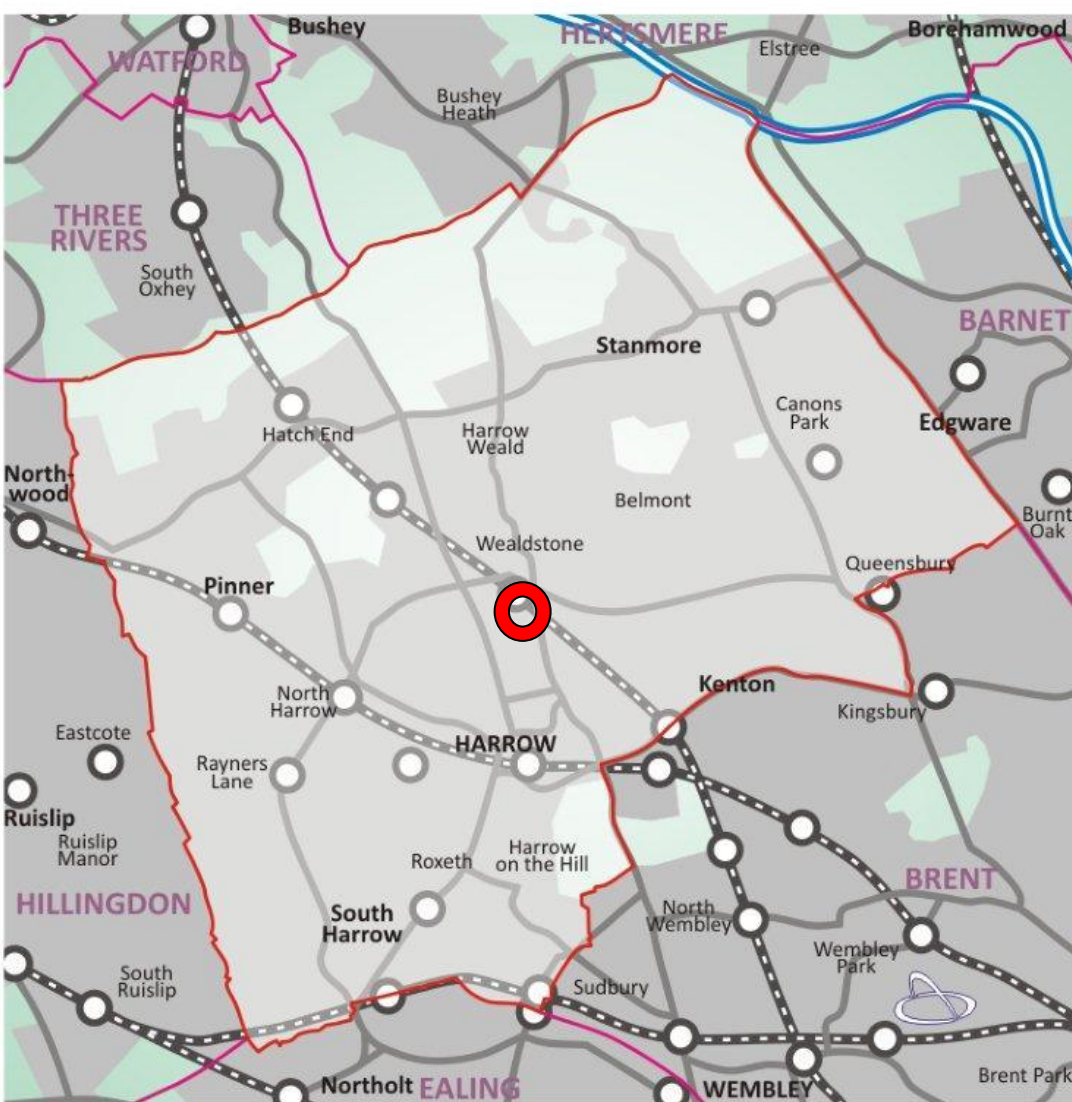


 = application site



Interphone House, 12 – 22 Herga Road Harrow HA3 5AS	P/3539/22
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12 – 22 HERGA ROAD HARROW HA3 5AS



LONDON BOROUGH OF HARROW
PLANNING COMMITTEE

27th September 2023

APPLICATION NUMBER: P/3539/22
VALID DATE: 25/10/2022
LOCATION: 12 – 22 HERGA ROAD HARROW
WARD: WEALDSTONE SOUTH
POSTCODE: HA3 5AS
APPLICANT: Mr J GREEN
AGENT: JMS PLANNING AND DEVELOPMENT LTD
CASE OFFICER: MUHAMMAD SALEEM
EXTENDED EXPIRY DATE: 30/11/2023

PROPOSAL

Creation of additional two storeys (third and fourth floor levels to existing building) comprising of eight self-contained flats (4x1 person studios, 2x1bed and 2x2bed) and cycle stores and associated external alterations.

RECOMMENDATION A

The Planning Committee is asked to:

- 1) Agree the reasons for approval subject to conditions as set out in this report, and
- 2) Grant planning permission subject to authority being delegated to the Chief Planning Officer in consultation with the Director of Legal and Governance Services for the completion of the Section 106 legal agreement and other enabling development and issue of the planning permission, subject to amendments to the conditions, including the insertion or deletion of conditions as deemed fit and appropriate to the development or the amendments to the legal agreement as required. The S106 agreement Heads of Terms would cover the following matters:

PARKING PERMIT RESTRICTION

- i. Parking Permit Restrictions – The development to be “resident permit restricted” in accordance with section 16 of the GLC (Gen Powers) Act 1974 and the developer to ensure that 1) all marketing/advertising material makes reference to this fact and 2) all agreements contain a covenant to the effect that future occupiers and tenants (other than those who are registered disabled) will not be entitled to apply for a residents parking permit or a visitor permit.
- ii. A contribution in accordance with the adopted fees and charges is required to amend the Traffic Management Order.

LEGAL COSTS, ADMINISTRATION AND MONITORING

- (a) Legal agreement monitoring fee (TBC)
- (b) Legal fees: Payment of the Council's reasonable costs in the preparation of the legal agreement.

RECOMMENDATION B

That if, by 30th November 2023, or such extended period as may be agreed in writing by the Chief Planning Officer, then delegate the decision to the Chief Planning Officer to **REFUSE** planning permission for the following reason.

1. The proposed development, in the absence of a Legal Agreement to provide appropriate improvements, benefits and monitoring that directly relate to the development, would fail to adequately mitigate the impact of the development on the wider area and provide for necessary social, environmental and physical infrastructural improvements arising directly from the development, contrary to the National Planning Policy Framework (2023), policies T6 and T6.1 of The London Plan (2021), policy CS1 of the Core Strategy (2012), AAP9 of the Harrow and Wealdstone Area Action Plan (2013), policies DM42 and DM50 of the Harrow Development Management Polices Local Plan.

REASON FOR THE RECOMMENDATIONS

The existing building is considered to have architectural merit and the proposed third and fourth floor additions are considered to 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.

In addition, given the siting and scale of the proposed development the proposal would maintain an appropriate quality of residential amenity for the adjoining occupiers. The proposal would enhance biodiversity on the site, provide sustainable urban drainage measures with adequate 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.

Accordingly, weighing up the development plan policies and proposals along with the recent prior approval for the change of use from offices to 29 residential flats, and 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 and completion of the S106 Agreement, 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, 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:	Minor Dwellings
Council Interest:	N/A
Net Additional Floorspace:	131m ²
GLA Community Infrastructure Levy (CIL):	£7,860.00
Local CIL requirement:	£21,004.54

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 application, the Council has regard to its equality's 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 (2013) require all new developments to have regard to safety and the measures to reduce crime in the design of development proposal. It is considered that the development does not adversely affect crime risk. However, a condition has been recommended for evidence of certification of Secure by Design Accreditation for the development to be submitted to and approved in writing by the Local Planning Authority before any part of the development is occupied or used.

1.0 SITE DESCRIPTION

- 1.1 The application site comprises of a three storey detached office building on south-west side of Herga Road, Wealdstone; within the Harrow and Wealdstone Intensification Area and part of a designated business use area. Within the building, access to the upper floors is by stairs and a lift.
- 1.2 The site has a public transport accessibility level (PTAL) of 5.
- 1.3 The site is within Flood Zone 1 (but there is an area of Flood Zone 3 associated with the culverted section of the Wealdstone brook along Mason's Avenue, to the north-east of the site).

2.0 PROPOSAL

- 2.1 The application proposes two additional storeys at third and fourth floor levels to accommodate eight new flats.
- 2.2 The proposal would provide a mix of studio, 1bed and 2bed flats at third and fourth floor level accessed from a communal entrance at ground floor. There would be a stair/lift core at ground floor level for the residential use and maintain a separate entrance for the office use of the existing building. The proposed flats would have access to private amenity space in the form of terraces. The shared front hard surfaced forecourt of the building, would provide 3x accessible parking bays with vehicle charging points and secured cycle storage along the northern site boundary with 12x cycles for the residential use and 30x spaces for the commercial use (or the prior approval residential scheme). There would also be Sheffield stands for 2x cycles to the northern and southern boundaries.
- 2.3 The flats would meet or exceed the minimum gross floorspace requirements outlined within the Technical Housing Standards and six of the eight flats would be dual aspect with access to appropriate light levels and outlook.
- 2.4 The site would feature a waste storage area within the curtilage of the building at ground floor level adjacent to the residential lobby area and accommodate 5x large bins for the residential and commercial use. The front of the building would have an element of soft landscaping.
- 2.5 The site is accessed from Herga Road with two vehicular accesses fronting Herga Road.

