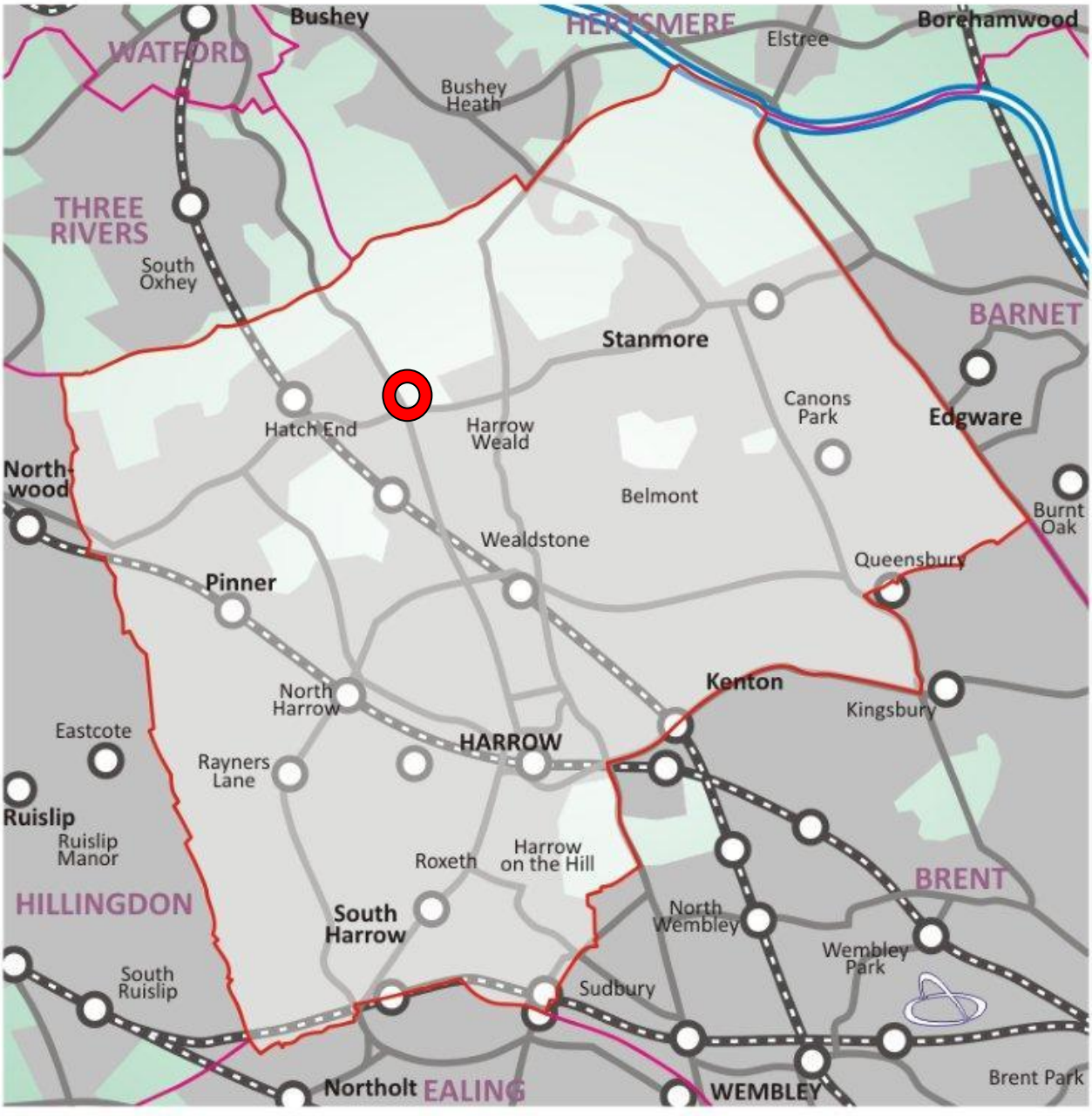
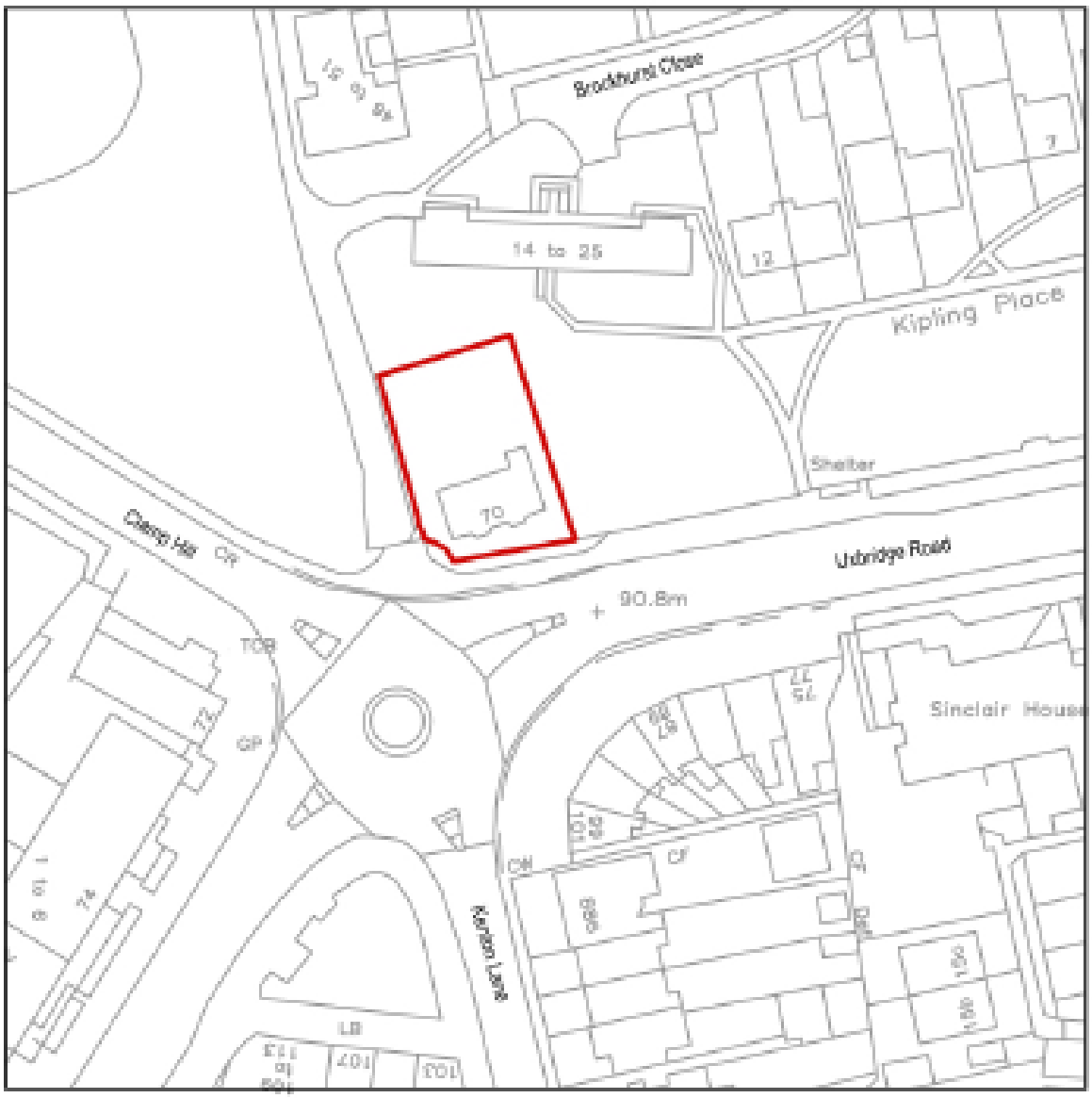
= application site



