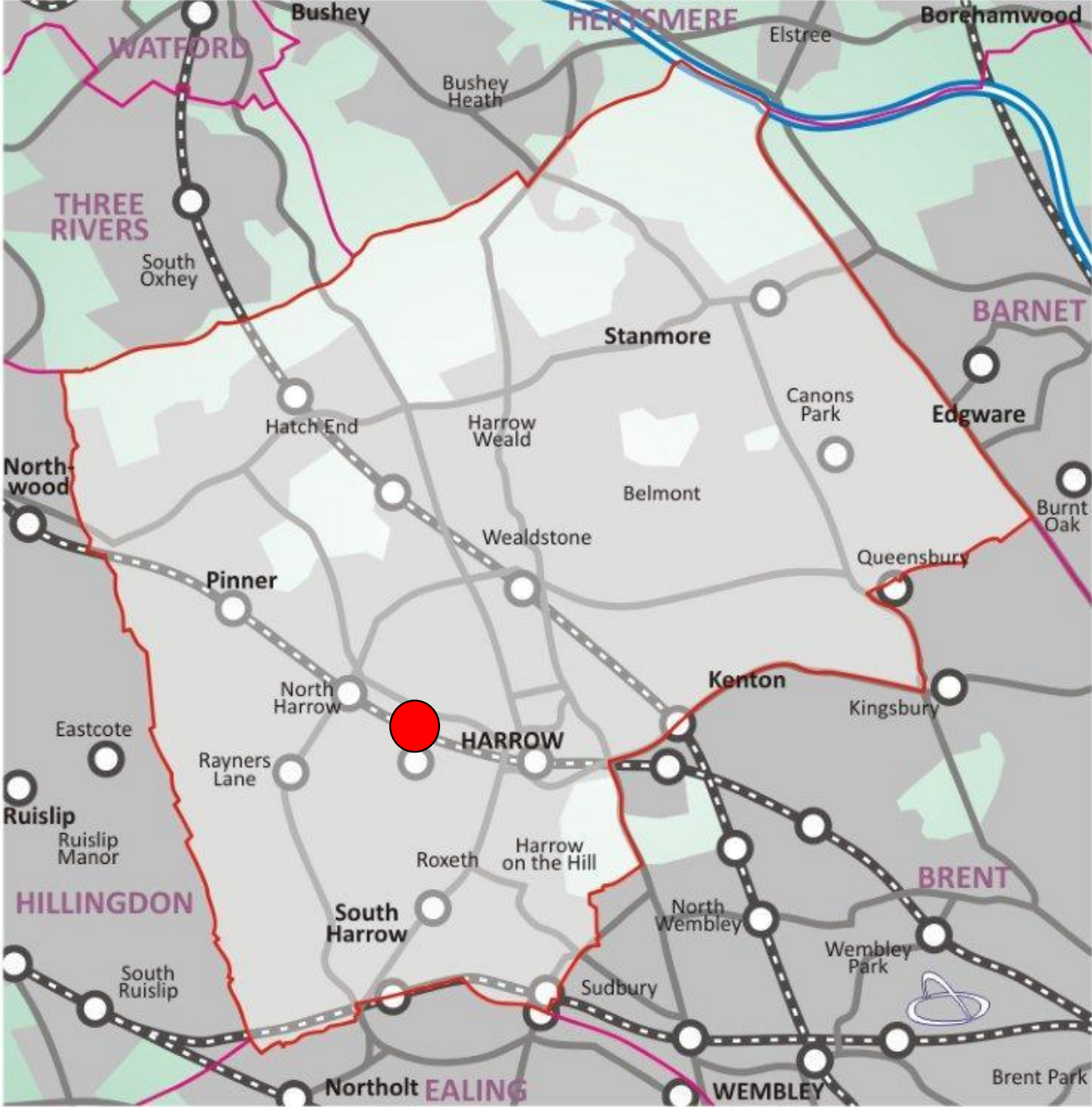
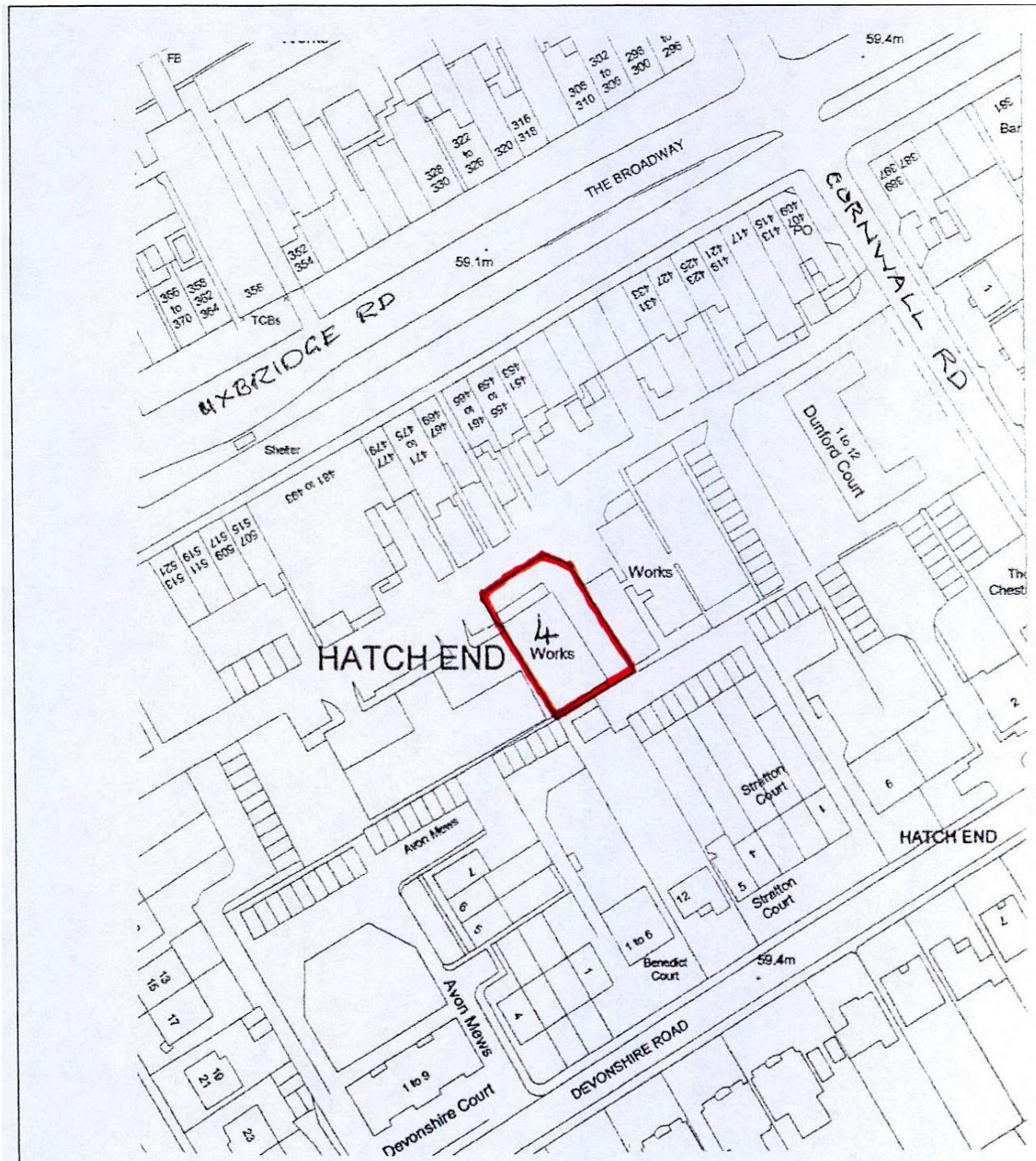


