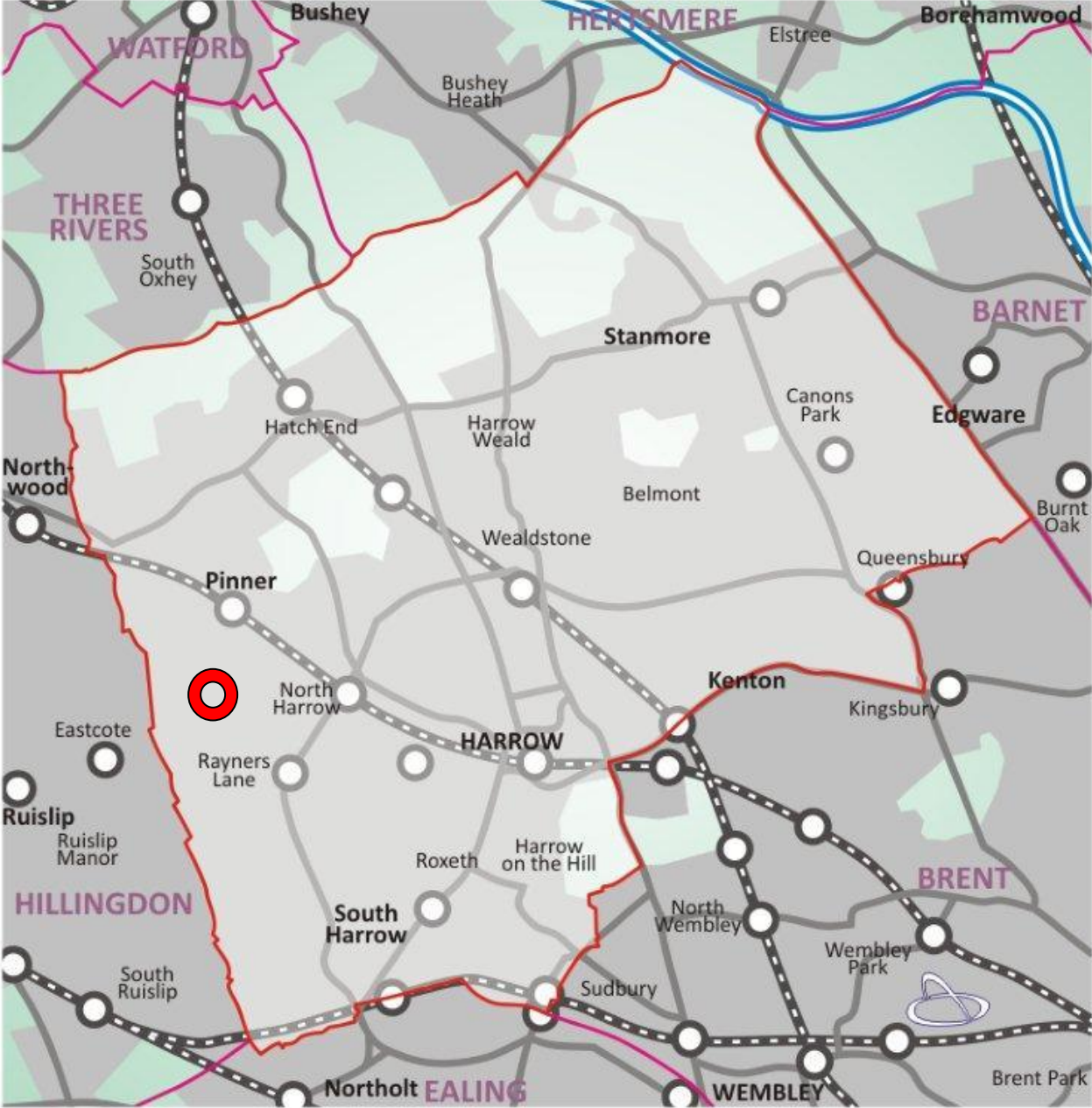


 = application site



8A Village Way	P/4647/18
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8A Village Way HA5 5AF



