

**HARROW COUNCIL**

**SUPPLEMENTAL ADDENDUM**

**PLANNING COMMITTEE**

**DATE: 17<sup>th</sup> APRIL 2024**

<b>1/01</b>	395 Kenton Lane, Harrow HA3 8RZ - P/2024/22
<b>Page 20</b>	<p><b>3.0 RELEVANT PLANNING HISTORY</b></p> <p><b>ADD A FINAL PARAGRAPH TO PLANNING HISTORY SECTION</b></p> <p>3.4. Application P/1497/21 was refused for the following reasons:</p> <ol style="list-style-type: none"><li>1. The proposal would introduce an inappropriate residential use on the ground floor of the subject premises, which would be incompatible and at odds with the functioning of the Belmont Local Centre, to the detriment of the viability and vitality of the Local Centre, contrary to the National Planning Policy Framework (2021), Policies GG1 and E7 of The London Plan (2021) and Policies DM 38, DM 39 and DM 40 of the Harrow Development Management Policies Local Plan (2013).</li><li>2. The proposal, as a result of being capable of providing more than ten residential units, fails to provide affordable housing to the Boroughs housing stock. The submitted viability report is not considered robust and does not accurately demonstrate that the proposal would be unviable to make such a provision, the proposal fails to address the key aims of Policies H4, H5 and H6 of The London Plan (2021), Policy CS1.J of the Harrow Core Strategy (2012), Policies DM 24 and DM 50 of the Harrow Development Management Policies Local Plan (2013) and adopted Supplementary Planning Document: Planning Obligations and Affordable Housing (2013).</li><li>3. The proposal, which includes 15 vehicle parking spaces to the rear of the site, exceeds the maximum parking standards for residential development in this location as set out in Table 10.3 of the London Plan. The proposal would therefore fail to comply with the aims of reducing car use and would not help support</li></ol>

	<p>the solution to the road congestion challenges faced in London as set-out in Policies T1, T5, and T6.1 of the London Plan (2021), Policy CS1 of the Harrow Core Strategy (2012), and Policy DM42 of the Harrow Development Management Policies (2012).</p>
<p><b>Page 34</b></p>	<p><b>Amend paragraph 6.5.11 to read:</b></p> <p>The proposals also include a communal amenity area however concerns have been raised around the success of this space given its location, size and accessibility from the units. It appears that the communal area will be accessed via the car park which is not considered an inviting route to the area. <del>As such, Officer's will add a pre-commencement condition requiring the applicant to demonstrate how residents will access this communal area.</del> This communal area is not considered successful and given that the flats already benefit from balconies, Officers consider that the communal area should be afforded to the ground floor flat. As such, a condition is recommended that requests plans to facilitate this change.</p>
<p><b>Page 38</b></p>	<p><b>Replace Paragraph 6.7.10 with the following:</b></p> <p><del><b>In line with London Plan 2021 requirements, no more than 11.25 car parking spaces for this development are permitted (at a rate of 0.75 space per dwelling). This must include 3% disabled parking spaces from the outset with 7% enlarged for future conversion. Additionally, 20% of spaces must have active electric vehicle charge points and the remaining 80% with passive provision. The proposal includes 11 car parking spaces including one disable bay. This is contrary to the London Plan requirement, as the maximum should be no more than 11 car parking spaces, 1 disabled bay, and 1 enlarged space. Notwithstanding this, the Highways Officer has confirmed the proposed car parking spaces are acceptable.</b></del></p> <p>In line with London Plan 2021 requirements, no more than 11.25 car parking spaces for this development are permitted (at a rate of 0.75 space per dwelling). This must include 3% disabled parking spaces from the outset with 7% enlarged for future conversion. Additionally, 20% of spaces must have active electric vehicle charge points and the remaining 80% with passive provision. The proposal includes 11 car parking spaces including two disabled bays. This differs marginally with the London Plan requirement, as the maximum should be no more than 11 car parking spaces, 1 disabled bay, and 1 enlarged space. This is a reduction in the quantum proposed in the 2021 application which sought 15 parking spaces including three disabled bays. The Highways Officer has reviewed the submitted documents and confirmed the proposed car parking spaces are now</p>

	<p>acceptable. It is under this context that the previous reason for refusal on parking has now been addressed.</p>
<p><b>Page 45</b></p>	<p><b>Add the following wording, 'Rev B' and 'Rev A' to Condition 2:</b></p> <p><b>2. <u>Approved Plans and Documents</u></b></p> <p>The development hereby permitted shall be carried out in accordance with the following documents and plans:</p> <p>Planning and Design and Access Statement (May 2022), Energy Statement (May 2022), Transport Statement (May 2022), Viability Review &amp; Report (By JLL dated 4th July 2023), Flood Risk Assessment and Drainage Strategy (May 2022), Location Plan; 20/3499/15; 20/3499/12 <b>Rev B</b>; 20/3499/14 <b>Rev A</b>; 20/3499/13 Rev C; 20/3499/11 Rev C; 20/3499/10 Rev C</p> <p>REASON: For the avoidance of doubt and in the interests of proper planning.</p>
<p><b>Page 46</b></p>	<p><b>Add the following wording, (other than works of demolition), to Condition 4:</b></p> <p><b>4. <u>Levels</u></b></p> <p>No site works or development (<b>other than works of demolition</b>) 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.</p> <p>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.</p>
<p><b>Page 46</b></p>	<p><b>Add the following wording, (other than works of demolition), to Condition 5:</b></p> <p><b>5. <u>Disposal of Surface Water/Surface Water Attenuation</u></b></p>