 = application site



<b>Hatch End High School</b>	<b>P/5202/17</b>
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## LONDON BOROUGH OF HARROW

### PLANNING COMMITTEE

21<sup>st</sup> March 2018

**APPLICATION NUMBER:** P/5202/17  
**VALIDATE DATE:** 20/11/2017  
**LOCATION:** 4 PHOENIX WORKS, CORNWALL ROAD, PINNER  
**WARD:** HATCH END  
**POSTCODE:** HA5 4UH  
**APPLICANT:** MR BOOTH  
**AGENT:** DRYA  
**CASE OFFICER:** TENDAI MUTASA  
**EXPIRY DATE:** 19/02/2018

#### **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.

*Redevelopment to provide two storey office building (Class B1); Parking; Refuse storage*

#### **RECOMMENDATION**

The Planning Committee is asked to:

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

#### **REASON FOR RECOMMENDATION**

The proposed redevelopment of the site would provide a high quality commercial unit and is considered to result in an efficient and effective use of the site. The two storey height would be appropriate in this location and in light of the previously developed nature of the land would also have greater impact on the surrounding uses than what is currently existing.

Accordingly, the proposed change of use is acceptable, subject to compliance with the relevant London Plan policies and development plan policies which seek to achieve a high standard of design, be consistent with existing land uses and protect the amenity of neighbouring occupiers in accordance with Policies 3.16 and 3.17 of The London Plan (2016), Policy DM1 of the DMP (2013).

## **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):	£20,125.00
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
- National 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	Phoenix Works, Cornwall Road, Pinner, HA5 4UH
Applicant	Mr Booth
Ward	Hatch End
Local Plan allocation	N/A
Conservation Area	No
Listed Building	No
Setting of Listed Building	No
Building of Local Interest	No
Tree Preservation Order	No
Other	N/A

Transportation		
Car parking	No. Existing Car Parking spaces	5
	No. Proposed Car Parking spaces	5 standard and disabled bay
	Proposed Parking Ratio	N/A
Cycle Parking	No. Existing Cycle Parking spaces	N/A
	No. Proposed Cycle Parking spaces	20
	Cycle Parking Ratio	N/A
Public Transport	PTAL Rating	2
	Closest Rail Station / Distance (m)	Hatch End
	Bus Routes	H12 and H14
Parking Controls	Controlled Parking Zone?	NO
	CPZ Hours	NO
	Previous CPZ Consultation (if not in a CPZ)	N/A
	Other on-street controls	Single/Double Yellow Lines
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	Refuse storage will be located at the front on ground floor

<b>Sustainability / Energy</b>	
BREEAM Rating	N/A
Development complies with Part L 2013?	Yes
Renewable Energy Source / %	No

## **PART 2: Assessment**

### **1.0 SITE DESCRIPTION**

- 1.2 The application site is located within a row of properties to the rear (south) of the shopping parade 407-503 Uxbridge Road.
- 1.3 The site contains a single-storey commercial building in light industrial use (Class B1c). Whilst planning permission has been granted in the past to extend the original property (P/2463/04/DFU), this permission has not been implemented.
- 1.4 Vehicular access to the site is taken from Cornwall Road and egress is to Wellington Road.
- 1.5 To the north of the site is a service road with the rear of the shopping parade beyond. To the south are residential properties on Devonshire Road
- 1.6 The surrounding area is mixed in character, comprising light industrial, commercial, retail and residential uses, owing to its location within the Hatch End Town Centre.
- 1.7 The application site is not listed or located within a conservation area.
- 1.8 The site is however located within Flood Zone 3a.

### **2.0 PROPOSAL**

- 2.1 The applicant proposes to replace the existing industrial building (Class B1c) with a two-storey office building (Class B1a). The proposed building would be sited in the southern corner of the site.
- 2.2 The proposed building would include a footprint of 246sqm at ground floor, with a hipped roof at first floor level .The building would provide a total of 575sqm of office floor space.
- 2.3 Car parking would be provided to the front of the building. Cycle parking would be located along the eastern and west flank elevations of the building, within a sheltered enclosure.
- 2.4 An area parallel to the east and western side has been identified for refuse storage.
- 2.5 The building would be finished in smooth red brick and cladding at ground floor with a pitched roof constructed of black roofing slates. Solar panels would be provided on the roof.



### 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
P/2463/04/DFU:	Extension to existing building.	Granted (29/10/2004)
P/1917/17	Redevelopment to provide two storey office building (Class B1); Parking; Refuse storage	Refused (03/08/2017)

### 4.0 **CONSULTATION**

4.1 A total of 14 consultation letters were sent to neighbouring properties regarding this application.

4.2 The overall public consultation period expired on 20.12.2017.

#### 4.3 **Adjoining Properties**

Number of letters Sent	14
Number of Responses Received	0
Number in Support	0
Number of Objections	0
Number of other Representations (neither objecting or supporting)	0

4.4 A summary of the notification responses received along with the Officers comments are set out in the table below.  
N/A

## 4.5 Statutory and Non Statutory Consultation

4.6 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 Highways	No objections subject to conditions for cycle storage details and construction management plan.	Noted
LBH Drainage	No objections	N/A
Policy Team	No comments received	N/A

## 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], the Draft London Plan (2017) 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 The Draft new London Plan was published on 29th November 2017. The current 2016 London Plan is still the adopted Development Plan. However the Draft London Plan is a material consideration in planning decisions. It gains more weights as it moves through the process to adoption and the weight given to it is a matter for the decision maker. The Draft London Plan consultation takes place between 1 December 2017 and 2 March 2018, prior to Examination in Public in Autumn 2018 and that at this stage carries limited weight.

5.5 Notwithstanding the above, the Draft London Plan (2017) remains a material planning consideration, with relevant policies referenced within the report below and a summary within Informative 1.