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LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

12th February 2020

APPLICATION NUMBER: P/4647/18
VALIDATE DATE: 04/12/2018
LOCATION: 8A Village Way
WARD: Pinner
POSTCODE: HA5 5AF
APPLICANT: Mr Gold
AGENT: Ellis Brown Architects
CASE OFFICER: Tendai Mutasa
EXPIRY DATE: 29/01/2019 (Extended 29/02/2020)

PROPOSAL

Re-development to provide a detached part single, part two and three storey building for 15 business units (Class B1a); parking; new vehicle access

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.

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 752SQM = £45,120.00
Infrastructure Levy (CIL)
Contribution (provisional):
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. However, a condition has been recommended for evidence of certification of Secure by Design Accreditation for the development to be submitted to and approved in writing by the Local Planning Authority before any part of the development is occupied or used.

Assessment

1.0 SITE DESCRIPTION

- 1.2 The application site is located to the north of Village Way next to the Conservative Party Office.
- 1.3 The site contains a single-storey commercial building in use as a car wash (sui generis).
- 1.4 To the East of the site are car repair garages and further east are shops and flats on Rayners Lane. To the west of the site is the Conservative Party Office.
- 1.5 The surrounding area is mixed in character, comprising light industrial, commercial, retail and residential uses, owing to its location adjacent to Rayners Lane District Centre.
- 1.6 The application site is not listed or located within a conservation area.
- 1.7 The site is located with Flood Zone 3b (the functional floodplain).

2.0 PROPOSAL

- 2.1 The applicant proposes to replace the existing industrial building with a detached part single, part two and three storey building (Class B1a). The building height will be 9m, width 8.60m and a depth of 36.35m.
- 2.2 The proposed building would provide a total of 752sqm of office floor space.
- 2.3 Cycle parking and bins would be located within the sheltered enclosure along the eastern flank elevations of the building.
- 2.4 The building would be finished in white render or aluminium white cladding and full height glazing.

3.0 RELEVANT PLANNING HISTORY

- 3.1 A summary of the relevant planning application history is set out in the table below:

Description	Status and date of decision
P/389/05/CFU Detached part single, part two and three storey building to provide 15 business units (class b1) (revised)	Granted (22/04/2005)
P/1084/11 - Change of use from car sales with ancillary car repair workshop (sui generis) to use as a hand car wash and for the valeting of cars (sui generis) (retrospective application)	Granted on (06/03/2012)
P/2903/04/CFU - Detached part single, part two and part three storey building to provide 15 business units (class b1)	Refused 11/02/2005

4.0 Consultation

- 4.1 A total of 19 consultation letters were sent to neighbouring properties regarding this application.
- 4.2 The overall public consultation period expired on 02.09.2019 and 7 objections were received from adjoining neighbours.
- 4.3 A summary of the responses received along with the Officer comments are set out below:

No turning point at the end of the access road
A turning point is shown on the ground floor plan

Balconies would overlook car parks and this is unusual for an office development
Addressed in the report

Applicants have utilised land which they don't own.
A clear site plan has been submitted with the application and Certificate B of the application form has been completed

Would devalue our property and obstruct views
These are not considered material planning considerations

Add security issues

Proposals are not considered to add to any security issues. However, condition has been recommended for a secure by design accreditation certificate to be obtained from the Police before occupation of the units.

Potential damage to trees

No trees will be affected by the proposed development

Overlooking and overbearing issues

Addressed in the report under neighbour amenity section

Out of character development

Addressed in the report under the section on character of the area.

