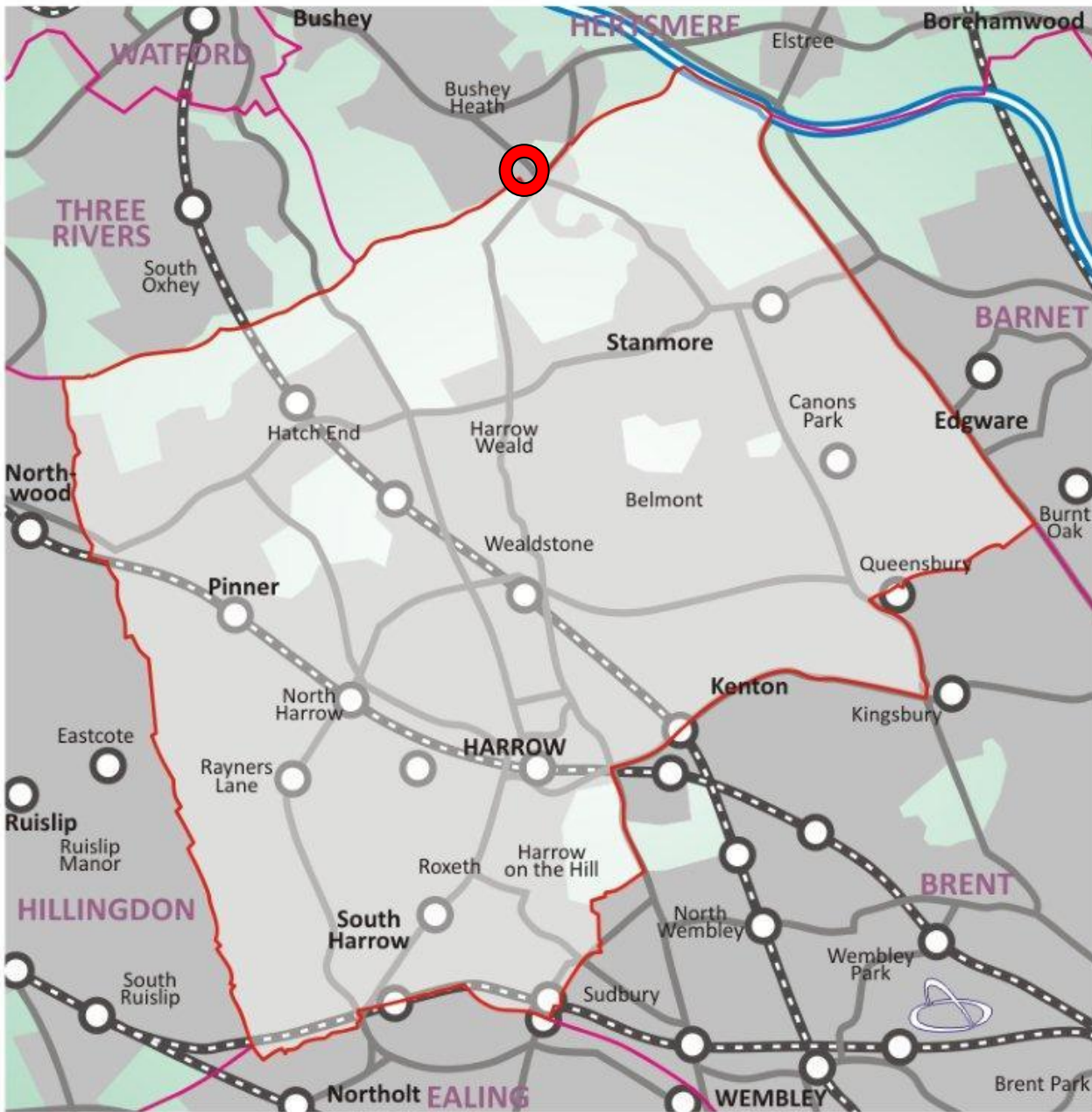


 = application site



<b>Hive Farm, Bushey</b>	<b>P/3741/20</b>
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**LONDON BOROUGH OF HARROW**

**PLANNING COMMITTEE**

**28th July 2021**

**APPLICATION NUMBER:** P/3741/20  
**VALID DATE:** 12/11/2020  
**LOCATION:** HIVE FARM BUSHEY  
**WARD:** STANMORE PARK  
**POSTCODE:** WD23 1JG  
**APPLICANT:** MRS B O SHEA  
**AGENT:** LAMONT PLANNING ASSOCIATES  
**CASE OFFICER:** FAYE MCELWAIN  
**EXPIRY DATE:** 14/12/2020

**PROPOSAL**

Proposed 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 set out in Appendix 1 of this report.

