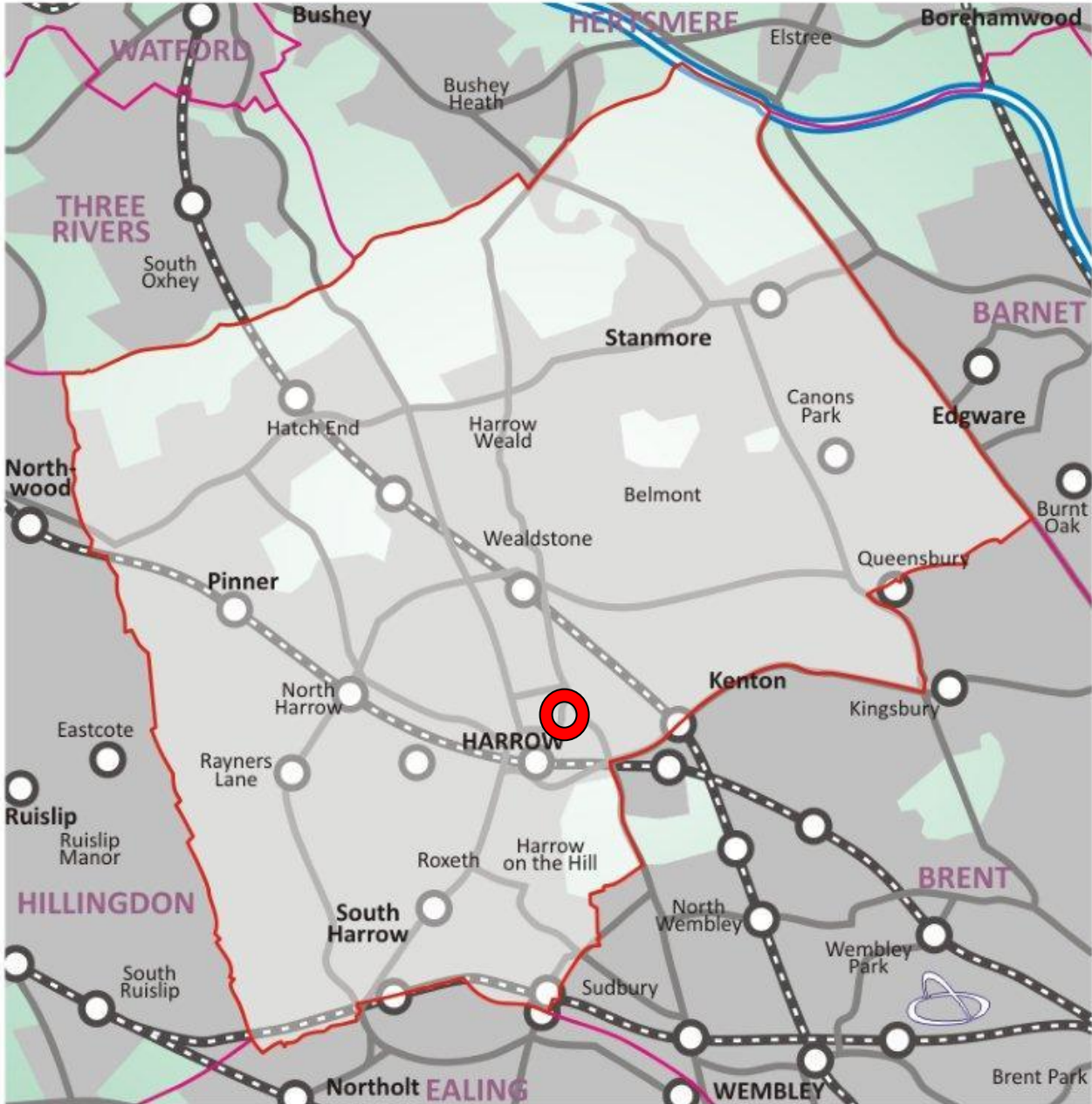
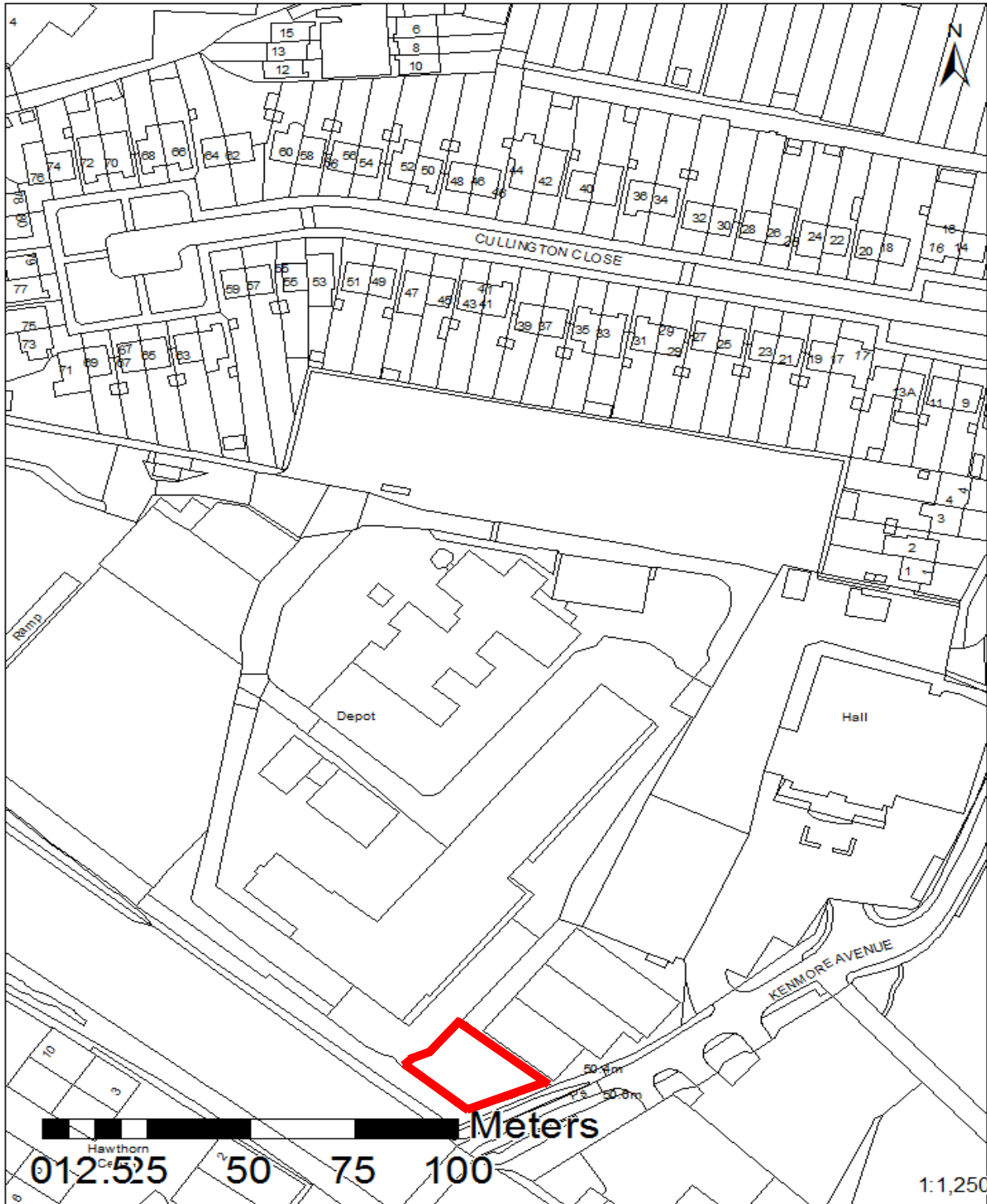