70 Uxbridge Road	**P/0337/22**

Location Plan



LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

25th May 2022

APPLICATION NUMBER:	P/0337/22
VALIDATE DATE:	01/03/2022
LOCATION:	70 UXBRIDGE ROAD, HARROW WEALD
WARD:	STANMORE PARK
POSTCODE:	HA7 3NQ
APPLICANT:	MR RAJAN PATEL
AGENT:	RAA PLANNING LTD
CASE OFFICER:	JOSEPHINE DUTTON
EXPIRY DATE:	18/04/2022 EXTENDED TO 8th June 2022

PROPOSAL

Redevelopment to provide two storey building with habitable roofspace comprising of eight flats (6 x 1 bed and 2 x 2 bed); landscaping; bin and cycle stores (demolition of existing dwelling and outbuilding)

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 RECOMMENDATIONS

The proposal would contribute towards housing stock within the Borough and the principle of redeveloping the site in order to provide additional residential accommodation is considered acceptable.

The proposed development would appropriately relate to the site, local context, massing and architectural appearance and would bring forward housing provision of a satisfactory layout and design to ensure that the future occupiers would benefit from an acceptable standard of living accommodation.

Furthermore, it is considered that the proposal would not have an unduly harmful impact on the character of the surrounding area, or the residential amenities of the neighbouring or future occupiers and the design is considered to be sympathetic to the character of the local area.

Accordingly, weighing up the development plan policies and proposals along with other material considerations including comments received in response to notification

and consultation as set out below, Officers consider and conclude that, subject to planning conditions, the proposed development is acceptable and worthy of support. In accordance with the National Planning Policy Framework, including its presumption in favour of sustainable development, and subject to conditions, Officers recommend that the application is approved.

INFORMATION

This application is reported to Planning Committee as it would provide in excess of 3 new residential units. The application is therefore referred to the Planning Committee as it does not fall within any of the provisions set out at paragraphs 1(a) – 1(h) of the Scheme of Delegation dated 12th December 2018.

Statutory Return Type:	E13 Minor Dwellings
Council Interest:	N/A
Net additional Floorspace:	445sqm
GLA Community Infrastructure Levy (CIL) Contribution (provisional):	£26,700.00
Local CIL requirement:	£72,552.80

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

Policy D11 of the London Plan (2021) and Policy DM1 of the Development Management Polices 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

1.2 The application site relates to a 1.5 storey detached dwellinghouse located on a corner plot at the junction of Uxbridge Road and Clamp Hill.

1.3 The site is largely an island plot which adjoins a woodland area to the west and open space to the east. To the rear of the site is a residential block of housing and to the south is a mix of commercial properties with residential accommodation located above.

1.4 The property is currently unextended, however, has established prior approval for an 8 metre single storey rear extension spanning the full width of the dwelling.

1.5 The site is not located within a conservation area and is not a nationally or locally listed building. There are no TPOs on site.

1.6 The site has a Public Transport Accessibility Level (PTAL) of 2.

2.0 PROPOSAL

2.1 The application seeks planning permission to demolish the existing building and construct a new two storey building with habitable roofspace containing eight flats

2.2 The proposed new building would have a Mock Tudor finish with a hipped roof and the maximum height of the building is approximately 9.5m

2.3 The ground and first floor flats are proposed to be one bedroom, two person dwellings

2.4 Two flats would be located within the roofspace and these are proposed to be two bedroomed, three person dwellings

2.5 A total of 169sqm of communal garden space is provided for all the flats at the rear

2.6 The proposal development would provide no onsite parking.

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 & date of decision

LBH/29191	Vehicular access assistant	Refuse - 23/01/1986
P/0746/21/PRIOR	Single storey rear extension: 8.00 Metres deep 3.00 Metres maximum height and 2.80 Metres high to the eaves	PNR - 31/03/2021
P/2585/21	Redevelopment to provide two storey building with habitable roofspace comprising of eight flats (6 x 1 bed and 2 x 2 bed); landscaping; bin and cycle stores (demolition of existing dwelling and outbuilding) Reason for refusal The proposal provides no on-site disabled parking spaces to the detriment of the future occupiers' amenities, who may require disabled parking facilities and where, given the location of the development site, none can be provided nearby on the public highway, contrary to policies, CS1 Harrow Core Strategy (2012), T6.1 London Plan (2021), DM1 Harrow Development Management Plan (2013).	Refuse - 23/02/2022

4.0 Consultation

4.1 A total of 13 consultation letters were sent to neighbouring properties regarding this application. A site notice was also displayed. The overall expiry date was 29/04/2022

4.2 A total of 2 responses has been received to date.

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

Character and Appearance and Residential Amenity Impact

- The development would not be in keeping with the character of the area and is of poor quality in terms of design
- The loss of a period property
- No onsite parking

Officer response:
These points have been assessed within the body of the report

Neighbour notification

- No. 11 Kipling Place did not receive a notification letter

Officer response:
Council records show that neighbour notification letter were sent to flats 14-25 Kipling Place on 10/05/2022 and a site notice was displayed on a lamppost in front of the site on 08/04/2022. As this is not considered to be a major development, only the immediate adjoining neighbours were notified (i.e., the properties that share a common boundary with the application site).

Consultee and Summary of Comments

LBH Highways

Observations:
The site is located in Stanmore, to the north of the borough, in an area with a Public Transport Accessibility Level (PTAL) of 2 (poor). Uxbridge Road (A410) is part of TfL's Strategic Road Network; the A410 connects to Barnet in the East and Hillingdon in the west. This part of Stanmore is predominantly residential, however there is a parade of shops, locally known as Brockhurst Corner at the junction of Uxbridge Road/Clamp Hill/Kenton Lane.

The site currently consists of a four-bedroom detached house.

Access and Parking Provision:
No car parking is proposed. Overnight parking surveys have been undertaken and identifies that there is on-street capacity (50 spaces) in the surrounding area, with a level of stress recorded at only 29%. It is worth noting that the daytime effects may differ but we expect the highest residential demand to occur overnight.

It is considered that the proximity to convenience stores and accessible buses would enable most residents regardless of physical ability to live in this location without the need to rely on a private car in any case, following the refusal of the previous proposal (P/2585/21) the applicant has explored possible on-street parking options for disabled people and it is agreed that feasible possibilities exist in Clamp Hill, Kipling Place and Brockhurst Close. Any future resident that would require the use of a disabled persons parking space would be entitled to apply to the Council and the most suitable location would be agreed between both parties.

Cycle Storage:
The London Plan 2021 requires a minimum of 13 long stay and 2 short stay spaces for this proposal. It is intended to provide a store for 16 cycles consisting of stackers within a shelter. This should be revised to provide 2 separate short stay cycle parking spaces close to the entrance for visitors and the long stay spaces should include some tubular stands to allow for parking

non-standard cycles (min. 5%).

Delivery and Servicing:
I have been unable to locate any information on plans for delivery and servicing. The location of the site does limit opportunities for stopping immediately outside the site and the Council's refuse team has a maximum drag distance of 10 metres. I am not sure what the existing arrangement for the house is but the type of bins used for flats may affect future arrangements. The applicant needs to set out what the proposals are for refuse collections and any servicing ideally prior to determination.