Overdevelopment of the site

Addressed in the report under the section on character of the area

4.4 Statutory and Non Statutory Consultation

4.5 The following consultations have been undertaken:

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

Consultee and Summary of Comments
LBH Highways No objections subject to conditions for cycle storage details and construction management plan.
LBH Drainage No objections subject to informatives
LBH Waste Management Policy Officer No comments received
Planning Policy No objections
Design Officer No objections subject to conditions for materials

5.0 ASSESSMENT

5.1 The main issues are:

- Principle of Development, Design, Character and Appearance of the Area
- Residential Amenity
- Traffic, Safety and Parking
- Development & Flood Risk

6.0 Principle of Development, Design, Character and Appearance of the Area

- 6.1.1 The relevant policies are:
National Planning Policy Framework (2019)
The London Plan (2016): 4.2
The Draft London Plan (2019):E1
Harrow Core Strategy (2012): CS1
Harrow Development Management Policies (2013): DM32
- 6.1.2 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.
- 6.1.3 The Planning Policy Team have been have commented that although the applicants have stated that the site is in use as a Car Showroom (Use Class Sui Generis), the planning history would indicate that the last authorised use of the site was as a Car Hand Wash (Use Class Sui Generis). The planning history shows that not all the conditions were discharged. Notwithstanding this, given that this use does not sit within a specific B use class, it is not considered to be a truly industrial use. Therefore is not afforded protection under the draft New London Plan (2019), by way of draft policy E4.
- 6.1.4 Despite the above, it is noted that the replacement building would provide for B1 Office Space. Peculiarly, the town centre boundary runs down the access way to the site, and does not actually include the location of the existing building or indeed the proposed building. Technically speaking the proposed development would introduce a town centre use (being B1 offices), outside of the designated Rayners Lane town centre. However, from a practical view point, the proposed building would be located directly adjacent to the town centre boundary, and would be accessed from within it. Given the proposed location and proximity, it is considered that a sequential test would not be required in this instance. It is also encouraging that the proposed development would lead to a higher employment yield for the site.
- 6.1.5 It is therefore considered that the principle of the proposed use as a B1 office would be acceptable from a planning policy point of view. The applicant has submitted a planning application for the proposed change of use from Light Industrial to Office (Use Class B1a) comprising 15 units, and as such the scheme is considered based on its merits within the current policy context.
- 6.1.6 Further to the above, the principle of development was accepted within the approved planning application P/389/05/CFU when it was considered that the change of use from Sui Generis to (Class B1a) was acceptable. However, this decision cannot be afforded much weight as it was made under a completely different policy framework and as such this application has been assessed under the current planning policy framework.

- 6.1.7 The application site is located adjacent the Rayners Lane District 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:
- 6.1.8 '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'.
- 6.1.9 In addition to this, paragraph 7.15 of this policy 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.
- 6.1.10 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.
- 6.1.11 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.

6.2 Design, Character and Appearance of the Area

The relevant policies are:

National Planning Policy Framework (2019)

The London Plan (2016): 7.2, 7.4, 7.6

The Draft London Plan (2019): D1, D2

Harrow Core Strategy (2012): CS1

Harrow Development Management Policies (2013): DM1, DM22

- 6.2.1 The new building will be located on the same position as the existing single storey building on the site.
No car parking will be provided on site and cycle parking would be located along the eastern sides of the building and refuse storage would also be sited along the east side in enclosed spaces.
- 6.2.2 In terms of the siting and location of the building, the footprint of the proposed ground floor represents an increase from the existing building but the design of the new building ensures that it is recessed and as such does not appear dominant within its setting. Furthermore, given the character of the surrounding development along Village Way and the rear of Rayners Lane which does not maintain an established front building line, there is no requirement for the building to align with surrounding development in this regard.

Architectural Design

- 6.2.3 Within the previous approved application (P/389/05/CFU) the roof of the building was shown to be curved, however in this application this has been revised to a simple flat roof. This is considered to be more in keeping with the surrounding commercial and residential properties which feature pitched roof profiles. The proposed building will feature render and a glazed frontage to reflect its office usage. The materials will be conditioned so that the development would provide a high quality design that would enhance the streetscene and the character of the surrounding area.
- 6.2.4 It is considered that the proportions and articulation of window openings are consistent and show a clear hierarchy to their arrangement. The current scheme has been amended to show a modest proportion of the openings at all levels.
- 6.2.5 The fenestration has been revised so that the windows are now more legible and more proportionate.
- 6.2.6 The proposal would therefore achieve a high standard of design and would thereby achieve the aspirations set out under the above policies which seek to achieve a high standard of design in all development proposals.

