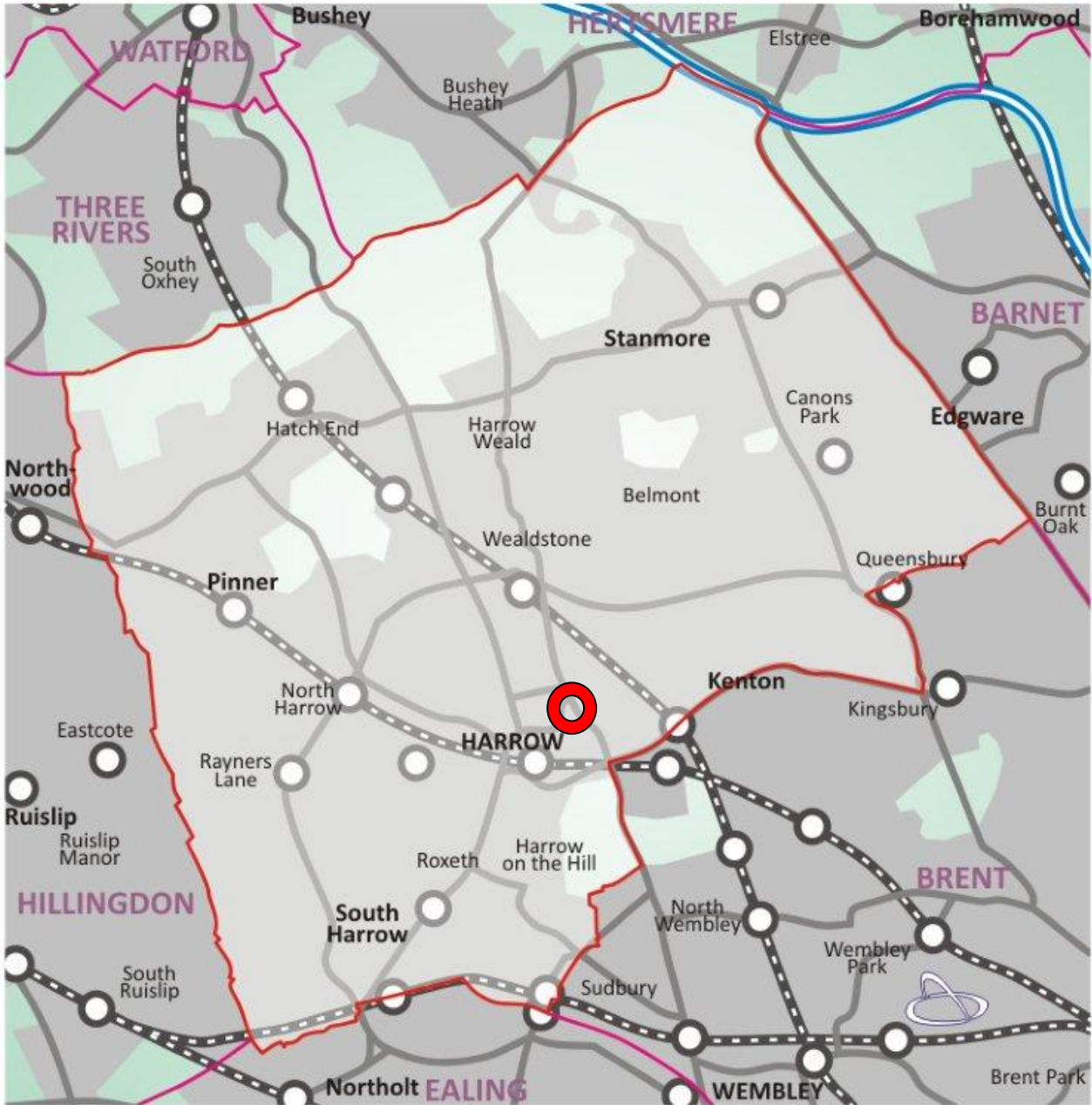