Conclusion:
Car free developments are best suited to locations with good access to public transport and local conveniences. Despite the low PTAL rating, there are 4-5 bus routes within a two-minute walk of the site; these connect to towns and other transport interchanges eg. Edgware, Harrow on the Hill and Harrow & Wealdstone.

There are convenience stores within a two-minute walk of the site, alternatively, the nearest supermarket is a 15 minute walk from the site or short bus ride at High Road, Harrow Weald.

Based on there being fairly good access to public transport and amenities, it would seem that future residents could live in this location without the need to rely on a private car. It is acknowledged that some residents may choose to drive in any case and the submitted parking analysis demonstrates that there is sufficient capacity to accommodate the small demand likely to be generated by the development. For residents who require parking as a priority, this location may not appear suitable and is therefore more likely to be attractive to those who do not rely on private cars.

This proposal is unlikely to result in a severe of harmful impact for the surrounding highway network: Highways have no objection subject to information on proposals for refuse collections and the following suggested conditions.

LBH Drainage
No objections subject to informatives

LBH Waste Management Policy Officer
No objections

Tree Officer
No objections subject to conditions

Landscape Officer
No objections subject to conditions

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 2021] 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.

6.0 ASSESSMENT

6.1 The main issues are;

- Principle of the Development
- Design, Character and Appearance of the Area
- Residential Amenity
- Traffic and Parking
- Waste and Servicing
- Flood Risk and Drainage
- Biodiversity
- Fire Safety

6.2 Principle of Development

The relevant policies are:

- The National Planning Policy Framework (2021)
- The London Plan (2021): H1, H2, H9
- Harrow Development Management Policies (2013): DM24
- Harrow's Core Strategy (2012): CS1
- Supplementary Planning Document – Garden Land Development (2013)

Garden Land Development

6.2.1 Within the context of planned growth across London, the proposal accords with Harrow's vision for the development of the Borough as a whole and the proposal would make a contribution to forecasted requirements for new housing in the Borough.

6.2.2 The principle of redeveloping the site in order to provide additional residential accommodation would be acceptable; subject to compliance with the Harrow Garden Land Supplementary Planning Document (SPD). The Council's Garden Land Development Supplementary Planning Document contains a presumption against garden land development. However, paragraph 2.5 of the SPD states that schemes that involve some increase in the built footprint of the site, where it does not involve substantial incursion into the garden would not be considered garden land development.

6.2.3 The property has established prior approval for an 8 metre deep rear extension and if implemented, would result in a total footprint of 190.9m2. The new building would result in a similar footprint of 199.5m2. In addition, there is also the potential for a side extension to the existing dwelling under permitted development, therefore, the amalgamation of both extensions would result in a greater footprint than what has been proposed within this application. Accordingly, the proposal would conform to the SPD's guidance above. As such, it is considered that the footprint of the development would not result in a substantial incursion, therefore it would not be considered appropriate to refuse the application on the basis of the garden land development policy.

Loss of the existing dwelling

6.2.4 There is no policy within the Development Plan that resists the loss of existing dwellinghouses, provided that they are not designated heritage assets or affect the setting of a designated heritage asset. Therefore, the demolition of the existing dwelling is acceptable in principle.

6.3 Design, Character and Appearance of the Area

The relevant policies are:

- National Planning Policy Framework (2021)
- The London Plan 2021: D3, D12
- Harrow Core Strategy 2012: CS1
- Harrow Development Management Polices Local Plan (2013): DM1, DM22, DM23
- Residential Design Guide (2010)
- The London Plan Housing Supplementary Planning Guidance (2016)
- Code of Practice for Storage and Collection of Refuse and Materials for Recycling in Domestic Properties (2016)

6.3.1 Policy D3.D(1) of the London Plan states that development should in terms of form and layout, enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions. Policy D3.D(11) goes on to states that in

terms of quality and character, developments should respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character

6.3.2 Policy DM1 of the DMP gives advice that ‘’all development proposals must achieve a high standard of design and layout. Proposals which fail to achieve a high standard of design and layout, or which are detrimental to local character and appearance, will be resisted”.

6.3.3 The application site is located on Uxbridge Road adjacent to a busy roundabout junction. The subject site is considered to be an anomaly within the streetscape given its standalone presence and highly prominent siting, which can be viewed from the main thoroughfare and the roundabout. The architectural style of the area is mixed with the surrounding buildings consisting of traditional semi-detached/terraced dwellings and two/three storey flat developments with varying roofscapes. There is also a mix of both commercial and residential uses within the immediate vicinity. While there is some presence of render within the existing buildings, the use of brickwork is the predominant material.

6.3.4 The height of the proposed building would be approximately 9.5m and it would occupy a similar footprint to the existing dwellinghouse, should the prior approval be implemented. The proposed massing and scale is considered appropriate for the plot size and the wider context. The height of the proposed building would not appear unduly tall. Although it would be perceived as a three storey building given the roof design, the overall height would not be significantly greater than the existing two storey dwellings situated to the rear of the site.

6.3.5 The design of the new building would consist of ‘Mock Tudor’ detailing with a prominent gable frontage. Whilst the design of the proposed building would not be of similar appearance to any of the nearby properties, it is noted that there is no one dominant architectural style of building within the surrounding area. As such, the proposal is not considered to be inconsistent nor inappropriate within its context. Given that the site is on a prominent location along Uxbridge Road, the proposed building due to its scale and design would create a distinctive visual presence at the junction. As the site is not situated within a conservation area, the proposed design and scale of the building is not considered to have a harmful impact on the character and appearance of the surrounding area.

6.3.6 Officers acknowledge that the existing building has architectural merit and is considered to be a successful example of an arts and crafts dwelling. However, the property is not nationally or locally listed nor designated within a conservation area, and as such, there is no policy justification for the preservation of the existing building. Therefore, in this instance the demolition of the existing building would be acceptable.

<u>Landscaping and Trees</u>

6.3.7 The existing frontage largely consists of hardstanding and the rear garden is mainly soft landscaping with mature vegetation. The proposed new frontage would replace the hard surface with a lawn, along with boundary hedging and would be enclosed within a 0.9 metre high picket fence. The rear garden would also be predominately lawn with defensive planting which would surround the building in order to safeguard the privacy of the ground floor flats. This element of the proposal is acceptable subject to further details regarding the soft landscaping works which shall be secured by condition.

6.3.8 Several C-grade trees (mainly Cypress) are to be removed as part of the development, however, the majority of the mature trees which fall outside of the site boundary, are to be retained. The applicant has submitted an arboricultural report which includes a method statement and tree protection plan. The Council's Tree Officer has raised no objections to the proposal, provided that the method statement and protection measures are adhered to in full.

Waste and Cycle Storage

6.3.9 The proposed refuse and cycle storage are to be located at the rear of the building and would not be readily visible from the street, as such, would not be detrimental to the character and appearance of the property and nearby area. A condition shall be imposed to ensure that the refuse and cycle store is secure and appropriate in its design and finish.

6.3.10 In summary, subject to the above detailed conditions, the development would accord with the relevant policies of the development plan in terms of character and appearance as set as set out above.

6.4 Residential Amenity

The relevant policies are:

- Harrow Core Strategy 2012:CS1
- Harrow Development Management Polices Local Plan (2013): DM1, DM2, DM27
- London Plan Policy (2021): D1, D6
- Residential Design Guide (2010)
- The London Plan Housing Supplementary Planning Guidance (2016)

Impacts on neighbouring properties

6.4.1 Policy DM1 of the DMP seeks to ensure that "proposals that would be detrimental to the privacy and amenity of neighbouring occupiers, or that would fail to achieve satisfactory privacy and amenity for future occupiers of the development, will be resisted".