3.0 RELEVANT PLANNING HISTORY

Ref no.	Description	Status & date of decision
LBH/37516	Change of Use from Warehouse to Class B1	Granted 06/06/1989

P/3518/13	Conversion of offices (class B1a) to thirty one self-contained flats (class C3) (prior approval of transport & highways impacts of the development and of contamination risks and flooding risks on the site)	Granted 23/12/2013
P/3792/18/PRIOR	Conversion of offices (class B1a) to 31 self contained flats (class C3) (prior approval of transport & highways impact of the development contamination and flooding risks on the site and impact of noise from commercial premises on the intended occupiers)	Granted 17/10/2018
P/3801/22/PRIOR	Change of use from office (Class B1a (new class e)) to 29 no. self contained flats (class C3); (prior approval of transport & highways impacts of the development contamination risks and flooding risk on the site and impacts of noise from commercial premises	Granted 31/05/2023
P/2396/21	External alterations to include window and door openings; cycle storage; three electric vehicle charging points; landscaping	Granted 18/02/2022

4.0 **CONSULTATION**

- 4.1 A total of 35 consultation letters were sent to neighbouring properties regarding this application on 25th October 2022.
- 4.2 A site notice was placed outside the application site on 29th March 2023.
- 4.3 A total of one objection was received. It is instructive to note that the summary of the responses received, and these are set out below (with officer comments in Italics).

Summary of Comments on original consultation

Character and Appearance:

A five storey building is not compatible within a residential road

This has been addressed within the report.

Residential Amenity:

The proposed two storeys would block sunlight in the afternoon to numbers 6, 8 and 10 Herga Road.

This comment has been addressed within the report.

Trees/Landscaping and Environment:

The proposal would require the trees to the rear of the site to be cut back and trimmed and in order to facilitate the extension it would destroy wildlife in the area.

Trees addressed in assessment section of report.

As noted within the report, conditions are required for biodiversity enhancements.

Traffic and Parking:

There are existing parking problems in the area and the additional flats would create more problems for the residents.

The Council's Highways Officer is satisfied with regard to the impact of the proposal on parking stress on adjacent roads and parking/cycle provision on site. A legal agreement would be required to restrict residents from obtaining parking permits for the new flats.

4.4 Statutory and Non-Statutory Consultation

4.5 The following consultations have been undertaken and a summary of the consultation responses received are set out below.

Consultee and Summary of Comments

LBH Highways

First set of comments

This site is located in an area with a PTAL of 6a meaning access to public transport is considered to be excellent. Harrow & Wealdstone Station is within a three minute walk giving access to national rail, London Underground and London Overground services and five regular, frequent bus routes.

Wealdstone town centre is also within a three minute walk; there are various shops, supermarkets, library, gym etc.

Access and Parking:

Residential developments within PTAL 5 and 6 locations should be car free in line with Policy T6 and T6.1 of the London Plan 2021 and the Harrow Transport Local Implementation Plan 2019/20-2021/22 (section 2.5.122 and Borough Transport Policy R16 and 17). On the basis that this development has excellent access to public transport and local amenities and to safeguard the local highway network, it would be appropriate to restrict residents from being able to obtain parking permits for the surrounding CPZ. A legal undertaking and contribution of £1500 is required to amend the relevant traffic management order.

The proposal does not include car parking for residents although the ground floor plan does show three disabled person's parking spaces; it isn't clear whether these spaces are available for residents to use.

Cycle parking:

The proposal requires a minimum of 11 secure and sheltered cycle parking spaces for the 8 new flats. The proposals include 42 cycle parking spaces, but it isn't clear why there are so many as this application is only for 8 flats and retention of existing office space. If this provision is to cater for both the residential and commercial uses, it will be necessary to split them into two separate stores for security reasons. If the additional cycle parking is being provided for further residential accommodation, the number of units and their size are needed to calculate the minimum required provision.

Details of the actual stores and stands are required; if stackers are proposed, these must have 500mm minimum centres, and ideally be fitted with springs or gas struts to aid lifting of the top tier; there also needs to be 2500mm clear aisle width beyond the lowered frame – the proposed store doesn't appear to meet these requirements. The applicant is advised to review TfL London Cycle Design Standards and the West London Cycle Parking Design Guide 2017 produced by WestTrans and then provide revised plans showing appropriate cycle storage including dimensions.

Delivery and Servicing:

No information has been provided.

Summary:

The proposed cycle storage is not acceptable at present and will need to be revised to ensure that appropriate provision can be made.

A detailed construction logistics plan is required prior to commencement; this must be written in accordance with TfL guidance.

In isolation, 8 flats are not likely to result in much of an impact for the surrounding highway network, particularly as the development is car free. It will be quite difficult for future residents to own cars as the surrounding roads are within a CPZ operating Monday to Sunday, 7am to Midnight and without being able to obtain parking permits, there are no options for parking in the immediate vicinity of the development. The wider intentions for the site relating to conversion of the offices to 29 flats would result in more of an impact with more person trips and delivery and servicing activity however, this will be reviewed

separately. As the cycle parking proposed as part of this application appears to be intended to cater for an increase in residential accommodation, it will be essential to make sure that there is adequate space on-site to provide good quality storage at the required level.

Second Set of comments

The cycle storage dimensions do not meet the minimum requirements of the London Cycle Design Standards, Chapter 8; clearance of 2.5m is required from the bike when the top rack is lowered. At present, it would not be possible to lower the bike from the top tier and manoeuvre it off the rack as there is insufficient space. There should be a minimum of 500mm between racks to ensure that handlebars do not become entangled.

These changes will be required to make sure that the cycle parking can actually be used.

LBH Urban Design Officer

- The site is within the Harrow and Wealdstone Opportunity Area and an increased density in this area is supported from an urban design position as this is a highly sustainable location with good access to transport links
- The increased density which can sensitively address surrounding dwellings and residential amenity is supported.
- The retention of the existing building which is not notable architectural character is welcomed. Additional storeys should serve to enhance this property.
- The proposed cycle storage arrangement is not supported and must be revised. An external unenclosed store presents a significant risk of cycle theft and/or vandalism and this store must be revised to be fully enclosed. Dashed door openings are indicated on plan however it is unclear what these indicate. The DAS provided indicates that the cycle store is covered and secured, but without further details this cannot be assessed. In any case, the plans do not show this as a fully enclosed store and further detail is required.
- Accessible surface parking spaces are supported.
- The proposed two additional storeys are considered to be of an appropriate scale and are supported. This is largely due to the testing of key views on Herga Road to determine the degree of overbearing the additional storeys would cause. As a result of the setback of the proposed third floor from the streetscene and a reduced footprint of the proposed fourth floor to create an additional offset, massing impacts have been sufficiently minimised in terms of its harm to the character of Herga Road or to neighbouring residential properties.

- Further detail is required on the proposed external cladding materials for the upper storeys. This was previously mentioned as grey standing seam material, clarification is required.
- The south elevation is well-resolved, with two window openings limiting actual and perceived overlooking, and angled fin metal balustrading to screen amenity spaces from view from ground level.
- The north elevation similarly features window openings at third floor which are partially concealed by a raised brick parapet and by angled fin balustrading.
- The proposed east (Front) elevation is successful in grouping and centring window openings on window bays of the existing building. The grouping of window openings into threes is successful in providing a regular rhythm in the fenestration to the upper two storeys. This strategy equally works for the south-eastern projecting bay. The angled roof for the stair core is also successful and helps to reduce overall massing.
- The provision of PV panels to the main roof is positive and welcomed.
- The west elevation features limited window openings at third floor level, closer to the elevated roadway of George Grange Way and larger openings at fourth floor level

Second set of comments

1. Materials

- *Material specification noted. Support for VM Zinc Pigmento Green cladding.*

2. Amenity Space

- *Revisions and reductions made are noted and supported.*

3. As above

4. West Elevation

- *Changes to fenestration are noted and the west elevation is now supported in its entirety.*

5. Cycle Store

- *The robustness of the enclosure and material choice for the cycle store continue to be questioned. Square grid mesh is not considered to provide a sufficiently secure enclosure and would not provide a suitably attractive appearance to create betterment within the street scene. An opaque enclosure may reduce the risk of theft or trespass as cycles would not be visible. Unless the mesh specification can be provided and determined as sufficiently robust and visually attractive, the Applicant should consider continuing the material language from the rest of the building by making use of Zinc cladding or an alternate opaque material for the cycle store.*

Third Set of comments

Regarding Cycle Storage revisions:

This is sufficient detail, and I am happy for this to proceed, it is sufficiently secure. The choice of final perforation pattern is at the architect's discretion.

LBH Drainage

- a) Thames Water/LLFA consent for connections to the public sewers/watercourse is required.
- b) The development is subject to a limitation on a discharge to no more than 5 l/s/ha from all impermeable areas, consequently there will be a storage implication and the system should be checked for no flooding for a storm of critical duration and period of 1 in 100 years. These storage calculations should include all details of inputs and outputs together with impermeable and permeable areas drained. Please note that the M5-60(mm) is 21 and the Ratio "r" should read 0.43 for this region. Similarly the Volumetric Run-off Coefficient should be substantiated by calculations (Reference to Chapter 13 of The Wallingford Procedure) or a figure of 0.95 should be used for winter and summer. Please note that a value for UCWI of 150 is appropriate when calculating Percentage Runoff (PR) for storage purposes. Please include 40% allowance for climate change.
- c) Full details of drainage layout including details of the outlet and cross section of proposed storage are required.
- d) Full details of any flow restrictions (hydrobrake, pumping station) that are proposed for this scheme need to be submitted together with the relevant graphs.
- e) Full details of SuDS including permeable paving, with construction details and Maintenance Plan should also be provided.
- f) Management Plan for disposal of ground water during construction phase is also required.
- g) Drainage proposals should comply with the council Local Flood Risk Management Strategy.