 = application site



**Central Depot, Forward Drive, Harrow**

**P/0276/18**



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**Central Depot, Forward Drive, Harrow**

**P/0276/18**

## LONDON BOROUGH OF HARROW

### PLANNING COMMITTEE

30<sup>th</sup> May 2018

**APPLICATION NUMBER:** P/0276/18  
**VALIDATION DATE:** 19/01/2018  
**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:** 01/06/2018

#### **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.

*The proposal is for a portacabins for office use on the site.*

#### **RECOMMENDATION A**

The Planning Committee is asked to:

**GRANT** planning permission for the reasons set out below:

#### **REASON FOR THE RECOMMENDATION**

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

Net Additional Floor Area: 113 sq m

GLA Community Infrastructure (CIL) £3,955 based on a £35 contribution per square metre of additional floorspace

Contribution (provisional):

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

Contribution (provisional):

## **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	Hardstanding/car park
	Existing Use Class(es) sq m	N/A
Proposed Use(s)	Proposed Use / Operator	Temporary Single and Two Storey Offices
	Proposed Use Class(es) sq m	113 sq m
Employment	Existing number of jobs	12 (In existing depot buildings)
	Proposed number of jobs	12

<b>Transportation</b>		
Car parking	No. Existing Car Parking spaces	14
	No. Proposed Car Parking spaces	6
	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

<b>Sustainability / Energy</b>	
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 113 sq m, in area, in the southern part of the site, which contains the Central Depot, Forward Drive, Harrow which is owned by the London Borough of Harrow Council. The wider site is occupied by various LBH Council Departments and 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 existing depot buildings and to the south is the railway line serving the London Overground, Virgin Trains and other mainline services.
- 1.4 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.

