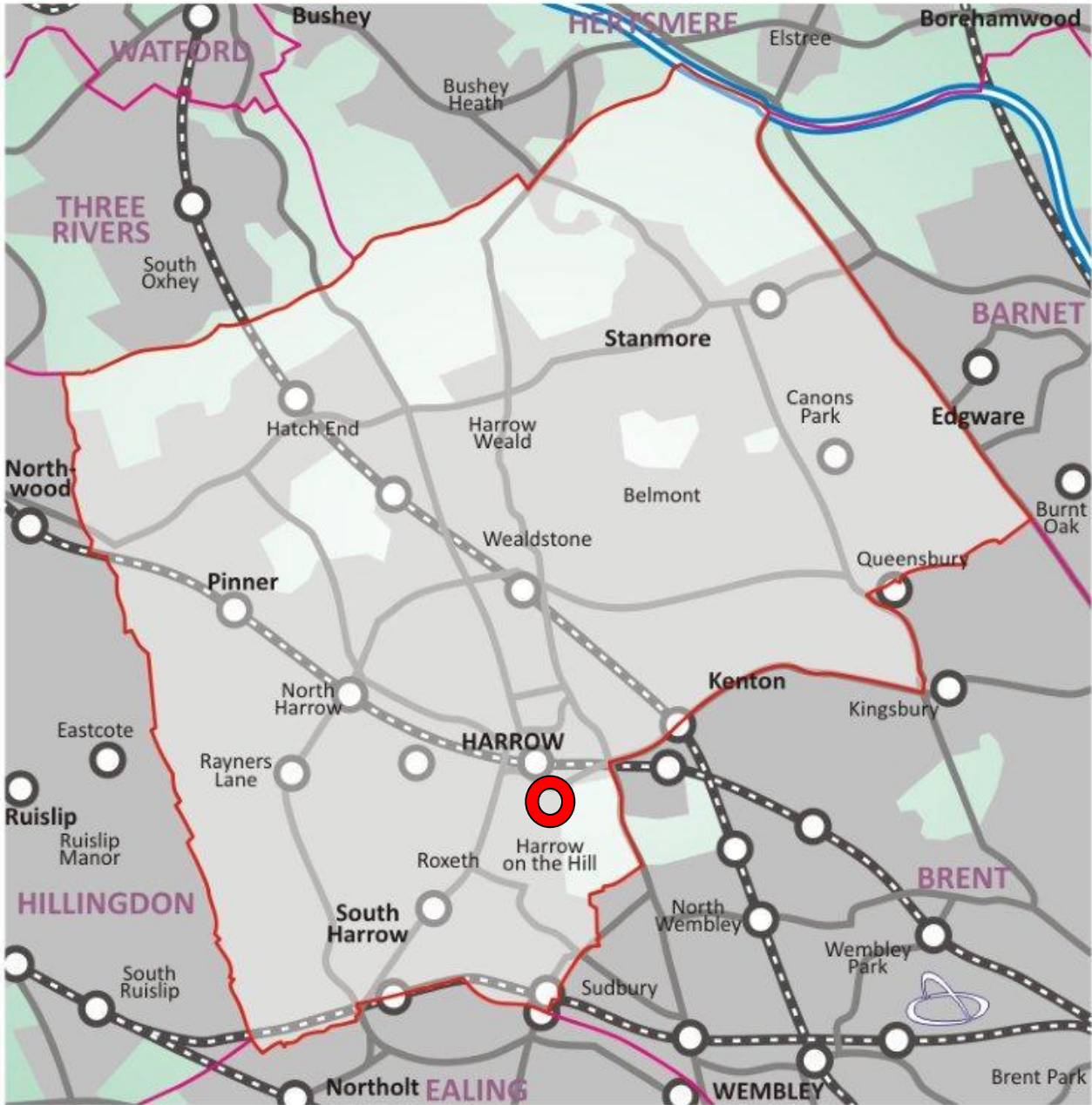


 = application site



South Car Park, Station Road, Harrow, HA1 2TB	PL/0258/23
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Location Plan



LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

13th December 2023

APPLICATION NUMBER: PL/0258/23
VALID DATE: 24th OCTOBER 2023
LOCATION: SOUTH CAR PARK, STATION ROAD, HARROW,
HA1 2TB
WARD: GREENHILL
POSTCODE: HA1 2TB
APPLICANT: MR MING CHENG (LONDON BOROUGH OF
HARROW)
AGENT: JAN KATTERIN ARCHITECTS
CASE OFFICER: AKSHAY SISODIA
EXPIRY DATE: 19/12/2023

PROPOSAL

Redevelopment of part of Greenhill Way car park to provide a 5 year meanwhile use of one and two storey buildings comprising of commercial units (Use class E); installation of timber walkway with integrated access ramps; landscaping; bin and cycle stores

RECOMMENDATION

The Planning Committee is asked to:

- 1) Agree the reasons for approval as set out in this report, and
- 2) Grant planning permission subject to the Conditions listed in Appendix 1 of this report.