Should you wish to discuss the drainage requirements further, please contact Drainage Team on infrastructure@harrow.gov.uk

Environmental Health

Air Quality

DM Officers to advise whether we can condition air quality due to elevated road to the rear of the site.

Noise

As far as noise is concerned, they have identified that the development falls into the medium to high risk category particularly at night and they mentioned mitigation measures in a number of sections of the noise report including within the conclusion- I can't see that they have listed them separately or provided a detailed schedule of noise mitigation measures so I would want to require a report outlining in detail the proposed mitigation measures

Construction Phase:

It's a complex site under pressure because of the existing developments, its also getting much more built up with residential property, I would definitely want to see a construction management plan.

NRMM

The site is in the development zone for NRMM so we will also need to add a condition about meeting emission standards for all non-road machinery.

Concerned about mechanical ventilation at the expense of openable windows, perhaps there is a condition we can do about showing that there is access to fresh air.

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 2023] 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].

6.0 **ASSESSMENT**

6.1 The main issues are:

- Principle of the Development
- Design, Character and Appearance of the Area
- Residential Amenity
- Transport and Parking
- Flood Risk and Drainage
- Accessibility
- Biodiversity and Sustainability
- Fire Safety

6.2 **Principle of Development**

6.2.1 The relevant policies are:

- National Planning Policy Framework (2023)
- The London Plan (2021): GG2, H1

- Harrow Core Strategy (2012): CS1A
- Harrow Development Management Policies (2013): DM24

- 6.2.2 Policy GG2 (Making the best use of land) of the London Plan (2021), creates a list of requirements to create successful sustainable mixed-use places that make the best use of land, this includes (but not limited to):
- Enable the development of brownfield land, particularly in Opportunity Areas, on surplus public sector land, and sites within and on the edge of town centres, as well as utilising small sites.
 - Proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking, and cycling.
 - Applying a design-led approach to determine the optimum development capacity of sites.
- 6.2.3 The Harrow and Wealdstone Area Action Plan states the redevelopment of sites across the Heart of Harrow (Intensification Area) offers the potential to provide a range of housing types, sizes and tenures, from flatted development within the town centres to a mix of family housing (terraced and semi-detached) as part of the mixed-use redevelopment of industrial estates.
- 6.2.4 The intensification of an existing office use to provide the co-location of residential units on this site is acceptable in principle, to facilitate the efficient use of land, and to support the additional residential units for the intensification area set out in the Development Plan.
- 6.2.5 It is noted that the existing ground floor office floorspace would be reduced to accommodate the required residential access core and supporting servicing, and a reduction on the first and second floor for the stairwell and lift to the proposed residential floor levels. Given the necessary access for the upper floor residential use, the layout is considered acceptable and the loss of office floorspace is considered reasonable.
- 6.2.6 In addition, the property benefits from prior approval under planning ref: P/3792/18/PRIOR and P/3801/22/PRIOR as a fallback position for the change of use of the offices into residential flats which also includes the entire conversion of the ground floor level.
- 6.2.7 In summary, the principle of the intensification of the use of the site, and co-location of office and residential uses or just residential uses, is considered acceptable, subject to all other relevant planning considerations being supported.

Housing

6.2.8 Policy H1 of The London Plan (2021) requires boroughs to optimise the potential for housing delivery on all suitable and available brownfield sites with particular focus on sites with existing access levels (PTALs) 3-6 that are located within 800m distance of a station, and redevelopment of car parks and low-density retail parks and supermarkets as a source of capacity.

6.2.9 It is therefore considered the principle of residential use on the site is considered acceptable.

Housing Mix

6.2.10 The proposed unit mix provides a range of unit sizes, with the majority being smaller one-bed or studio flats within the proposed third and fourth floor level. Given the high PTAL of the site, and close proximity to Wealdstone town centre, officers consider the proposed development is more appropriate for the transient population. The unit mix is therefore considered acceptable.

6.2.11 As the proposal does not meet or exceed the provision of 10 units or more, there is no policy requirement for affordable housing.

6.2.12 As mentioned above, the principle of development for residential use has also been approved under planning ref: P/3792/18/PRIOR for the change of use of the office building into 31 residential flats. There is also a recent prior approval approved under planning ref: P/3801/22/PRIOR for the change of use of the office into 29 residential flats.

6.2.13 For these reasons, the proposal would accord with the relevant policies in this regard.

6.3 Design, Character and Appearance of the Area

6.3.1 The relevant policies are:

- National Planning Policy Framework (2023)
- The London Plan (2021): D1, D3.D (1 and 11)
- Harrow Core Strategy (2012): CS1,
- Harrow Development Management Policies (2013): DM1, DM22

6.3.2 Policy D3 of the London Plan states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site whilst the design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, including existing and planned supporting infrastructure capacity. Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling, in accordance with Policy D2 of the London Plan.

- 6.3.3 Core Policy CS1(B) states that ‘All development shall respond positively to the local and historic context in terms of design, siting, density and spacing, reinforce the positive attributes of local distinctiveness whilst promoting innovative design and/or enhancing areas of poor design; extensions should respect their host building.’
- 6.3.4 Policy DM1.C of the Harrow Development Management Policies Local Plan (2013) states that all proposals should have regard to the context provided by neighbouring buildings and the local character and pattern of development in terms of their design.

Site context

- 6.3.5 The existing building is considered to have architectural merit and sits within a predominantly residential setting of two storey Edwardian terraces with rear gardens, However, there are a number of non-residential uses closer to the junction with Masons Avenue, of which the existing building is an example.
- 6.3.6 To the west of site is the elevated roadway of George Gange Way, which sits above the level of the existing building and is a constraint in terms of traffic noise and pollution.
- 6.3.7 The site is situated within the Harrow and Wealdstone Opportunity Area, and increased density in this area is generally supported as this is a highly sustainable location with good access transport links which include the tube, train and over ground station and local bus services. The increased height and massing of the building given the setbacks of the additional third and fourth floors would also be considered to sensitively address the surrounding context of two storey houses and their amenities which is discussed further in the amenity impact section of this report. The proposal is finely balanced in relation to the upward extensions and the site context.

Massing, Scale and Built Form

- 6.3.8 The proposed additional floors to the host building are considered acceptable given their scale, form and the set back of the third floor from the street scene and a reduced footprint at fourth floor level to create an additional off set from the front wall of the detached host building. The proposed additional storeys with the setbacks are considered to have a minimal harmful impact to the character of Herga Road when viewed from the streetscene. The increased scale is also considered acceptable in relation to the context of the wider area with larger and taller buildings close to the junction with Masons Avenue.
- 6.3.9 The proposed roof would match the flat roof design of the existing building and the additional floor levels would also be set in from the outer edges of the existing built form which would ensure the extensions act in a more subservient manner and assists in reducing the bulk and massing when viewed from the streetscene. The building height proposed would be acceptable given the context along this section of Herga Road in relation to the terrace dwellings and other uses close to

the junction with Masons Avenue. The angled roof section of the fourth floor addition would help further reduce the massing and add visual interest to the building.

External Appearance and Materiality

- 6.3.10 The fenestration would generally be in alignment with the openings within the front and rear elevation of the host building which are both visually prominent elevations given the setting of the building with the flyover to the rear of the site allowing public views. Furthermore, a coherent design is achieved which seeks to ensure a positive relationship with the adjacent buildings and land uses. The additional floors would take on a more contemporary appearance than the original building making use of zinc, green colour cladding with metal framed windows.
- 6.3.11 The use of an alternative finish for the proposed additional storeys of the building would allow the additional floors to present a more sympathetic and subordinate appearance with the use of contrasting materials allowing for differentiation between the rooftop level and the original host building. The development is considered to have a high quality contemporary design which would add interest to the streetscene whilst enhancing the local character. The changes in articulation and architectural treatment would reinforce the contemporary design with a strong vertical and horizontal rhythm emphasised by the cladding, windows and other architectural elements. The development would provide a suitable transition in height and scale from the neighbouring development.
- 6.3.12 The building would be finished in a zinc cladding panels with the main body of the building to be retained as the original brickwork on the lower floors to link the original façade with the new floor. The variation of window sizes and detail would also be utilised, all of which are considered to provide sufficient interest in design terms of the development. The building benefits from planning approval for new openings. However, these differ from the current proposed openings based on the Council's Urban Design Officer recommendation where the windows should have a warehouse style design and the proposed windows are now longer crittal style windows.
- 6.3.13 The success would be very much dependant on the exact materials and therefore a condition is recommended requiring a physical sample board / palette of materials to be submitted for approval prior to the commencement of the development.
- 6.3.14 The proposed railings to the terrace areas with landscaping is considered appropriate and given the sections of railings they would not result in visual clutter and would add visual interest.

Landscaping

- 6.3.15 The ground floor area would maintain majority of the hard surfaced with the introduction of soft landscaping to the front of the building. The majority of the hard surface is allocated for vehicle access, servicing, disabled parking, and Sheffield cycle stands. It is noted that the hard surfacing materials are to be permeable.

- 6.3.16 With reference to the roof terrace, they would provide planting along the terrace railings and timber decking. It is noted that the planting is to enhance the biodiversity and contribute to the urban greening and contribute to the adaptation to and reduction of the effects of climate change. Further details of planting shall be conditioned.

Refuse and Servicing

- 6.3.17 A refuse store is proposed at ground floor level within the building adjacent to the plant room at ground floor level and the stair core for both the office and residential uses.
- 6.3.18 The bins can be wheeled and placed outside for collection day through the door leading to the hard surfacing. These services both the industrial and residential use. A condition shall be imposed for a waste management plan.