5.6 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 Development  
Regeneration  
Design, Character and Appearance of the Area  
Development & Flood Risk  
Residential Amenity  
Internal Layout  
Traffic, Safety and Parking  
Accessibility  
Sustainability

### **6.2 Principle of Development**

6.2.1 The National Planning Policy Framework sets out a presumption in favour of “sustainable development”. The NPPF defines “sustainable development” as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The NPPF sets the three tenets of sustainable development for planning to be; to play an economic, social and environmental role. The NPPF, following the deletion of the Planning Policy Statements continues to advocate that new development should firstly be directly towards previously developed land, recognising that “sustainable development” should make use of these resources first. The adopted Harrow Core Strategy 2012 sets out the spatial vision for the borough and along with the London Plan, identifies the Harrow and Wealdstone area and the corridor between these areas as an Intensification Area which should be the focus for regeneration, providing a significant portion of new development in the borough, including almost half of all new homes over the plan period. The Harrow and Wealdstone area has been identified as an Intensification Area in recognition of the ability of this area to deliver the highest levels of “sustainable development” in terms of the available infrastructure and contribution that pooled resources can make to infrastructure in this area.

6.2.2 The development would take place on previously developed land which, subject to appropriate impacts on the character and appearance of the area which are considered further below, is also supported by adopted policy, providing more effective and efficient use of land.

6.2.3 The applicant has submitted a planning application for the proposed change of use from Light Industrial (Use Class B1c) to Office (Use Class B1a) comprising 11 units, and as such the scheme is considered based on its merits within the current policy context.

6.2.4 The principle of development was accepted within the refused planning application P/1917/17 when it was considered that there is no relevant policy relating to the

loss of light industrial (Class B1c) floor space. Furthermore, given the proposed office use is also within Use Class B1, no objections are raised in this respect.

- 6.2.5 Notwithstanding this, the application site is located within the Hatch End Town Centre and accordingly, the proposed change of use is required to comply with Policy DM32(A) 'Office Development' of the Development Management Policies Document (2013) as follows:
- 6.2.6 'Proposals for new office floorspace within town centres, including proposals within mixed use schemes, will be supported where the scale of provision is appropriate to the role and function of the town centre and the development complies with other relevant policy considerations'.
- 6.2.7 In addition to this, paragraph 7.15 of the DMP indicates that in the sub-regional context, there is little demand from large corporate occupiers for office space. Rather, Harrow's office market is localised in nature with demand focusing on smaller scale space and flexibility of terms.
- 6.2.8 In this context, the proposed modest scale of the office use is considered appropriate to the role and function of the surrounding town centre. The proposed use would also not have any greater impact on the surrounding uses.
- 6.2.9 Accordingly, the proposed change of use is accepted in principle, subject to compliance with the relevant London Plan policies and development plan policies which seek to achieve a high standard of design and protect the amenity of neighbouring occupiers.

### **6.3 Regeneration**

- 6.3.1 The proposal would be acceptable in principle and would allow an increase in available office floor space which would be in an accessible and sustainable location to allow the function of a use that would benefit the new 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 Design, Character and Appearance of the Area**

- 6.4.1 Policy 7.4 (B) of the London Plan requires that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass.
- 6.4.2 Core Policy CS1.B specifies that 'All development shall respond positively to the local and historic context in terms of design, siting, density and spacing, reinforce the positive attributes of local distinctiveness whilst promoting innovative design and/or enhancing areas of poor design; extensions should respect their host building.'
- 6.4.3 Policy DM1 of the DMP gives advice that "all development proposals must achieve a high standard of design and layout. Proposals which fail to achieve a high

standard of design and layout, or which are detrimental to local character and appearance, will be resisted.”

- 6.4.4 The ground floor of the proposed building would be sited in the south-western corner of the site. 5 parking spaces would be located to the front of the building. cycle parking would be located along the eastern and western sides of the building and refuse storage would be sited along the east and western sides.
- 6.4.5 In terms of the siting and location of the building, the footprint of the proposed ground floor represents a reduction from the existing building and as such no issues arise in this respect. Furthermore, given the character of the surrounding development along Phoenix works which does not maintain an established front building line, there is no requirement for the building to align with surrounding development. The proposals do not propose any soft landscaping and this is considered acceptable as the surrounding is characterised by light industry with hardsurfacing at the front.
- 6.4.6 The proposal intends to replace the existing single-storey pitched roof building with a two-storey building. The replacement build represents an increase in height of approximately 2.5m. Whilst it is noted that the immediate surrounding development comprises single storey warehouse / light industrial buildings, the wider area includes buildings with maximum height of three storeys. Specifically, the properties fronting The Broadway and also Dunford Court, located on the corner of the service road and Cornwall Road, are all three-storeys in height. In this context, and also considering the distance between the properties to the rear along Devonshire Road, the principle of a two-storey building in this location is accepted.

#### *Architectural Design*

- 6.4.7 A previous application was refused because it was considered that the proposed development by reason of it's over scaled proportions, poor fenestration and roof design, would fail to provide a high quality design that would enhance the streetscene or the character of the surrounding area.
- 6.4.8 In the refused application it was considered that the proportions and articulation of window openings appeared to lack consistency and a clear hierarchy to their arrangement. The modest proportions of the openings at ground floor resulted in unnecessary expanses of flank wall, while the larger windows at first floor were considered to be oversized for the intended mansard design of the roof. Whilst the larger windows on the north-west elevation of the ground floor were considered to be more appropriately scaled for the intended commercial use of the building, this rationale had not been followed-through on the flank elevations. Overall, the proposed fenestration was not considered to follow a legible or regulated pattern.
- 6.4.9 In this re-submission, the fenestration has been revised so that the number of windows have been reduced are now more legible and more proportionate. Larger windows are now at ground floor level whilst the smaller windows are at the upper level. Further to this instead of a mansard roof a hipped roof is now proposed and as such it is considered that this has addressed the above reason for refusal.

6.4.10 The revised proposal has overcome the reason for refusal of a previous application and as such would therefore achieve a high standard of design and would thereby achieve the aspirations set out under policies 7.4B, and 7.6B of The London Plan (2016), policy CS1.B of the Harrow Core Strategy (2012) and policy DM1 of the Harrow Development Management Policies Local Plan (2013) which seek to achieve a high standard of design in all development proposals.