**REASON FOR THE RECOMMENDATION**

The proposed vehicle access is appropriate in this location and would not significantly impact on the openness of the Green Belt or on the character of development in the immediate area, and would not have an adverse impact on highway safety and biodiversity.

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 application is worthy of support.

## **INFORMATION**

This application is reported to the planning committee due to the receipt of a significant number of objections and is therefore considered to be of significant public interest as detailed in Provision E of the Scheme of delegation.

Statutory Return Type:	(13) Minor Other
Council Interest:	None
Net floorspace	N/a
GLA Community GLA Community Infrastructure Levy (CIL):	N/a
Local CIL requirement:	N/a

## **HUMAN RIGHTS ACT**

The provisions of the Human Rights Act 1998 have been considered 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**

Policy D11 of the London Plan (2021) 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 site is located within an agricultural holding of 7.28 hectares located at the northern end of the borough.
- 1.2. The site is bound to the north and east by a nursing home and residential properties to the west by agricultural land to the south by a public footpath.
- 1.3. The existing vehicular access is located on the western side of Hive Road. The surrounding area encompassing the site to the north and east is predominantly residential consisting of low density detached dwellings.
- 1.4. Avanti House Primary School is located to the south of the site, accessible via a separate priority junction on the opposite side of Common Road
- 1.5. The site is adjacent to the boundary of Harrow Weald Common

## **2.0 PROPOSAL**

- 2.1 The application proposes the provision of a new permanent formal vehicular access arrangement off Common Road to allow for access to existing tracks within the farm.
- 2.2 In addition, the new access would serve for the construction of the three bedroom bungalow which has planning permission to be used in conjunction with the agricultural holding.
- 2.3 A previous application was refused by the Council and subsequently dismissed at appeal. This previous application involved the use of the access to allow for multiple HGV trips per day to undertake improvement works to the farmland. The current application has omitted this element from the scheme.

## **3.0 RELEVANT PLANNING HISTORY**

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

Ref no.	Description	Status and date of decision
P/1638/19	Proposed Vehicle Access	Refused 18/06/2019
Reasons for refusal:  1. The proposal would be detrimental to the adjacent Harrow Weald Common which is a Site of Metropolitan Importance for Nature Conservation and		

would also be significantly detrimental to the amenity value of the Metropolitan Common Land. The proposal would therefore be contrary to Policy DM 20 of the Harrow Development Management Policies Local Plan (2013).

2. The proposal does not demonstrate very special circumstances or that there would not be harm on the openness of the Green Belt contrary to the National Planning Policy Framework (2019), Policy 7.16 of The London Plan (2016), Core Policy CS1.F of the Core Strategy (2012) and Policy DM 17 of the Harrow Development Management Policies Local Plan (2013).
3. The proposed development, in the absence of a legal agreement to provide an appropriate Traffic Management Order to ensure the development would not be detrimental to highway safety would be contrary to policies 6.11 of The London Plan (2016), Policy DM44 of the Harrow Development Management Policies Local Plan (2013), and policy CS1.Q of the Harrow Core Strategy (2012).

DISMISSED AT APPEAL APP/M5450/W/19/323489 10/01/2020

P/3519/18	Redevelopment To Provide 3 Bedroom Bungalow	Granted 30/04/2015
PP/3200/14	Outline Application For Access Only: Detached Dwellinghouse (Amended Site Area)	Granted 30/04/2020
APPEAL/11/93/ENF	Without planning permission, the erection of a wall.	Notice Issued 10/08/1993 Appeal Allowed and Notice Quashed 27/06/1994
APPEAL/12/93/ENF	Without planning permission, the erection of box van bodies to provide buildings for the accommodation of pigs	Notice Issued 10/08/1993 Appeal Allowed and Notice Quashed 27/06/1994
APPEAL/13/93/ENF	Without planning permission, the laying on the land of a hardsurfaced area	Appeal Dismissed and Notice Upheld 27/06/1994
APPEAL/14/93/ENF	Without planning permission, the erection of	Notice