	<p>The development hereby permitted shall not commence (<b>other than works of demolition</b>) 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.</p> <p>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.</p>
<p><b>Page 47</b></p>	<p><b>Revise the wording of Condition 6 to read:</b></p> <p>6. Disposal of Sewage</p> <p>The development hereby permitted shall not commence beyond damp proof course level 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.</p> <p>REASON: To ensure that adequate drainage facilities are provided in accordance with policy DM10 of the Councils Development Management Policies Local Plan 2013.</p>
<p><b>Page 50</b></p>	<p><b>Remove 11 from Condition 15 and replace it with 13</b></p> <p><b>15. Landscaping Management Plan</b></p> <p>Notwithstanding the details requested above in condition <del>11</del> <b>13</b>, prior to the occupation of the development, 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 management and maintenance plan shall be implemented in accordance with the details approved, in perpetuity. The development shall be carried out in accordance with the scheme so agreed and shall be retained as such thereafter.</p> <p>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</p>

	<p>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.</p>
<p><b>Page 52</b></p>	<p><b>Delete Condition 19 and replace it with:</b></p> <p><b>19. Permeable Paving</b></p> <p><del>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.</del></p> <p><del>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.</del></p> <p>Removal of Communal Garden:</p> <p>Notwithstanding the approved plans, the development shall not be occupied until a revised block plan and ground floor plan showing the removal of the communal garden area, and the re-purposes of the communal garden as a private garden for the sole use of the ground floor flat only. The scheme shall also facilitate direct accessible access and egress to that garden area from the ground floor flat and include details of a 1.8m high close boarded fence to enclose this garden area for privacy reasons. The details shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The development shall be completed in accordance with the approved details prior to the occupation of the development and shall thereafter be retained.</p> <p>REASON: To enhance the amenities for residents of the ground floor flat in accordance with Policy DM1 of the Harrow Development Management Local Plan DPD 2013.</p>
<p><b>Page 52</b></p>	<p><b>Revise the wording of Condition 20 to read:</b></p> <p><b>20. <u>Restricted Use</u></b></p> <p>The <b>ground floor commercial</b> premises shall be used only as flexible E(c)(i, ii and iii) and/or E9(d) and/or E(e) and/or or E(g))(i, ii and iii) uses and for no other purposes, unless an alternative use is agreed in writing by the Local Planning Authority.</p>

	<p>REASON: To safeguard the character and functioning of the Belmont Local Centre and to accord with Policy DM31 of the Harrow Development Management Policies Plan (2013), Policies CS1.N CS1.O, CS1.P and CS.10 of the Harrow Core Strategy (2012).</p>
<p><b>Page 52 and 53</b></p>	<p><b>Delete Condition 22 and replace it with:</b></p> <p><del>22. <u>Permitted Development Restrictions 1</u></del></p> <p><del>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification), no change of use falling under Classes M, MA, N, O or P in Part 3 of Schedule 2 of that Order shall take place within the ground floor commercial units and it shall only operate under as flexible E(c)(i, ii and iii) and/or E9(d) and/or E(e) and/or or E(g))(i, ii and iii) uses and for no other purposes unless an alternative use is agreed in writing by the Local Planning Authority.</del></p> <p><del>REASON: To ensure a suitable use operates within the space given over to the commercial unit and that space shall not be converted to a poor-quality residential unit.</del></p> <p><u>Car Parking Design and Management Plan</u></p> <p>Notwithstanding the approved plans, the residential premises hereby approved shall not be occupied until a Car Parking Design and Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The plan shall set out the following:</p> <ol style="list-style-type: none"> <li>a. Details of Disabled persons parking spaces in accordance with the levels set out in Table 10.6 of the London Plan 2021. The plan should outline the mechanism for converting standard spaces to disabled parking should demand increase.</li> <li>b. Details of the allocation and management of the car parking spaces including the accessible car parking spaces to the individual flats.</li> <li>c. Details of how the car parking spaces could be removed in the future should they become surplus to requirements and potentially be re-provided as cycle storage or landscaping.</li> <li>d. Details of monitoring, management and enforcement procedures for parking within the site.</li> <li>e. Details of how commercial vehicles will enter and egress the car parking area without causing detriment to parked vehicles.</li> </ol>

	<p>The development shall be completed and operated in accordance with the approved details and shall thereafter be retained.</p> <p>REASON: To ensure that the car parking is managed in a satisfactory manner and that the development contributes to more sustainable travel in accordance with Local Plan DM42 and Policy T6 and Policy T6.5 of the London Plan (2021).</p>
<p><b>Page 53</b></p>	<p><b>Remove (silver and (sic) gold) from Condition 25</b></p> <p><b>25. Secure by Design</b></p> <p>Evidence of certification of Secure by Design Accreditation for the development (<del>silver of gold</del>) shall be submitted to and approved in writing by the Local Planning Authority before any part of the development is occupied or used.</p> <p>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.</p>
<p><b>Page 56</b></p>	<p><b>ADD APPENDIX 2: APPEAL DECISION</b></p> <p><b>As attached</b></p>