7.0 Residential Amenity

The relevant policies are:

- National Planning Policy Framework (2019)
- The London Plan (2016): 7.6,
- The Draft London Plan (2019): D2, D4
- Harrow Core Strategy (2012): CS1
- Harrow Development Management Policies (2013): DM1

Impact of the development on Neighbouring Amenity

- 7.1.1 As previously discussed, the surrounding area includes residential and office uses. Specifically, the service road entering the site is located to the rear of the two-storey shopping parade on Rayners Lane, which includes commercial at ground floor and residential above. Various rear extensions have been undertaken to these properties.
- 7.1.2 The proposed development would introduce 752sqm of office floorspace to the application site. At present, the site includes 216sqm of car wash 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. The scheme offers no car parking spaces therefore the comings and goings by car to the site would not increase, and as such given the service nature of the road and the non-residential uses of the adjoining properties, no harm would result in this respect. A condition is recommended to restrict the opening times of the offices in order to restrict its use times.

7.1.3 Furthermore, given the aforementioned distance and relationship to neighbouring residential properties which is approximately 20m, 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. It is noted that the rear gardens of properties along Rayners Lane do not serve residential properties as the ground floor areas are occupied by commercial businesses.

7.1.4 Accordingly, the proposed development would not unacceptably harm the amenities of surrounding occupiers as assessed in the approved application. The development would therefore comply with the aims and objectives of policies 7.4B and 7.6B of The London Plan (2016), policy D2 of the Draft London Plan 2019, 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, Servicing, Landscaping

The relevant policies are:

- National Planning Policy Framework (2019)
- The London Plan (2016): 6.3, 6.9, 6.13
- The Draft London Plan (2019): T4, T5, T6
- Harrow Core Strategy (2012): CS1
- Harrow Development Management Policies (2013): DM20, DM21, DM22, DM42, DM44, DM45, DM46

7.2.1 The application site is located along the frontage of Village Way and a service road that runs to the rear of Rayners Lane. The surrounding area has a public transport accessibility rating (PTAL) of 4. The Highways Team have commented that the location of PTAL 4 means public transport accessibility is considered to be good. The proximity to Rayners Lane underground station and local bus services would mean that this is a location suitable for office use. The application has been amended to remove car parking spaces based on comments from Highways. It is considered that the removal of the spaces is in accordance with the requirements of the London Plan and 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 to 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.

7.2.2 However, the Highways Officer has commented on the need for a drop off area as shown on plan as it is a feature which is isn't a requirement for this type of development and car travel shouldn't be encouraged; this area would be better used for pedestrians if it was reconfigured and the amount of area currently dedicated to vehicular activity reduced. As there is good public transport accessibility and the site is on the edge of the town centre, it is reasonable for this to be a car free site with only operational parking provided.

- 7.2.3 In light of the above, a condition has been recommended for a detailed design for the drop off area including a management plan to control use of this facility.
- 7.2.4 The proposed 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).
- 7.2.6 Waste storage has not been indicated on the plans submitted with this application. However it is noted that the site has sufficient space for the provision of this and as such a condition has been attached to this permission for details/a service plan to be submitted and approved by the local planning authority in line with the Council's Refuse Code of Practice.
- 7.3 Landscaping
- 7.3.1 Given the significant site coverage and areas of hard standing associated with the development, the proposal would leave minimal space for meaningful soft landscaping. Specifically, due to the proximity of the building to the side boundaries, landscaping would be restricted to the area to the front of the building and to the rear. Given the minimal areas for landscaping, the applicant has been advised that the Local Authority will be seeking a high standard of soft landscaping and planting to soften the appearance within the streetscene and from surrounding properties. The areas of hardstanding must also be finished to a high standard, consisting of a palette of materials that complements the building.
- 7.3.2 In this context, the Council's Landscape Architect has requested that detailed information is submitted to the LPA for approval, relating to landscaping (hard and soft), planting and levels. Specifically, the Landscape Officer has advised that the native planting proposed for the site is inappropriate.
- 7.3.3 The Council's Biodiversity Officer has not commented on the proposal, however the Council's Landscape Architect has recommended that a condition be put forward for a green roof in order to integrate bat features within the roof of the new building. Accordingly, it is considered that the ecological and aesthetic value of the area would be enhanced and the development would thereby comply with policies DM 20, 21 and 22 of the DMP (2013).