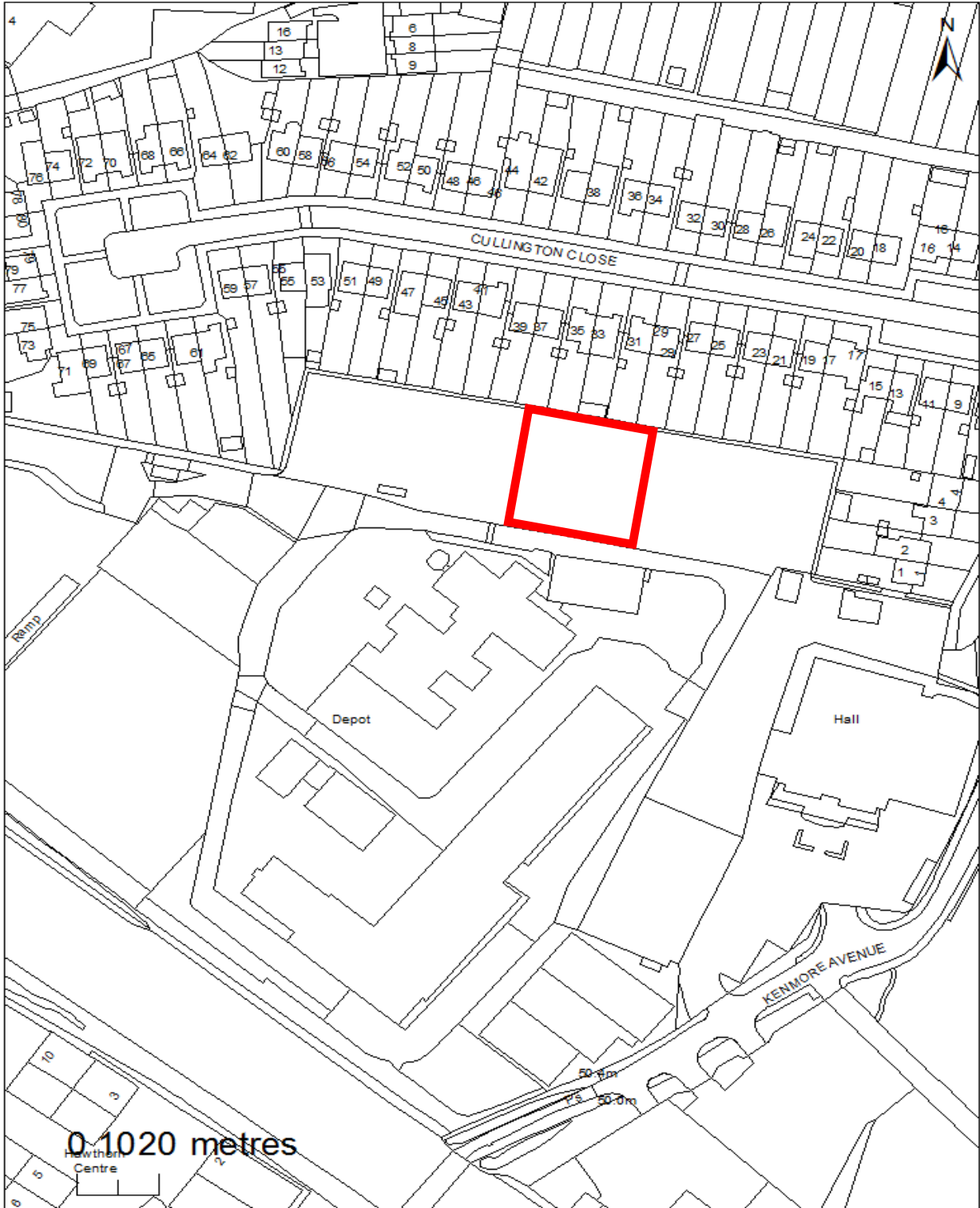