### **2.0 PROPOSAL**

- 2.1 The proposal is to install two new permanent portacabins for office and ancillary uses on site, serving private businesses that currently use the existing buildings, which will be replaced during the redevelopment works granted planning permission under planning reference P/4767/17. The proposal site lies adjacent to, but outside the defined curtilage of the redevelopment site.
- 2.2 The footprint of the large two storey structure would be 48 sq m and 24 sq m for the single storey building. The two storey building would measure 4m in depth and 12m in width with a height of 5.95m. The single storey building would measure 9m in width and 3m in depth, with a full height 2.6m. The buildings would be constructed from steel faced composite panels with a steel framework. The external colour would be grey.
- 2.3 The proposal would result in the loss of approximately 6 car parking spaces, (retaining 8 spaces) which would be displaced to other nearby sites.



### 3.0 RELEVANT PLANNING HISTORY

Reference Number	Development Description	Decision/ Date	Reason for Refusal (if applicable)
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	N/A
P/3060/17	Installation Of Temporary Modular Buildings To Create Two Storey Office Accommodation To Facilitate Works To Existing Office Accommodation On Site	Granted: 28/09/2017	N/A
P/4767/17	Redevelopment To Provide Part Single, Part Two And Part Three Storey Building With Plant Room On Roof And Part First Floor Mezzanine Incorporating Workshop (B1 Light Industrial), Office (B1 Use), Warehouse (B8 Use) And Ancillary Uses; Multi Storey Car Park And External Car Parking; Bin Store (Demolition Of Existing Buildings)	Granted: 26/03/2018	N/A

### 4.0 CONSULTATION

4.1 A total of 31 neighbouring properties were consulted. The first set of letters was sent on 20th February 2018, with the notification period expiring on 13<sup>th</sup> March 2018. The second set of letters was sent on 5<sup>th</sup> April 2018, with the consultation period expiring on 19<sup>th</sup> April 2018. The re-notification was undertaken due to reconfiguration of the buildings to avoid building over a Thames Water sewer.

#### 4.2 Adjoining Properties

Number of Letters Sent	34
Number of Responses Received	01
Number in Support	0
Number of Objections	0
Number of other Representations (neither objecting or supporting)	01

4.3 No objections were received from adjoining residents. One neighbour response was received inquiring when the next phase of building work will commence.

#### 4.4 Statutory and Non Statutory Consultation

The following consultations have been undertaken:

- LBH Highways
- Engineering Drainage Section
- Transport for London

#### 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:

<b>Consultee</b>	<b>Summary of Comments</b>	<b>Officer Comments</b>
Drainage Officers	Concerns were raised due to the building position on site following the discovery of a public sewer running through the footprint. Thames Water were consulted on the scheme who highlighted that they would not accept building over the drainage in question, the building position was amended and this was considered acceptable.  Also required drawing showing foul <u>and</u> surface water connections with the outfall details and an oversized manhole. These were submitted and considered acceptable.	Comments noted, see relevant section below.
Highways Authority	No objection to the proposal.	Comments noted
Transport for London	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 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 retain existing employment on site and so would not be contrary to the regeneration strategy.

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 all 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 buildings would not usually be considered acceptable as a permanent structure. However, there are a number of mitigating circumstances. Firstly it is located within a designated area for waste management and depot use, which would normally consist of industrial type buildings. Secondly, the location of the proposal would be behind a high fence, to the rear of existing buildings which are taller than the proposed development and adjacent to a railway line and a raised railway bridge. The only nearby neighbour across Kenmore Avenue is a car park to a hall in scout/nursery use with no residential neighbour nearby. On this basis, it is very difficult to see the development except from within the depot site. The only public vantage point is the road adjacent to the site which is a pavement/cycle track that goes under the railway bridge. On this basis, the proposal would be in keeping with the character of the area and would not be detrimental to local character or appearance in accordance with Development Management Policy DM1.

6.4.4 Colours and materials have been described on the application form and Design and Access statement and in principle appear acceptable. A condition as per standard practice has been attached requiring submission of material samples to be approved in writing. On this basis, the proposal is satisfactory in terms of character and appearance.