Summary

- 6.3.19 In conclusion, the proposed development, subject to the imposition of appropriate conditions, would achieve a high standard of design and layout, which would add positively to the built form, providing a high-quality development which would substantially contribute to the character and appearance of the area, subject to any conditions attached to any permission given being met.

6.4 Residential Amenity

- 6.4.1 The relevant policies are:

- National Planning Policy Framework (2023)
- The London Plan (2021): D3, D5, D6
- Harrow Core Strategy (2012): CS1
- Harrow Development Management Policies (2013): DM1, DM27
- Housing Design Standards LPG (2023)

Impact on Amenities of Neighbouring Occupiers

- 6.4.2 Part C (Privacy and Amenity Considerations) of Policy DM1 of the Harrow Development Management Policies (2013) all development proposals must achieve a high standard of privacy and amenity. 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 development, will be resisted.
- 6.4.3 An assessment of neighbouring amenity impacts has been undertaken on the south-east and north-west elevations due to the adjoining neighbours. Given the location of the A409 flyover to the west, and the spatial buffer of Herga Road no assessment has been made relating to the other elevations.

Outlook and Visual Amenities

- 6.4.4 To the southeast of the site is No. 24 Herga Road which adjoins onto the existing side (south eastern) elevation which forms part of a terrace with Nos. 26 and 28 continuing to the south east of Herga Road.
- 6.4.5 Given the proposed third and fourth floor additions would provide a set back from the edge of this elevation, ranging from 2m to 2.5m along with a difference in height with the angled roof, it is considered that the proposed additions would not have any harmful impact on this property at no. 24 Herga Road, in terms of outlook or visual amenities of this property.
- 6.4.6 As you move east and south-east, the additional stories would appear in view to the west from the rear gardens of the properties along this section of Herga Road (from no. 24 onwards) However, the spatial distance from the proposed development would offset any impact in terms of their visibility and outlook from these properties along this section of Herga Road.
- 6.4.7 The north western flank of the host building fronts a public footpath which provides a separation from the adjacent property at No. 10 Herga Road.
- 6.4.8 This property at No. 10 Herga Road is separated from the application site by the public footpath and features three windows within the side elevation facing the public footpath and all other windows face away from the application site. The rear garden of this property is in full view of the north western side elevation of the application building. However, the generous setbacks from the roof edges ranging from 1.37 and 2.6m of the third and fourth floor additions. It is considered that the proposal would not result in any harmful impact on this property and its rear garden in terms of an increased sense of enclosure or loss of outlook. Out of the three windows within the side elevation of this property, only one appears to serve a habitable room and given their existing relationship, and the set back of the proposed two additional storeys to the host building, the views and outlook from these windows is not considered to have any greater impact than currently experienced and the proposed additions would not be visible from these windows.

Daylight and Sunlight

- 6.4.9 The assessment uses a widely recognised methodology to assess the proposal's impact upon neighbouring property against British Research Establishment (BRE) guidelines, which is considered to be more appropriate for the assessment of the proposal's amenity impacts, pursuant to Policy DM1 of the Harrow Development Management Policies. The report assesses the potential impact on windows within adjacent properties. The report concluded that all windows would achieve the recommended daylight targets. Officers are satisfied that the proposal would not have a detrimental impact on the daylight or sunlight of adjoining occupiers at nos. 24, 26 and 28 Herga Road, and to the north, no. 10 and west no. 13 Herga Road which is a purpose built flatted development opposite the site.
- 6.4.10 In terms of overshadowing of rear gardens, the main gardens which is most sensitive, is the property at no. 10 Herga Road to the north of the site adjacent to

the public footpath and nos. 8 and 23-24 Herga Road to the south. The overshadowing results, in the submitted Daylight and Sunlight report outline that garden would be well lit and Officers are satisfied that the proposal would not have any significant harmful impact on these properties in terms of overshadowing.

- 6.4.11 In summary, it has been assessed that the proposed development in relation to the adjacent residential buildings would not result in any adverse impact on the surrounding by of overshadowing to a degree that would warrant refusal.

Overlooking and Privacy

- 6.4.12 In terms of actual and perceived overlooking and loss of privacy, the northern and southern side elevations of the proposed third and fourth floors addition would serve bedrooms of flats labelled as 3.3, 4.1 and 4.3 along with the open plan units 3.1 and 3.5. Given the set back of the proposed additions from the edge of the building, it is considered that the windows would not allow views into rear gardens of the neighbouring properties at nos. 10 to the north and nos. 24, 26 and 28 to the south. The proposed railing with obscure glazing and railings measuring 1.7m in height to the outdoor amenity spaces of the proposed flats would provide further screening of these openings of the proposed flats from obtaining views of the neighbouring rear gardens and the openings within the neighbouring properties.
- 6.4.13 It is also noted that no. 13 opposite the site, given the separation distance of approximately 17m from the host building, would not result in any impact in terms of loss of privacy and overlooking. The roof terraces are also set in by 1m from the roof edge to the southern side and 500mm from the northern roof edge with railings restricting full access to the flat roofed areas at third and fourth floor levels, which restrict views into the rear gardens of these neighbouring properties.

Noise and Disturbance

- 6.4.14 The noise and disturbances that may be experienced as a result of the residential use, is considered to be acceptable given the location of the site. It is considered that the proposed comings and goings from the site would be similar to that experienced within the site of this size, and would be expected within a location such as this. On this basis, officers are satisfied that the proposed development would not have an unduly harmful impact on the residential amenities of the adjoining occupiers in this regard.
- 6.4.15 A Noise Impact Assessment has been submitted as part of the planning application, and the Environmental Health Officer has confirmed the assessment appropriately identifies internal and external noise issues and mentions mitigation measures to ensure that occupiers are protected from noise intrusion and transmission. However, the submitted report does not provide a detailed schedule of noise mitigation measures. On this basis, in order to safeguard neighbouring residential properties, and the potential residents of the development, conditions shall be recommended in terms of the individual and cumulative rating level of noise emitted from plant and/or machinery which is approved at the development shall be at least be 10dB below the existing background noise level along with

sound insulation details and mitigation measures outlined in order to safeguard both existing surrounding residents and future occupiers of the development.

Residential Quality of Proposed Development

- 6.4.16 All the proposed 8 flats would either meet or exceed the minimum space standards, and 6 of them would be dual aspect. The proposed flats would therefore benefit from acceptable levels of light and outlook and would feature the minimum quantum of private amenity space. Due to the height of the proposed upper floors, the orientation of the building, and the use of obscured privacy screening, it is considered that the outlook and privacy levels from the proposed units would be acceptable. The stacking relationship is also considered appropriate with bedrooms and living spaces stacked directly above or below each other. It is also noted by Officers that there could be disturbances from the office use on the second floor to the proposed residential floor above. Therefore, a suitable sound mitigation strategy would be conditioned to ensure the upper floor residential uses are safeguarded.
- 6.4.17 Officers consider that the proposed flats would provide a high quality of accommodation for the future occupiers and would accord with the relevant policies in this regard.

Floor to Ceiling Height

- 6.4.18 The Mayor of London Housing Design Standards LPG requires a floor to ceiling height of 2.5m for 75% of the Gross Internal Floor Area of each unit and it states that rooms with sloping ceilings should have minimum heights, i.e. 2.5m in 60% of the room. The proposed sectional drawings show the floor heights for the third and fourth floor would be above 2.5m. It is therefore considered that the floor heights are acceptable.

Daylight and Sunlight

- 6.4.19 The submitted information includes a daylight and sunlight assessment for proposed units. proposed units being higher than the neighbouring buildings, it is considered that the proposed units are likely to fall in line with the BRE requirements. Furthermore, the results demonstrate that the units would receive adequate light.

Private Amenity Space

- 6.4.20 Standard 26 of the Mayor of London's LPG states that a minimum of 5m² of private outdoor space should be provided for 1-2 person dwellings and an extra 1m² should be provided for each additional occupant. Standard 27 states that the minimum depth and width for all balconies and other private external spaces should be 1500mm.

6.4.21 It is considered that the balconies to the units are acceptable in size and depth.

Accessible Homes

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

6.4.23 Policy CS1.K of the Harrow Core Strategy requires all new dwellings to comply with the requirements of Lifetime Homes.

6.4.24 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.

6.5 Traffic and Parking

6.5.1 The relevant policies are:

- National Planning Policy Framework (2023)
- The London Plan (2020): T4, T5, T6, T6.1
- Harrow Core Strategy (2012): CS1
- Harrow Development Management Policies (2013): DM42, DM44, DM45

6.5.2 The site has a PTAL of 5 which means the access to public transport is considered excellent. The site is within a short walking distance to Harrow & Wealdstone Tube Station with access to national rail, London Underground and Overground services along with five regular bus routes. The Wealdstone town centre is also within a short walk which includes various shops, supermarkets and library.

Car Parking Provision

6.5.3 The proposal provides three accessible bays within the forecourt of the site. Residential developments within PTAL 5 and 6 locations should be car free in accordance with Policy T6 and T6.1 of the London Plan 2021 and the Harrow Transport Local Implementation Plan 2019/20-2021/22 (section 2.5.122 and Borough Transport Policy R16 and 17). On the basis that this development has excellent access to public transport and local amenities and in order to safeguard the local highway network, it is considered that it would be appropriate to restrict residents from being able to obtain parking permits for the surrounding Controlled Parking Zone (CPZ). A legal undertaking and contribution of £1500 is also required to amend the relevant traffic management order.

