority being delegated to the Divisional Director of Regeneration, Enterprise and Planning in consultation with the Director of Legal and Governance Services for the continued negotiation and completion of the Section 106 legal agreement and issue of the planning permission and subject to minor amendments to the conditions (set out in Appendix 1 of this report) or the legal agreement. The Section 106 Agreement Heads of Terms would cover the following matters:

Heads of Terms for the Legal Agreement

- i. Contribution towards way-finding signage in accordance with Harrow's Sustainable Transport Strategy: Contribution of £11,403 towards introducing a Legible London pedestrian wayfinding system;

- ii. Implementation of the Travel Plan;
- iii. Local Good & Services Commitment Strategy;
- iv. Planning permission monitoring fee; and
- v. Legal Fees: Payment of Harrow Council's reasonable costs in the preparation of the legal agreement.

REASON

The proposed change of use would provide an activity that would contribute to the well-being of residents in the Borough. The proposal would be appropriate within the urban environment in terms of material presence, attractive streetscape, and good routes, access and makes a positive contribution to the local area. The proposals provide positive economic investment in Harrow, which contributes towards the Government and Council's agenda to promote regeneration, sustainable economic growth and creating. The site is currently vacant and the proposal would enhance economic activity in the area and provide circa 30 jobs.

The layout of the buildings and separation distance to neighbouring properties is considered to be satisfactory to protect the amenities of the neighbouring occupiers. The proposals have been reviewed by the Highways Authority and it has been determined that these are acceptable.

The decision to **GRANT** planning permission has been taken having regard to the National Planning Policy Framework 2012, the policies and proposals in The London Plan 2016, the Harrow Core Strategy 2012 and the Development Management Policies Local Plan 2013, and to all relevant material considerations, and any comments received in response to publicity and consultation.

RECOMMENDATION B:

That if, by 20th August 2017 or as such extended period as may be agreed by the Divisional Director of Regeneration, Enterprise and Planning in consultation with the Chair of the Planning Committee, then it is recommended to delegate the decision to **REFUSE** planning permission to the Divisional Director of Regeneration, Enterprise and Planning on the grounds that:

The proposed development, in the absence of a Planning Obligation to secure necessary agreements and commitments in relation to the development, would fail to mitigate the impact of the development upon infrastructure and the wider area, contrary to the National Planning Policy Framework, Policies 3.19, 6.3, 7.14 and 8.2 of the London Plan (2016), Policies CS 1 G and Z of the Harrow Core Strategy (2012) and Policies DM 43, DM 46 and DM 50 of the Local Plan (2013), and the provisions of the Harrow Planning Obligations Supplementary Planning Document (2013).

INFORMATION

The application is reported to the Planning Committee because the proposal involves a minor development of over 400m² of non-residential floorspace which would not fall within Part 1(d) of the Scheme of Delegation.

Statutory Return Type:	Minor/Other
Council Interest:	None
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

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 – Plans and Elevations

OFFICER REPORT

PART 1 : PLANNING APPLICATION FACT SHEET

The Site	
Address	Unit 2A and 3A, Neptune Road, Harrow HA1 4HY
Applicant	The Lakeland Climbing Centre – Mr Jeremy Wilson
Ward	Headstone South
Local Plan allocation	Industrial and Business Use Areas/Harrow and Wealdstone Opportunity Area
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	Vacant (retail club)
	Existing Use Class(es) sqm	<i>Sui generis</i> – 2556m ²
Proposed Use(s)	Proposed Use / Operator	Indoor Climbing Centre
	Proposed Use Class(es) sqm	D2 – 2,986m ²
Employment	Existing number of jobs	0
	Proposed number of jobs	30 (Additional jobs to be secured during refurbishment phase via S106 Agreement)

Transportation		
Car parking	No. Existing Car Parking spaces	17 bays with no disabled provision
	No. Proposed Car Parking spaces	15 standard bays plus 1 disabled bays - disabled provision agreed by LBH following meeting 14 June 2017.
	Proposed Parking Ratio	1 space per 192sqm GFA (plus 1 disabled parking bay)
Cycle Parking	No. Existing Cycle Parking spaces	No current cycle storage provision
	No. Proposed Cycle Parking	32 spaces by way of 16