REASON FOR THE RECOMMENDATION

The proposed meanwhile use of the site would contribute positively to the borough's overall stock of commercial, retail and exhibition floorspace, and there are no specific policy restrictions for the proposed flexible uses within this particular site and location. The proposed development is not considered to detract from the character and appearance of the application site, street scene and area in a wider context and is not considered to give rise to harmful residential amenity impacts in respect to surrounding residential properties. The development is not considered to be susceptible to unacceptable flood risk and is not considered to unduly exacerbate flood risk elsewhere. The development is not considered to result in significantly adverse traffic and parking impacts. The development's proposed refuse and cycle storage arrangements are considered to be acceptable. Officers recommend requesting details on the following by way of conditions:

- Details on the development's compliance with Secured by Design requirements.
- Details on the development's compliance with relevant fire safety standards.
- Details on a revised scheme of boundary treatment.
- A Delivery and Servicing Plan.
- A Construction Method Statement.
- Further material details and specification

Subject to conditions, the proposed development is considered to be in accordance with the National Planning Policy Framework (2023), Policies SD6, SD7, D3, D4, D5, D8, D11, D12, D13, E1, E2, E9, E10, S1, SI2, SI 12, SI 13, T1, T2, T3, T4, T5, T6, T6.2, T6.3, T7 of the London Plan (2021), Policies CS1.A, CS1.B, CS1.L, CS1.O, CS1.P, CS1.Q, CS1.R, CS1.S, CS1.T, CS1.U, CS1.W, CS1.Z of the Harrow Core Strategy, Policies DM1, DM2, DM9, DM10, DM12, DM14, DM22, DM32, DM35, DM40, DM42, DM44, DM45 and DM46 of the Harrow Development Management Policies Local Plan, and Policies AAP1, AAP2, AAP4, AAP7, AAP9, AAP19 of the Harrow and Wealdstone Area Action Plan (2013).

INFORMATION

This application is reported to Planning Committee as it relates to development on land owned by the Council and therefore falls within proviso C (i) of the Scheme of Delegation.

Statutory Return Type:	E(18). Minor Development, all other
Council Interest:	None
Net additional Floorspace:	Approximately 256.9sqm
GLA Community Infrastructure Levy (CIL) Contribution (provisional):	Approximately £16,583 (Includes Indexation)
Local CIL requirement:	Approximately £40,714 (Includes Indexation)

HUMAN RIGHTS ACT

The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report.

EQUALITIES

In determining this planning application the Council has regard to its equalities obligations including its obligations under section 149 of the Equality Act 2010.

For the purposes of this application there are no adverse equalities issues.

S17 CRIME & DISORDER ACT

The application has been reviewed by the Council's Secured by Design Officer who has confirmed that crime levels within this particular car park are significant, and the proposal could potentially make the car park safer, but paradoxically could also increase levels of crime and anti-social behaviour, their concerns relate to poor natural surveillance in certain areas of the site. Following a discussion between the Council's Planning Team, the applicants and the Council's Secured by Design advisor (See Consultation Section (4.0) below) it was agreed that the Secured by Design Officer's concerns can be overcome through the provision of boundary treatment to enclose the void to the west of the site which contains the pay and display ticket machine and lighting column, and the provision of boundary treatment to the southern and eastern boundaries of the site which are currently exposed, restricting access to the area containing cycle parking and the eastern entrance to the timber walkway at night. Given that the undercroft pedestrian accessway is a public right of way, it was agreed that space would need to be retained towards the east of the site to provide an enclosed walkway for pedestrians. A condition has been recommended requiring the applicant to submit details of a revised scheme of boundary treatment requiring the provision of boundary treatment in the locations as agreed above. Specification and height details on proposed boundary treatment and access gates can also be requested as part of this condition.