6.5.4 The applicant has confirmed that the proposed three electric vehicle charging Blue Badge parking spaces will be for use by the existing building and they are therefore excluded from this application. The spaces are annotated on the drawing as these have been approved by the Council in relation to planning application reference: P/2396/21. The bays would be accessed from the existing crossover fronting Herga Road.

Cycle Parking Provision

6.5.5 The proposal includes a cycle store to the northern side of the site for up to 42 cycles for the offices and residential uses and two Sheffield stands for visitors. This level exceeds the minimum requirements of Policy T5 of the London Plan 2021 which requires at least two spaces per dwelling and two visitor spaces.

6.5.6 Details of the actual stores and stands are required and if stackers are proposed, these must have 500mm minimum centres, and should be fitted with springs or gas struts to aid lifting of the top tier; there also needs to be 2500mm clear aisle width beyond the lowered frame. The proposed store does not appear to meet these requirements. The applicant is advised to review TfL London Cycle Design Standards and the West London Cycle Parking Design Guide 2017 produced by WestTrans and then provide revised plans showing appropriate cycle storage including dimensions. A condition has been imposed to ensure cycle storage details which meet these requirements is submitted to and approved in writing by the Council prior to first occupation.

Waste Storage

6.5.7 As mentioned above, the provision of an internal storage of waste along with refuse bins being provided within the floor plans. In order for the approach towards waste storage and collection to be satisfactory, a suitably worded condition would be imposed to ensure that adequate arrangements are made. On this basis the Council recommend a waste management plan.

6.6 Flood Risk and Drainage

6.6.1 The relevant policies are:

- National Planning Policy Framework (2023)
- The London Plan (2021): SI12, SI13
- Harrow Core Strategy (2012): CS1
- Harrow Development Management Policies (2013): DM9, DM10

6.6.2 The site is within Flood Zone 1. The site is within a critical drainage area as shown on maps produced as part of Harrow's Surface Water Management Plan (2012) but, for the purposes of the regulations, this is not a critical drainage problem as notified to the Council by the Environment Agency (EA). Therefore, in accordance with the regulations, the EA has not been consulted about this proposal. However, further information is required in regards to a drainage strategy. The outstanding information can be controlled by condition and is therefore would be unreasonable to warrant refusal of the application on this basis.

6.7 Biodiversity

6.7.1 The relevant policies are:

- National Planning Policy Framework (2023)
- 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 the green roof, 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 appropriate conditions.

Sustainability

6.7.3 Policy DM 12 of the Harrow Development Management Policies Local Plan seeks to ensure that the design and layout of development proposals are sustainable. It states that development will need to “utilise natural systems such as passive solar design and, wherever possible incorporate high performing energy retention materials”...“Proposals should make provision for natural ventilation and shading to prevent internal overheating and incorporate techniques that enhance biodiversity”. Policy DM 14 highlights that development proposals should incorporate renewable energy technology where feasible.

6.7.4 Whilst the proposal includes 14 Solar Panels the application does not provide a sustainability statement which would require analyses of sustainability issues including energy, water consumption, materials, surface water run off, waste, pollution and transport. Whilst a scheme of this size would not be expected for to incorporate such features as green roofs and/or solar panels to contribute to the sustainability credentials it is recommended a carefully worded condition to ensure that sustainability measures are undertaken.

Environmental Considerations –Air Quality

Air Quality

6.7.5 Harrow is within an ‘Air Quality Management Area (AQMA) due to the exceedance of the annual and hourly mean Nitrogen Dioxide and the 24 hours mean small airborne particles.

London Plan policy SI 1 (Improving air quality) Part 1 states that:

“Development proposals should not:

- a) lead to further deterioration of existing poor air quality

- b) create any new areas that exceed air quality limits, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits
- c) create unacceptable risk of high levels of exposure to poor air quality.”

Part 2 of the policy sets out requirements to ensure that development proposals meet the above objectives including the requirement for developments to be Air Quality Neutral.

6.7.6 The application is accompanied by an Air Quality Assessment (AQA). The Environmental Health Officer has acknowledged that site is adjacent to an elevated road, George Gange Way, which is situated to the rear of the site and is recognised as an issue for future occupiers of the development in terms of air quality. A detailed assessment should be provided in regards to the impact of the elevated road on the development. This can be added as a pre-commencement condition.

Lighting

6.7.7 The application does not include any details of the lighting strategy for the scheme, as such, if members grant planning permission for the scheme, a condition to confirm the security and ambient lighting of the proposal with the on and off-site impacts identified and quantified.

6.8 Fire Safety

6.8.1 The relevant policies are:

- National Planning Policy Framework (2023)
- 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 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) should be provided. A condition shall be imposed to ensure these details of a fire safety strategy would be consistent with the relevant policies.

7.0 CONCLUSION AND REASONS FOR APPROVAL

7.1 The proposal is a finely balanced assessment given the site constraints outlined, and it is considered that the proposal would respond to the strategic objective of optimising the potential for growth on sustainable brownfield sites within close proximity to Town Centre locations. 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 proposal would enhance biodiversity on the site, 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 subject to conditions and legal agreement.

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 91 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:

Covering letter dated 5th Oct 2022, Daylight and Sunlight Report dated Oct 2022, IHH-E1, IHH-E2, IHH-E3, IHH-E4, IHH-E5, IHH-E6, IHH-E7, IHH-E8, IHH-E9, IHH-MX11, IHH-MX3A, IHH-MX6 E, IHH-MX7 E, IHH-MX9 E, IHH-MX50 Rev A, Environmental Noise Impact Assessment Report for Planning - report reference: 20444.ENIA.RPT.01, Air Quality Assessment dated May 2023, Fire Safety Statement, 3D images.

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

3. Construction Logistics Plan

No development shall take place until a construction logistics plan has first been submitted to the Local Planning Authority in writing to be agreed. The plan shall detail the arrangements for (but not limited to):

- the parking of vehicles of site operatives and visitors;
- loading and unloading of plant and materials;
- storage of plant and materials used in construction the development;
- the erection and maintenance of security hoardings including decorative displays and facilities for public viewing;
- wheel washing facilities; and
- a scheme for recycling/disposing of waste resulting from demolition and construction works.
- measures for the control and reduction of dust
- measures for the control and reduction of noise and vibration.
-

The construction of the development shall be carried out in accordance with the plan so agreed.

REASON: To ensure that the transport network impact of construction work associated with the development is managed, measures are put in place to manage and reduce noise and vibration impacts during construction and to safeguard the amenity of

neighbouring occupiers. Details are required prior to commencement of development to ensure the construction of the development would not have an unacceptable impact on surrounding residents and road network.

4. Surface Water Attenuation and Disposal

No development shall take place until surface water attenuation and storage works and the disposal of surface water have been submitted to, and approved in writing by, the local planning authority. The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter. The applicant should contact the Harrow Infrastructure Team at the earliest opportunity.

REASON: To ensure that the development achieves an appropriate greenfield run-off rate in this critical drainage area and to ensure that sustainable urban drainage measures are exploited. Details are required prior to commencement of development to ensure a satisfactory form of development.

5. Foul Water Disposal

The development hereby permitted shall not commence until works for the disposal of sewage have been submitted to, and approved in writing by, the local planning authority. The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter. (The applicant should contact Thames Water Utilities Limited and the Harrow Infrastructure Team at the earliest opportunity).

REASON: To ensure that adequate drainage facilities are provided. Details are required prior to commencement of development to ensure a satisfactory form of development.

6. Drainage Maintenance and Permeable Paving

No development shall take place until full details of permeable paving and details relating to the long-term maintenance and management of the on-site drainage has first been submitted to the Local Planning Authority, for approval in writing. The development shall be carried out and thereafter be managed and maintained in accordance with the plans so agreed.

REASON: To ensure that the development achieves an appropriate surface water run-off rate in this critical drainage area and to ensure that opportunities, drainage measures that contribute to biodiversity and the efficient use of mains water are exploited. Details are required prior to commencement of development to ensure a satisfactory form of development.

7. Landscaping and surface materials

Notwithstanding the details shown on the approved plans, the development hereby approved shall not commence until a scheme for the hard and soft landscaping of the development, to include details of the planting and hard surfacing material within the site boundary including the access routes proposed within the application site, has 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. The scheme shall also include details of the boundary treatment. The development shall be carried out in accordance with the approved scheme or any amendment or variation to it as may be agreed in writing by the local planning authority, and maintained in accordance with the approved scheme.

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. Details are required prior to commencement of development to ensure a satisfactory form of development.

8. Landscape management and maintenance

The development hereby approved shall not be occupied until a scheme for the on-going management and maintenance of the soft and hard landscaping within the development, to include a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for a minimum period of 5 years for all landscape areas, and details of irrigation arrangements and planters, has first been submitted to the Local Planning Authority in writing to be agreed. 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 (i) to the creation of a high quality, accessible, safe and attractive public realm and (ii) to the enhancement, creation and management of biodiversity with the Heart of Harrow.

9. Landscape implementation

All hard landscaping shall be carried out prior to the occupation of any part of the development or in accordance with a programme that has been submitted to the Local Planning Authority in writing to be agreed. All soft landscaping works including planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out no later than the first planting and seeding season following the final occupation of the residential parts of the buildings, 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, diseased or defective, 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 ensure that the development makes provision for hard and soft landscaping which contributes (i) to the creation of a high quality, accessible, safe and attractive public realm and (ii) to the enhancement, creation and management of biodiversity

10. Materials

Notwithstanding the details shown on the approved drawings, the development hereby approved shall not commence until:

- details and samples of the materials to be used in the external surfaces of the building (facing materials for the building, windows/ doors/ cladding, balconies including privacy screens and balustrades, entrance canopies), hard surfaces, and any means of enclosure;
- drawings to a 1:20 metric scale to show typical details of the elevations from all sides
- boundary treatment
- has first been submitted to the Local Planning Authority in writing to be agreed. The development shall be carried out in accordance with the details, samples and drawings so agreed and shall be retained as such thereafter.