## **7.0 RESIDENTIAL AMENITY**

### *Impact of the development on Neighbouring Amenity*

- 7.1.1 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.
- 7.1.2 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”.
- 7.1.3 Policy 3.5C of The London Plan requires all new residential development to provide, amongst other things, accommodation which is adequate to meet people’s needs.
- 7.1.4 As previously discussed, the application site is located within a row of similar light industrial / warehouse properties along a service road. The surrounding area includes residential and commercial uses. Specifically, the service road is located to the rear (south) of the three-storey shopping parade 407-503 Uxbridge Road, which includes commercial at ground floor and residential above. Various two-storey rear extensions have been undertaken to these properties. Dunford Court, a three-storey apartment block is located to the north-east of the application site, on the corner of the service road and Cornwall Road. A distance of approximately 40m separates the rear elevation of the proposed building from the residential properties at the rear of the site.
- 7.1.5 The proposed development would introduce 576sqm of office floorspace to the application site. At present, the site includes 245sqm of light industrial floorspace. Given the location of the site along a service road, the proposed scale and nature of the commercial use would not have an undue impact on the operation of surrounding development. Car parking spaces have been reduced to five therefore the comings and goings to the site would not increase, therefore given the service nature of the road and the non-residential uses of the adjoining properties, no harm would result in this respect.
- 7.1.6 Furthermore, given the aforementioned distance and relationship to neighbouring residential properties which is approximately 40m, together with the modest scale of the proposal, the development would not result in overlooking or overbearing impacts or loss of light/outlook to surrounding residential properties.

7.1.7 Accordingly, the proposed development would not unacceptably harm the amenities of surrounding occupiers as assessed in the refused application. The development would therefore comply 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).

## **7.2 Traffic, Safety and Parking**

7.2.1 Policy CS1.R of the Core Strategy states that parking for new development will be managed to contribute to the delivery of a modal shift from the private car to more sustainable modes. Policy CS1.S of the Core Strategy states that over-development of sites with a low public transport accessibility rating will be resisted. Higher densities will be considered appropriate where the proposal involves the redevelopment of a previously-developed site of strategic significance and can secure improvements to local transport sufficient to enhance the public transport accessibility level of the site.

7.2.2 Policy DM42 indicates that proposals that result in inappropriate on-site parking provisions, which lead to significant on-street parking problems, prejudice highway safety or diminish the convenience of pedestrians and cyclist will be resisted. This is further supported by Policy DM46B(c) and DM46D(c), which require community facilities to have no adverse impacts on residential amenity or highway safety, and to provide adequate parking and access arrangements.

7.2.3 The application site is located along a service road that runs to the rear of Uxbridge Road. The surrounding area has a public transport accessibility rating (PTAL) of 2. The previous application was refused because of over provision of car parking spaces given the location of the site along an unadopted service road. Further, the Highways commented that the arrangement of the spaces also did not allow sufficient space for pedestrian access to the building. In this re-submission the number of car parking spaces has been reduced to five with an additional space for disabled parking. It is considered that the reduction in spaces in accordance with the requirements of the London Plan would also be beneficial to the layout of the site, in that more space would be created around the building. It has been considered necessary attach a condition based on the site restriction and the traffic sensitivity of the site location. A construction management plan would need to be secured via planning condition to help ensure minimal disruption to the local area. A reason for refusal on car parking has been addressed.

7.2.4 The proposal for 20 cycle spaces is welcomed and it is noted that this far exceeds the London Plan requirements. However, a condition of approval would require further detail in terms of the type of cycle storage.

7.2.5 Subject to a condition, it is therefore considered that the development would not result in any unreasonable impacts on highway safety and convenience and subject to safeguarding conditions would therefore accord with policies DM26 and DM42 of the DMP (2013).

## **8.0 ACCESSIBILITY**

- 8.1.1 Policy DM2 of the DMP and policies 3.5 and 3.8 of The London Plan 2016 seek to ensure that all new housing is built to 'Lifetime Homes' standards. Furthermore, The London Plan policy 7.2 requires all future development to meet the highest standards of accessibility and inclusion.
- 8.1.2 Policy CS1.K of the Harrow Core Strategy requires all new dwellings to comply with the requirements of Lifetime Homes. Supplementary Planning Document Accessible Homes 2010 (SPD) outlines the necessary criteria for a 'Lifetime Home'.
- 8.1.3 The previous application was refused because the applicant had not addressed how wheelchair access to the building would be achieved. In this re-submission the applicants have now demonstrated that the building would be accessible to all by ensuring that level thresholds will be provided and level circulation will be provided throughout the ground floor. Further, wide corridors and doors will enhance circulation and access for all. Lift access has also been provided to reach the first floor level with 900mm doors provided. A rescue area has also been provided adjacent to the lift on the first floor in order to make the building accessible to all and providing inclusive design. It is considered that a reason for refusal has been overcome.

## **8.2 Development and Flood Risk**

- 8.2.1 The proposed development is within EA flood zone 2 & 3 according to Environmental Agency Flood Maps and is also within flood zone 3a & 3b according to the LPA surface water flood maps. There is also a piped main river in close proximity to the site. In this context, the site is at a highest risk of flooding.
- 8.2.2 The previous application was refused because the applicant had failed to provide sufficient information to allow the drainage team to assess the flood and drainage risks associated with the proposed development. In this re-submission a new flood risk assessment has been submitted and the drainage team has commented that the submitted details are considered satisfactory to address flood risk. In light of this it is considered that the reason for refusal of a previous application has been addressed.

## **9.0 CONCLUSION AND REASONS FOR APPROVAL**

- 9.1 The proposed redevelopment of the site would provide additional floorspace for potential local businesses. Furthermore, the proposed building would not unduly impact on the character, residential amenity or surrounding highway network.
- 9.2 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 92 of the Town and Country Planning Act 1990.

#### 2. Approved Plans and Documents

The development hereby permitted shall be carried out in accordance with the following documents and plans: Location plan 000, 001, 002b, 003A, 004A, 005A, 006, 007, Flood Risk Assessment dated 30/01/2018, Planning Statement dated 20 Oct 2017

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

#### 3. Materials

Notwithstanding the details shown on the approved drawings, prior to commencement of the development hereby permitted samples of the materials (or appropriate specification) to be used in the construction of the external surfaces noted below shall be submitted to, provided on site, and agreed in writing by, the local planning authority:

facing materials for the building, including brickwork and spandrel detail; windows/ doors; boundary fencing including all pedestrian/ access gates; external materials of the proposed cycle storage.

The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

REASON: To safeguard the appearance of the locality and to ensure a satisfactory form of development Details are required PRIOR TO THE COMMENCEMENT OF DEVELOPMENT.

#### 4. Details of windows and doors

Notwithstanding the details shown on the approved drawings, prior to commencement of the development hereby permitted details of the following shall be submitted to and approved in writing by the Local Planning Authority:

- i) detailed sections at metric scale 1:20 through all external reveals of the windows and doors on each of the elevations;
- ii) sections and elevations of the parapet detail and roofline of the proposed building.

The development shall be completed 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. Details are required PRIOR TO THE COMMENCEMENT OF DEVELOPMENT.

