

HARROW COUNCIL

SUPPLEMENTAL ADDENDUM

PLANNING COMMITTEE

25th April 2018

<p>2/01</p>	<p>ADD the following to paragraph 6.64:</p> <p>A section 106 obligation can be secured for a traffic making order (£5000 financial contribution) to enable the provision of two on street car parking spaces including one disabled bay. The on street parking bays would either be allocated as shared use spaces (Pay and display) or permit holder bays and this would be determined by the Highways Authority. Any future disabled residents of the development would therefore be entitled to park in any permit bay, provided they were a blue badge holder.</p> <p>Additionally an obligation is also recommended for the closing of the access along Graham Road and making reinstating the footpath.</p>
<p>2/03</p>	<p>ADD further CAAC comments to expand those in the report and officer response:</p> <p><u>Comment</u> This would be too top heavy. Pitch is too steep for this type of house. The bulk of the roof is excessive. It would not be possible to dig foundations for the extension without rebuilding the pool. The articulation and valleys to the rear would be lost.</p> <p><u>Officer Comments</u> This has been addressed in sections 6.0 to 6.5 of the report under headings; Green Belt and Area of Special Character, Character and Appearance of the Conservation Area</p>
<p>2/07</p>	<p><u>Addendum Item 1:</u> <u>Supporting Statement submitted by the applicant submitted 24.04.2018, regarding parking, this is as follows:</u></p> <ul style="list-style-type: none"> • Our relationship with the Good News Free Church: when the centre was originally built in 2012, we agreed as part of the project, that we would assist the church with works that included: re-tarmacking and white lining of the church car park, new fencing, a new disabled ramp access and steps in to the church. We also agreed that one of our CCTV cameras would be positioned such that we have full coverage of the church gates at all times to help provide additional security. • The lead person for the church, John Jenkins, sits on our management board (meets quarterly) and we have a very good relationship with him. He has allowed

us to have access to the car park when we require it (except on the rare occasion that they have a funeral service) and we have been provided with a key for this purpose. Harrow Mencap, one of our principal users, now use the church for certain activities and it is felt that our relationship with the church has been cemented because this draws in additional income for them through this use.

- When certain activities are provided at the centre, such as Over 50s activities on Tuesday and Thursday mornings, the participants are made aware of the overflow parking and this is now well used. Our reception desk team also verbally advise incoming users of the ability to use the church car park. The Service Level Agreements with our users does advise on preferred travel means, so we can demonstrate that we take all means seriously to get the message out there.
- We have agreed with John Jenkins that when overflow arrangements are required by the church on Sundays, they may use the front of the centre, as the centre is not open on Sundays. A reciprocal arrangement.
- As mentioned by phone, the last year has seen considerable increases in the numbers of vehicles using Chicheley Road as an overflow for contractors and school staff at Cedars Manor Primary School whilst their refurbishment works have been undertaken. It was thought that these works would have ceased by now, but our understanding is that works have overrun and may not now conclude until the end of the school term. When opening the centre daily, we regularly see a good number of people parking their cars in the street (and occasionally on our front driveway) and then walking up to the school. This has also impacted upon Chicheley Gardens, as we understand the staff and contractors have been told not to park around the immediate school roads. These cars then dissipate again around 4pm. Naturally, people will park as close to the school as possible to reduce their walk in. Two of our staff live in Whittlesea Road by the school grounds and have said the car parking issues have increased since the school works have commenced and sometimes they cannot get a local spot and have had to park a little away from their houses. We fully expect the parking issues to significantly reduce by the centre when staff can park in the school grounds again and contractors leave the site.
- With the school works hopefully completed by August, our planned works will not overlap. As the works are largely concentrated to the rear of the building and will involve small teams, our impact will be nowhere near as much as the school development.

Addendum Item 2:

Response from Highway Officer regarding Supporting Statement dated 24.04.2018, which as follows:

- This helps to clarify the situation and I do agree that the current impact of the school development could be skewing traffic and parking conditions at the moment.
- I don't think that this site could do too much more in terms of parking. They provide some on site facilities and an overflow option which provides up to 25

spaces which is acceptable in terms of policy compliance as there are no specific standards for this use class.

- Without knowing the frequency or duration of parking problems, it is difficult to determine how much of an impact the centre is having on average. It does seem that the majority of activities are happening in the evening which is when we would expect less effect from the development at Cedars Manor School.
- The staff and visitor surveys referred to in the travel plan do not give actual figures and instead provide percentages. Please can you request the actual figures from the applicant to give us an indication of how many vehicles arrive on an evening. The actual date would also be helpful. Do they have attendance records to compare the survey data with – this would be very helpful.
- We should also apply a pre-occupation condition to provide a cycle shelter as the Travel Plan indicates that the current facilities are not covered. This would encourage cycling.

Addendum Item 3

Addition to paragraph 6.72

Highways Officers have commented that the Travel Plan staff and visitor surveys should be amended to demonstrate actual numbers of vehicles arriving rather than as a percentage. A condition has been attached to reflect this requirement. Also Highways Officers have commented that the current open cycle shelter should be covered to encourage cycling. A condition has been attached to reflect this.

Addendum Item 4

Condition 13: Cycle Parking Cover

Notwithstanding the approved plans, prior to practical completion of the development, details of a covering to the existing cycle storage shall be submitted to the local planning authority to be approved in writing. The bicycle storage cover shall be implemented in accordance with the approved details and shall thereafter be retained in that form.

Reason: To provide safe and secure cycle storage for the use of future occupiers.

Addendum Item 5

Condition 14: Travel Plan Condition

Notwithstanding the approved documents, prior to the first use of the proposed development, a revised Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall describe measures to encourage the use of sustainable modes of travel by those visiting the site. The details shall also include staff and visitors surveys for vehicle arrivals of staff and visitors and actual attendance records. The approved Travel Plan Statement shall be adhered to for the duration of the use of the site as a community centre.

Reason: To promote sustainable transport and reduce the impact of the development on the surrounding road network.

Addendum Item 6

Replace paragraph 1.9:

There is an existing management plan for the site and restricted opening hours in the original planning permission. These were extended to 900 hours to 2200 hours, Mon – Fri inclusive; and (0900 hours to 2100 hours, Saturdays, Sundays or Bank Holidays in planning application reference P/2042/10.

Addendum Item 7

Replace Condition 10: Hours of Operation

The building and use hereby permitted shall not operate outside the following times:-
a: 0900 hours to 2200 hours, Monday to Friday inclusive; and
b: 0900 hours to 2100 hours, Saturdays, Sundays or Bank Holidays
without the prior written permission of the local planning authority.

Reason: To safeguard the amenity of neighbouring residents.