## 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 site is not in close proximity to any residential dwellings, with the rest of the depot site to the north, the railway line to the south and a car park severing a scout hall to the east. TfL have raised no objection to the proposal. The site would be intended to relocate existing staff/offices. The proposed hours of use would be standard office hours, but even if later hours were proposed, it is not considered that any neighbours are in close enough proximity to be impacted negatively and for this reason no restriction on hours of use has been included. On this basis, it is considered that the proposal would have an acceptable impact on neighbouring occupiers in terms of light and outlook/privacy and noise/disruption in accordance with Harrow DM Policy DM1.

## 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 and other details submitted by the applicant are considered acceptable by the Council's Engineering Drainage Section. There are requirements in terms of Surface Water Attenuation, Storage, Surface Water Disposal and Foul Water Disposal and details of these have been attached as planning conditions for subsequent approval.
- 6.7.2 Subject to the conditions securing the above, it is considered that the 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 two portacabins for office and ancillary use 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 development would safeguard and ensure the continuation of existing business within the site while the wider regeneration proposals take place. 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 **Full Time**

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

2 **Approved Drawing and Documents**

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

TSLP22014150118 Ex; DD001; TSLP22014`50118 Revision C; Flood Risk Assessment 1015124-RPT-CL-0001 Revision F; Drainage Plan; Floor Plan TN12411332U; TN124 Elevations; SL084Elevations; Floor Plan TN12411332U; Floor Plan SL0820660 400014402; Design and Access Statement.

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

3 **Materials**

Notwithstanding the approved plans, the building shall not commence until details of the proposed materials shall be submitted to be approved in writing and shall be retained in that form thereafter.

REASON: To safeguard the appearance of the locality.

4 **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)**

**Draft London Plan (2017)**

**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](mailto: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 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