	spaces	'Sheffield' type hoops
	Cycle Parking Ratio	1 space per 8 employees plus 1 space per 100sqm GFA as specified in The London Plan
Public Transport	PTAL Rating	5 (TfL definition 'VERY GOOD')
	Closest Rail Station / Distance (m)	Harrow-on-the-Hill / 882.93m - both mainline and underground services (source: TfL WebCAT) (Note: alternative shorter route available using public footpath running alongside the railway line c. 500m.)
	Bus Routes	H18, H19, 183, H9, H14, 395, 114, 182, 140 & H11 (source: TfL WebCAT)
Parking Controls	Controlled Parking Zone?	Private estate roads with parking restrictions plus Pay & Display on Neptune Road south of site; A404 Pinner Road double yellow lines plus loading restrictions.
	CPZ Hours	M-F 0830-1730; Sat 0930-1330; max stay 4 hours.
	Previous CPZ Consultation (if not in a CPZ)	N/A
	Other on-street controls	As above
Parking Stress	Area/streets of parking stress survey	Neptune Road & Industrial Estate
	Dates/times of parking stress survey	Friday 23 June 2017 1600 - 2300hrs; Saturday 24 June 2017 0900 - 2300hrs
	Summary of results of survey	Neptune Road pay & display max parking stress on Friday = 38%; Neptune Road pay & display max parking stress on Saturday = 50% (See amended Transport Statement for full parking stress

		results.)
Refuse/Recycling Collection	Summary of proposed refuse/recycling strategy	Private bin store provided with private refuse collection services; Private recycling store with private recycling collection.

Sustainability / Energy	
Development complies with Part L 2013?	Yes
Renewable Energy Source / %	N/A

PART 2 : ASSESSMENT

1.0 SITE DESCRIPTION

- 1.1 The property concerned is a large industrial warehouse retail unit located in the Neptune Road Industrial Estate. The unit currently vacant and was formerly composed of two units which have been since been knocked into one industrial warehouse unit. The unit has a floorspace of approximately 2,787m² and was formerly occupied by Premier Wholesale Ltd, a retail warehouse club. The entrance to the unit is located toward the north
- 1.2 The unit is bound to the north by residential properties and flatted developments fronting Pinner Road. These include Sheridan Court and Belmont Hall. To the east of the site is a Morrisons superstore with residential units above. The site is bound to the east by other warehouses located in the Neptune Road Industrial Estate whilst to the south is a railway line that serves London Underground's Metropolitan Line.
- 1.3 Neptune Road Industrial Estate has a one-way traffic circulation system with allocated parking for 17 cars on the northern frontage and on-street pay and display bays along the southern frontage
- 1.4 The site is located within a designated industrial and business use area and within the defined Harrow and Wealdstone Opportunity Area as defined within the development plan.
- 1.5 The site is located at the edge of the town centre and therefore is in close proximity to Harrow on the Hill station. The site is also located close to bus stops located on Pinner Road which serve the wider area.

2.0 PROPOSED DETAILS

- 2.1 The application seeks a change of use of units 2A and 3A from D2 (retail warehouse) to an indoor climbing centre. The units will be amalgamated to form a single unit with a footprint of approximately 2556m².
- 2.2 The internal reconfiguration of the site will see the ground floor include a reception area, various climbing zones including campus boards, Olympic rings and other training boards, a climbing conditioning room, an Auto-Belay roped section a World Cup Standard Competition Wall, a free weights area, a dedicated kids area.
- 2.3 The Auto-Belay area will comprise of a set of panels 7m in height with auto-belays. In addition to the main bouldering area, the until will comprise of
 - A "Crazy Climb" facility, comprising circa 12 different climbing challenges, aimed at children and beginners;
 - An artificial indoor cave;

- A “Hard Play Area” aimed at 5-10 year olds, comprising a small castle with battlements, drawer bridge, slides and a dragon where children can crawl through its mouth into an underground maze of tunnels;
 - A small soft play area for 0-3 year olds;
 - An open area for use as a group exercise area for keep fit, yoga or other classes, which are specifically aimed towards specific climbing strength training and skills.
- 2.4 There will also be approximately 430m² of mezzanine floorspace that will provide additional storage space, an ancillary café area serving coffee, drinks, sandwiches and snacks and a small retail outlet area selling a range of climbing clothes, footwear and equipment to provide essential bits of kit for climbing at the Centre.
- 2.5 The primary entry area will be located to the northwest of the unit and will comprise of a 1750mm sliding door. There are also six fire exit doors located through the facility as well as 2530mm roller shutter door.
- 2.6 The proposed opening hours are between 9am – 11pm Monday to Sunday including Bank Holidays