	upturned and adapted metal skips to provide buildings for the accommodation of pigs	Issued 10/08/1993 - Appeal Allowed and Notice Quashed 27/06/1994
ENF/55/96/EAST	Without planning permission, the construction or alteration of a trackway through the southern part of the land and along the western boundary of the land. Notice Issued 16/06/1999	Notice Issued 16/06/1999 - Appeal Dismissed and Notice Upheld with Amendments 16/03/2000
P/2952/12	Certificate of Lawful Development (Existing): Detached Outbuildings and Trailers for use as stable block, staff caravan, office/canteen, animal shelter, mobile cabin, agricultural store, equipment store, 2 x stores and stable, concrete base, brick wall and concrete block wall for use in conjunction with farm, hardstanding for skip storage and parking	Refused 08/03/13
P/2356/13	Agricultural notification for the erection of a barn	Refused 21/08/13
P/2713/13	Agricultural notification for the erection of a barn	Planning Permission not required 01/10/13

#### 4.0 **CONSULTATION**

- 4.1 A total of 8 notifications were sent to neighbours of surrounding properties and the application was advertised by a site notice. The overall expiry date was 30<sup>th</sup> December 2020
- 4.2 A total of eleven objections have been received in relation to the proposal.
- 4.3 The responses received are set out below:

##### **Character and appearance**

- Traffic on Common Road has increased since the opening of Avanti School and therefore there is increased potential for hazards.
- There appears to be no reason for second access.
- An identical application was previously refused.

- Livestock/farming activity has not been witnessed on the site.
- This will be the gateway for further applications/development.
- Woodland/fields will be lost.
- Inappropriate development in the Green Belt.

*All material planning considerations have been addressed within the body of the report.*

#### 4.4 Statutory and Non Statutory Consultation

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

Consultee and Summary of Comments
<p><u>Tree Officer</u> – No objections</p> <p><u>LBH Highways</u> – The proposal is reviewed on the basis that an access is required to serve the construction of a previously approved house and facilitate activity associated with an existing skip yard. Whilst not part of this application, there are future aspirations to undertake improvement works to the farmland that would include multiple HGV trips per day.</p> <p>The transport assessment includes trip generation analysis in relation to the improvement works. The information provided shows that there would be up to 4 inward and up to 4 outward trips per hour (excluding the peak hours of activity associated with Avanti House Primary School). Information on the activity likely to be generated by the skip yard and house construction is also required so that we can understand the potential impact at the outset. The combined impact of the current proposal and the later aspirations will be considered at the time when a subsequent application is submitted.</p> <p>Hive Road can be challenging for access by HGV's due to the narrow width and on-street parking, meaning it would be more appropriate for larger vehicles to use Common Road where there is more space available. The speed limit has been reduced from 40mph to 30mph and additional road markings have been introduced in the vicinity of the nearby Avanti House Primary school in order to improve overall road safety. As a result of this, average and 85<sup>th</sup> percentile speeds are likely to have reduced. This also means that visibility is improved as slower speeds allow for a slightly longer reaction time.</p> <p>The proposed design of the access really depends on how it is intended to be used. The submitted layout will be sufficient to accommodate turning movements for large HGV's but also provides a safe crossing facility for pedestrians. It is imperative that the access operates on a left in, left out basis to maximise safety for pedestrians and other road users. This will require signs and a traffic management order to restrict movements.</p>

The principle of an access in this location is considered to be acceptable in highways terms; improvements have already been made in the vicinity that should reduce speeds, the road is wider than Hive Road and more suited to facilitating large vehicles. The proposed restriction on right turning movements and limits on hours of activity to avoid school peak times are considered appropriate forms of mitigation to minimise the impact of the proposal. Highways have no objection.

Conditions should be sought for;

A revised construction method statement for the house construction P/3519/18. This must include in addition to the usual requirements, the timescale for the works, numbers of vehicles proposed, access routes.

The applicant is required to undertake the construction of the new access and must enter into a s278 Highways agreement with the Council which will also include the funding of the Councils work to restrict right turning into and out of the site.

Vehicle Crossing Officer - No objections to their proposal as it is one way in and one way out due to the centre island and will not cause any adverse highway safety concerns especially due to the amount of times it will be used.

Biodiversity Officer – .