 = application site



Central Depot, Forward Drive, Harrow	P/3060/17
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Central Depot, Forward Drive, Harrow	P/3060/17
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LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

27th September 2017

APPLICATION NUMBER: P/3060/17
VALIDATE DATE: 27/07/2017
LOCATION: CENTRAL DEPOT, FORWARD DRIVE, HARROW
WARD: KENTON WEST
POSTCODE: HA3 8NT
APPLICANT: MR MICK WYNNE, LONDON BOROUGH OF HARROW
AGENT: N/A
CASE OFFICER: DAVID BUCKLEY
EXPIRY DATE: 29/09/2017

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.

The proposal is for a temporary office building to facilitate works to existing office accommodation on the site.

RECOMMENDATION A

The Planning Committee is asked to:

Grant planning permission for the reasons set out below:

REASON FOR THE RECOMMENDATION

- 1) The proposal would accord with relevant policy and the proposed development would have a satisfactory impact on the character of the area and the amenities of existing neighbouring occupiers.

For these reasons, weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation, this application is recommended for grant.

INFORMATION

This application is reported to Planning Committee as the development would be on land owned or where an interest is held by the Council and it would constitute of over 100 sq m of floor space and therefore falls outside Schedule 1 of the Scheme of Delegation.

Statutory Return Type: (18). Minor Development, All Other Development
Council Interest: Council Owned Site

GLA Community Infrastructure (CIL) Contribution (provisional): £ 63,000 (based on a £35 contribution per square metre of additional floorspace)

Harrow Community Infrastructure (CIL) Contribution (provisional): N/A- Not applicable to B1 Use

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	Central Depot Forward Drive Harrow HA3 8NT
Applicant	Mr Mick Wynne, London Borough of Harrow
Ward	Kenton West
Local Plan Allocation	Harrow & Wealdstone Intensification Area Civic Amenity Site
Conservation Area	No
Listed Building	No
Setting of Listed Building	No
Building of Local Interest	No
Tree Preservation Order	No
Other	No

Non-Residential Uses		
Existing Use(s)	Existing Use / Operator	Car Park
	Existing Use Class(es) sq m	1,400 sq m
Proposed Use(s)	Proposed Use / Operator	Temporary Two Storey Office
	Proposed Use Class(es) sq m	1,600 sq m
Employment	Existing number of jobs	N/A
	Proposed number of jobs	Not disclosed

Transportation		
Car parking	No. Existing Car Parking spaces	32
	No. Proposed Car Parking spaces	0
	Proposed Parking Ratio	N/A
Cycle Parking	No. Existing Cycle Parking spaces	0
	No. Proposed Cycle Parking spaces	0
	Cycle Parking Ratio	N/A
Public Transport	PTAL Rating	3
	Closest Rail Station / Distance (m)	Harrow and Wealdstone Underground Station 750m
	Bus Routes	Buses form Harrow and Wealdstone 140, 182, 186, 258, 340, H9, H10, H14
Parking Controls	Controlled Parking Zone?	Application site is within a Harrow Central Depot
	CPZ Hours	N/A
	Previous CPZ Consultation (if not in a CPZ)	N/A
	Other on-street controls	
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	As existing

Sustainability / Energy	
BREEAM Rating	Not disclosed
Development complies with Part L 2013?	Not disclosed
Renewable Energy Source / %	Not disclosed

PART 2: Assessment

1.0 SITE DESCRIPTION

- 1.1 The application site is currently a car parking area measuring approximately 1,400 sq m, located within a larger car park in the Central Depot, Forward Drive Harrow, which is owned by the London Borough of Harrow Council. The wider site is occupied by various London Borough of Harrow Council Departments; some space is leased to other local authorities and businesses.
- 1.2 The site is located within Harrow Civic Amenity Site, which is an allocated site as per policy Harrow Area Action Plan (AAP) (2013).
- 1.3 To the north of the immediate site are rear gardens of houses along Cullington Close. At present large minibuses park directly adjacent to the rear fences of these neighbouring dwellinghouses.
- 1.4 To the south of the larger site is a railway track serving the London Overground, Virgin Trains and other mainline services.
- 1.5 The site is not located within a Critical Drainage Area or any type of higher risk flood zone and the site has been fully hard surfaced. Part of the wider site is located within Flood Zone 1, while outside the site there is a small area within Flood Zone 3a, which is a higher risk flood zone.

2.0 PROPOSAL

- 2.1 The proposal is to construct a new temporary office building on site, serving primarily for Harrow Council use, with smaller areas for other uses, including Barnet Council and other smaller users. The ground floor would contain office uses, staff area and other ancillary uses. The first floor would serve primarily as office and meeting room space. A detailed breakdown of uses is shown in 2.0 of the submitted Design and Access Statement.
- 2.2 The footprint would be 828 sq m, with a width of 36m and a depth of 24.8m. The height would measure 6.6m. The buildings would be constructed from steel faced composite panels with a steel framework. The external colour would be Grey RAL 9002 as per the Design and Access Statement, which is a light grey colour.
- 2.3 The upper floor windows on the northern elevation facing Cullington Close would be obscure-glazed.
- 2.4 The proposal would result in the loss of 32 parking spaces, which would be displaced to other nearby sites.
- 2.5 The proposed building would be temporary only and following the proposed redevelopment of the scheme, the temporary building would be removed and the original car park layout shown on the existing plans would be reinstated.

3.0 RELEVANT PLANNING HISTORY

- 3.1 P/1770/15 - Use Of Existing Vehicle Workshop (Class B2) As Vehicle Workshop and M.O.T Testing Station (Sui Generis)
Granted: 16/06/2015

4.0 CONSULTATION

- 4.1 A total of 12 consultation letters were sent to neighbouring properties regarding this application in the 1st consultation. Based on the amended location of the scheme a 2nd consultation of 17 neighbours was undertaken expiring on 21st September 2017 is recorded in 4.2 below.

4.2 Adjoining Properties

Number of Letters Sent	17
Number of Responses Received	0
Number in Support	0
Number of Objections	0
Number of other Representations (neither objecting or supporting)	0

- 4.3 No objections were received from adjoining residents

4.4 Statutory and Non Statutory Consultation

The following consultations have been undertaken:

- LBH Highways
- Planning Policy
- Engineering Drainage Section

4.5 Internal and External Consultation

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
Planning Policy Officer	No objection to the proposal.	Comments noted
Drainage Officers	The proposed temporary office building would be located close to an area in Flood Zone 3a. The Flood Risk Assessment is acceptable. However, there are issue that need to be addressed	Comments noted, see Section 6.7 below

	in terms of surface water attenuation, surface water disposal.	
Highways Authority	No objection to the proposal	Comments 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].