8.0 Accessibility

The relevant policies are:

- Harrow Core Strategy 2012:CS1
- Harrow Development Management Policies Local Plan (2013):DM2

8.1 The applicants have 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. Disabled toilet has also been provided to the ground floor level with 900mm doors provided.

8.2 Development and Flood Risk

The relevant policies are:

- National Planning Policy Framework (2019)
- The London Plan (2016): 5.13
- The Draft London Plan (2019): SI13
- Harrow Core Strategy (2012): CS1
- Harrow Development Management Policies (2013): DM10

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. In this context, the site is at a highest risk of flooding.

8.2.2 A flood risk assessment has been submitted and the drainage team has commented that the submitted details are considered satisfactory to address flood risk. However, this is subject to standard drainage conditions to ensure the proposal does not lead to unreasonable effects in relation to surface water run off and foul water connections in terms of capacity in the drainage systems.

9.0 CONCLUSION AND REASONS FOR APPROVAL

9.1 The proposed redevelopment of the site would provide additional floorspace for potential small and medium sized 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: 0320/PL001 REV F, 0320/PL002 REV D, 0320/PL003 REV E, 0320/005 REV A, Design and Access Statement, Flood Risk Assessment

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 beyond damp proof course level, samples of the materials (or appropriate specification) to be used in the construction of the external surfaces noted below shall be made available to view on site and agreed in writing by, the local planning authority:

- a) facing materials for the building, including any brickwork; windows/ doors;
- b) boundary fencing including all pedestrian/ access gates;

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.

4. Details of windows and doors

Notwithstanding the details shown on the approved drawings, prior to commencement of the development hereby permitted beyond damp proof course level, 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.

5. Construction Method Statement & Logistics Plan

No development shall take place, including any works of demolition, until a Detailed Construction Logistics Plan has been submitted to, and approved in writing by, the local planning authority in accordance with the format and guidance provided by the Transport for London – www.constructionlogistics.org. The Detailed Construction Logistics Plan shall provide for:

- (a) Parking of vehicles of site operatives/visitors;
- (b) HGV access to site –loading and unloading of plant and materials;
- (c) Number of HGV's anticipated;
- (d) Storage of plant and materials used in constructing the development;
- (e) Programme of work and phasing;
- (f) Site layout plan;
- (g) Highway condition (before, during, after);
- (h) Measures to control dust, vibration and dirt during demolition, earthworks and construction;
- (i) A scheme for recycling/disposing of waste resulting from demolition, earthworks and construction works;
- (j) Details showing the frontage/ the boundary of the site enclosed by site hoarding to a minimum height of 2 metres;
- (k) Details of cranes and other tall construction equipment (including obstacle lighting).

The development shall be carried out in accordance with the approved Detailed Construction 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 to ensure that development does not adversely affect safety on the transport network in accordance with policy 6.3 of The London Plan (2016) and policies DM1 and DM43 of the Harrow Development Management Policies Local Plan (2013).

6. Cycle Storage

Notwithstanding the details hereby approved, prior to occupation of the development revised details of secured cycle storage including details of the materials to be used in the construction of the storage shall be submitted to and approved in writing by the Local Planning Authority. 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 the occupation 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. Drop off area

Prior to the office building being brought into use, a detailed design for the drop off area including a management plan to control the use of this facility shall be submitted to and approved in writing by the local Planning Authority. The detailed design and the management plan thereby approved shall be adhered to thereafter.