REASON: To ensure that the development provides a high-quality finish and enhances the character and appearance of the area. Details are required prior to commencement of development to ensure a satisfactory form of development.

11. Lighting Strategy

The development hereby approved shall not progress above the new third floor level, until details of the lighting of all public realm and other external areas (including buildings) within the site has first been submitted to the Local Planning Authority in writing to be agreed. The details shall include details of the intensity of light emissions (including the surface area to be illuminated), detailed drawings of the proposed lighting columns and fittings and any measures for mitigating the effects of light pollution. 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 incorporates lighting that contributes to Secured by Design principles, and achieves a high standard of residential quality

12. Biodiversity Enhancement

The development hereby permitted shall not commence until full details of biodiversity 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 additional floors
- full details of the proposed green roof treatment, including roof build up, plant species mix(es) which should include twenty plus native flower species offering pollen and nectar from early spring to late autumn, together with an assessment of the sustainability of the roof to ensure adequate water provision/retention.
- 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

13. Secure by Design

Prior to the first occupation of the development, evidence of Secured by Design Certification shall be submitted to the Local Planning Authority to be agreed in writing. Secure by design measures shall be implemented and the development shall be retained in accordance with the approved details.

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

14. Cycle Provision

The development hereby permitted shall not be occupied until details of cycle parking, including full specification of the type of stand and dimensions of storage unit/s have been submitted to, and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

REASON: To ensure appropriate, secure and safe cycle storage is provided for the residents

15. Refuse storage

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 safeguard the appearance and character of the surrounding area.

16. Use Class C3 Restriction

The residential units 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.

17. Sound Insulation

Prior to commencement of development, further details of a sound insulation scheme and noise mitigation measures shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to occupation and carried out in accordance with the approved details for the lifetime of the development.

REASON: To ensure that the Council may be satisfied that the development is in

compliance with Policy D14 of the London Plan (2021), and Policy DM1 of the Development Management Policies (2013). This is a pre-commencement condition because it necessary for the details to be approved, in order for them to be implemented as the construction of the development commences on site.

18. Noise Levels

Unless otherwise agreed in writing by the Local Planning Authority, the individual and cumulative rating level of noise emitted from plant and/or machinery at the development hereby approved shall be at least 10dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142 Method for rating industrial noise affecting mixed residential and industrial areas.

REASON: To ensure that the development achieves a high standard of amenity for future occupiers of this and the neighbouring buildings.

19. Air Extraction system

No air extraction system shall be used on the premises until a scheme for the control of noise, fumes and odours emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall then be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON: To ensure that the development achieves a high standard of amenity for future occupiers of this and the neighbouring buildings

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.

21. Waste Management Strategy

Notwithstanding the submitted details, The development hereby permitted shall not be occupied until a waste management plan, including plans and information demonstrating details of waste storage including number of bins and adequate screening, have been submitted to and approved in writing by the Local Planning Authority. The proposed scheme shall therefore be implemented in accordance with the approved plans prior to the occupation of the development and retained as such thereafter.

REASON: To ensure the provision of a sufficient volume of waste storage and adequate management of waste has been provided on site, and satisfactory arrangements for storage which would preserve the character and appearance of the area and the amenity of future occupiers of the site, in accord with policies DM1 and DM45 of the Harrow

22. Air Quality Assessment

The development hereby permitted shall not commence until an air quality assessment, including an air quality neutral assessment, has been submitted to and approved in writing by the local planning authority. If the development hereby permitted is not air quality neutral, and the air quality assessment shows that there are adverse impacts, details of proportionate mitigation measures shall be submitted to the Local Planning Authority in writing for approval. The development shall be carried out in accordance with the approved details, including, if relevant, maintenance of any installed pollution control device.

Reason: To ensure that the proposal does not result in adverse air pollution impacts, in accordance with Policy SI 1 of The London Plan (2021). Details are required prior to commencement of development to ensure a satisfactory form of development.

23. Energy Strategy

The development shall be undertaken in accordance with the approved Domestic Energy Assessment (October 2021). Within 3 months (or other such period agreed in writing by the Local Planning Authority) of the final completion of the development, a post construction assessment shall be undertaken demonstrating compliance with the approved Domestic Energy Assessment (October 2021) which thereafter shall be submitted to the Local Planning Authority in writing to be agreed the Local Planning Authority for written approval.

REASON: To ensure the delivery of a sustainable development in accordance with the National Planning Policy Framework (2023) and policies DM12, DM13 and DM14 of the Harrow Development Management Policies Local Plan (2013).

Informatives

1. Planning Policies

The following policies are relevant to this decision:

The London Plan (2021): GG1, GG2, GG3, SD6, D1, D2, D3, D4, D5, D6, D7, D12, H10, E1, HC3, G6, SI13, T3, T4, T5, T6, T6.1, T6.2, SI 1, SI 2

Harrow Core Strategy (2012): CS1

Development Management Policies DPD (2012): DM1, DM2, DM9, DM10, DM12, DM14, DM22, DM24, DM27, DM32, DM42, DM44, DM45

Supplementary Planning Document: Residential Design Guide (2010)

Mayor of London, Housing Design Standards, London Plan Guidance (2023)

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. The Party Wall etc. Act 1996

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 Council has no remit regarding this Act and you are advised to seek independent professional advice from a party wall surveyor.

"The Party Wall etc. Act 1996: explanatory booklet" is available free of charge from: www.gov.uk search "The Party Wall Act 1996 explanatory booklet"

4. Mayoral Community Infrastructure Levy (provisional)

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 £160,260.

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](https://ecab.planningportal.co.uk) 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

5. Harrow Community Infrastructure Levy (provisional)

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 £423,664

This amount includes indexation which is 323/224. 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](https://ecab.planningportal.co.uk) 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:

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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

6 Pre-application engagement

Statement under Article 35(2) of The Town and Country Planning (Development Management Procedure) (England) Order 2015. This decision has been reached in accordance with paragraphs 187-189 of The National Planning Policy Framework. Harrow Council has a pre-application advice service and actively encourages applicants to use this service. Please note this for future reference prior to submitting any future planning applications.

7. Thames Water

The applicant is advised to contact Thames Water regarding confirmation of capacity within their system to receive the proposed discharge from the new development

8. Sustainable Urban Drainage

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 (2012) 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 5.13 of the London Plan (2012) 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.

9. Compliance with conditions

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.

10. Highways Interference

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.

11. Naming and Numbering

Harrow Council is responsible for the naming and numbering of new or existing streets and buildings within the borough boundaries. The council carries out these functions under the London Government Act 1963 and the London Building Acts (Amendment) Act 1939. All new developments, sub division of existing properties or changes to street names or numbers will require an application for official Street Naming and Numbering (SNN). If you do not have your development officially named/numbered, then then it will not be officially registered and new owners etc. will have difficulty registering with utility companies etc. You can apply for SNN by contacting technicalservices@harrow.gov.uk or on the following link. http://www.harrow.gov.uk/info/100011/transport_and_streets/1579/street_naming_and_numbering