3.0 **HISTORY**

Ref no.	Description	Status and date of decision
LBH/4852	Development of land by erection of warehousing units, telephone engineering centre and car parking. Revised Outline	Granted: 27/08/1970
LBH/27358	Determination under section 53 of the town & country planning act 1971: use as cash & carry warehouse for wholesale purposes assistant	Granted: 02/05/1985
WEST/45361/92 /FUL	Part change of use from warehouse use (class b8) to indoor karting track (15 000 sq.ft.)And associated parking	Refused: 23/11/1992
P/0420/08DFU	Change of use from class b2 (general industry) to class b8 (warehousing)	Granted: 13/05/2008

4.0 CONSULTATION

4.1 A total of 3 consultation letters were sent to neighbouring properties regarding this application. The public consultation period expired on 29th March 2017.

4.2 Whilst the application is not considered a Major Development, it was nonetheless advertised in the Harrow Times and the Harrow Observer and a site notice was erected on 13/04/2017.

4.3 Adjoining Properties

Number of Letters Sent	3
Number of Responses Received	0
Number in Support	0
Number of Objections	0
Number of other Representations (neither objecting or supporting)	0

4.4 Statutory and Non Statutory Consultation

4.5 The following consultations have been undertaken*:
LBH Planning Policy
LBH Highways

4.6 Internal Consultation

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

Consultee	Summary of contents	Officer Comments
Highway Authority	No Objection subject to S106 contribution	Noted, S106 contributions have been added as a Head of Terms.
Policy and Research (Energy)	No Objection	Noted.

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].

6.0 APPRAISAL

- 6.1 The main issues are:-

Principle of the Development
Character and Appearance of the Area
Residential Amenity
Traffic, Parking, Access, Servicing and Sustainable Transport
Equalities Implications and the Human Rights Act
S17 Crime and Disorder Act
Consultation Responses

6.2 Principle of Development

Spatial Strategy

- 6.2.1 The National Planning Policy Framework [NPPF] includes a presumption in favour of sustainable development and reinforces that applications must be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 6.2.2 Whilst the site was designed for business/industrial/warehouse use, it is no longer used for that purpose having benefitted from a planning permission to a retail warehouse use. The loss of this site for retail warehousing would be acceptable in principle.
- 6.2.3 NPPF advises that local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre.
- 6.2.4 Given that the site is in use as a retail warehouse, there is a presumption that the sequential test was carried out on the back of the previous application for a retail warehouse (LBH/27358). Furthermore, given the site is already used for a town centre use the principle of edge of centre development has been

accepted and established at this location. As such, it would be onerous for the Local Planning Authority to require a full sequential test now, particularly given the size of the scheme (just over 2,500m²) and the fact it is right next to the town centre boundary

- 6.2.5 Notwithstanding the above, the site is allocated within an industrial and business use area and therefore Policy DM31 provides guidance on surplus industrial and business use. Policy DM31: Supporting Economic Activity and Development seeks to protect employment land for that purpose and to enhance the employment floorspace offer in the Borough, where necessary through enabling development may be considered appropriate. Any loss of employment floorspace (B class use) must be justified according to the release criteria in the policy. The proposal would result in the loss of floorspace that could potentially be used as B2/B8 use class on site, and would be replaced with D2 use class, with ancillary retail.
- 6.2.6 Criterion C of Policy DM31 requires a Marketing exercise to have taken place to demonstrate the site is no longer suitable and viable for an industrial or business use. Furthermore, the applicant is required to demonstrate that a suitable period of marketing has taken place and no interest has been shown in the site for an industrial or business purpose.
- 6.2.7 The applicant has carried out a marketing exercise and submitted the relevant documentation as part of the planning application. The site has been actively marketed since March 2016, prior to which, it was actively marketed by the landlord. The submitted documentation demonstrates that the site has been extensively marketed and there has been no interest in the site from the industrial/distribution occupiers.
- 6.2.8 In marketing evidence states that the following marketing initiatives were undertaken by a nationally recognised marketing agent.
- Marketing boards were erected 4th April 2016. These comprised “TO LET” 5 x 4 boards on each unit, updated main entrance estate boards and a banner measuring 9.8m by 2.5m on the rear of the property to make the most of the railway line.
 - The brochure was uploaded on the following online portals: Knight Frank Website – April 2016, Estates Gazette Interactive – April 2016, Commercial Property Database – April 2016 and updated in September and October 2016, Rightmove – April 2016 and updated in September and October 2016, Nova Loca – August 2016, updated in October 2016, Perfect Information Property – August 2016, updated in October 2016
 - Details were circulated to the industrial agents via the Estates Gazette Clearing House, which is an online and email service in March, September and October 2016
 - Details were circulated to the industrial agents via the Industrial Agents’ Society website in March, September and October 2016
 - Lineage advertising was placed in the Commercial property Register October 2016 issue – online and in print
 - A html / dot.com emailer was issued to 465 occupiers plus agents

located in North and North West London, including Harrow, Watford and Uxbridge in June 2016