6.4.2 The overall scale of the development is not considered to have any significant overbearing impact as the site is not directly bound by neighbouring properties to

the east or west. The main area of impact from the proposed development would be towards 14-25 Kipling Place, which adjoins at the rear (north of the site). However, given the preservation of the rear garden, the existing vegetation, and the separation distance between the proposed building and the existing dwellings, it is considered to have a minimal impact on these properties in terms of overlooking and an increased sense of enclosure or overbearing impact.

Residential Quality of Proposed Development

6.4.3 Policy D6 of the London Plan specifies that boroughs should ensure that, amongst other things, 'housing development should be of high quality design and provide adequately-sized rooms with comfortable and functional layouts'. It also sets out the minimum internal space standards for new dwellings. The use of these residential unit GIA's as minima is also reiterated in Appendix 1 of the Residential Design Guide SPD.

6.4.4 The proposed development includes the following:

	Proposed Size	Proposed GIA	Minimum GIA	Minimum Storage
Flat 1	1 bed 2 persons	50sqm	50sqm	1.5sqm
Flat 2	1 bed 2 persons	50sqm	50sqm	1.5sqm
Flat 3	1 bed 2 persons	50sqm	50sqm	1.5sqm
Flat 4	1 bed 2 persons	50sqm	50sqm	1.5sqm
Flat 5	1 bed 2 persons	50sqm	50sqm	1.5sqm
Flat 6	1 bed 2 persons	50sqm	50sqm	1.5sqm
Flat 7	2 bed 3 persons	68sqm	61sqm	2sqm
Flat 8	2 bed 3 persons	63sqm	61sqm	2sqm

6.4.5 The proposed dwellings would all meet the minimum floor space requirements and provide a satisfactory amount of built in storage space. In terms of layout, all of the habitable rooms are provided with windows which allow for sufficient levels of natural light and adequate outlook. The floor to ceiling height for the flats would measure 2.4 metres which is considered to be marginally below the London Plan requirement for 2.5 metres, however, it is considered acceptable on the basis that the nationally described standards requirement of 2.3 metres is being achieved.

6.4.6 In regard to stacking, all the floors have identical layouts with the bedrooms and living areas vertically stacked, which would minimise the likelihood of unacceptable noise transference. However, it is noted that there would be a small overlap in the stacking arrangements between flats 6 and 8. Part of the double bedroom for flat 8 would overlap the living area of flat 6. This overlap would be less than half the room size and is not considered to result in any harmful impact in terms of noise and disturbance experienced by future occupiers. In addition, as the proposal is for a new build, it would need to comply with Building Regulations requirements for sound insulation measures to ensure there would be no unacceptable noise transmission. Therefore, the proposed layout of these units is considered acceptable in this instance.

Amenity Space

6.4.7 The external communal lawn area measures approximately 169sqm and would be accessed by all the units. In order to protect the amenities of the two ground floor dwellings, each of these units would be provided with secure and enclosed private amenity areas. A condition has been recommended for details of boundary fencing/railing to be submitted for assessment in order to safeguard the amenities of the ground floor units. In addition to the rear amenity space, the site is adjoined by a public park to the west which benefits from a children's play area. As such, the combination of both the onsite communal area and the immediate proximity to a public open space is considered sufficient to meet the needs of future occupiers.

6.4.8 A landscape masterplan to include planting, hard landscaping, boundary treatment, levels, landscape management and maintenance plan would be required to ensure the amenity value of the communal, private and front areas which shall be secured by condition.

6.4.9 Accessible Homes

6.4.10 Policy DM2 of the DMP seeks to ensure that all new housing is built to 'Lifetime Homes' standards.

6.4.11 Policy CS1.K of the Harrow Core Strategy requires all new dwellings to comply with the requirements of Lifetime Homes. Supplementary Planning Document Accessible Homes 2010 (SPD) outlines the necessary criteria for a 'Lifetime Home'.

6.4.12 While the above policies require compliance with Lifetime Home Standards, in October 2015 these standards were replaced by New National Standards which require 90% of homes to meet Building regulation M4 (2) - 'accessible and adaptable dwellings'. Accordingly, a condition of approval is required to ensure that the proposed development would meet regulation M4 (2) of the building Regulations which would secure an appropriate standard for future occupiers and make the units accessible to all. Level access would be provided to the units and a condition is recommended to ensure that the development complies with Part M of Building Regulations.

6.4.13 Overall, it is considered that the proposed development is likely to provide an acceptable level of amenity for future occupiers, subject to conditions

Secure by Design

6.4.14 The Designing Out Crime Officer has raised some concerns regarding the boundary treatment and the proposed cycle and refuse storage area. Therefore, in order to ensure the development is of a satisfactory level of safety and security, a condition to achieve Secure by Design accreditation has been attached.

6.5 Traffic, Parking and Servicing

The relevant policies are:

- Harrow Core Strategy 2012:CS1
- Harrow Development Management Polices Local Plan (2013):DM1, DM9; DM10; DM42
- London Plan (2021): T4, T5, T6

6.5.1 The site is located within an area with a Public Transport Accessibility Level (PTAL) of 2, which is considered to have poor access to public transport. However, despite this low PTAL rating, the site is considered to be well connected to public transport links with several bus routes within a two-minute walking distance of the property which connect to towns and other transport interchanges such as Edgware, Harrow on the Hill and Harrow & Wealdstone. In addition, there are convenience stores located within very close proximity to the site with the nearest supermarket is a 15 minute walk or short bus ride at High Road, Harrow Weald.

6.5.2 The proposal would not provide any onsite parking provision which remains unchanged from previous application (P/2585/21) which was refused due to no on-site disabled parking spaces, and given the location of the development site, it was considered that none could be provided nearby on the public highway. As with the previous submission, a parking analysis has been provided which demonstrates that there is sufficient capacity to accommodate the small demand likely to be generated by the development. Overnight parking surveys have been undertaken and identifies that there is on-street capacity (50 spaces) in the surrounding area, with a level of stress recorded at only 29%. It is worth noting that the daytime effects may differ, but it is expected that the highest residential demand to occur overnight.

6.5.3 Policy T6.1(g) of the London Plan 2021 stipulates that disabled persons parking should be provided for new residential developments for 10 or more units. Whilst it is not required for a development of this scale (8 units), given that the lack of disabled parking space formed the basis of the reason for refusal for the previous application, the applicant has submitted a Disabled Parking Statement which explores the possible on-street parking options. Following review from the Council's Highways Officer, it is considered acceptable that feasible possibilities for a disabled person's parking space exist along Clamp Hill, Kipling Place and Brockhurst Close. As such, any future resident that is a Blue Badge Holder would be entitled to apply to the Council and the most suitable location would be agreed between both parties.

6.5.4 The applicant sought to further address the concerns raised in relation to disabled parking by the Planning Committee in a separate outline planning application submitted under planning ref: P/0338/22 which proposed one off-street parking space that would require construction of a vehicle crossing to the Uxbridge Road frontage, between the existing zebra crossing and a bus stop and would be within about 18m of a roundabout. Given that Uxbridge Road is a busy strategic road, the Council's Highway Officer raised objections in terms of highways safety and this outline application was subsequently withdrawn.

6.5.5 Notwithstanding this, the applicant has submitted both the Parking Survey and Disabled Parking Statement which have been reviewed by the Council's Highways Officer and no objections have been raised in this regard. The Highways department is satisfied that if necessary for future occupiers; disabled parking spaces could reasonably be provided within the nearby surrounding area. As mentioned above, the site is located within a low PTAL rating but is considered to benefit from good access to public transport and amenities, where future residents of the development are unlikely to rely on private cars.