CHECKED



Orla Murphy
Head of Development Management
14th September 2023



Viv Evans
Chief Planning Officer
14th September 2023

APPENDIX 2: SITE PHOTOGRAPHS



Front elevation

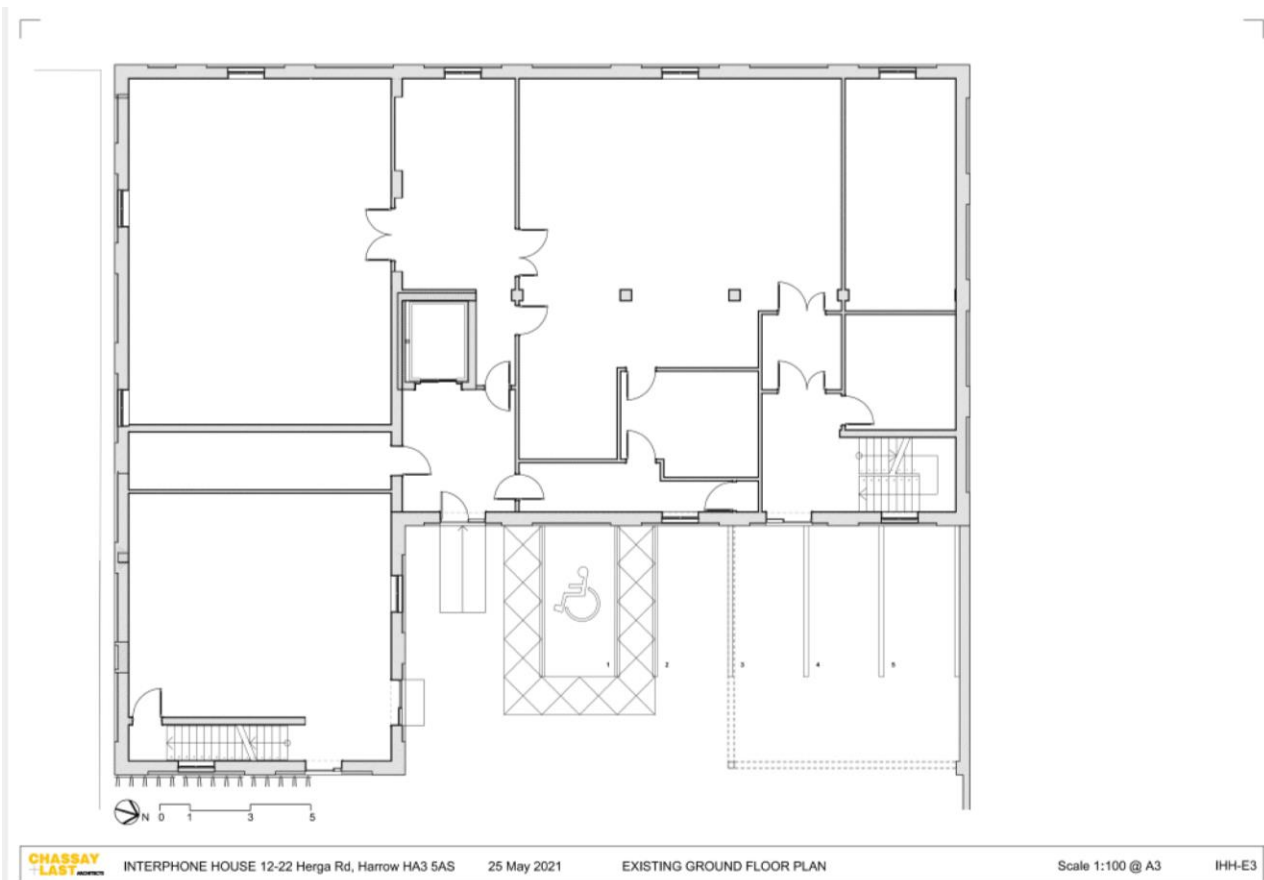






View looking towards the rear of the site from George Gange Way

APPENDIX 3: FLOOR & ELEVATION PLANS





**CHASSAY
+ LAST**

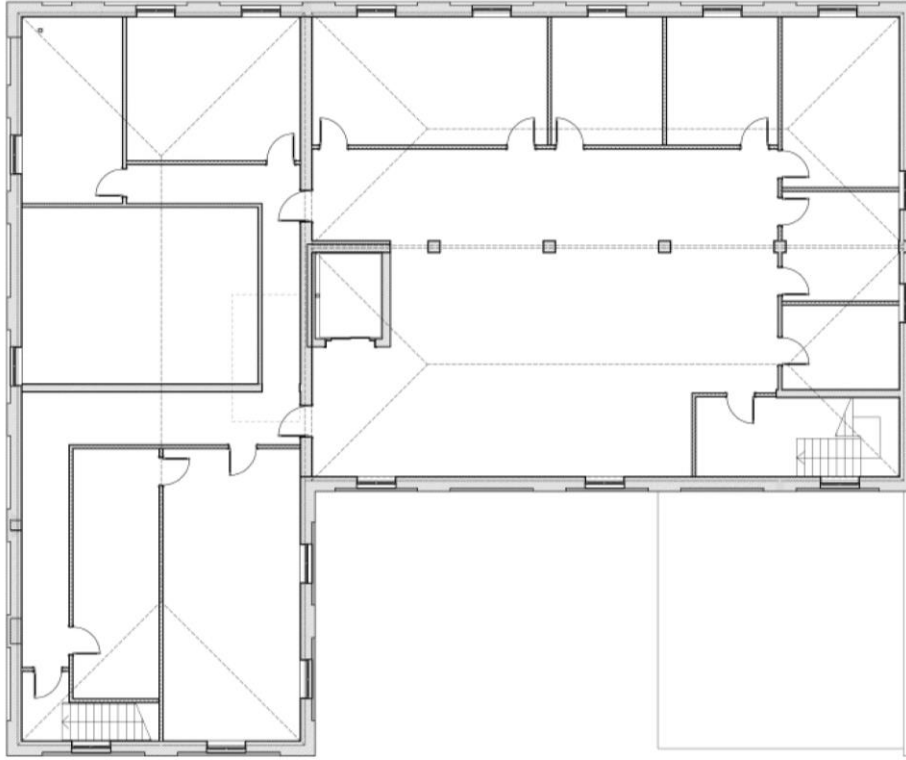
INTERPHONE HOUSE 12-22 Herga Rd, Harrow HA3 5AS

25 May 2021

EXISTING FIRST FLOOR PLAN

Scale 1:100 @ A3

IHH-E4



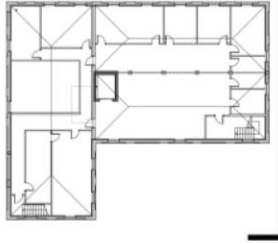
INTERPHONE HOUSE 12-22 Herga Rd, Harrow HA3 5AS

25 May 2021

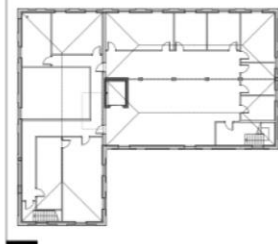
EXISTING SECOND FLOOR PLAN

Scale 1:100 @ A3

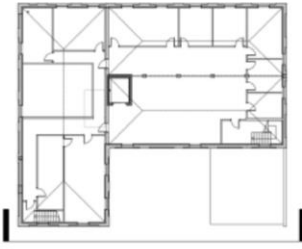
IHH-E5



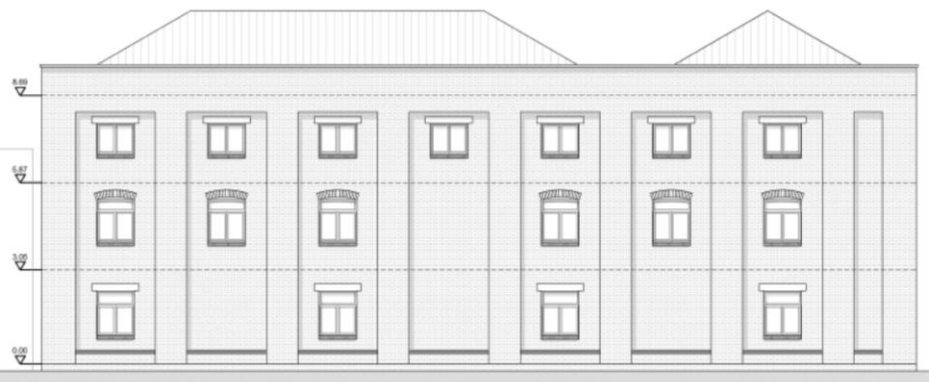
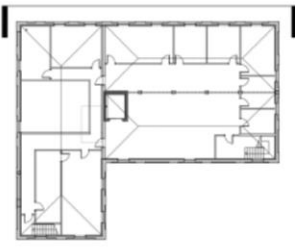
CHASSAY + LAST ARCHITECTS
 INTERPHONE HOUSE 12-22 Herga Rd, Harrow HA3 5AS 25 May 2021 EXISTING NORTH ELEVATION Scale 1:100 @ A3 IHH-E6



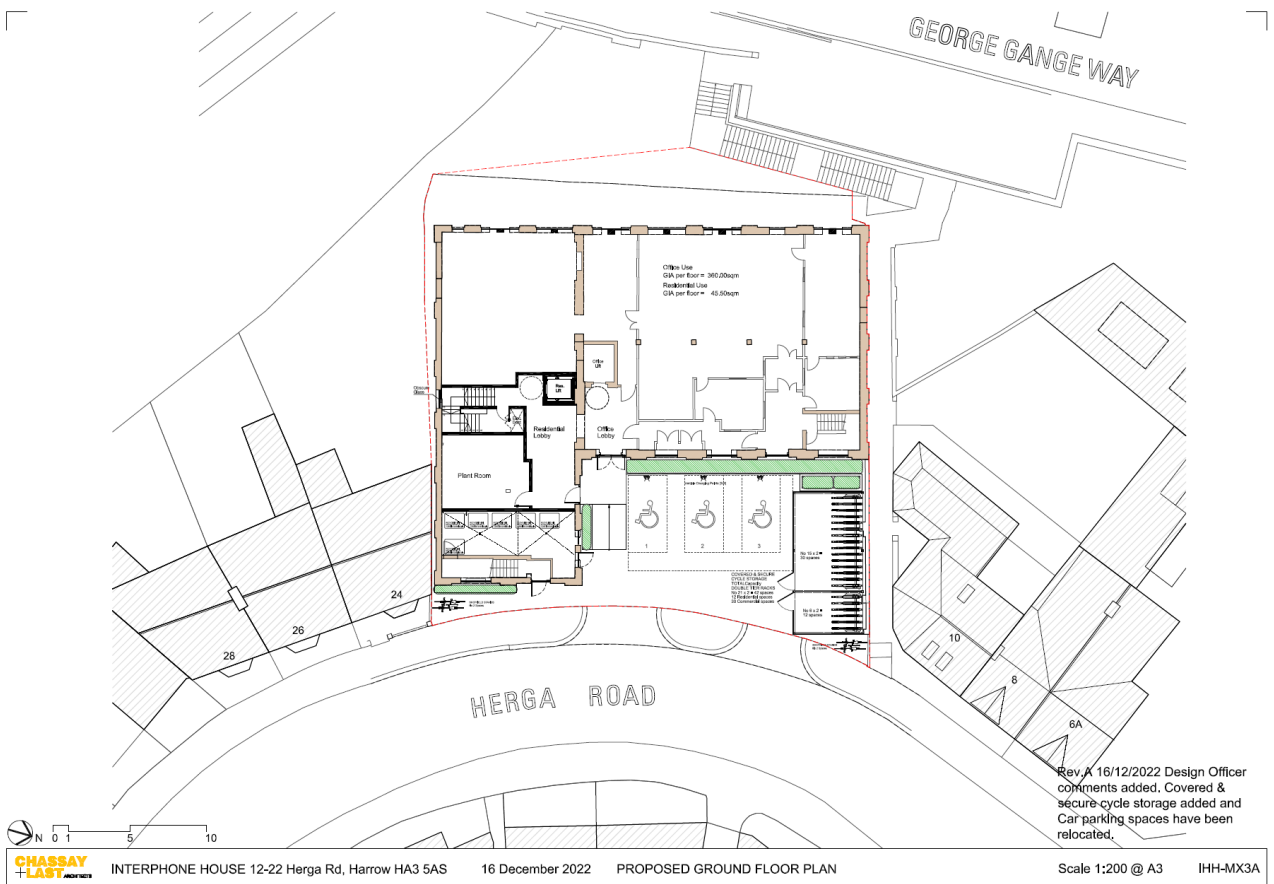
CHASSAY + LAST ARCHITECTS
 INTERPHONE HOUSE 12-22 Herga Rd, Harrow HA3 5AS 25 May 2021 EXISTING SOUTH ELEVATION Scale 1:100 @ A3 IHH-E7