- Adverts on Twitter and Linked In were placed in September 2016
- All relevant enquiries held on Knight Frank agency database have been regularly contacted over the marketing period
- Details placed on to Chamberlain Commercial website April 2016
- Chamberlain Commercial registered applicant database of over 400 commercial occupiers emailed on a monthly basis

6.2.9 The marketing was predominantly undertaken via email campaigns. The agent undertook in house mailing lists from a property database then specifically sent the details to prospective purchasers in various market sectors.

6.2.10 There was interest from several potential occupiers however the location ultimately did not secure any substantive interest. It is considered that the applicant has provided adequate justification demonstrating that there is no interest in the unit for Industrial/business purposes. This is further substantiated by the fact that most recently, the site has been in a non-industrial/business use.

6.2.11 Notwithstanding the above, the use of the site as a climbing centre will make a small but significant contribution to the borough. The site has been vacant since the retail warehouse ceased in January 2016. It is anticipated that the proposed Indoor Climbing Centre will accommodate circa 30 staff members working shifts, of which half of these will be part time positions.

6.2.12 Paragraph 4.122 of the Harrow and Wealdstone Area Action Plan (2013) states that: "The Council is committed to facilitating continued business and industrial formation and growth. Whilst seeking to promote a greater diversity of economic development on existing employment land, the Council recognises that the nature, scale and location of some individual proposals may give rise to site specific impacts that are unacceptable. Areas designated for industrial and business use on the Harrow Policies Map reflect the suitability of these locations for activities which, elsewhere, may be inappropriate or inconsistent with the area's character in terms of the nature and scale of activity. The introduction of sensitive new uses can create conflicts that lead ultimately to pressure for the extinguishment of incompatible industrial and other economic uses". It is considered that the proposals comply with the AAP in this respect.

6.2.13 Policy CS1.L of the Harrow Core Strategy directs leisure facilities towards the town centre. The site is located just outside the town centre boundary. It is therefore considered that given the location of the premise, and the satisfactory public transport accessibility level, the proposed change of use would be considered to be acceptable in principle. Notwithstanding this, it is recognised that other uses within Use Class D2 (assembly and leisure) may not be appropriate for this site. It is therefore recommended that a condition restricting the use to that stated on the application form be added to allow for any proposal for an alternative use to be determined on its merits.

6.2.14 It is noted that the application includes a café area and retail space. This use is ancillary to the main proposed use of the site and is therefore considered acceptable

6.2.15 The principle of the development is therefore considered acceptable.

6.3 Regeneration

6.3.1 The London Borough of Harrow published a Regeneration Strategy for 2015 – 2026. The objective of this document is to deliver three core objectives over the plans life, which include;

- **Place;** Providing the homes, schools and infrastructure needed to meet the demands of our growing population and business base, with high quality town and district centres that attract business investment and foster community engagement;
- **Communities;** Creating new jobs, breaking down barriers to employment, tackling overcrowding and fuel poverty in our homes and working alongside other services to address health and welfare issues;
- **Business;** Reinforcing our commercial centres, promoting Harrow as an investment location, addressing skills shortages, and supporting new business start-ups, developing local supply chains through procurement.

6.3.2 Whilst it is acknowledged that the proposed development would not address all of the aspects noted in the above bullet points, it would achieve the overall aspiration of regeneration of the Borough. Currently, the site is underutilised, and not the most efficient use of the site. The proposed development allows the site to be used in a much more efficient way, which would provide a unique use type within the borough.

6.3.3 It is therefore considered that the proposed development would meet the overarching principles of regeneration into the area.

Neighbours Amenity

6.4 London Plan Policy 7.6 Architecture states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings in relation to privacy, overshadowing, wind and microclimate. Policy DM1 of the Harrow Development Management Local Policies Plan (2013) seeks to ensure a high quality of development that would not be harmful to the amenity of neighbouring occupiers.

6.5 The proposals do not result in any external changes to the external elevations of the building. Therefore, there is no change within these proposals that will harm neighbouring amenity. Notwithstanding this, a condition has been added to ensure that, other mitigating factors are in place to ensure that noise nuisance would not unacceptably harm residential amenity.