6.5.6 On this basis, it is considered that the proposal would be acceptable in terms of a car free development with the potential to provide on street disabled parking provision.

6.5.7 In respect of cycle parking, 16 cycle spaces are provided which would be located at the rear of the site, the number of spaces is considered sufficient and would comply with London Plan standards. However, the Council's Highways Officer states that the proposed two-tier cycle storage is not appropriate for this type of development. It is recommended that tubular stands should be provided within a locking store rather than stackers in a shelter (this is more suitable for a workplace). On this basis, it is recommended that an alternative more suitable stores are provided, and a condition shall be imposed to ensure appropriate cycle storage is submitted to and approved in writing by the Council.

Waste and Servicing

6.5.8 Waste storage would be provided at the rear of the site consisting of two large bin stores (1 x 1280 recycling bin and 1 x 1100 general waste bin), the size of the stores is considered suitable for the proposed development. However, details of delivery and servicing have not been submitted and a condition shall be imposed to ensure full details of a waste management strategy is submitted to and approved in writing by the Council prior to the commencement of the development.

6.6 Flood Risk and Drainage

The relevant policies are:

- The National Planning Policy Framework (2021)
- The London Plan (2021): SI 13
- Harrow's Core Strategy (2012): CS1
- Harrow Development Management Policies (2013): DM10

6.6.1 The site is identified as a critical drainage area of Harrow and is within a flood zone. As the proposed development would not lead to an increase in impermeable surface area, no issues would arise in this respect. The Council's Drainage Officers have not objected to the application but have suggested conditions to deal with on-site drainage and water attenuation.

6.6.2 Subject to the drainage conditions, the proposal would accord with the relevant policies in relation to surface water drainage and surface water attenuation.

6.7 Biodiversity

6.7.1 *The relevant policies are:*

- National Planning Policy Framework (2021)
- The London Plan (2021): G6
- Harrow Core Strategy (2012): CS1
- Harrow Development Management Policies (2013): DM20, DM21, DM22

6.7.2 The site represents a place where biodiversity could be enhanced and further details are required with regards to planting, bird/bat boxes to ensure the biodiversity gain will be delivered in accordance with the above policies. Officers are satisfied that this can be addressed through an appropriately worded condition.

6.8 Fire Safety

6.8.1 *The relevant policies are:*

- National Planning Policy Framework (2021)
- The London Plan (2021): D12 (Part A)

6.8.2 Part A of Policy D12 of The London Plan (2021), requires the demonstration of suitably positioned and unobstructed space for fire appliances and evacuation assembly points, and that developments ensure robust strategies for evacuation are in place as well as confirmation of the fire-fighting water supply.

6.8.3 The applicant has submitted a detailed fire strategy, which details robust safety measures to ensure that the proposed building would be amenable to achieving full compliance with Part B (Fire Safety) of the Building Regulations (2010) and Building (Amendment) Regulations (2020). On this basis, it is considered that the proposed fire safety strategy would be consistent with the relevant policies and would be acceptable in this regard. It should be noted that the fire strategy does not replace the need for approval under the building regulations, and does not convey any deemed approval for those regulations.

7.0 CONCLUSION AND REASONS FOR APPROVAL

7.1 The proposal would contribute to the variety of housing stock in the borough. The proposed development would appropriately relate to the site, local context, massing and architectural appearance and would bring forward housing provision of a satisfactory layout and design to ensure that the future occupiers would benefit from an acceptable standard of living accommodation.

7.2 Given the location of the application site, Officers are satisfied that the proposal would maintain an appropriate quality of residential amenity for the adjoining occupiers. The biodiversity enhancements on the site would be secured via

condition and provide sustainable urban drainage measures, improve access routes and provide high-quality hard and soft landscaping. Furthermore, the transport aspects of this proposal are considered to be in accordance with strategic and local transport policies.

7.3 For all the reasons considered above, and 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:
UR70-AP2-101 Rev.1st, UR70-AP2-102 Rev.1st, UR70-AP2-103 Rev.1st, UR70-AP2-104 Rev.A, UR70-AP2-111 Rev.1st, UR70-AP2-105 Rev.G, UR70-AP2-106 Rev.A, UR70-AP2-107 Rev.D, UR70-AP2-108 Rev.D, UR70-AP2-109 Rev.D, UR70-AP2-110 Rev.C, E0821-T, Design and Access Statement (September 2021), Flood Risk Assessment (15th June 2021), Fire Statement (December 2021), Parking Survey (June 2021), Illustrative Drawings x5, 3D Image, Arboricultural Report (28th September 2021), Disabled Parking Statement

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

3. Construction 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 Transport for London – www.tfl.gov.uk. 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 and dirt during construction;
i) A scheme for recycling/disposing of waste resulting from demolition and construction works; and
j) details showing the frontage/ the boundary of the site enclosed by site hording

to a minimum height of 2 metres.

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 Local Plan Policies DM1 and DM43 and Policy D14 of the London Plan (2021) and to ensure that the transport network impact of demolition and construction work associated with the development is managed in accordance with Policy T7 of the London Plan (2021), this condition is a PRE-COMMENCEMENT condition.

4. 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.

5. Disposal of Surface Water/Surface Water Attenuation

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

REASON: To ensure that adequate drainage facilities are provided and to reduce and mitigate the effects of flood risk in accordance with policy DM10 of the Councils Development Management Policies Local Plan 2013. This is a PRE-COMMENCEMENT CONDITION to ensure adequate drainage details are agreed before the development commences on site.

6. Disposal of Sewage

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

REASON: To ensure that adequate drainage facilities are provided in accordance with policy DM10 of the Councils Development Management Policies Local Plan 2013. This is a PRE-COMMENCEMENT CONDITION to ensure adequate sewage disposal details are agreed before the development commences on site.

7. Cycle Storage

Notwithstanding the details hereby approved, prior to commencement of development, revised details of shelters, racks, dimensions and location of the cycle parking spaces shall be submitted to and approved in writing by the local planning authority. The cycle storage shall be made available prior to occupation and shall be retained 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 T5 of The London Plan 2021 and policy DM 42 of the Harrow Development Management Policies Local Plan (2013). To ensure appropriate cycle parking design before development commences on site, this condition is a PRE-COMMENCEMENT condition.

8. Waste Management Strategy

The development hereby permitted shall not commence until details of a waste management plan have been submitted to and approved in writing by the Local Planning Authority. The waste management plan shall be carried out in accordance with the approved details.

REASON: In the interest of sustainable waste management of the site, in accordance with policy DM45 of the Councils Development Management Policies Local Plan 2013. This is a PRE-COMMENCEMENT CONDITION to ensure an appropriate waste management strategy is agreed before the development commences on site.

9. Materials

Notwithstanding the details shown on the approved drawings, prior to commencement of the development beyond damp proof course level samples of the materials 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:

1. facing materials for the building, including brickwork and spandrel detail; windows/ doors;
2. 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 ensure that the development is carried out to the highest standards of architecture and materials.

10. 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.

11. 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. Tree planting along the boundaries adjacent to the car park and screening around carparking area with hedge planting. Screening of the bin stores with soft landscaping. 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 D3 The London Plan (2021), policy CS.1B of the Harrow Core Strategy (2012) and policy DM22 of The Development

Management Policies Local Plan 2013.

12. 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.