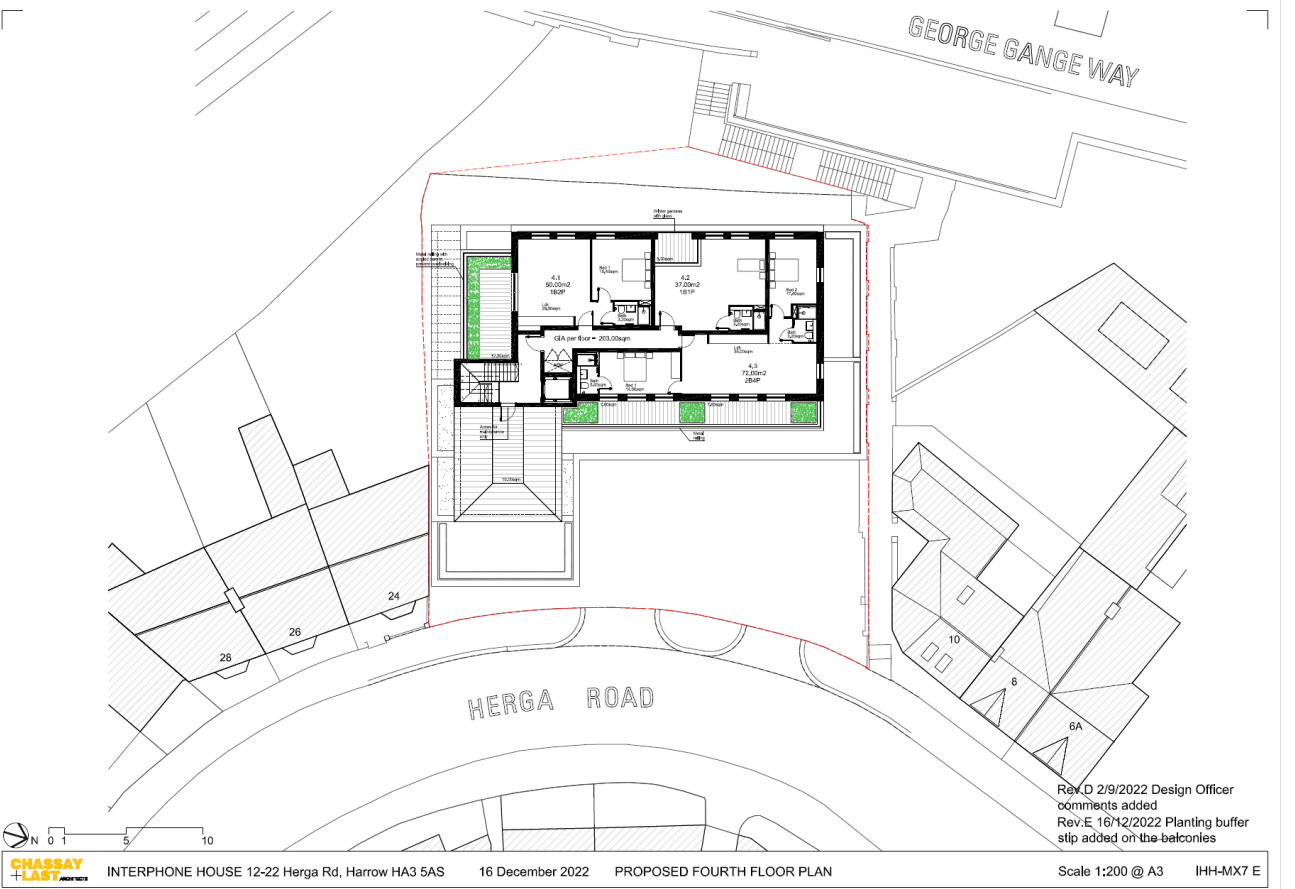
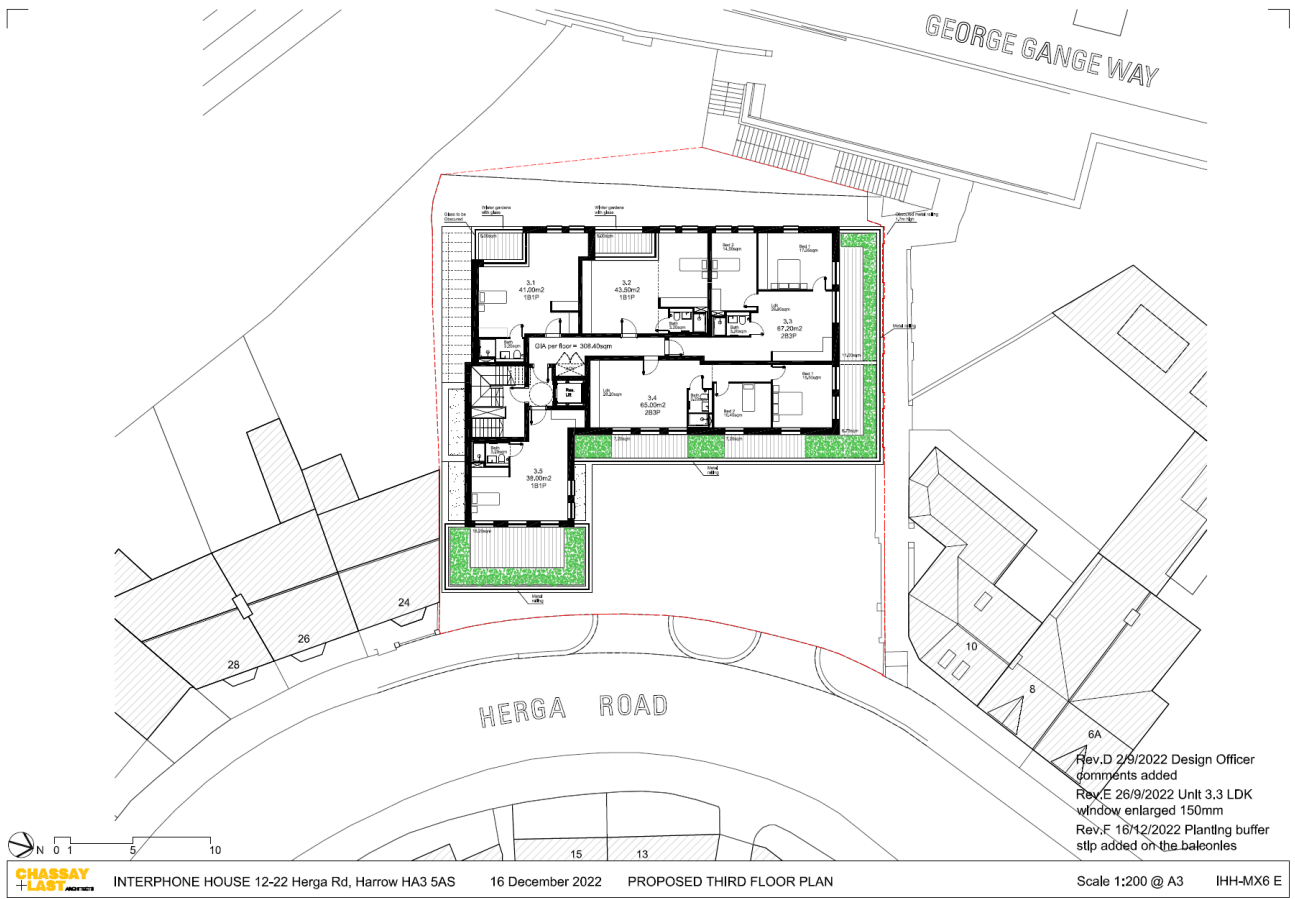


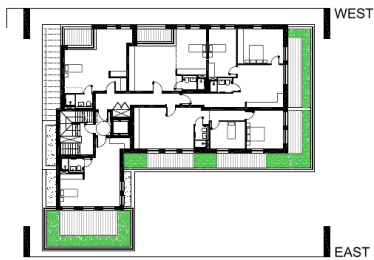
CHASSAY + LAST architects INTERPHONE HOUSE 12-22 Herga Rd, Harrow HA3 5AS 25 May 2021 EXISTING EAST ELEVATION Scale 1:100 @ A3 IHH-E8



CHASSAY + LAST architects INTERPHONE HOUSE 12-22 Herga Rd, Harrow HA3 5AS 25 May 2021 EXISTING WEST ELEVATION Scale 1:100 @ A3 IHH-E9





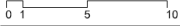


WEST ELEVATION



EAST ELEVATION

Rev.D 2/9/2022 Design Officer
comments added
Rev.E 16/12/2022 Design Officer
comments added.



CGI Views



Longview from elevated road looking towards site - George Gang Way

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