- 6.6 Accordingly, it is considered that the proposed development would be acceptable and would accord with policy 6.13 of the London Plan 2016, and policies DM1, DM35 and DM42 of the Harrow Development Management Local Policies Plan 2013.

Traffic, Parking, Access, Servicing and Sustainable Transport

- 6.7 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.
- 6.8 The application site is located in an area with a PTAL ranges between 1a, 2 and 5. The site location itself has a PTAL of 5 which means that there is very good access to public transport however in other parts of the Industrial Estate; this reduces down to very poor. Neptune Road provides one-way traffic circulation system with allocated parking for 17 cars on the northern frontage and on-street pay and display bays along the southern frontage.
- 6.9 The proposal site is based in an area that is predominantly an industrial estate with some roads adopted and others not. This particular unit is within the unadopted section. The Highways Authority understands that there is an intention to introduce private parking controls on this part of the estate. Elsewhere there are pay and display parking bays, free bays, shared use bays, loading bays and resident permit holder bays. There are also waiting restrictions operating throughout the estate either at any time (double yellow lines) or Monday to Saturday, 8:30am to 6:30pm and Sunday, 10am to 6pm.

Parking

- 6.10 The initial scheme proposed 13 dedicated car parking spaces (including 2 disabled bays), located at to the front of the unit and to the rear are 20 pay and display spaces, plus an additional 40 unallocated bays across the Neptune Estate, which can be used for overspill parking, should this be required. However, the Highways Authority was not satisfied that the right level of parking was provided and under this context, requested further information in the form of parking surveys, up to date TRICS data and attendance data from existing centres. Furthermore, the Highways Authority noted that the proposal should not rely on the surrounding highway for parking provision and as such, on-site parking would need to be of a suitable

standard to accommodate the associated demand or it needs to be robustly demonstrated that 13 spaces will be sufficient.

- 6.11 The applicant proceeded to undertake various surveys and provided additional information to the Council's Highways Authority. The applicant's revised proposals resulted in 15 dedicated car parking spaces including one disabled parking space. The unit has the use of 35 further spaces, however these are shared with the other two units on site – Access Self-Storage and Magnet Trade.
- 6.12 The applicant has undertaken parking surveys of the estate. These were conducted on Friday, 23rd June between 4pm and 11pm and Saturday, 24th June between 9am and 11pm as these are the times when the highest demand for use of the climbing centre is anticipated. The results indicate that there is a large amount of parking remaining available during these times. If parking controls were to be introduced on the unadopted section of the estate, the availability of parking in this area would increase, however it is not known at this stage how users of the climbing centre would be able to access these spaces although it is assumed that these would be reserved for visitors to the units including the proposal site. This does mean that in turn, the parking currently taking place in the unadopted sections is likely to be displaced, potentially resulting in a reduction of available parking elsewhere on the estate. The surveys show that there is capacity to park within the estate at all times with there being a minimum of 111 spaces available during the evening on weekdays and 94 spaces available at any time on a Saturday across the whole of the estate.
- 6.13 The parking demand has been calculated by looking at how climbers currently travel to an existing facility in Vauxhall combined with local data from users of Harrow Leisure Centre. This should give a good indication of likely travel modes as this method takes into consideration local users and those that would travel from elsewhere. It is anticipated (based on British Mountaineering Council data) that the majority of users (85%) will be current climbers and those who are looking for a new challenge and the remaining 15% are likely to be local people.
- 6.14 The parking demand calculations show that the peak demand for parking generated by the Climbing Centre on weekdays is 35 spaces and is 19 spaces on Saturday. Based on the expected demand for parking generated by the climbing centre, it is likely that any overspill can be accommodated within the estate along with the existing parking already taking place.

Trip Generation

- 6.15 The level of car travel to be generated by a facility such as this can only be demonstrated accurately once it is in operation. The above summary of the information received indicates that this proposal would not generate a level of parking that would cause significant harm in Highways terms however there are remaining concerns due to the information on existing sites being from centres located in zone 1 and 2 in London which are areas where we would

expect to see less car ownership and less local car travel. The proposed centre would not have sufficient parking allocated to provide for its highest demand periods. Notwithstanding this, the unallocated parking available for the use of the three units on the eastern section of the estate would be adequate to cater for the overspill and there is further parking space elsewhere across the estate too.