13. Landscaping Management Plan

Notwithstanding the details requested above in condition 11, a Landscape Management Plan and Landscape Maintenance plan including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, including the communal hard and soft landscape areas shall be submitted and approved by the local planning authority. The long term Landscape Management Plan for the whole of the proposed development will ensure the future success of the development, including the long term aims and objectives for all the external areas.

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 D3 of The London Plan (2021), policy CS.1B of the Harrow Core Strategy (2012) and policy DM22 of The Development Management Policies Local Plan 2013.

14. Biodiversity Enhancement

The development hereby permitted shall not commence above damp proof course level until full details of biological enhancements for the site have been submitted to, and agreed in writing by, the local planning authority. The enhancements shall include;

- the type and location of bat and bird boxes to be built into the structure
- full details of measures to be taken to provide shelter and foraging for invertebrate species at ground level, in the external building walls, and within the green walls and green roof areas.

REASON: To enhance the ecology and biodiversity of the area.

15. Refuse storage

Prior to occupation of the development, details of the refuse storage bins shall be submitted and approved in writing by the Local Planning Authority. The refuse bins shall be stored at all times, other than on collection days, in the designated refuse storage area, as shown on the approved drawing plans.

REASON: To maintain the appearance of the development and safeguard the character and appearance of the area.

16. Satellite Dishes

Prior to the first occupation of the development, details of a strategy for the provision of communal facilities for television reception (eg. aerials, dishes and other such equipment) shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include the specific size and location of all equipment. The approved details shall be implemented prior to the first occupation of the relevant phase and shall be retained thereafter. No other television reception equipment shall be introduced onto the walls or the roof of the building without the prior written approval of the Local Planning Authority.

REASON: To ensure that any telecommunications apparatus and other plant or equipment that is required on the exterior of the buildings preserves the high quality design of the buildings and spaces.

17. Permeable Paving

Before the hard surfacing hereby permitted is brought into use the surfacing shall EITHER be constructed from porous materials, for example, gravel, permeable block paving or porous asphalt, OR provision shall be made to direct run-off water from the hard surfacing to a permeable or porous area or surface within the curtilage of the site.

REASON: To ensure that adequate and sustainable drainage facilities are provided, and to prevent any increased risk of flooding. In accordance with policy DM10 of the Councils Development Management Policies Local Plan 2013.

18. Change of Use (flats)

The flats hereby permitted shall be used for Class C3 dwellinghouse(s) only and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no development within Schedule 2, Part 3, Class L shall take place

REASON: To enable the Local Planning Authority to fully consider the effects of development normally permitted by the Town and Country Planning (General Permitted Development) Order 2015 to maintain mixed, balanced, sustainable and inclusive communities and in the interests of residential and visual amenity in accordance with Policy DM1 of the Harrow Development Management Policies 2013, Policy CS1(B) of the Harrow Core Strategy 2012, Policy D1 of the London Plan 2021 and the Core Planning Principles of the National Planning Policy Framework 2021.

19. Secure by Design

Evidence of certification of Secure by Design Accreditation for the development shall be submitted to and approved in writing by the Local Planning Authority before any part of the development is occupied or used.

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, in accordance with Policy D11 of the London Plan (2021) and Section 17 of the Crime & Disorder Act 1998.

20. Accessible Units

The development hereby permitted shall be constructed to the specifications of: "Part M, M4(2), Category 2: Accessible and Adaptable Dwellings" of the Building Regulations 2013 and thereafter retained in that form.

REASON: To ensure that the development is capable of meeting 'Accessible and Adaptable Dwellings' standards in accordance with Policy D7 of The London Plan 2021, policy CS1.K of The Harrow Core Strategy 2012 and policies DM1 and DM2 of the Development Management Policies Local Plan 2013.

21. Site Hoardings

Site works in connection with the development hereby permitted shall not commence before the boundary of the site is enclosed by a close boarded or other security fence to a minimum height of 2 metres. Such fencing shall remain until works and clearance have been completed, and the development is ready for occupation.

Reason: In the interests of amenity and highway safety, in accordance with policies DM1 and DM45 of the Development Management Policies Local Plan 2013.

INFORMATIVES:

1. Policies

The following policies and guidance are relevant to this decision:

National Planning Policy Framework (2021)

The London Plan 2021:
D1, D3, D4, D5, D6, D7, D8, D11, D12, G6, H1, H9, H10, S1 12, T5, T6.1, SI 13

Harrow Core Strategy 2012
CS1

Development Management Policies Local Plan 2013
DM1, DM2, DM10, DM20, DM21, DM22, DM27, DM42, DM44, DM45

Relevant Supplementary Documents:
Supplementary Planning Document: Sustainable Building Design (2010)
Supplementary Planning Document: Garden Land Development (2013)
The London Plan Housing Supplementary Planning Guidance (2016)
Code of Practice for Storage and Collection of Refuse and Materials for Recycling in Domestic Properties (2016)

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 the Planning Inspectorate if allowed on appeal following a refusal by Harrow Council) will attract a Community Infrastructure Levy (CIL) liability, which is payable upon the commencement of development. This charge is levied under s.206 of the Planning Act 2008 Harrow Council, as CIL collecting authority, has responsibility for the collection of the Mayoral CIL The Provisional Mayoral CIL liability for the application, based on the Mayoral CIL levy rate for Harrow of £60/sqm is £26,700.00.
The floorspace subject to CIL may also change as a result of more detailed measuring and taking into account any in-use floor space and relief grants (i.e. for example, social housing).

You are advised to visit the planningportal website where you can download the appropriate document templates.
Please complete and return the Assumption of Liability Form 1 and CIL Additional Information Form 0.
https://ecab.planningportal.co.uk/uploads/1app/forms/form_1_assumption_of_liability.pdf
https://ecab.planningportal.co.uk/uploads/1app/forms/cil_questions.pdf
If you have a Commencement Date please also complete CIL Form 6:
https://ecab.planningportal.co.uk/uploads/1app/forms/form_6_commencement_notice.pdf
The above forms should be emailed to HarrowCIL@Harrow.gov.uk
Please note that the above forms must be completed and provided to the Council prior to the commencement of the development; failure to do this may result in surcharges and penalties

6. Harrow Council CIL Charges

Harrow has a Community Infrastructure Levy which applies Borough wide for certain developments of over 100sqm gross internal floor space.
Harrow's Charges are:
Residential (Use Class C3) - £110 per sqm;
Hotels (Use Class C1), Residential Institutions except Hospitals, (Use Class C2), Student Accommodation, Hostels and HMOs (Sui generis) - £55 per sqm;
Retail (Use Class A1), Financial & Professional Services (Use Class A2), Restaurants and Cafes (Use Class A3) Drinking Establishments (Use Class A4) Hot Food Takeaways (Use Class A5) - £100 per sqm
All other uses - Nil.
The Provisional Harrow CIL liability for the application, based on the Harrow CIL levy rate for Harrow of £110/sqm is £72,552.80
This amount includes indexation which is 332/224. The floorspace subject to CIL may also change as a result of more detailed measuring and taking into account any in-use floor space and relief grants (i.e. for example, social housing).
The CIL Liability is payable upon the commencement of development.
You are advised to visit the planningportal website where you can download the relevant CIL Forms.
Please complete and return the Assumption of Liability Form 1 and CIL Additional Information Form 0 .
https://ecab.planningportal.co.uk/uploads/1app/forms/form_1_assumption_of_liability.pdf
https://ecab.planningportal.co.uk/uploads/1app/forms/cil_questions.pdf
If you have a Commencement Date please also complete CIL Form 6:
https://ecab.planningportal.co.uk/uploads/1app/forms/form_6_commencement_notice.pdf
The above forms should be emailed to HarrowCIL@Harrow.gov.uk
Please note that the above forms must be completed and provided to the Council prior to the commencement of the development; failure to do this may result in surcharges.