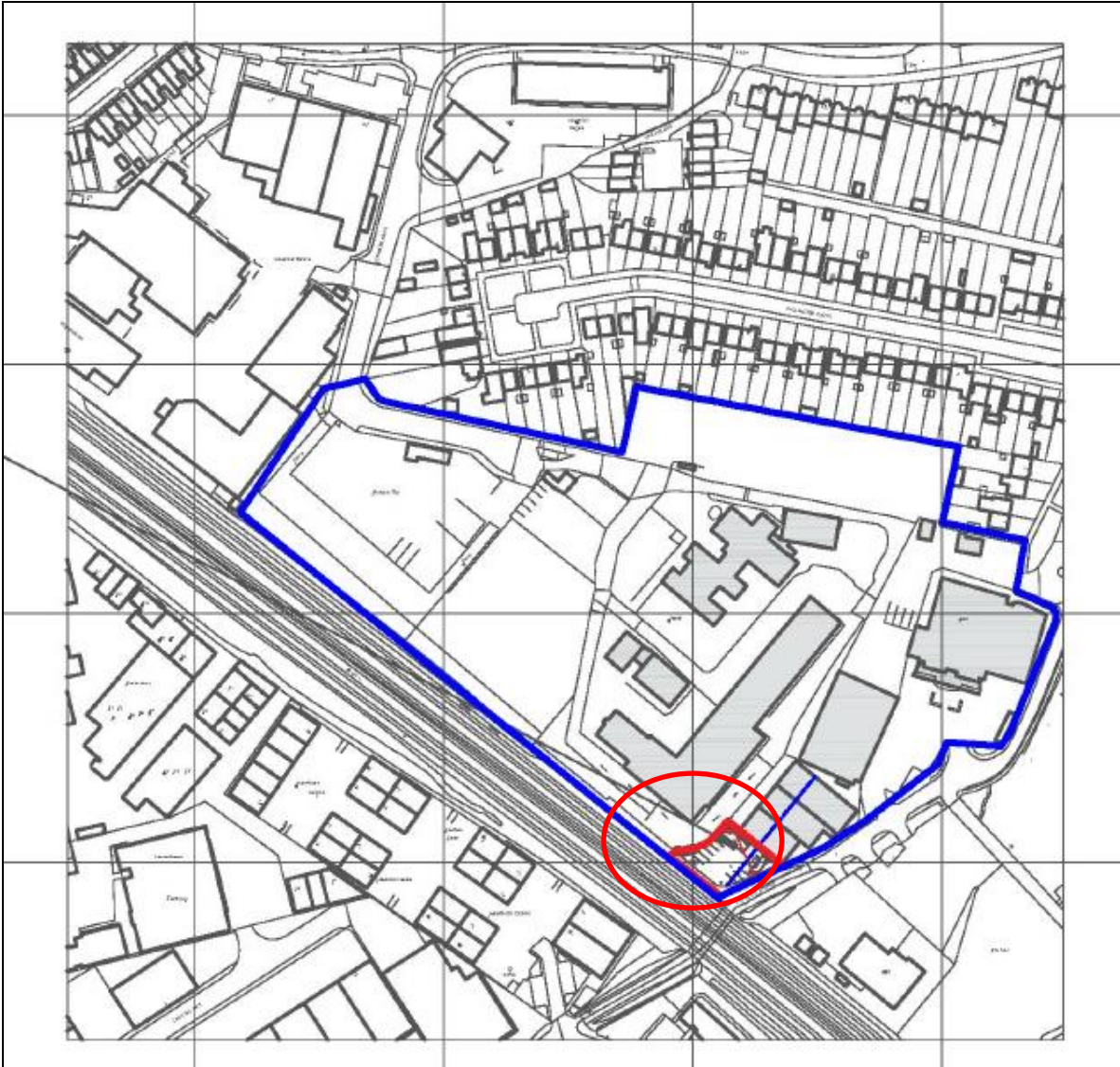
## 5 DRAINAGE INFORMATIVE

Applicant should contact Thames Water developer services by email: [developer.services@thameswater.co.uk](mailto: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](http://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.

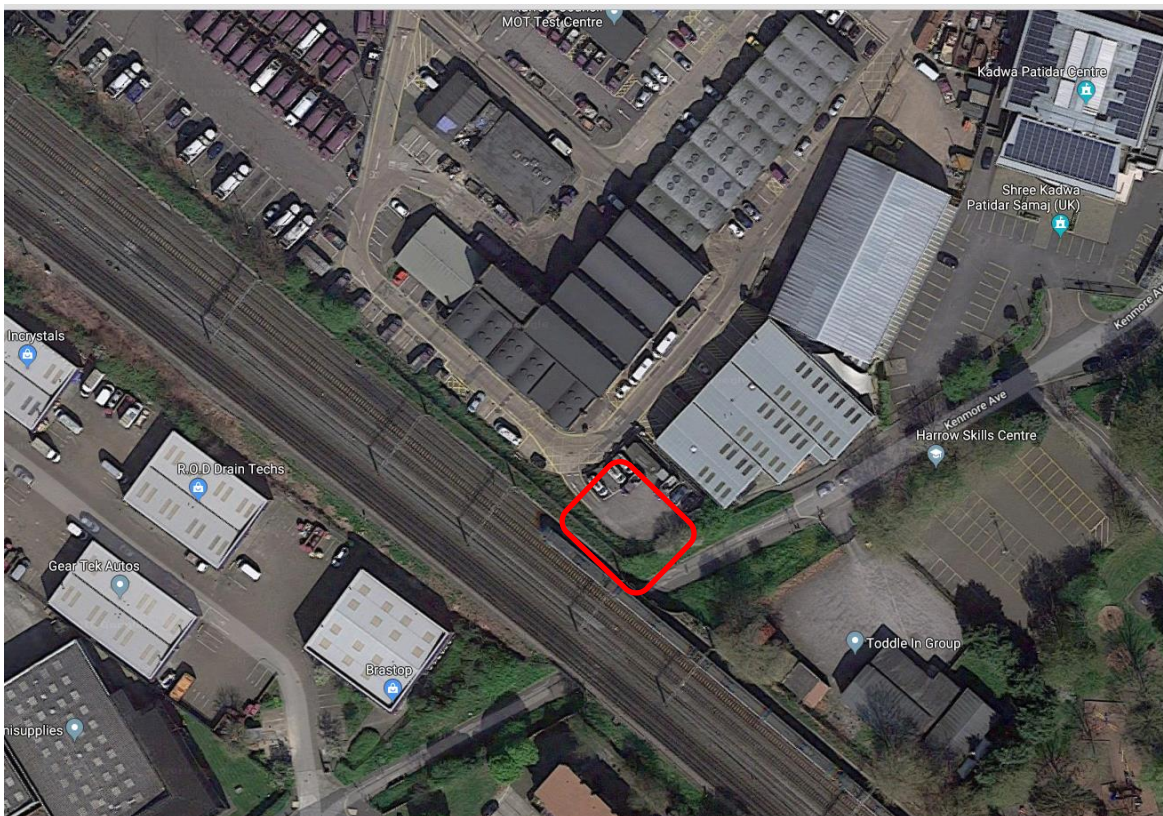
**Plan Numbers:** TSLP22014150118 Ex; DD001; TSLP22014`50118 Revision C; Flood Risk Assessment 1015124-RPT-CL-0001 Revision F; Drainage Plan; Floor Plan TN12411332U; TN124 Elevations; SL084Elevations; Floor Plan TN12411332U; Floor Plan SL0820660 400014402; Design and Access Statement.