5. Construction Method Statement & Logistics Plan

Prior to commencement of the development hereby permitted, a Construction Method Statement & Logistics Plan shall be submitted to, and approved in writing by, the local planning authority. The Method Statement shall provide for:

- a) detailed timeline for the phases and implementation of the development;
- b) demolition method statement;
- c) the parking of vehicles of site operatives and visitors;
- d) loading and unloading of plant and materials;
- e) storage of plant and materials used in constructing the development;
- f) measures to control the emission of dust and dirt during construction; and
- g) scheme for recycling/disposing of waste resulting from demolition and construction works.

The development shall be carried out in accordance with the approved Method Statement & Logistics Plan, or any amendment or variation to it as may be agreed in writing by the local planning authority.

REASON: To minimise the impacts of construction upon the amenities of neighbouring occupiers and highway safety. Details are required PRIOR TO COMMENCEMENT OF DEVELOPMENT.

6. Cycle Storage

Notwithstanding the details hereby approved, prior to occupation of the flats, details of secured cycle storage shall be submitted to the Local Planning Authority for approval. The cycle storage thus approved shall be carried out and implemented in full on site in accordance with the approved details and shall be retained as such thereafter.

REASON: To ensure the satisfactory provision of safe cycle storage facilities, to provide facilities for all the users of the site and in the interests of highway safety and sustainable transport, in accordance with policy 6.9B of The London Plan (2016) and policy DM 42 of the Harrow Development Management Policies Local Plan (2013).

7. Refuse storage

Prior to commencement of the development hereby permitted details of the appearance including materials of the refuse storage shall be submitted to and approved in writing by the Local Planning Authority. The refuse bins shall be stored at all times in the designated refuse storage area, as shown on the

approved drawing plans.

REASON: To enhance the appearance of the development and safeguard the character and appearance of the area, in accordance with policies 7.4.B of The London Plan 2016 and policy DM1 of The Development Management Policies Local Plan 2013.

8. Building Regulations

The development hereby permitted shall be constructed to the specifications of:

“Part M, M4 (2), Category 2: Accessible and Adaptable Dwellings” of the Building Regulations 2013 and thereafter retained in that form.

REASON: To ensure that the development is capable of meeting ‘Accessible and Adaptable Dwellings’ standards in accordance with policies 3.5 and 3.8 of The London Plan 2016, policy CS1.K of The Harrow Core Strategy 2012 and policies DM1 and DM2 of the Development Management Policies Local Plan 2013.

9. 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 are relevant to this decision:**

#### **National Planning Policy Practice Guidance (2012)**

##### **The London Plan 2016**

3.3 Increasing Housing Supply  
3.5 Quality and Design of Housing Developments  
3.8 Housing Choice  
3.9 Mixed and balanced communities  
5.3 Sustainable Design and Construction  
6.9 Cycling  
6.13 Parking  
7.2 An Inclusive Environment  
7.3 Designing Out Crime  
7.4 Local Character  
7.5 Public Realm  
7.6 Architecture

##### **The Draft London Plan (2017):**

Policy D1 London's form and characteristics  
Policy D2 Delivering Good Design  
Policy D3 Inclusive design  
Policy D4 Housing Quality and Standards  
Policy D5 Accessible Housing  
Policy H2 Small Sites  
Policy H12 Housing Size Mix  
Policy SI13 Sustainable Drainage  
Policy T3 Transport Capacity, Connectivity and Safeguarding  
Policy T4 Assessing and mitigating Transport Impacts  
Policy T5 Cycling  
Policy T6 Car Parking  
Policy T6.1 Residential Parking

##### **Harrow Core Strategy 2012**

Core Policy CS 1 – Overarching Policy Objectives

##### **Harrow Development Management Policies Local Plan (2013)**

Policy DM 1 – Achieving a High Standard of Development Policy  
DM 2 – Achieving Lifetime Neighbourhoods Policy  
DM 9 - Managing Flood Risk Policy

DM 10 – On Site Water Management and Surface Water Attenuation  
Policy DM 11 – Protection and Enhancement of River Corridors and Watercourses  
Policy DM 12 – Sustainable Design and Layout  
Policy DM 24 – Housing Mix  
Policy DM 27 – Amenity Space Policy  
Policy DM 42 – Parking Standards  
Policy DM 44 - Servicing  
Policy DM 45 – Waste Management

### **Relevant Supplementary Documents**

Supplementary Planning Document: Sustainable Building Design (2010)  
Supplementary Planning Document: Garden Land Development (2013)  
Code of Practice for Storage and Collection of Refuse and Materials for Recycling in Domestic Properties (2008)  
Building Regulations 2010 M4 (2) Category 2: Accessible and Adaptable Dwellings

#### 2. 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.

#### 3. Party Wall Act:

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

1. work on an existing wall shared with another property;
2. building on the boundary with a neighbouring property;
3. excavating near a neighbouring building, and that work falls within the scope of the Act.

Procedures under this Act are quite separate from the need for planning permission or building regulations approval.

“The 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](mailto:communities@twoten.com)

#### 4. 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.

5. London Mayor's CIL Charges

Please be advised that approval of this application (either by Harrow Council, or subsequently by PINS if allowed on Appeal following a Refusal by Harrow Council) will attract a liability payment of £20,125.00 of Community Infrastructure Levy. This charge has been levied under Greater London Authority CIL charging schedule and s211 of the Planning Act 2008.

Harrow Council as CIL collecting authority on commencement of development will be collecting the Mayoral Community Infrastructure Levy (CIL).

Your proposal is subject to a CIL Liability Notice indicating a levy of £20,125.00 for the application, based on the levy rate for Harrow of £35/sqm and the stated increase in floorspace of 575sqm

You are advised to visit the planningportal website where you can download the appropriate document templates.