7. 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

8. 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 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.

9. Sustainable Drainage Systems

The applicant is advised that surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SUDS). SUDS are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on or near the site as opposed to traditional drainage approaches which involve piping water off site as quickly as possible.
SUDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands. SUDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, and improving water quality and amenity. Where the intention is to use soak ways they should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.
Support for the SUDS approach to managing surface water run-off is set out in the National Planning Policy Framework (NPPF) and its accompanying technical guidance, as well as the London Plan. Specifically, the NPPF (2021) gives priority to the use of sustainable drainage systems in the management of residual flood risk and the technical guidance confirms that the use of such systems is a policy aim in all flood zones. Policy SI 13 of the London Plan (2021) requires development to utilise sustainable drainage systems unless there are practical reasons for not doing so. Sustainable drainage systems cover the whole range of sustainable approaches to surface drainage management. They are designed to control surface water run-off close to where it falls and mimic natural drainage as closely as possible. Therefore, almost any development should be able to include a sustainable drainage scheme based on these principles. The applicant can contact Harrow Drainage Section for further information.

10. Designing Out Crime

There is a condition attached to this permission which requires evidence of certification of Secured by Design Accreditation to be submitted to and approved in writing by the Local Planning Authority before any part of the development is occupied or use. This is a national police initiative that is supported by the Home Office Crime Reduction & Community Safety Unit and

the Planning Section of the ODPM. It is designed to encourage the building industry to adopt crime prevention measures to assist in reducing the opportunity for crime and the fear of crime, creating safer, more secure and sustainable environments. It is therefore recommended that you contact the Borough Crime Prevention Design Advisor by email DOCOMailbox.NW@met.police.uk to obtain further information on what would be required to achieve the Secured by Design Accreditation for the development.

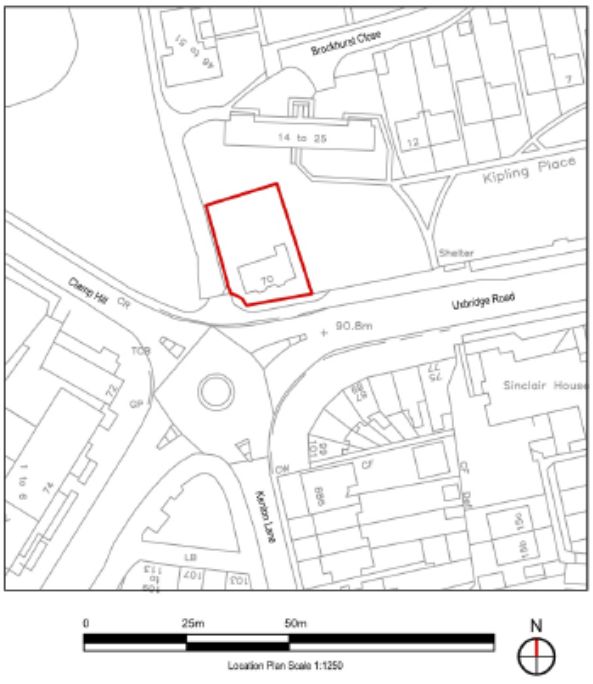
11. Fire Safety Statement

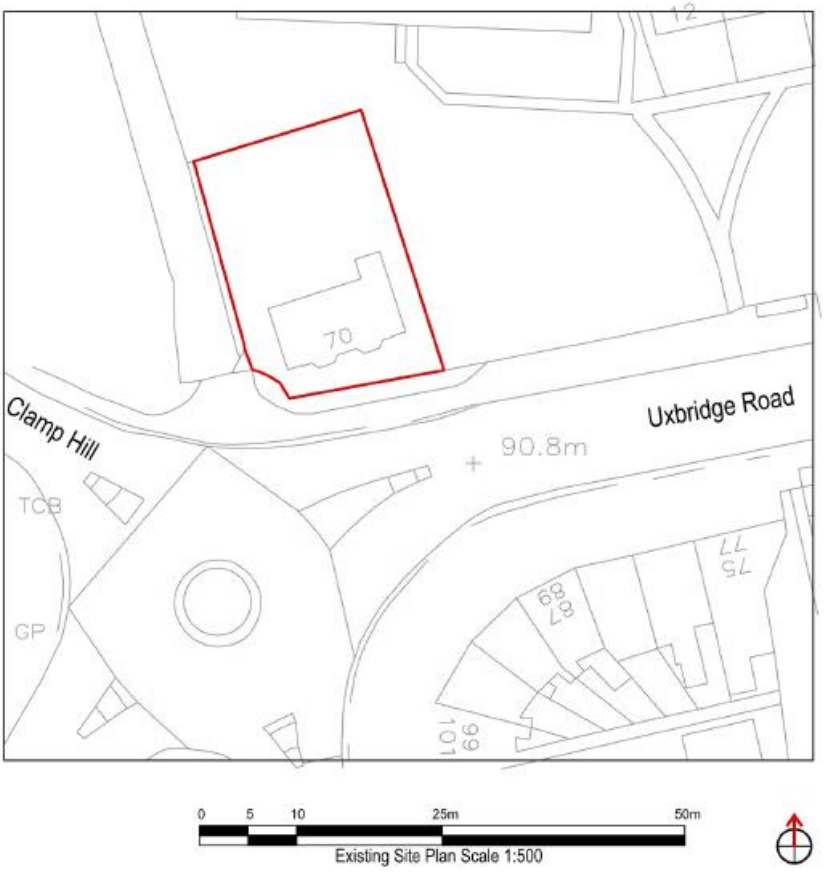
The submission/approval of the Fire Safety Statement does not replace the need for building regulation approval in relation to fire safety, nor does it convey or imply any approval under those regulations.