REASON: In order to encourage car free travel and enhance pedestrian access.

9. Delivery and Service Plan

Prior to the office building being brought into use, a full Delivery and Service Plan shall be submitted to and approved in writing by the local Planning Authority. The Delivery and Service Plan thereby approved shall be adhered to thereafter.

REASON: To ensure that the development does not harm the safety and free flow of the public highway

10. Restrict Use

The building hereby approved shall be used for the purpose specified in the application and for no other purpose, (use Class B1a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any Statutory Instrument revoking and re-enacting that order with or without modification).

REASON: To safeguard the business use of the proposed development and vitality of the area. .

11. Opening Times

The use hereby permitted shall only be open to customers within the following hours:

0700 and 20:00hrs on Mondays to Saturdays, Sundays and Bank Holidays. ;
No deliveries shall take place outside of these hours.

REASON: To safeguard the neighbouring occupiers from undue levels of noise and disturbance, thereby according with policy 7.15.B of The London Plan 2016, and policy DM1 of the Development Management Policies Local Plan 2013.

12. Secure by Design

Evidence of certification of Secure by Design Accreditation for the development shall be submitted to the Local Planning Authority in writing for approval before any part of the development is occupied or used. The development shall only be completed and operated in accordance with any approval.

REASON: In the interests of creating safer and more sustainable communities and to safeguard amenity by reducing the risk of crime and the fear of crime.

13. Drainage 1

The development hereby permitted shall not commence until details of the works for the disposal of sewage to be provided on site have been submitted to, and agreed in writing by, the local planning authority. The development shall be carried out in accordance with the works so agreed and the works shall thereafter be retained.

REASON: To ensure that there is adequate waste water infrastructure in place to serve the development and to ensure the separation of surface and foul water systems, in accordance with Policy 5.14 B of the London Plan (2016) and Policy DM 10 B of the Development Management Policies Local Plan (2013). To ensure that the works are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition.

14. Drainage 2

The development hereby permitted shall not commence until details for the works for the attenuation, storage and disposal of surface water to be provided on site have been submitted to, and agreed in writing by, the local planning authority. The development shall be carried out in accordance with the works so agreed and the works shall thereafter be retained.

REASON: To ensure that the development incorporates sustainable drainage systems and achieves greenfield run-off rates, and to ensure the separation of surface and foul water systems, in accordance with Policy 5.13 A of the London Plan (2016) and Policy DM 10 A & B of the Development Management

Policies Local Plan (2013). To ensure that the works are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition.

15. Landscaping

The development hereby approved shall not be occupied until a scheme for the hard and soft landscaping details for the ground level areas have been submitted to, and agreed in writing by, the local planning authority. Soft landscaping works shall include: planting plans (at a scale not less than 1:100), written specification of planting and cultivation works to be undertaken and schedules of plants, noting species, plant sizes and proposed numbers / densities and an implementation programme. Refuse storage details and if external storage, the proposed screening. The hard surfacing details shall include details of all furniture, boundary treatment, samples to show the texture and colour of the materials to be used and information about their sourcing/manufacturer.

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

REASON: To ensure that the development makes provision for hard and soft landscaping which contributes to the creation of a high quality, accessible, safe and attractive public realm and to ensure a high standard of design, layout and amenity in accordance with policy 7.4B of The London Plan (2016), policy CS.1B of the Harrow Core Strategy (2012) and policy DM22 of The Development Management Policies Local Plan 2013.

16. Landscaping Implementation

All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building, or the completion of the development, whichever is the sooner. Any existing or new trees or shrubs which, within a period of 5 years from the completion of the development, die, are removed, or become seriously damaged or diseased, shall be replaced in the next planting season, with others of a similar size and species, unless the local authority agrees any variation in writing.

REASON: To safeguard the appearance and character of the area and to enhance the appearance of the development in accordance with Policy DM22 of The Development Management Policies Local Plan 2013.

