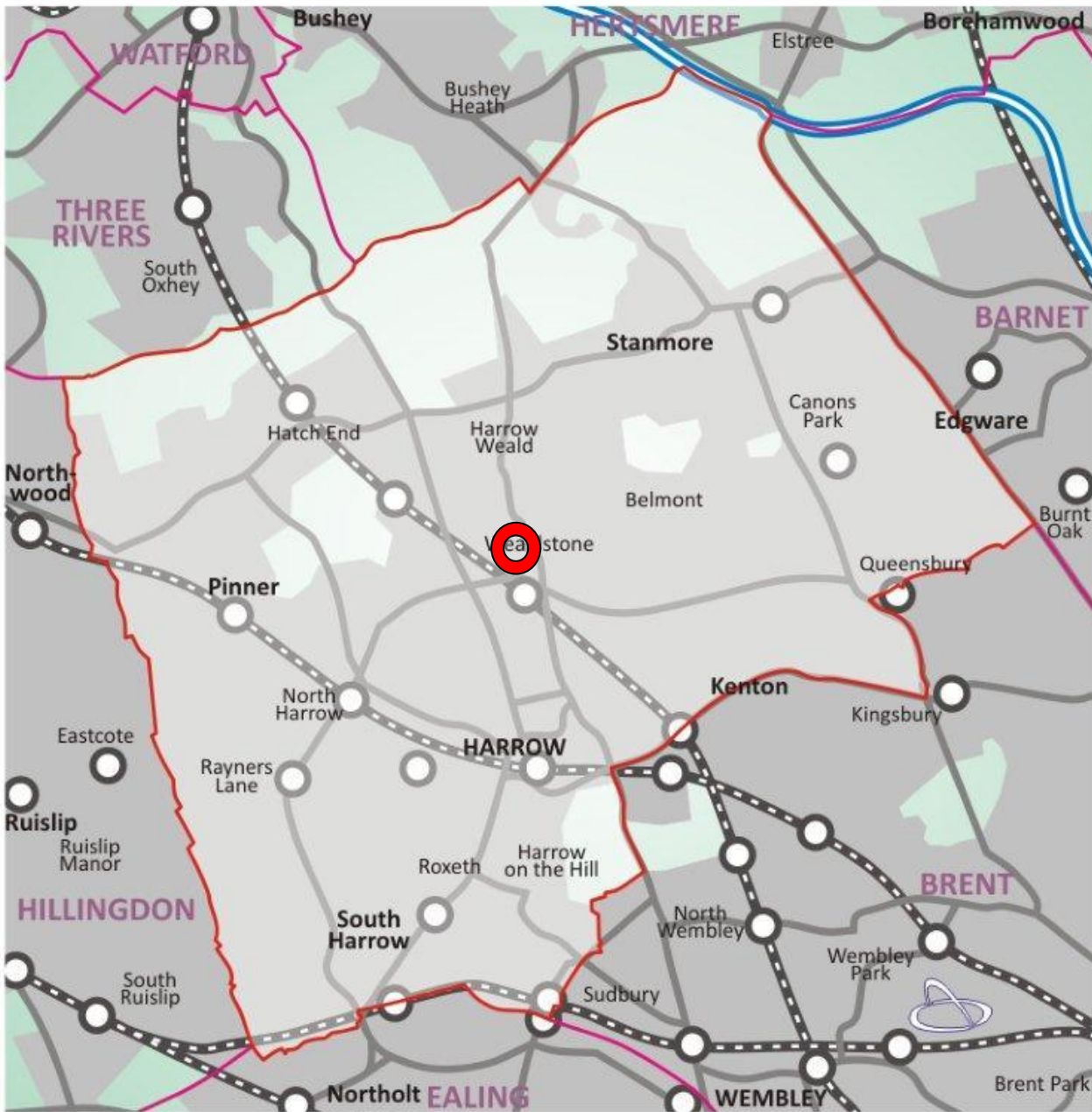