Checked

Interim Head of DM	DM 12/05/2022
Corporate Director	DP 16/05/2022

APPENDIX 2: SITE PLAN

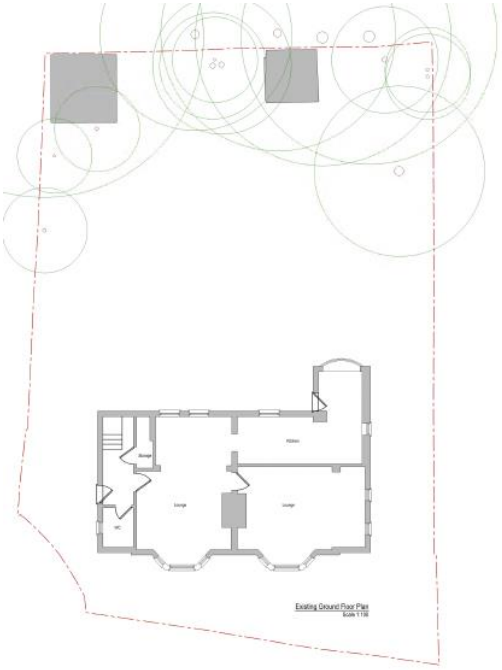


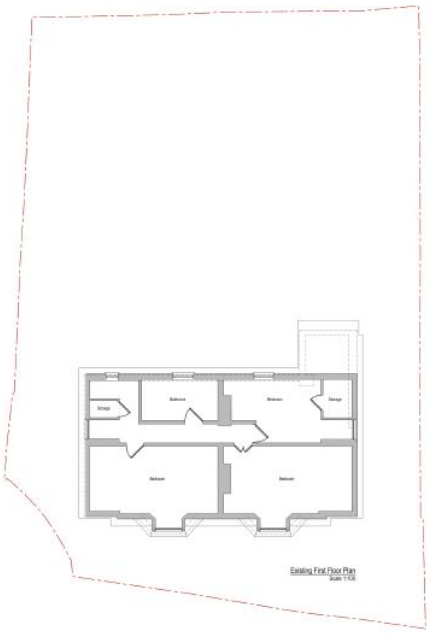


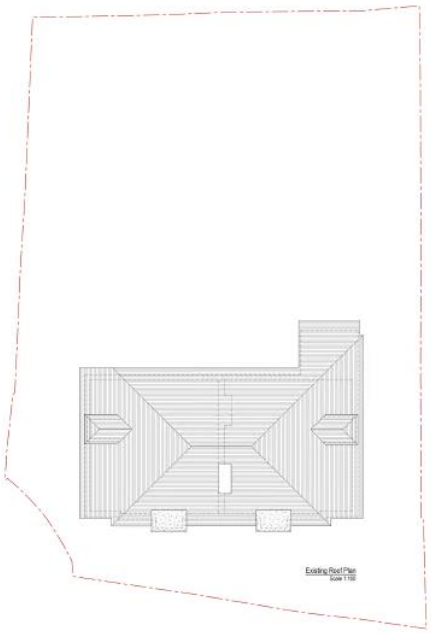
APPENDIX 3: SITE PHOTOS

APPENDIX 4: PLANS AND ELEVATIONS

Existing Plans



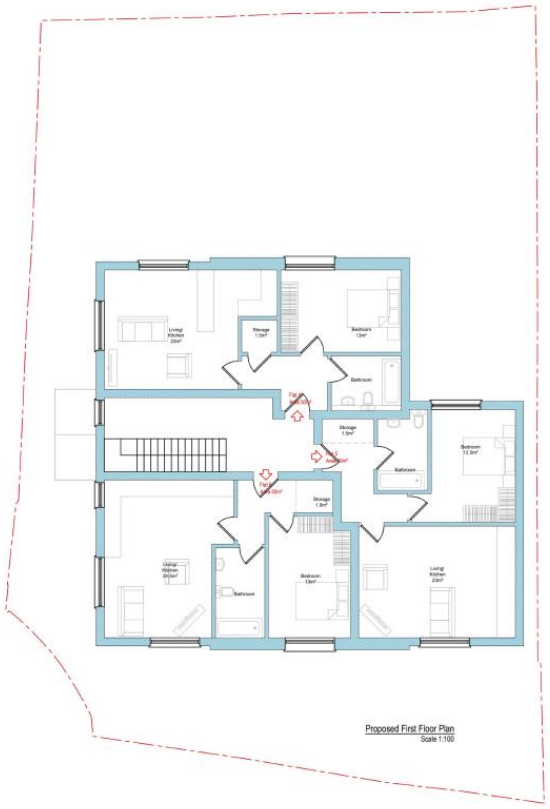


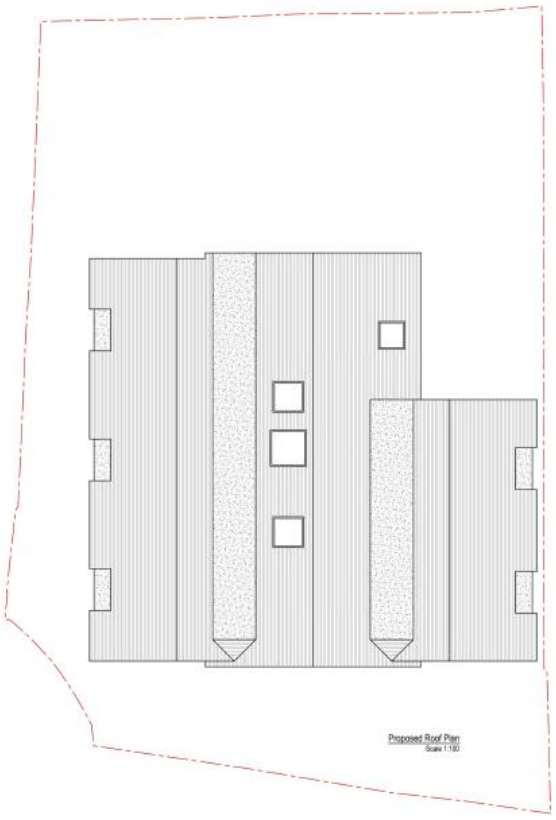


Existing Front Elevation
Scale 1:100

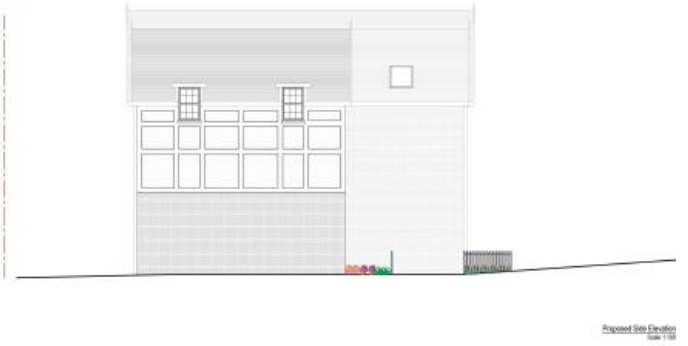
Existing Side Elevation
Scale 1:100

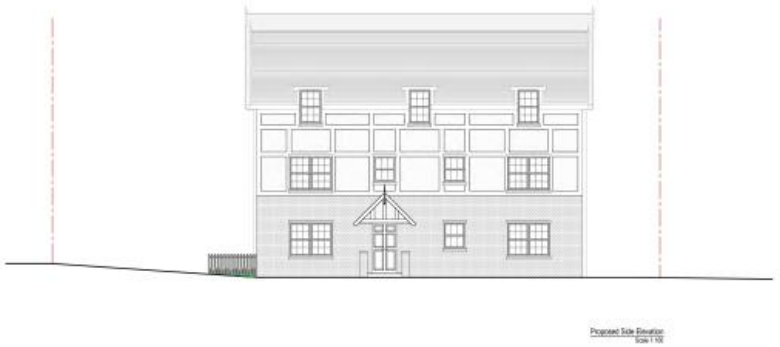
Proposed floor plans



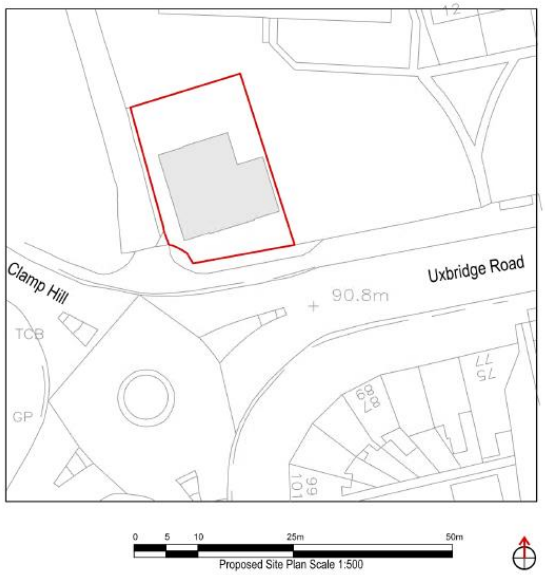


Proposed Elevations





Proposed Site Plan and Footprint


Clamp Hill
Uxbridge Road
90.8m
TCB
GP
12
75
77
87
89
91
0
5
10
25m
50m
Proposed Site Plan Scale 1:500

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