The biodiversity issues relate to the fact that whilst the crossover itself is entirely across the applicant's land in an area to the NE of Harrow Weald Common, this will then lead through a section of the Old Redding Complex Site of Metropolitan Importance (SMI) for nature conservation, a part of which is also in the applicant's ownership.

There will be loss of a relatively small area of habitat, including the removal of two minor trees and the stump and bough of a dead and fallen beech tree, for the purpose of the construction and operation of the route and crossover, including splays to provide sight lines along Common Road. This can be quantified and better quality, replacement habitat provided.

What is left unspecified will be the nature and number of vehicle movements once the route comes into use. Whilst it would be expected that usage would be heavy during any land raising, that would be for a limited period over a number of months, with the level changes subject to a separate permission, to which appropriate conditions could be applied.

There are, however, questions as to the extent of regular usage, whether this might increase significantly if there are already permitted non-agricultural uses of the site in future and the extent to which initial and later usage might impact on the SINC, including

(a) the adjoining area of Harrow Weald Common, which is managed by the local



authority (and the Board of Conservators) for public amenity and nature conservation,

(b) the trackway and its margins, and

(c) the section of the SMI to the north of the trackway.

With regard to the latter, the applicant has previously cleared part of the designated wildlife site and erected a large outbuilding with associated hard surfacing. This appears to have been separate to the planning permission for building works to the north of the SMI. It is not clear whether the planning permission was needed. There is a need to address this and to prevent the further habitat loss/impacts on the SMI by ensuring that no vehicular route through the SMI other than the existing trackway will be permitted. Granting of the crossover will need to be conditional on this.

Taking account of the above, and the situation of the ground it is suggested that the it is proposed that the applicant

- (1) meet the requirements identified within the approved ecological reports as regards the redline area
- (2) agree a certain level of usage of the track. (Anything beyond this level e.g. for the proposed land raising should be subject to separate approval)
- (3) plant a strip of native shrubs in the area between the boundary with Harrow Weald Common and the track, in accordance with the prescription below, between November 2021 and February 2022, allowing these to grow over the next 8 years (replacing any that fail within 3 years of planting), subsequently undertaking such management to maintain access

## **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 2021 [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.

## **6.0 ASSESSMENT**

6.1 The main issues are;

- Principle of the Development (Green Belt)
- Character and Appearance of the Area
- Transport and Highways
- Development and Flood Risk
- Biodiversity and Trees
- Crime and Development
- Conclusion

## **6.2 Principle of Development**

6.2.1 The relevant policies are:

- The National Planning Policy Framework (2019)
- The London Plan (2021): G2
- Harrow's Core Strategy (2012) Policy CS1.F
- Harrow Development Management Policies (2013): DM16 and DM17

6.2.2 The previous application was considered by officers to have a negative impact on the openness of the Green Belt. However, the appeal inspector held a differing view and determined that the impact on the Green Belt of the engineering works would not go against Green Belt principles and would not adversely impact on the openness.

6.2.3 Given the inspector's view in this regard, the impact on the openness of the Green Belt of the proposed access is therefore considered acceptable in accordance with the relevant policies.

## **6.3 Character and Appearance of the Area**

6.3.1 The relevant policies are:

- The National Planning Policy Framework (2019)
- The London Plan (2021): D3
- Harrow Development Management Policies (2013): DM1
- Harrow's Core Strategy (2012): CS1

6.3.2 The proposed access will open up a highly vegetated area beside Common Road on the opposite side of Avanti School. Although this will result in an increase in

hardstanding in the Green Belt, it is considered, that as this is beside a built up area, this could be justified in Green Belt terms as 'appropriate' development and there would not be a significantly detrimental impact on the character of the area.

## **6.4 Traffic and Parking**

6.4.1 The relevant policies are:

- The National Planning Policy Framework (2019)
- The London Plan (2021): T4
- Harrow Development Management Policies (2013): DM44

6.4.2 The applicant has submitted a transport plan with the application. The report states that the access is required for easier access to the farm to utilise the existing tracks and for construction of the agricultural holding on the site.