<http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>

6. Street numbering

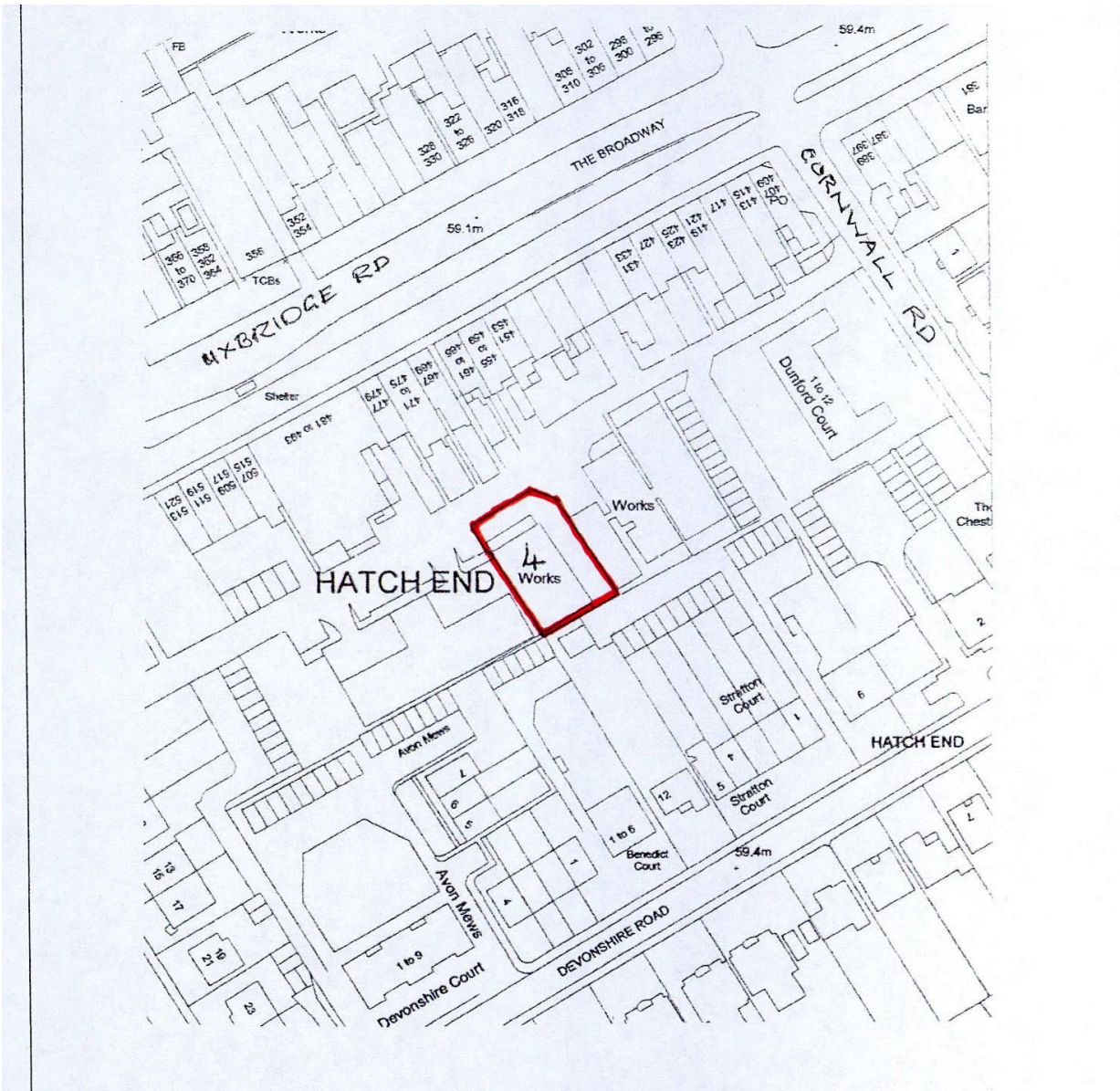
Harrow Council is responsible for the naming and numbering of new or existing streets and buildings within the borough boundaries. The council carries out these functions under the London Government Act 1963 and the London Building Acts (Amendment) Act 1939.

All new developments, sub division of existing properties or changes to street names or numbers will require an application for official Street Naming and Numbering (SNN). If you do not have your development officially named/numbered, then then it will not be officially registered and new owners etc. will have difficulty registering with utility companies etc.

You can apply for SNN by contacting [technicalservices@harrow.gov.uk](mailto:technicalservices@harrow.gov.uk) or on the following link.

[http://www.harrow.gov.uk/info/100011/transport\\_and\\_streets/1579/street\\_naming\\_and\\_numbering](http://www.harrow.gov.uk/info/100011/transport_and_streets/1579/street_naming_and_numbering)