- 6.16 The Highways Authority have also reviewed the traffic and parking details of the other similar centres located in London. It is noted that some of those climbing centres feature no parking at all. The centre in Stoke Newington introduced parking controls in 2016 but that seemed to be in an effort to secure specific parking for visitors and staff. On the whole, the climbing centres all had very positive reviews from users and seemed very popular with experienced climbers new starters and families.
- 6.17 The submitted Transport Statement and the Addendum Transport Statement has been reviewed by the Highways Authority who consider that the proposed quantum of parking would be acceptable and would not unacceptably harm the safety or free flow of the public highway. Accordingly, it is considered the proposed development would have an acceptable impact on the local parking and highways conditions.

Travel Plan

- 6.18 In order to encourage the highest level of sustainable travel, the applicant has provided a travel plan which will be secured via a section 106 legal agreement. Objectives and targets will need to focus on cycling and public transport use, aiming to reduce car usage from the earliest opportunity. The applicants sought to address the Council's concerns and submitted an Addendum report to the Transport Assessment (TA), which also included amendments to the Travel Plan.
- 6.19 The Travel Plan proposes the following:
- Reduce reliance on the car through the reduction in the length and number of motorised journeys, in particular those carried out in single occupancy vehicles.
 - Enhancement of the role of walking and cycling in the local area and therefore an improved environment for all pedestrians and cyclists, and associated health benefits;
 - Baseline travel surveys will be undertaken within six months of occupation of the site, or when it has reached 75% capacity whichever is first, and will be repeated on the third and fifth anniversary of that date.
 - Regular meetings and updates between TP coordinators reviewing the success or otherwise of TP measures / initiatives, meeting of targets

The nearest London Underground Station is Harrow on the Hill, located approximately 0.5 miles from the site and therefore it is a great opportunity to encourage use of the site by non-car modes. Furthermore, a Travel Plan

coordinator will be responsible for marketing and publicity of all travel information within the site. A number of measures will be introduced to ensure that Travel Plan information is readily available to the employees and customers of the site.

Refuse, Servicing and Emergency Services Access

- 6.20 Refuse storage was initially proposed to be located just outside the unit at the northwest corner of the unit however this has since been removed in order to create additional car parking. As such, it is unclear at this stage what where the bin store will be located, the type of bin storage is proposed and how this would be managed on a day to day basis. Whilst the principle of the servicing from the site is considered acceptable, further detail on how this would be physically achieved is required. As such it is considered reasonable that a condition be imposed to demonstrate how the waste collection, management and servicing would be undertaken.

Walking and Cycling

- 6.21 The site is in an accessible location in terms of walking. In terms of walking, there are many facilities within a reasonable walking distance including schools, supermarkets and the main town centre. The site is approximately 9 minutes' walk from Harrow on the Hill Station and Bus Station. However, whilst the site is nearby, it is not at an obvious location. It is under this context that the Highway Authority have sought a contribution towards Legible London wayfinding signs which are considered essential to assist with walking to and from Harrow Bus Station and Harrow on the Hill Station.
- 6.22 The proposal includes 16 Sheffield type bike stands which provide for 32 cycle parking spaces which will be located outside the unit to the northwest of the building. Policies 6.9 and 6.10 relate to the provision of cycle and pedestrian friendly environments. This quantum of cycle parking provision complies with the London Plan requirements and is therefore acceptable, subject to a condition regarding the bicycle storage external appearance and internal layout.
- 6.23 It is considered that the proposed development would therefore accord with the relevant policies listed above with regard to walking and cycling.

Conclusion

- 6.24 The proposed development is considered to be acceptable in principle as it would provide an appropriate use for an edge of centre site. Furthermore, the use of the site as a retail establishment has been clearly defined for many years and therefore the principle of a non-industrial/business use has clearly been established. The applicant has also provided marketing evidence demonstrating that there is no interest in the site for use with B1/B2 and B8 use classes.

6.25 For these reasons, 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 Plans and documents

The development hereby permitted shall be carried out in accordance with the following approved plans and documents: Walltopia Drawing Document dated 24/01/2017 pages 1-18; Planning Statement by Fuller Long dated 10/02/2017; Marketing & Interest Summary Letter by Knight Frank dated 09/02/2017; Transport Statement by Fuller Long dated 09/02/2017; FL10780; FL10780/001; DR0100;DR0101; Ground Floor Plan dated 14/11/2016; North Elevation dated 14/11/2017; South Elevation dated 14/11/2017; Addendum Note on Transport Matters by Fuller Long dated 14/08/2017; Travel Plan by Fuller Long 04/08/2017.