Within the aforementioned meeting, the Council's Secured by Design Officer also suggested further security improvements in and around the undercroft pedestrian walkway and new pedestrian walkway referenced above through the provision of enhanced lighting, CCTV and mirrors to improve visibility in blind spots, but emphasised that this can be captured

through a Secured by Design accreditation condition which requires the applicant to submit evidence of certification of Secure by Design accreditation prior to the proposed uses coming into first occupation. Officers have recommended the application of this condition.

1.0 SITE DESCRIPTION

- 1.1 The application site relates to the north eastern corner of the car park sited at the corner of Station Road and Greenhill Way. The site is most commonly referred to as Greenhill Way Car Park. There is an undercroft pedestrian access way sited along Station Road which leads into the site, this accessway is included within the red line boundary of the site. Vehicular and pedestrian access to the site is also provided along Greenhill Way.
- 1.2 It is worth noting that the site only occupies a small area of the Greenhill Way Car Park as a whole.
- 1.3 The site is currently used as pay and display parking for the town centre, previously associated with a Debenhams Store which has now closed down. The car park is reportedly underutilised in relation to its capacity.
- 1.4 A total of 38 car parking bays are included within the boundary of the application site, including 7 disabled parking bays, as well as a pay and display machine and lighting column (both to be retained) There are plans for the Council to re-provide the car parking spaces on another part of the wider car park (outside of the site), however this falls outside of the scope of this application.
- 1.5 There is a commercial parade sited to the east of the site (No. 229-233 Station Road) with residential properties sited above at first, second floor, and roof level (in the case of certain flats). These flats appear to be accessible from the rear, making use of the undercroft pedestrian access along Station Road.
- 1.6 The rest of the car park is sited immediately to the south and to the west of the site.
- 1.7 To the north, the site is flanked by the main highway along Greenhill Way, there is a two to three storey hotel sited further north of the highway and construction is underway for a part 3-storey, part 4-storey, part 5-storey co-living building sited south of this hotel.
- 1.8 The site does not contain any listed buildings and is not located within a Conservation Area.
- 1.9 The application site is however located within the Harrow Town Centre Boundary, and within the Harrow and Wealdstone Opportunity Area.
- 1.10 The site is located within a Critical Drainage Area but is not located within a high risk Flood Zone.

2.0 PROPOSAL

- 2.1 The Council seeks planning permission for the redevelopment of the site to provide a flexible mix of meanwhile uses (5 year period) within a range of buildings, public realm improvements, landscaping alterations, and the provision of associated bin and cycle parking.

- 2.2 Towards the north western corner of the site, a two storey block is being proposed (Block A). The ground floor level of this building is to provide a range of flexible retail units (Use Class E(a)), commercial units (E(g)(i)) as well as an interconnected galley space and the first floor level of the building is to provide a number of commercial units (E(g)(i)). This building is to be constructed by amalgamating a number of shipping containers and would naturally incorporate a flat roof form. Access to the first floor is to be provided via an external staircase. It is suggested that the ground floor of this block will accommodate young creative businesses that combine small-scale production with retail, and the first floor level of the building will provide affordable workspace.
- 2.3 Towards the southern corner of the site the single storey mixed block (Block B) is being proposed which would house a larger commercial anchor tenant, consisting of a mix of retail floor space (Use Class E(a)), commercial floor space (E(g)(i)), and with an ancillary café (Use Class E(b)). This particular block would feature dual-pitched roofs and would be constructed of steel portal frame kit structures. This block would partly enclose a covered seating area. An air source heat pump is to be provided to the side of Block B. It is suggested that this block will offer flexible event/community space.
- 2.4 Towards the eastern corner of the site, the applicant is proposing a single storey modular block (Block C) containing two micro gallery spaces, two WCs and a small kitchen labelled as a 'tea point'.
- 2.5 Four freestanding glazed micro gallery spaces are also proposed across the site, these would feature dual pitched roofs.
- 2.6 An external art display is to be provided (mounted to a plinth) within a central courtyard area, an additional art display is to be provided to the roof of the gallery unit interconnected to Block A. The applicant has confirmed that the specific art work to be displayed within these areas has not yet been selected, as such this external artwork is not to be assessed and approved as part of this application and may require separate planning permission, this will be made clear through an informative.
- 2.7 The undercroft pedestrian walkway is to be redecorated, and new fascia signage is to be installed to the front of the undercroft (fronting Station Road).
- 2.8 An enclosed bin storage area is to be provided fronting Greenhill Way. Bin store storage currently sited the rear or the commercial parade is to be relocated immediately south east of the site.
- 2.9 Cycle parking is to be provided to the southern end of the site, to the south of Block B.
- 2.10 Landscaping changes on site involve the provision of timber decking and removal of car parking marking on retained tarmac areas. Nine new trees are being proposed within raised planters dotted across the timber walkway. Three rain garden planters are proposed to the rear of Block B to collect excess rainwater running of the roof of this block.