**APPENDIX 2: SITE PLAN**



**APPENDIX 3: SITE PHOTOS**

Application site



Application site as seen from the north-west





Front of application property



Existing parking around application property



Adjoining neighbour to the east and west



Rear of properties fronting The Broadway

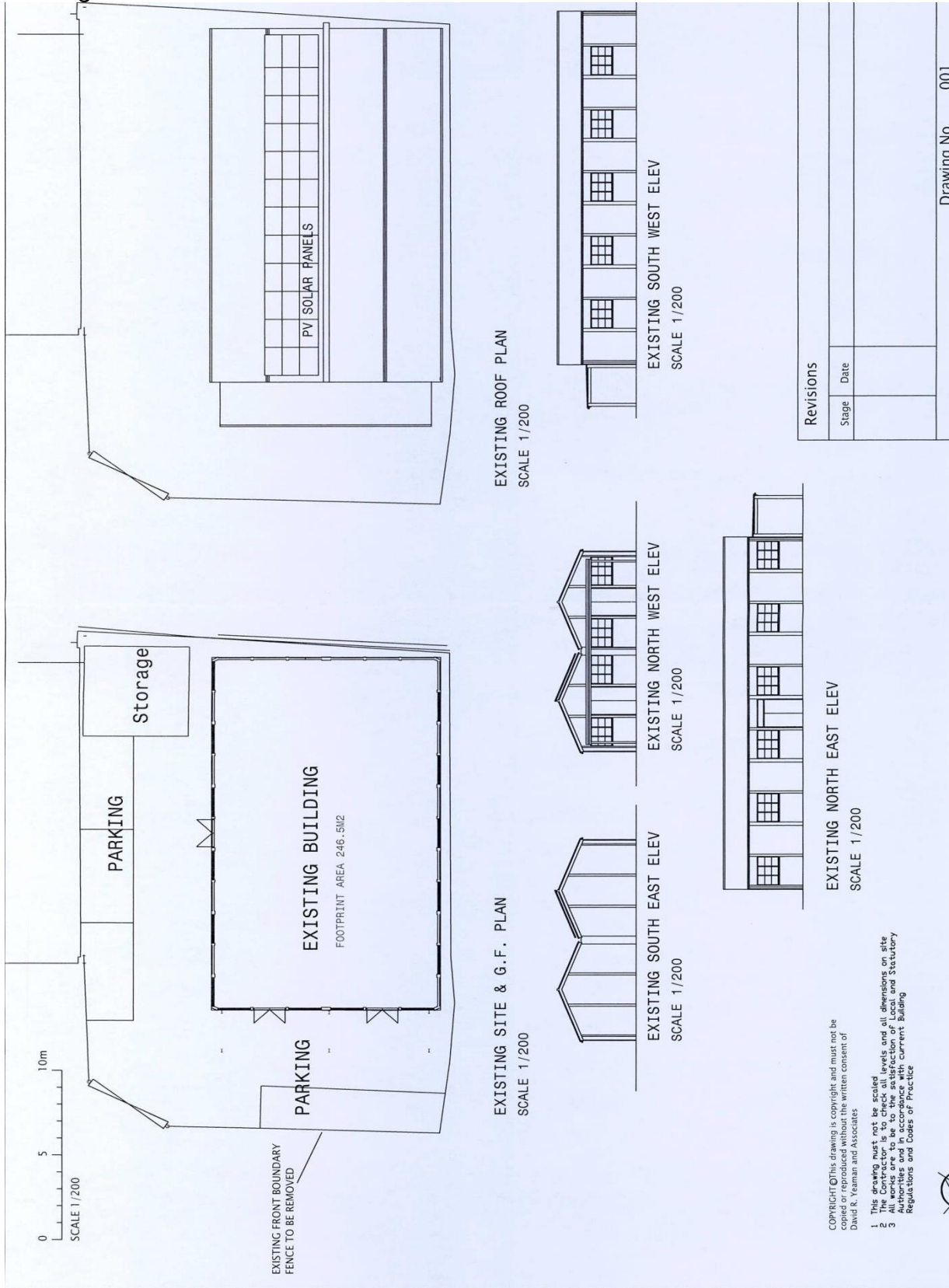


Service road facing towards Cornwall Road (east)



# APPENDIX 4: PLANS AND ELEVATIONS

## Existing Ground Floor Plan



REVISIONS	
Stage	Date

EXISTING NORTH EAST ELEV  
SCALE 1/200

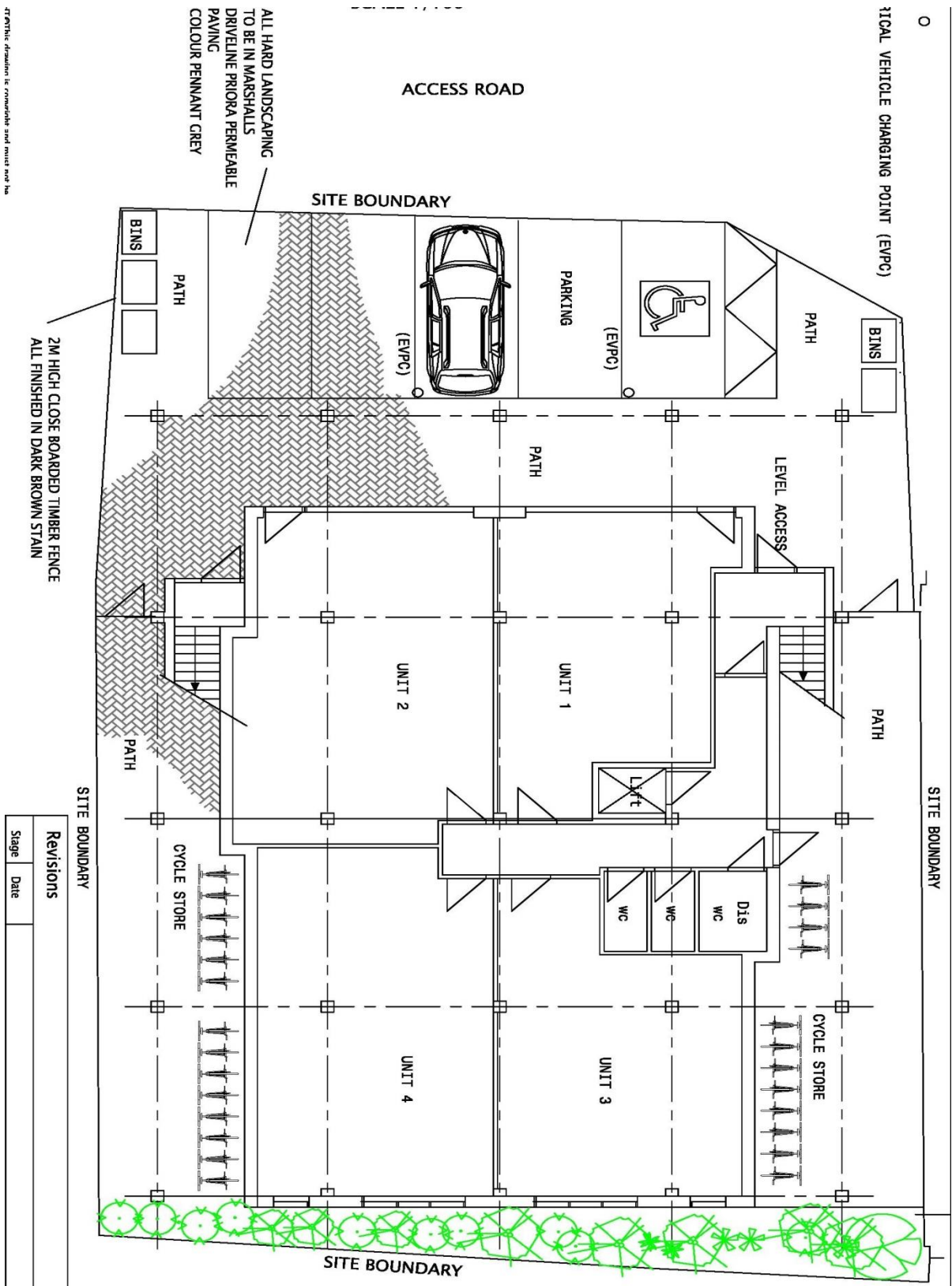
COPYRIGHT © This drawing is copyright and must not be copied or reproduced without the written consent of David R. Yeaman and Associates.

- This drawing must not be scaled
- The Contractor is to check all levels and all dimensions on site
- All works are to be to the satisfaction of Local and Statutory Authorities and in accordance with current Building Regulations and Code of Practice