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 and Appearance
- Amenity of Neighbouring Occupiers
- Traffic and Parking
- Development and Flood Risk

6.2 Principle of Development

6.2.1 The relevant policy in this regard is Area Action Plan AAP Policy 21, which relates specifically to the application site. Part A of this policy specifically relates to waste facilities and so is not directly relevant to the current proposal. Part B of the policy states that proposals for alternative use of the site that fail to provide sufficient capacity for waste management facilities of that fail to adequately address issues related to the waste management function will be refused. The current proposal does not relate to an area of the site that is connected to waste

management. The displaced parking would be directed to areas outside of the application site. On this basis, the proposal would comply with AAP 2.

6.2.2 Overall, the proposal is considered acceptable in principle, subject to the other main relevant policy considerations in this location are character and appearance of the area, neighbouring amenity, flood risk and highways considerations.

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 the current proposal would not address all of the aspects noted in the above bullet points, it would be a precursor to a larger scheme, which would create new jobs through construction and would be likely to bring additional businesses and services to the borough.

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

6.4 Character and Appearance

6.4.1 The character and appearance of the proposed development must be in accordance with policies 7.4 and 7.6 of the London Plan and policy DM1 of the Development Management Policies Local Plan 2013. This requires a high standard of design and layout and expects development to respect its context.

6.4.2 Policy DM1 of the DMP seeks to ensure 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”.

6.4.3 The proposed design of the new building, while it is not a structure that would be considered acceptable if it were a permanent scheme and does not comply with policy in terms of character and appearance, it is only proposed on a temporary basis, with planning permission to maintain the structure for a period of 30 months from the date of committee. On this basis, as a temporary building it would be considered acceptable.

6.4.4 On this basis, the details, including colour and materials which have been specified in the submitted plans/elevations, Design and Access Statement and application form are considered acceptable. A condition has been attached to ensure that these are the colours used. The scale at two storey level only would be considered proportionate to the scale of nearby houses and the wider Central Depot site.

6.5 Amenity of Neighbouring Occupiers

6.5.1 Policy DM1 of the DMP seeks to ensure 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”.

6.5.2 The main amenity consideration would be related to neighbours to the north of Cullington Close. The new building would measure approximately 30m in width with a height of approximately 6.6m and would be located to the south of these neighbouring dwellinghouses. Therefore it would be relatively large and imposing. In the existing situation, the site is used as a car park with minibuses that stand approximately 2.7m in height parked directly against the rear boundary of neighbouring houses, effectively forming a solid wall. While the current proposal would be taller, it would be set approximately 5m from the rear boundary, which would mitigate the impact to some extent. Furthermore, the houses have medium sized rear gardens to a depth of approximately 20m, leaving, 25m from the rear of the closest neighbouring houses, with the majority of houses facing the building at a distance of 30m from the proposed new structure. Furthermore, the new building would only be in situ for a 2 year period and would be removed, with the existing car park reinstated when the proposed redevelopment of the Depot site has been completed. On this basis, it is considered that the proposal would have an acceptable impact in terms of light and outlook on the neighbouring occupiers to the north on Cullington Close in accordance with policy DM1 of the Harrow Development Management Policies.

6.5.3 There are 7 windows proposed to the first floor, measuring 1m in height and 60 cm in width facing the neighbouring houses and gardens to the north on Cullington Close. These are indicated as being obscure-glazed and would be conditioned to be obscure-glazed and opening at high level only. This would be sufficient to ensure that there would not be an unacceptable impact on neighbouring occupiers in terms of loss of privacy and overlooking in accordance with policy DM1 of the Harrow Development Management Policies.

6.5.4 While there would be an increased use of the immediate site to some extent, the existing vehicle use involves significant ingress and egress to this part of the site. The office use would not involve significant levels of noise or activity. The depot and some Harrow Council departments work outside normal office hours, so it is not considered appropriate to condition working hours. However, it is unlikely that the majority of the building would be in use outside normal office hours, or that there would be significant noise or disruption associated with the building. On this basis it would not harm neighbouring amenity in terms of the intensified use

in accordance with policy DM1 of the Harrow Development Management Policies.

6.6 Traffic, Parking and Construction

6.6.1 Policy DM42 states: “Proposals that would result in inappropriate on-site parking provision, having regard to the criteria in this policy, and those which would create significant on-street parking problems, prejudice highway safety or diminish the convenience of pedestrians and cyclists, will be resisted.” Policy DM43 states that proposals that fail to satisfactorily mitigate the transport impact of development will be resisted.