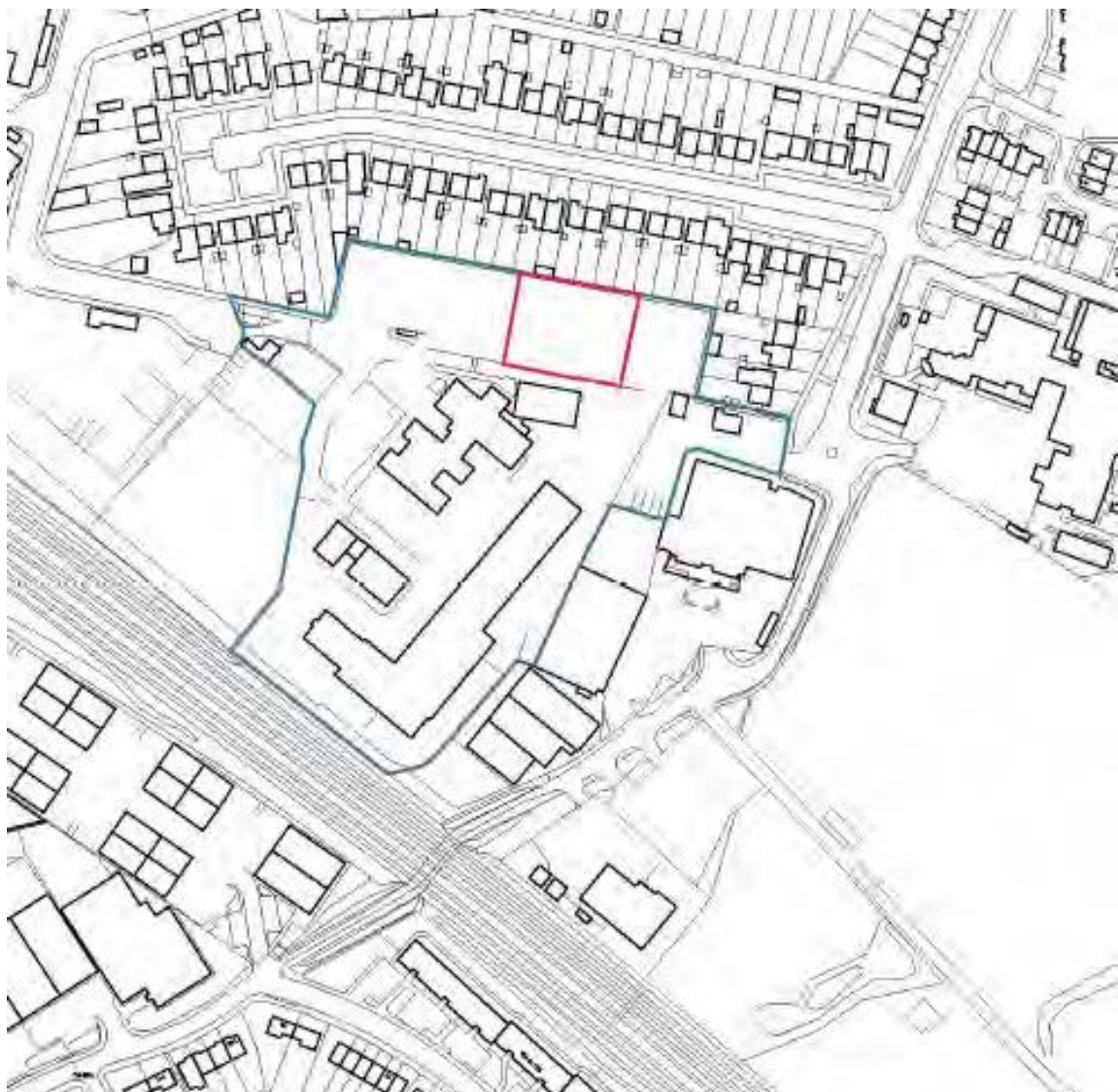