6.4.3 The transport and highways implications of the proposal have been assessed by the Council's Highways Authority and no objection has been raised by the officers in terms of highway safety and impact on traffic flow. The secondary access to the farm would ease pressure on Hive Road which during term time is overused by parents parking to pick up and drop off children to Avanti School causing conflicts with the farm vehicles and therefore the access from Common Road offers a solution to this problem. However, it is considered that, as highlighted in the Transport Report, right turns in and out of the access would need to be controlled in order to ensure there are no vehicular conflicts and a Section 278 agreement would be required to be completed to undertake the works and in order to satisfactorily mitigate any adverse impact on the highway network. The Council previously took the approach that a Section 106 would be required to secure the necessary funds to ensure that the Section 278 was implemented. However, the appeal inspector considered that this could be dealt with by condition and criticised the Council's approach. The applicant was subsequently awarded costs which the Council disputed. However, the response from the Planning Inspectorate was to uphold the original decision.

6.4.4 It is therefore acknowledged that such a condition would be suitable, to ensure the construction of off-site improvement and discharge of the Grampian condition, by entering into a section 278 agreement with the Council. Given the Inspector's response, this course of action is agreed by the Council. However, it is recommended that the applicant demonstrates completion of the S278 with the Council by submitting evidence to the Local Planning Authority prior to the access coming into use. A suitably worded condition has been added to this effect.

6.4.5 An application was granted for a new dwelling in association with the farm which is accessed from Hive Road???. It is understood that, should this application be granted permission and an access achieved from Common Road that construction traffic would utilise the new access. Therefore a condition has been added for the applicant to provide a revised Construction Method Statement prior to this access coming into use to demonstrate that there will not be an adverse impact on the surrounding area as a result.

## 6.5 Trees and Biodiversity

6.5.1 The relevant policies are:

- The National Planning Policy Framework (2019)
- The London Plan (2021): G6
- Harrow Development Management Policies (2013): DM22

6.5.2 The previous application was refused as it was considered the development would be detrimental to the adjacent Harrow Weald Common which is a Site of Metropolitan Importance for Nature Conservation and would also be significantly detrimental to the amenity value of the Metropolitan Common Land.

6.5.3 The crossover itself is entirely across the applicant's land in an area to the north east of Harrow Weald Common, this will then lead through a section of the Old Redding Complex Site of Metropolitan Importance (SMI) for nature conservation, a part of which is also in the applicant's ownership.

6.5.4 The inspector specifically sited the increase in lorries, associated by the previous application and the lack of detail regarding the designated SINC and MCL to be insufficient.

6.5.5 The current application is not for the previously applied for agricultural improvement works but simply to create another access to open up the existing tracks on the farm. Therefore, it is anticipated that the granting of this application alone would not likely result in a high number of lorries or HGVs entering the site. There were concerns that the access would significantly open up the SINC to higher volumes of vehicular traffic and open up disused tracks. However, a site visit has confirmed that the tracks within the SINC are currently being utilised by small amounts of farm traffic to undertake farming duties and to access the skip yard which is located on the site and the proposed access would simply ease the pressure on the Hive Farm access which is heavily utilised for car parking for parents picking up and dropping children at Avanti School. The overall impact on the SINC in terms of traffic flow is therefore not likely to be significantly increased by the proposal. The agricultural improvement works which were previously applied for would require a separate application and the potential for opening up the site for a high number of HGVs would need to be assessed in any such application. Therefore, the concerns regarding the opening up of the site for such movements, which led to the previous refusal have largely been mitigated.

6.5.6 However, the vehicular crossing will lead to a loss of a relatively small area of habitat, including the removal of two minor trees and the stump and bough of a dead and fallen beech tree, for the purpose of the construction and operation of the route and crossover, including splays to provide sight lines along Common Road. The Biodiversity Officer suggests that, in order to make the proposal acceptable, better quality, replacement habitat should be provided, and he considers there should still be some mitigation/enhancement to the SINC should the application be granted. It has been agreed with the applicant that an area of planting which runs across the site (point A to point G as shown on the plans titled Planting 1 and

Planting 2) is conditioned to mitigate the impacts of the crossing. This is considered to be appropriate mitigation commensurate to the scale of the proposed development. Should a future application for the agricultural improvement works be submitted at a later date, further mitigation may be necessary.