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

3 Hours of Use

The use hereby permitted shall only be open to customers between 0900 hours to 2300 hours, Monday to Sundays inclusive and Bank Holidays.

REASON: To safeguard the amenities of neighbouring residential properties, in accordance with Policy DM1 of the Harrow Development Management Policies Local Plan (2013).

4 Refuse Storage

The development hereby permitted shall not commence until a scheme for the storage and disposal of refuse and recycling waste has been submitted to, and approved in writing by, the local planning authority and thereafter retained. The bins shall be stored at all times, other than on collection days, in the designated refuse storage area, as shown on the approved drawing.

REASON: To ensure adequate standards of hygiene and refuse/waste collection without prejudice to the enjoyment by neighbouring occupiers of their properties in accordance with Policies DM1 and DM45 of the Harrow Development Management Policies Local Plan (2013).

5 Cycle Parking

Notwithstanding the approved plans the climbing centre shall not be occupied until details to show secure cycle parking facilities on site shall be submitted to, and agreed in writing by, the local planning authority. The development shall be carried out in accordance with the details so agreed or any amendment or variation to them as may be agreed in writing by the local planning authority.

REASON : To ensure that the development achieves a high standard of design, and is safe & secure, in accordance with Policy 7.6 of the London Plan (2016) and Policies DM 1 and DM 2 of the Development Management Policies Local Plan (2013).

6 Proposed Use

The premises shall be used for the purpose specified in the application and for no other purpose, including any other purpose in Class D2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any Statutory Instrument revoking and re-enacting that order with or without modification).

REASON: To allow re-evaluation of a use within the same use class with a different amenity impact profile and thereby safeguard the amenity of neighbouring residents, in accordance with policy DM1 of the Development Management Policies Local Plan 2013.

7 Noise Control

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.

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):

2.13 Opportunity Areas and Intensification Areas

3.9 Mixed and Balanced Communities

6.3 Assessing Effects of Development on Transport Capacity

6.9 Cycling

6.10 Walking

6.12 Road Network Capacity

6.13 Parking

7.1 Building London's Neighbourhoods and Communities

7.2 An Inclusive Environment

7.3 Designing Out Crime

7.4 Local Character

7.5 Public Realm

7.6 Architecture

Local Development Framework

Harrow Core Strategy 2012

CS1 Overarching Policy

CS2 Harrow & Wealdstone

Development Management Policies Local Plan 2013

DM1 Achieving a High Standard of Development

DM31 Supporting Economic Activity and Development

DM42 Parking Standards

DM43 Transport Assessments and Travel Plans

DM44 Servicing

DM45 Waste Management

DM46 New Community, Sport and Education Facilities

Supplementary Planning Documents

Harrow Supplementary Planning Document: Planning Obligations 2013

2 Grant with pre-application advice

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 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.

4 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

5 COMPLIANCE WITH PLANNING CONDITIONS

IMPORTANT: 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.

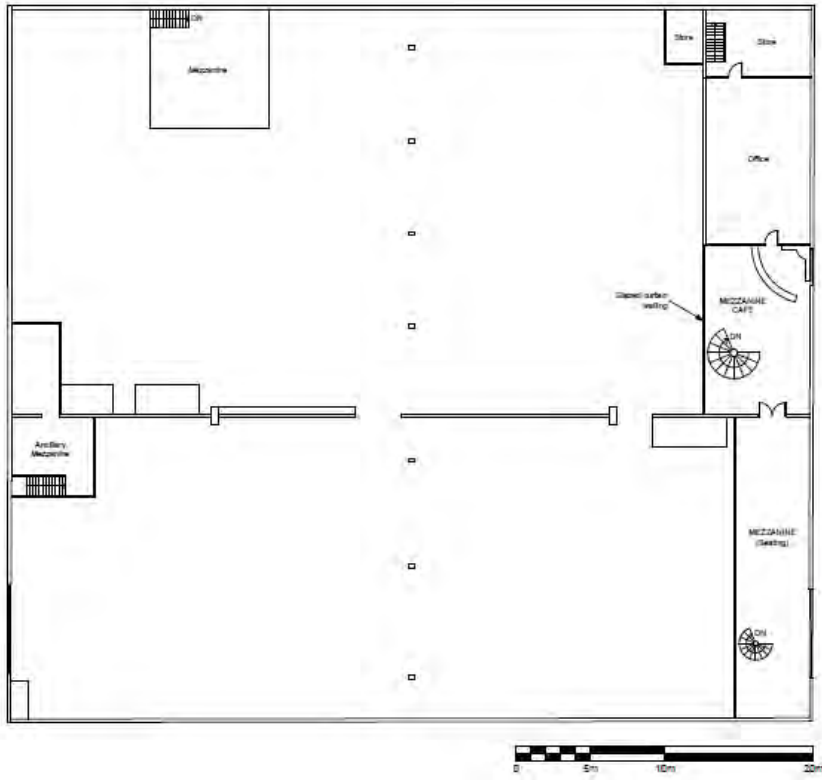
- If you require confirmation as to whether the works you have carried out are acceptable, then you should apply to the Local Planning Authority for a