17. Green Roof

Notwithstanding the submitted details and approved plans, the development hereby permitted shall not be occupied, until details of a green roof to include a maintenance plan, have been submitted to, and approved in writing by, the local planning authority:

The development shall be carried out in accordance with the approved details

and shall thereafter be retained.

REASON: In the interests of biodiversity and sustainability, in accordance with policies DM12 and DM21 of the Development Management Policies Local Plan 2013

18. Levels

No site works or development shall commence until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s), and any other changes proposed in the levels of the site, have been submitted to, and approved in writing by, the local planning authority. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

REASON: To ensure that the works are carried out at suitable levels in relation to the highway and adjoining properties in the interests of the amenity of neighbouring residents, the appearance of the development, drainage, gradient of access and future highway improvement, in accordance with policies DM1 of the Councils Development Management Policies Local Plan 2013. This is a PRE-COMMENCEMENT CONDITION to ensure adequate levels before the development commences on site.

INFORMATIVES:

1. Policies

The following policies are relevant to this decision:

National Planning Policy Framework (2019)

The London Plan 2016

3.9 Mixed and balanced communities
5.3 Sustainable Design and Construction
6.9 Cycling
6.13 Parking
7.1 Lifetime Neighbourhoods
7.2 An Inclusive Environment
7.3 Designing Out Crime
7.4 Local Character
7.5 Public Realm
7.6 Architecture

Draft London Plan (2019)

D1, D2, D4, E1, SI13, G2, T4, T5, T6,

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 12 – Sustainable Design and Layout
Policy DM 24 – Housing Mix
Policy DM 27 – Amenity Space Policy
Policy DM 32 – Office Development
Policy DM 42 – Parking Standards
Policy DM 44 - Servicing
Policy DM 45 – Waste Management

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

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 £45,120.00 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 £45,120.00 for the application, based on the levy rate for Harrow of £60/sqm and the stated increase in floorspace of 752sqm

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 or on the following link.

http://www.harrow.gov.uk/info/100011/transport_and_streets/1579/street_naming_and_numbering

Checked

Interim Chief Planning Officer	
Corporate Director	

Site Location Plan



Location Plan Scale 1:2000

APPENDIX 3: SITE PHOTOS









APPENDIX 4: PLANS AND ELEVATIONS

Existing floor plan



Proposed Floor plan



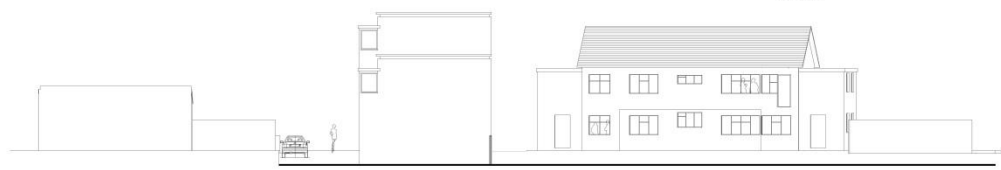


<small>MP ASSOCIATES LTD. 1000 SHEPPARD AVENUE EAST, SUITE 100, SCARBOROUGH, ONTARIO M1B 3Y4 TEL: (416) 291-1111 FAX: (416) 291-1112 WWW.MP-ASSOCIATES.COM</small>	
Client:	MP Associates
Project:	Resubmission 8A Village Way, Rogers' Lane
Phase:	Proposed First Floor Proposed Second Floor
Scale:	1/8" = 1'-0"
Drawn by:	MP Associates
Checked by:	MP Associates
Date:	02/04/2020
Sheet:	01

Elevations



South Elevation



North Elevation



West Elevation



East Elevation

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Client:	MP Associates
Project:	Resubmission 8A Village Way, Rogers' Lane
Phase:	Proposed Elevations
Scale:	1/8" = 1'-0"
Drawn by:	MP Associates
Checked by:	MP Associates
Date:	02/04/2020
Sheet:	02

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