 = application site





Central Depot Forward Drive	P/1680/20
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LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

22nd July 2020

APPLICATION NUMBER: P/1680/20
VALID DATE: 8th JUNE 2020
LOCATION: CENTRAL DEPOT FORWARD DRIVE HARROW
WARD: KENTON WEST
POSTCODE: HA3 8NT
APPLICANT: LONDON BOROUGH OF HARROW
AGENT:
CASE OFFICER: FAYE MCELWAIN
EXPIRY DATE: 18th AUGUST 2020

PROPOSAL

Variation Of Condition 1 (Removal Of Temporary Office Buildings) Attached To Planning Permission P/3060/17 Dated 28/09/2017 To Allow An 18 Month Extension For The Temporary Office Buildings

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 THE RECOMMENDATION

The proposed variation to condition 1 to permit the temporary office building for an additional 30 months until 27th August 2022, would not result in unreasonable harm to neighbouring residential amenities or the functioning of the site. The variation is required to permit the temporary office building which accommodates the workforce, to remain on site, whilst the redevelopment of the depot and associated car park is completed. It would then be required to be removed from the site.

Accordingly, weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation as set out below, officers conclude that the proposed variation to the wording of the condition is worthy of support.

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 over 100 sqm 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
Additional Floorspace:	N/A

GLA Community Infrastructure Levy (CIL) Contribution (provisional):	N/a
Local CIL requirement (provisional):	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.

1.0 SITE DESCRIPTION

- 1.1. The application site comprises of a temporary office building located on the former car park within the central depot site owned by the London Borough Of Harrow. The wider site is occupied by various departments of Harrow Council.
- 1.2. The footprint of the temporary building is 828 sq m, with a width of 36m, depth of 24.8m and height of 6.6m. The building is constructed in steel faced composite panels with a steel framework. The external colour is a light grey colour.
- 1.3 The site is located within Harrow Civic Amenity Site, which is an allocated site as per policy Harrow Area Action Plan (AAP) (2013).
- 1.4 To the north of the immediate site are rear gardens of houses along Cullington Close. At present large minibuses park directly adjacent to the rear fences of these neighbouring dwellinghouses.
- 1.5 To the south of the larger site is a railway track serving the London Overground, and other mainline services.
- 1.6 The site is not located within a Critical Drainage Area or any type of higher risk flood zone and the site has been fully hard surfaced. Part of the wider site is located within Flood Zone 1, while outside the site there is a small area within Flood Zone 3a which is at a higher risk flood zone.

2 PROPOSAL

- 2.1 Planning Permission P/3060/17 granted permission on the site for the construction of the temporary office building. Condition 1 of that permission was that the building would be removed within thirty months of the date of the decision (27th March 2020) and the building would be removed and the original car park layout shown on the existing plans would be reinstated.
- 2.2 The current variation to the original permission proposes to vary this permission by allowing for the building to remain in situ for a further eighteen months.

3.0 RELEVANT PLANNING HISTORY

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

P4251/18	Redevelopment to provide part single, part two	Granted 18/09/2019
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	and part five 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)	
P/3060/17	Installation of temporary modular buildings to create two storey office accommodation to facilitate works to existing office accommodation on site.	Granted 26/09/2017
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

4.0 CONSULTATION

- 4.1 A total of 29 consultation letters were sent out to neighbouring properties regarding this application. The minimum consultation period expired on 6⁹th July 2020.
- 4.2 Four objections were received in relation to this proposal. The responses are summarised below with officer comments.

Summary of Comments
Overlooking and privacy issues to the gardens on Cullingham Close. <i>Addressed below in the residential amenity section.</i> Noise disruption from 6am each morning. <i>Addressed below in the neighbouring amenity section.</i> Litter/rubbish has been left at the boundaries of the site. <i>This is not a material planning consideration.</i>

4.3 Statutory and Non Statutory Consultation

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

Consultee and Summary of Comments
<u>LBH Drainage</u> - No comments

LBH Highways - The proposal to extend the period of time that temporary offices would be in place at this location is unlikely to result in a negative impact for the surrounding highway network as this will not affect the number or frequency of trips to and from the site. Highways have no objection.

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 2019] sets out the Government’s planning policies for England and how these should be applied, 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 While this application has been principally considered against the adopted London Plan (2016) policies, some regard has also been given to relevant policies in the Draft London Plan (2019), as this will eventually replace the current London Plan (2016) when adopted and forms part of the development plan for the Borough.