- 6.5.7 In relation to the trees on the site, the applicant has submitted a Tree Report which is considered to be acceptable by the Council's Tree Officer. The report advises that there is an existing old track route along the route of the proposed access road at this site made of compacted crushed hardcore. The new proposed access is over this existing route. It will be necessary to install a 'no-dig' 3D cellular confinement system to provide sufficient load-bearing capacity for vehicles, to protect the root systems of the surrounding trees. The tree officer has reviewed the report and considers that the suggested tree protection measures are appropriate to protect the trees and should be implemented exactly as outlined.

## **6.8 Crime and Development**

- 6.8.1 It is considered that the proposed development would not adversely impact upon community safety issues or conflict with development plan policies in this regard.

## **7.0 CONCLUSION AND REASONS FOR RECOMMENDING APPROVAL**

- 7.1 The proposed development does not unduly impact on the openness of the Green Belt, the character of the area, biodiversity and traffic safety.
- 7.2 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**

### 1. Time Limit 3 years - Full Permission

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:

Location Plan; 100; TS18-484Q/1; TR19-2882\_RUR\_CEL; Tree Protection Plan; Tree Constraints Plan; Planting (Sheet 1 and 2).

Spur Road Ecological Management Plan; Arbtech Preliminary Ecological Appraisal Issue 1.0; Arboricultural Method Statement (Ref.101 345); Tree Survey Schedule; Technical Recommendation; Construction Method Statement; Transport Statement (Amended July 2021)

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

### 3. Section 278 Agreement

The access hereby permitted shall not be brought into use for wheeled traffic until evidence that the Section 278 agreement, which will also include the funding of the Council's work to restrict right turning into and out of the site, has been submitted to and approved in writing by the Local Planning Authority and provision for the crossover on the public highway has been completed to the satisfaction of the Highway Authority in all respects.

REASON: To maintain highway safety and the free flow of traffic on this part of Common Road

### 4. Construction Method Statement

The access hereby permitted shall not be brought into use until a revised construction method statement for the house under construction under planning permission P/3519/18 has been submitted to and agreed in writing by the Local Planning Authority. This must include in addition to the usual requirements, the timescale for the works, numbers of vehicles proposed and access routes. The development approved under P/3519/18 shall be carried out in accordance with the revised construction method statement.

REASON: To maintain highway safety and the free flow of traffic on this part of Common Road

5. Ecological Method Statement

The applicant will undertake the proposed works in accordance with the method statements in the approved ecological reports, and the implemented details shall thereafter be maintained.

REASON: To protect and enhance wildlife and access to nature in accordance with the National Planning Policy Framework (2019), Policy G6 of the London Plan (2021) and policies DM20 and DM21 of the Development Management local plan (2013)

6. Proposed Planting Strip

Prior to the commencement of the development hereby approved, the applicant will provide to the Council for approval in writing, a plan for the planting and subsequent management of shrubs within the identified planting strip (point A to point G as shown on the plans titled Planting 1 and Planting 2) prior to the end of July 2021. The applicant will undertake the ground preparation, planting and such aftercare as will be required.

REASON: To protect and enhance wildlife and access to nature in accordance with the National Planning Policy Framework (2019), Policy G6 of the London Plan (2021) and policies DM20 and DM21 of the Development Management local plan (2013).

7. Planting Strip maintenance

All planting, seeding or turfing comprised in the approved details of the planting strip shall be carried out in accordance with the approved plan between November 2021 and February 2022 following the completion of the development. 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 protect and enhance wildlife and access to nature in accordance with the National Planning Policy Framework (2019), Policy G6 of the London Plan (2021) and policies DM20 and DM21 of the Development Management local plan (2013).

## **INFORMATIVES**

1. The following policies are relevant to this decision:

**National Planning Policy Framework (2019)**

**The London Plan (2021)**

**D3 - Optimising Capacity through the Design-led Approach.....**

D11 – Safety, Security and Resilience to Emergency.....

G2 = London’s Green Belt

G6 - Biodiversity and Access to Nature

G7 – Trees and Woodland

SI 12 – Flood Risk Management

T4 Assessing and mitigating transport impacts

**Harrow Core Strategy (2012):**

Core policy CS1

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

DM1: Achieving a High Standard of Development

DM10: On Site Water Management and Surface Water Attenuation

DM 16: Maintaining the Openness of the Green Belt and Metropolitan Open Lane

DM17: Beneficial Use of the Green Belt and Metropolitan Open Land

DM20: Protection of Biodiversity and Access to Nature

DM21: Enhancement of Biodiversity and Access to Nature

DM22: Trees and Landscaping

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. Pre-application advice was sought and provided and the submitted application was in accordance with that advice.