6.6.2 There are no immediate concerns in relation to this scheme. The proposal is relocating existing office uses, rather than creating new uses. The displaced parking would be relocated to other nearby sites.

6.6.3 The Highways Authority has responded to state that they have no objection to the proposal and do not require a construction management plan in this instance.

6.6.4 Policy DM45 states sufficient provision should be made for refuse and recycling and that there must be appropriate access, which must be located and screened to avoid nuisance to occupiers and adverse visual impact. No refuse storage has been shown on the proposed plans. However, there is sufficient space to provide storage within the existing site area and there is an existing refuse collection arrangement which could be continued and therefore this is considered to comply with Policy DM45.

6.7 Development and Flood Risk

6.7.1 The Flood Risk Assessment submitted by the applicant is considered acceptable by the Council’s Engineering Drainage Section. There are outstanding requirement in terms of Surface Water Attenuation, Storage, Surface Water Disposal and Foul Water Disposal. These have been attached as planning conditions.

6.7.2 Subject to the conditions securing the above, it is considered that he proposed development would accord with policy 5.2 of London Plan (2016) and policy DM10 of the Harrow Development Management Policies Local Plan (2013).

7.0 CONCLUSION AND REASONS FOR APPROVAL

- 7.1 The proposed development would provide a temporary office building within the application site, which would be an appropriate use that would not unduly impact on the amenities of the residential occupiers of the adjoining, or nearby properties, subject to the attached conditions. The proposed development would therefore accord Policy CS1 of the Harrow Core Strategy 2012, Policies 7.4 and 7.6 of the London Plan (2016) and policy DM1 of the Harrow Development Management Policies Local Plan (2013) and the Harrow Area Action Plan Policy AAP21: Harrow Waste Management Site.

APPENDIX 1: Conditions and Informatives

Conditions

1 Time Limit

The temporary office building hereby approved shall be removed and the land restored to its former condition on or before 27th March 2020.

Reason: To safeguard the character and appearance of the site and area.

2 Approved Drawing and Documents

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

08285-08285-A-L-(00)-002 Revision B; 08285-08285-A-L-(00)-100 Revision B; 08285-08285-A-L-(00)-101 Revision A; 08285-08285-A-L-(00)-102 Revision A; 08285-08285-A-L-(00)-200 Revision A; 08285-08285-A-L-(00)-30; Design and Access Statement 08285.

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

3 Materials

The building shall be completed in accordance with the materials and colours specified in the submitted documents and retained in that form for the duration of the development.

REASON: To safeguard the appearance of the locality

4 Glazing

Notwithstanding those shown on the approved plans, no additional windows are permitted on the first floor of the northern elevation of the new building. The first floor windows on the first floor northern elevation of the approved elevations shall be obscure-glazed as shown on the approved plans and non-opening below a height of 1.7m above ground level and shall be retained in that form.

REASON: To safeguard the amenity of nearby neighbouring residents.

5 Surface Water Management

Notwithstanding the approved plans, the development hereby permitted shall not commence until details for a scheme for works for the disposal of foul water, surface water and surface water attenuation and storage works on site as a result of the approved development shall be submitted to the local planning authority to be approved in writing. The development shall be completed in accordance with the approved details and shall thereafter be retained.

REASON: To ensure that the development has adequate drainage facilities, to reduce and mitigate the effects of flood risk and would not impact the character and appearance of the development.

INFORMATIVES

1 Policies

The following policies are relevant to this decision:

National Planning Policy Framework (2012)

The London Plan (2016)

7.4 Local Character

7.6 Architecture

Harrow Core Strategy (2012)

CS1.B Local Character

Harrow Development Management Policies Local Plan (2013)

DM1 Achieving a High Standard of Development

DM10 On Site Water Management and Surface Water Attenuation

DM42 Parking Standards

Harrow Area Action Plan

Policy AAP21: Harrow Waste Management Site

2 INFORMATIVE:

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 187-189 of The National Planning Policy Framework. Harrow Council has a pre-application advice service and actively encourages applicants to use this service.

3 INFORMATIVE:

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 applicant's expense. Failure to report any damage could result in a charge being levied against the property.

4 INFORMATIVE:

The applicant is encouraged to contact Met Police Designing Out Crime Officers who can provide further information about preventing crime within the future development.