**APPENDIX 2: SITE PLAN**

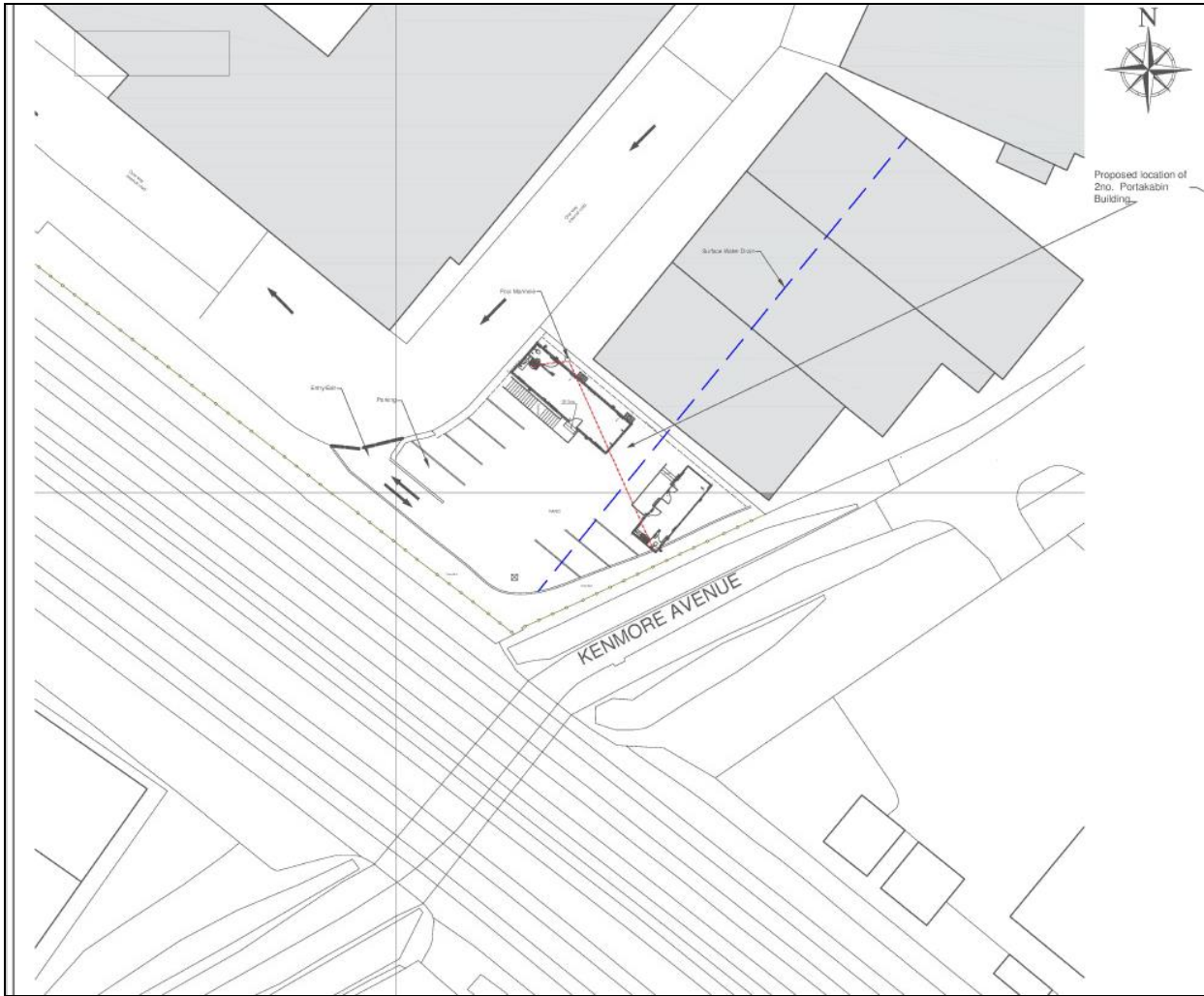


Site Plan

**APPENDIX 3: PHOTOGRAPHS**

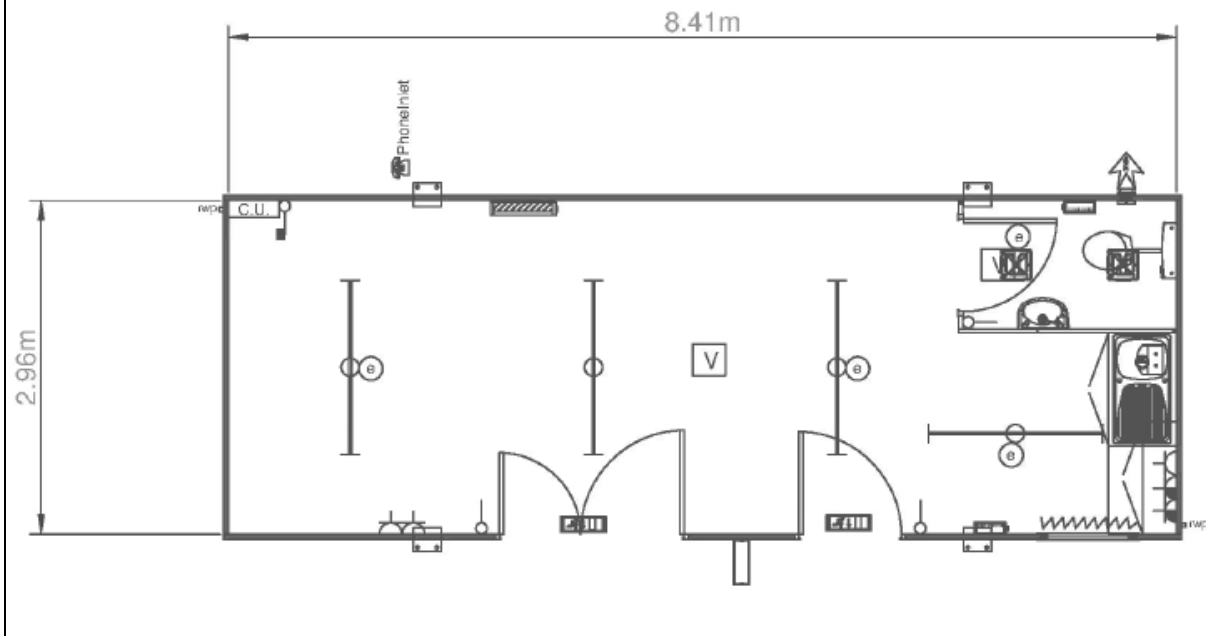


## **APPENDIX 4: PLANS AND ELEVATIONS**