certificate of lawfulness.

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.

Plan Nos: Walltopia Drawing Document dated 24/01/2017 pages 1-18; Planning Statement by Fuller Long dated 10/02/2017; Marketing & Interest Summary Letter by Knight Frank dated 09/02/2017; Transport Statement by Fuller Long dated 09/02/2017; FL10780; FL10780/001; DR0100;DR0101; Ground Floor Plan dated 14/11/2016; North Elevation dated 14/11/2017; South Elevation dated 14/11/2017; Addendum Note on Transport Matters by Fuller Long dated 14/08/2017; Travel Plan by Fuller Long 04/08/2017.

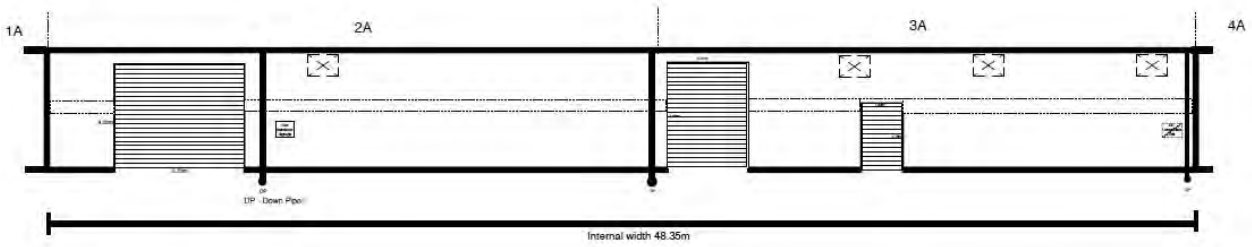
Proposed Mezzanine Plan



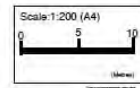
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Scale 1:200 @ A3	
Units 2 & 3 Residual Trading Estate 161-162	
D00101 - Mezzanine Floor Plan Proposed Internal Layout - D03	
Prepared by: (P) (M) (S) Date: 15/09/2017 Drawn: 15/09/2017	

Proposed Front Elevation

Units 2A/3A Neptune Road North Elevation

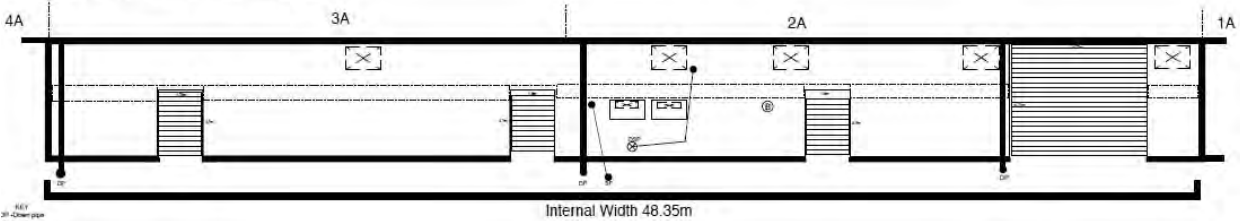


Dwg Date 14/11/2016
 Property Address:
 Units A2 and A3 Neptune Trading Estate
 Neptune Road, HARROW
 Middlesex, HA1 4HX
 Client: Lakeland Climbing Centre
 Unit 27, Lake District Business Park
 Kendal, LA9 6NH



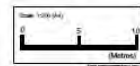
Proposed Rear Elevation

Units 2A/3A Neptune Road South Elevation



KEY
 DP - Down pipe
 DP - Down Pipe
 DP - Down Pipe
 DP - Down Pipe

Dwg Date: 14/11/2016
 Property Address:
 Units A2 and A3 Neptune Trading Estate
 Neptune Road, HARROW
 HA1 4HX
 Client: Lakeland Climbing Centre
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 Kendal, LA9 6NH



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