Details as follows:

Telephone: 0208 7333703

Office Email: DOCOMailbox.NW@met.police.uk

Address: North West DOCO Office, Ruislip Police Station, The Oaks, Ruislip, HA4 7LE

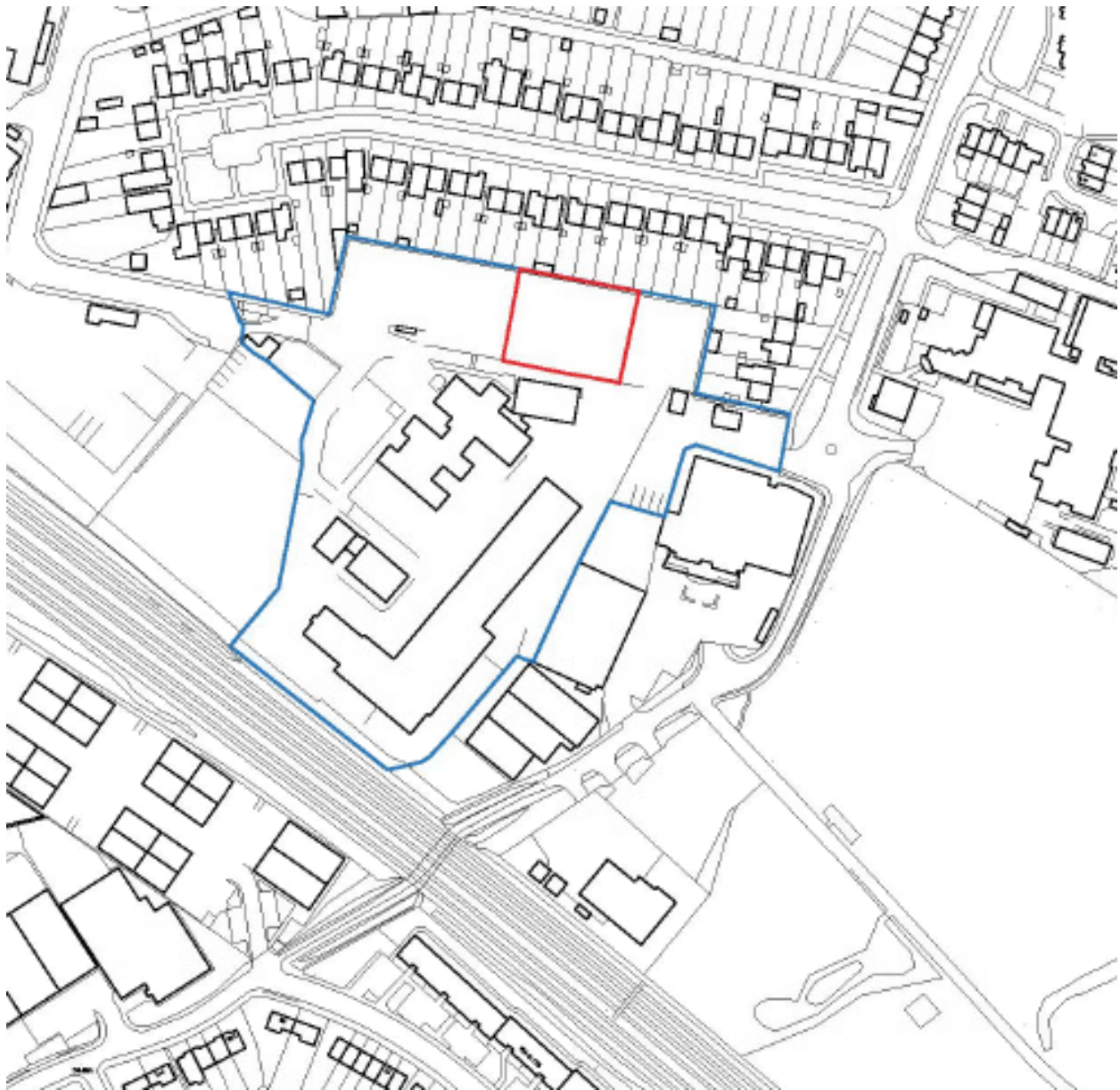
5 DRAINAGE INFORMATIVE

Applicant should contact Thames Water developer services by email: developer.services@thameswater.co.uk or by phone: 0800 009 3921 for consent to connect the surface and foul water drainage connections to the public sewer. More information on this can be found on Thames Water website www.developerservices.co.uk. Thames Water generally takes more than 6 to 8 weeks to provide consent. So, it would be better to apply earlier to avoid delays in discharge of drainage conditions.

Applicant should be aware that there is a separate drainage system in Harrow where the drainage connections are separated. Surface water should be connected to surface water sewer and foul water should be connected to foul sewer only.

Plan Numbers :_08285-08285-A-L-(00)-002 Revision B; 08285-08285-A-L-(00)-100 Revision B; 08285-08285-A-L-(00)-101 Revision A; 08285-08285-A-L-(00)-102 Revision A; 08285-08285-A-L-(00)-200 Revision A; 08285-08285-A-L-(00)-30; Design and Access Statement 08285.