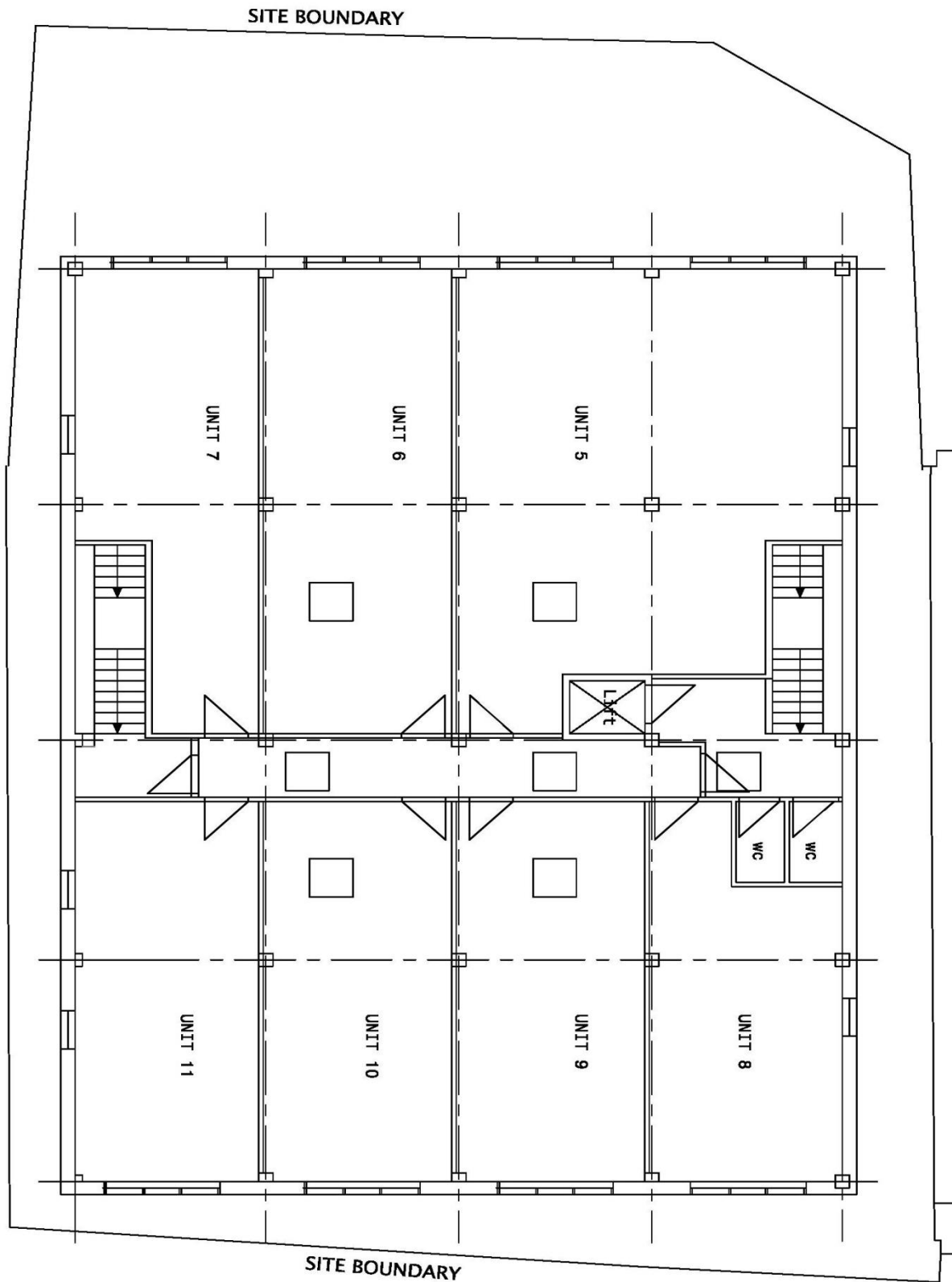


Drawing No 001

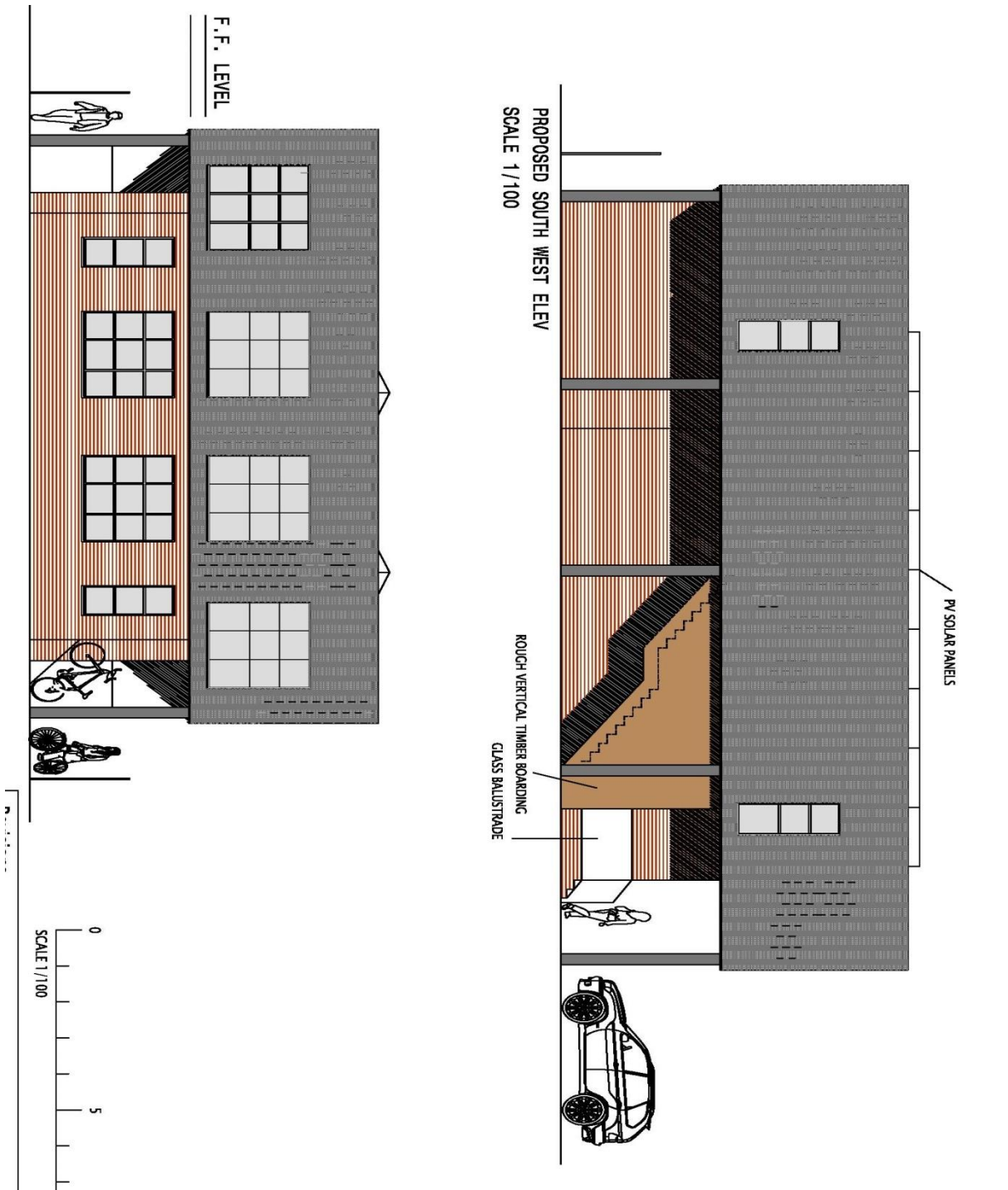
# Proposed Ground Floor Plan



Proposed First Floor



Proposed Elevations



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