5.5 The document was originally published in draft form in December 2017 and subject to Examination in Public (EiP) with the Panel’s report published in October 2019. The Mayor of London has considered these recommendations, and has either accepted them or where not, provided justification as to why accepting them would not be appropriate. The Mayor has now submitted to the Secretary of State an ‘Intend to Publish’ version of The Plan. It is for the Secretary of State to determine whether he agrees with the revised Plan and it ought to be published in that form.

5.6 The Draft London Plan is a material planning consideration that holds significant weight in determining planning applications, with relevant policies referenced within the report below and a summary within Informative 1.

6.0 ASSESSMENT

6.1 The main issues are;

- Principle of the Development
- Character and Appearance of the Area
- Residential Amenity
- Development and Flood Risk

6.1.1 **Principle of Development**

The relevant policies are:

- Area Action Plan AAP Policy 21 (which relates specifically to the application site)

6.1.2 Planning Permission was granted in March 2018 to decant and demolish the existing accommodation and new accommodation, for Harrow Council services and associated parking. The purpose of the redevelopment is to consolidate and intensify the existing depot uses to make more efficient use of the space. Following the permission to re-develop the site the temporary office building was subsequently granted permission to accommodate Council staff to ensure a continuation in essential Council services during the construction phase of the development. Since the approval of the temporary office buildings and the approval of the original scheme for the Depot, a new application was made in respect of increasing the size of the Depot scheme to include additional office floors and car park floors. This application was granted permission in September 2019.

6.1.3 Due to the approval of the larger scheme the construction programme has been altered and extended. In addition time delays to delivery of the larger scheme have been exacerbated due to the Covid-19 Pandemic. Going forward, the restrictions on the construction industry as a result Covid-19 and the economic implications this has put on the industry as a whole is likely to put further constraints on the timescales for delivery of the re-development of the site. As a result the temporary offices will be required for an additional period before the new offices will be ready to accommodate the displaced staff. It is therefore considered appropriate and reasonable to allow an extension of time of eighteen months to the permission of the temporary office building to allow minimal disruption to Council services and to facilitate the re-development of the site.

6.1.4 Overall, the variation to the time condition of the temporary building 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.

6.2 **Character and Appearance of the Area**

6.2.1 The relevant policies are:

- National Planning Policy Framework (2019)
- Policy 7.4B of the London Plan (2016)
- Core Policy CS1B of the Core Strategy (2012)
- Policy DM1 of the Development Management Local Plan (2013).

- 6.2.2 It is acknowledged that the design of the existing building, is not a structure that would be considered acceptable if it were to be located on the site for a permanent basis as it would not comply with policy in terms of design and would be inappropriate in terms of character and appearance. Although the current scheme proposes to extend the time that the building is located on site, granting permission would not extend the permission indefinitely. The condition has been altered to allow for a further eighteen months, after which the building is required to be removed and the former car park re-instated. On this basis, as a temporary building it would be considered acceptable.
- 6.2.3 Therefore in respect of character and design the scheme complies with the relevant policies

6.3 Residential Amenity

6.3.1 The relevant policies are:

- Policy 7.6B of the London Plan (2016)
- Core Policy CS1B of the Core Strategy (2014)
- Policy DM1 of the Development Managements Local Plan (2013).