APPENDIX 2: SITE PLAN



APPENDIX 3: PHOTOGRAPHS



Minibuses parked on site with Cullington Close behind



Minibuses parked on site with Cullington Close behind

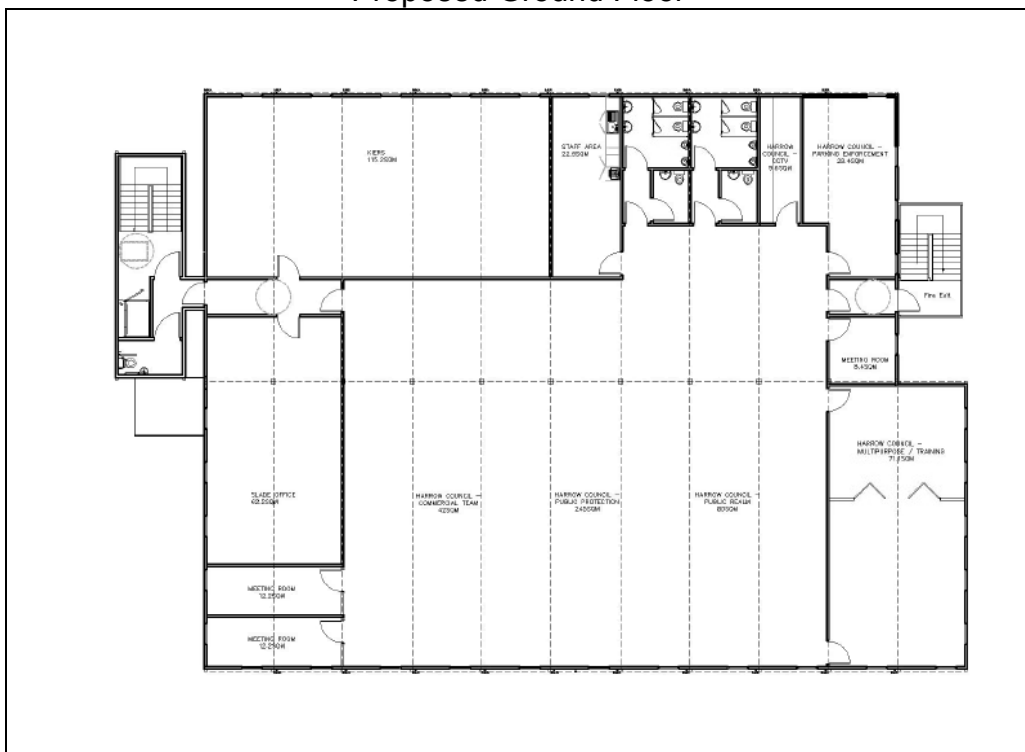




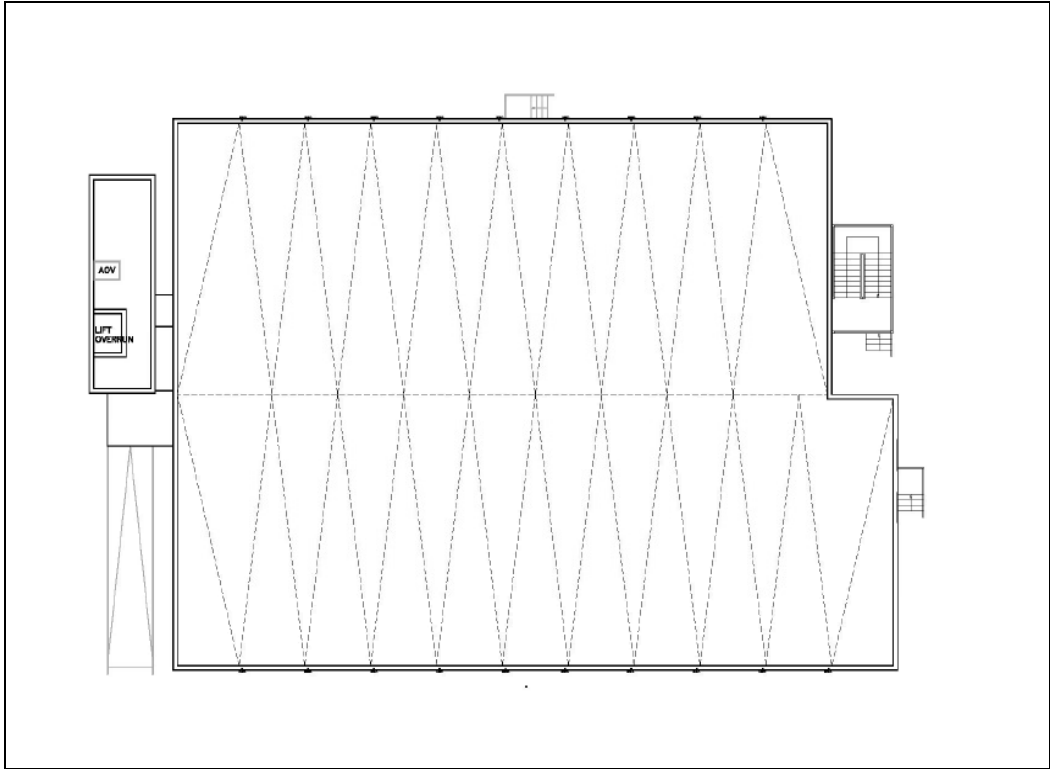