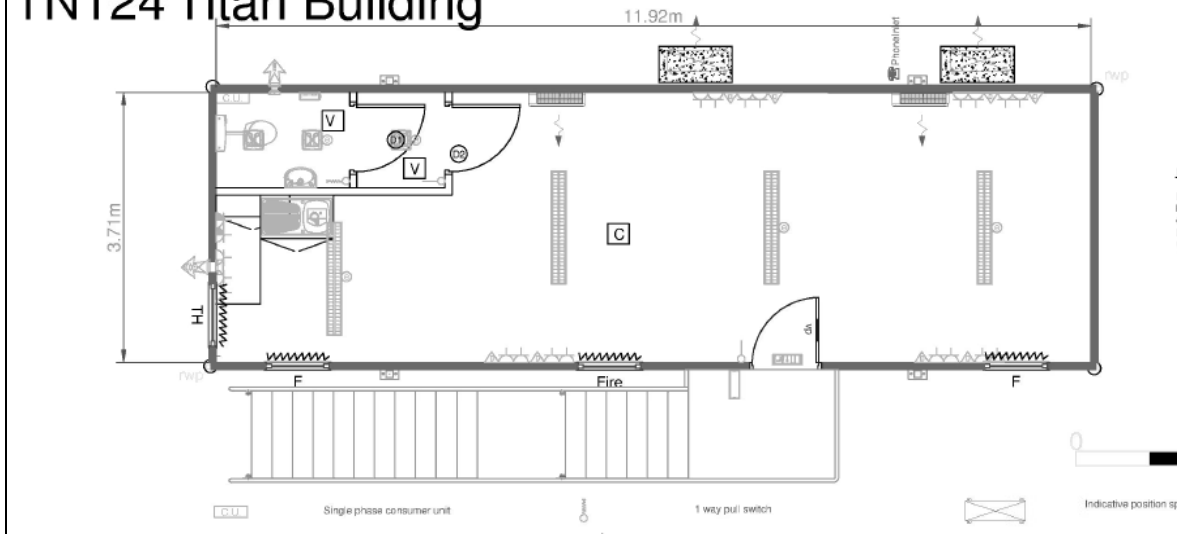
Proposed Site Plan

# SL082 Solus Building

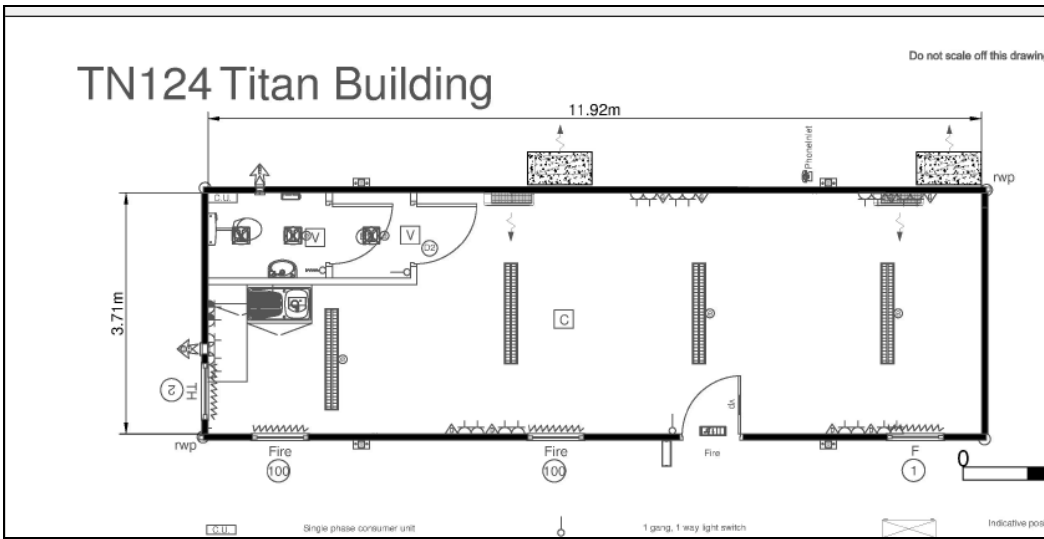


Smaller building

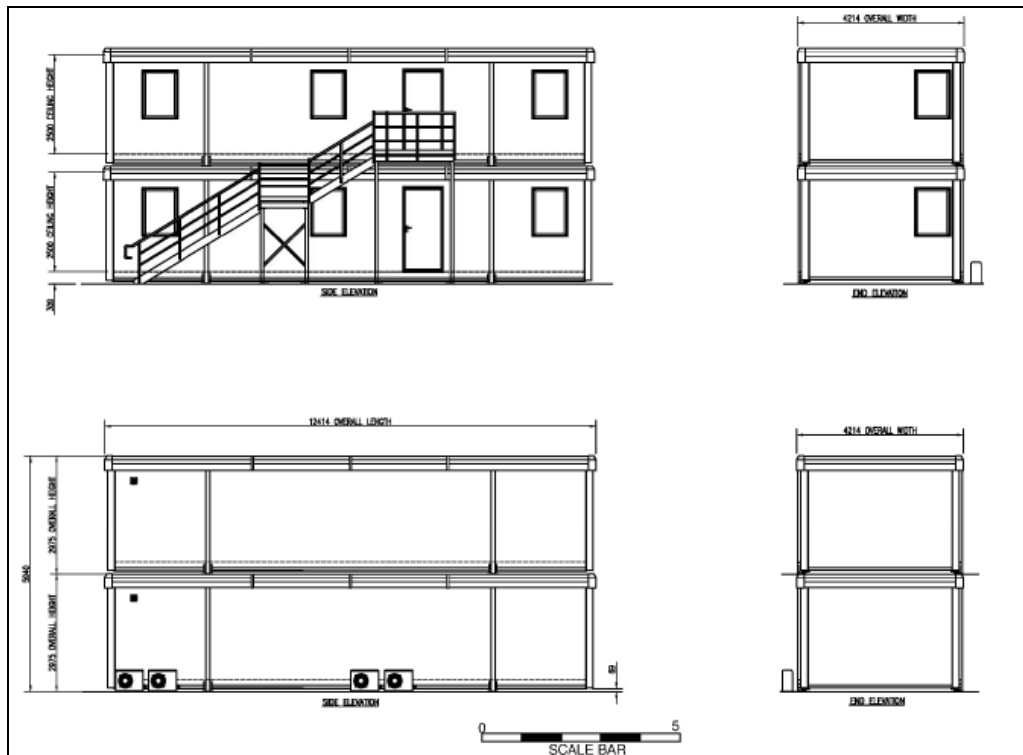
# TN124 Titan Building



Larger building first floor



Larger building ground floor



Larger building elevations



Smaller building proposed elevations

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