Residential Amenity of neighbouring Occupiers

- 6.3.2 As with the previous application the main amenity consideration would be related to neighbours to the north of Cullington Close. The building is approximately 30m in width with a height of approximately 6.6m and would be located to the south of these neighbouring dwellinghouses. Therefore it is accepted that the building is relatively large and imposing. However, it is of note that in the pre-existing situation, the site was used as a car park with minibuses that stood approximately 2.7m in height parked directly against the rear boundary of neighbouring houses, effectively forming a solid wall. While the current building is taller than the former buses, it is set approximately 5m from the rear boundary, which mitigates the height to some extent. Furthermore, the houses have medium sized rear gardens to a depth of approximately 20m, leaving, 25m from the rear of the closest neighbouring houses, with the majority of houses facing the building at a distance of 30m from the building.
- 6.3.3 There are 7 windows on the first floor of the building, measuring 1m in height and 60 cm in width facing the neighbouring houses and gardens to the north on Cullington Close. These are obscure-glazed and were conditioned to be as such and opening at high level only on the previous approval. This is considered to be sufficient to ensure that there would not be an unacceptable impact on neighbouring occupiers in terms of loss of privacy and overlooking in accordance with policy DM1 of the Harrow Development Management Policies.
- 6.3.4 While there has been an increased use of the immediate site to some extent, the pre-existing vehicle use involved significant ingress and egress to this part of the site. The office use does not involve significant levels of noise or activity. The depot and some Harrow Council departments work outside normal office hours, so it is not

considered appropriate to condition working hours. However, it is unlikely that the majority of the building would be in use outside normal office hours, or that there is significant noise or disruption associated with the building. On this basis it is considered the extension to the temporary permission would not harm neighbouring amenity in terms of the intensified use in accordance with the relevant policies.

6.3.5 A neighbour has highlighted that the construction work has caused issues in relation to debris and foliage to neighbouring properties. This is not directly related to the current application to retain the building. This has been referred to the Waste Manager for rectification.

6.4 Highways and Parking

6.4.1 The relevant policies are:

- Policies 6.3, 6.9 and 6.13 of The London Plan (2016),
- Policies T4, T5 and T6 of the Draft London Plan (2019)
- Policy CS1 R of the Harrow CS (2012)
- Policy DM 42 of the Harrow Development Management Policies Local Plan (2013).

6.4.2 There are no immediate concerns in relation to this scheme. The proposal has relocated existing office uses, rather than creating a new use. The displaced parking has been relocated to other nearby sites and there has not be a discernible impact on car parking in vicinity of the site and therefore there is no concerns with extending the temporary building from a highway perspective. The Highways Officer concurs that the proposal to extend the period of time that temporary offices is unlikely to result in a negative impact for the surrounding highway network as this will not affect the number or frequency of trips to and from the site.

7.0 CONCLUSION AND REASONS FOR APPROVAL

7.1 The proposed development to extend the time for the temporary office building within the application site, can be justified due to the granting of the larger scheme and the current national situation and the desire to help facilitate the implementation of this scheme. The building is an appropriate temporary use that does not unduly impact on the amenities of the residential occupiers of the adjoining, or nearby properties, subject to the attached conditions. The proposed development would therefore accord Policy CS1 of the Harrow Core Strategy 2012, Policies 7.4 and 7.6 of the London Plan (2016) and policy DM1 of the Harrow Development Management Policies Local Plan (2013) and the Harrow Area Action Plan Policy AAP21: Harrow Waste Management Site.

APPENDIX 1: CONDITIONS AND INFORMATIVES

Conditions

1 Time Limit

The temporary office building hereby approved shall be removed and the land restored to its former condition on or before 27th August 2022.

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

2 Variation Condition

The permission hereby granted is supplemental to P/3060/17 dated 28/09/2017. Save as modified by this permission, the terms and conditions of the original permission are hereby ratified and remain in full force and effect unless otherwise agreed in writing by the Council.

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

INFORMATIVES:

1. Policies

The following policies are relevant to this decision:

National Planning Policy Framework (2019)

The London Plan (2016)

6.13 Parking

7.4 Local Character

7.6 Architecture

Intend to Publish Draft London Plan (2019):

D1 London's form and characteristics

D2 Delivering good design

T6 Car Parking

Harrow Core Strategy 2012

Core Policy CS 1 – Overarching Policy Objectives

Harrow Development Management Policies Local Plan (2013)