APPENDIX 4: PLANS AND ELEVATIONS



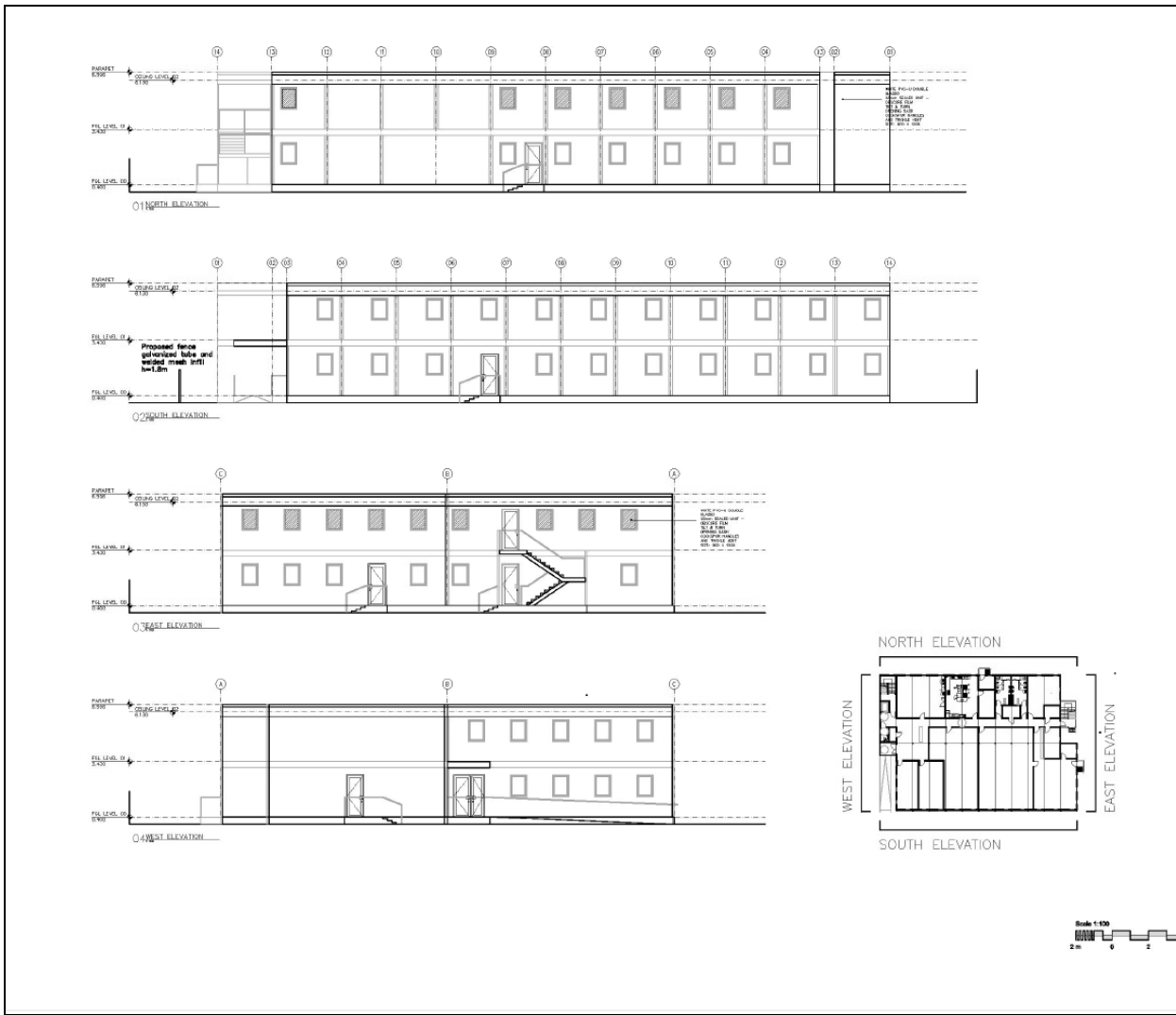
Proposed Ground Floor



Proposed First Floor Plan



Proposed Roof Plan



Proposed elevations

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