3. 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.

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.

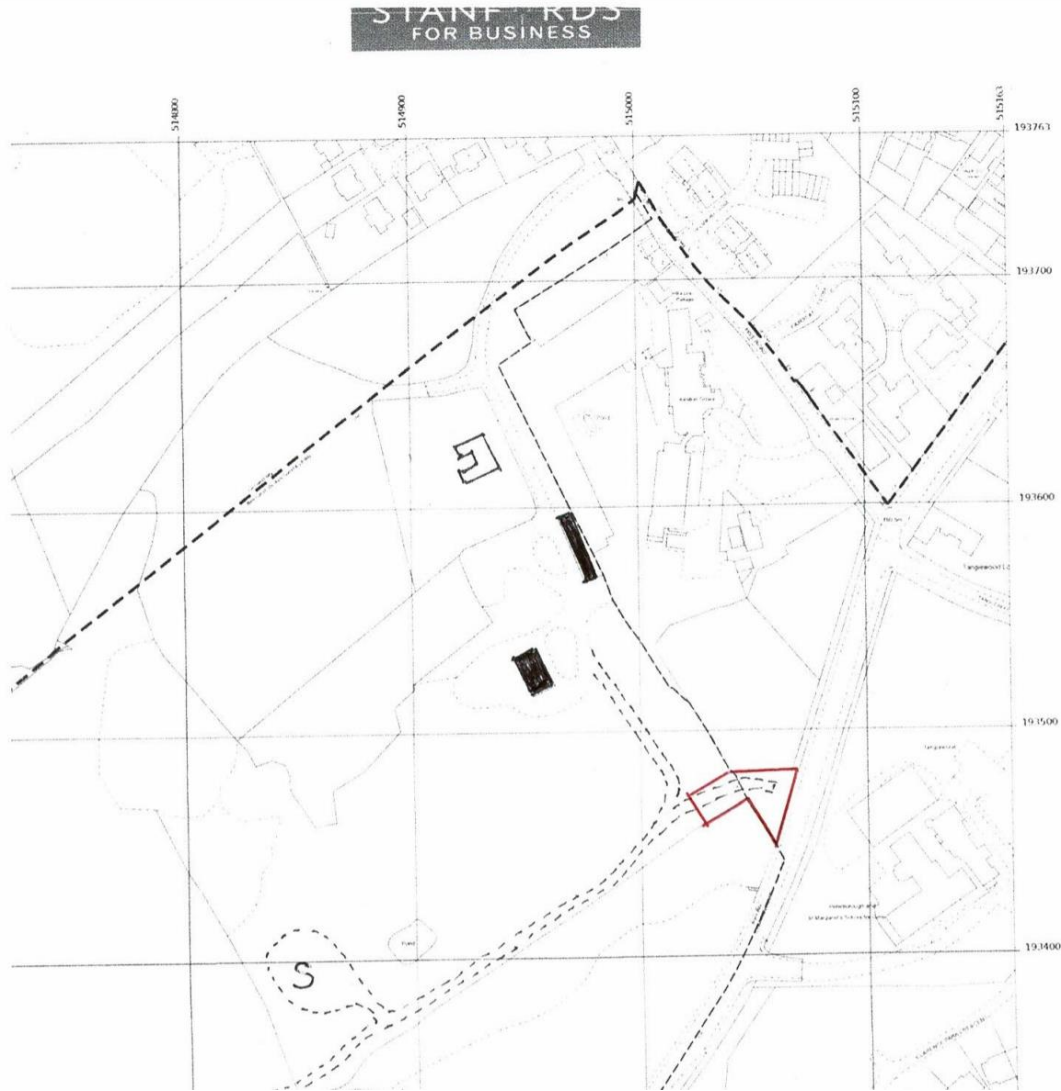
## 5 Liability For Damage to Highway

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 applicants' expense. Failure to report any damage could result in a charge being levied against the property.

### Checked

Interim Chief Planning Officer	Beverley Kuchar	15/07/2021
Interim Corporate Director	Mark Billington	15/07/2021

**Appendix 2 Site Plan**



**APPENDIX 3: PHOTOGRAPHS**



Position of new access





Existing tracks on the site



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