DM 1 – Achieving a High Standard of Development Policy

DM 42 – Parking Standards

2 Pre-application engagement

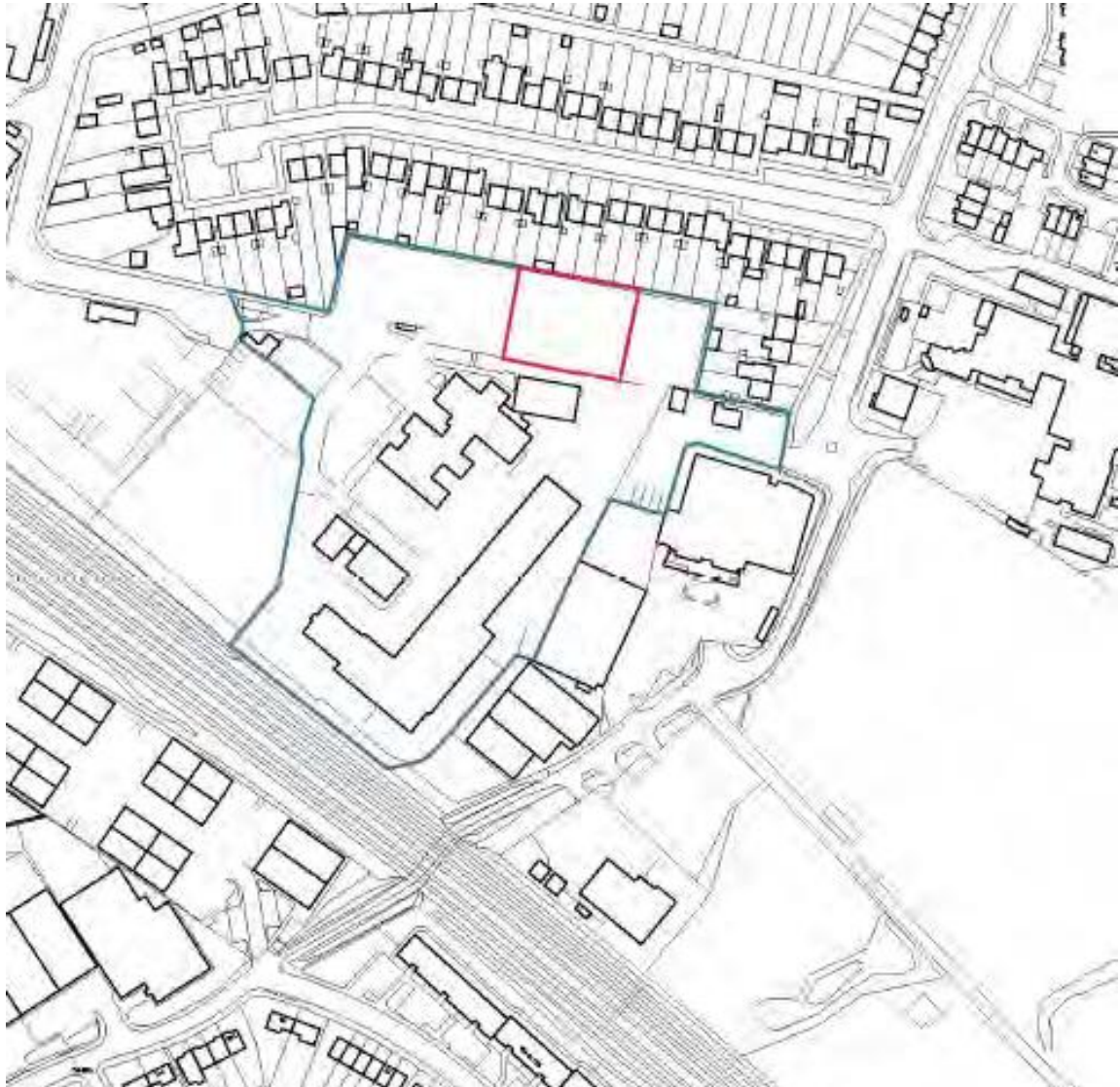
Statement under Article 35(2) of The Town and Country Planning (Development Management Procedures) (England) Order 2015

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. Please note this for future reference prior to submitting any future planning applications.

Checked

Interim Chief Planning Officer	Orla Murphy pp Beverley Kuchar
Corporate Director	Hugh Peart 9/7/2020

APPENDIX 2: SITE PLAN



APPENDIX 3: PHOTOGRAPHS







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