2.11 A new access gate is to be provided fronting Greenhill Way, as well as additional access gates to the timber walkway to restrict access at night.

3.0 RELEVANT PLANNING HISTORY

3.1. A summary of the relevant planning application history is set out below:

Ref no.	Description	Status & date of decision
P/2410/23/PREAPP	Proposal for the corner of underused carpark to introduce 8-10 units offering approximately 200-250m ² of new workshop for local businesses public spaces featuring leisure users, seating and exhibits signage and illuminations to support way finding; supported by Dept of Levelling Up Housing & Communities	Under Consideration

4.0 CONSULTATION

4.1 A total of 313 consultation letters were sent to neighbouring properties regarding this application.

4.2 The public consultation period expired on 30th November 2023, no comments have currently been received. If comments are received between the publication of this committee report and the committee meeting, these shall be set out within an addendum.

4.3 Statutory and non-statutory consultation

4.4 A summary of the consultation responses received are set out in the Table below.

Consultee and Summary of Comments
<p><u>Highways</u> –</p> <ol style="list-style-type: none">1. Any reference to providing or allocating 38no. parking bays should be removed unless there are realistic plans in place.2. Area of floor space is required to work out cycle parking space provision. i.e. A1 or B1 in the London Plan 2021. Current measurement @ 256msq.

3. A Construction Method Statement is required. CLP not required as it is envisaged the construction phase will be fairly short and also the development is temporary on a 5-year basis.
4. A Delivery and Servicing Plan is required.

Secured by Design Officer – (Comments Summarised)

The area is experiencing a very high volume of anti-social behaviour, thefts, burglary, robbery, violent crime and motor vehicle crime. Crime is occurring directly in the immediate vicinity of the proposed development, including serious crimes such as violent crime, robbery, burglary and motor vehicle crime, and a very high proportion of Anti-Social behaviour, theft offences, criminal damage, and Vehicle crime offences.

I have met with the architects recently to discuss this development in full.

Appraisal

The installation of this development could make the car park safer, however, it could also increase the levels of Crime and Anti-Social Behaviour (ASB) in the car park due to:

- a lack of natural surveillance in the areas marked inside the orange ovals on the below map. These areas will attract crime and criminality due to the lack of visibility. I advise that these areas are fenced and gated off during hours of darkness to prevent crime and ASB occurring.



- I also advise installing additional gates in the areas marked red, these gates should be closed during hours of darkness, or managed by the last commercial unit to close overnight.

The green lines on the above plan are advised fencing, the height and design of the fencing can be discussed with myself or any other Design Out Crime officer once planning is approved.

I am concerned about the unnecessary area between the units to facilitate the pay and display machine, last year Harrow car parks moved to the “Pay by Phone” app to facilitate parking in the council car parks. Therefore, this pay and display machine is no longer required. This dead area will attract crime and ASB, and will need to be fully fenced and gated.

The venue can achieve a Secured BY Design award, If constructed as advised following the Secured By Design Commercial guide.

Officer Response:

Following receipt of the Secured by Design Officer's Comments, a meeting was held between the Planning Team, Project Leads and the Council's Secured by Design Officer where the Project Leads emphasised that it would not be possible to add a gate restricting access to the undercroft pedestrian accessway as this is a public right of way. Within this meeting it was also agreed that the pay and display ticket machine would need to be retained as the site would

need to be restored to its previous state following the ceasing of the development in 5 years time. It was ultimately agreed by all parties to have boundary treatment installed to enclose the void to the west of the site which contains the pay and display ticket machine and lighting column. It was also agreed that boundary treatment would be installed to the southern and eastern boundaries of the site which are currently exposed, restricting access to the area containing cycle parking and the eastern entrance to the timber walkway at night. It was agreed that some space would be retained towards the east of the site to provide an enclosed walkway for pedestrians. Details on this revised scheme of boundary treatment are to be requested by Condition.

The Council's Secured by Design Officer also suggested further security improvements in and around the undercroft pedestrian walkway and new pedestrian walkway referenced above through the provision of enhanced lighting, CCTV and mirrors to improve visibility in blind spots, but emphasised that this can be captured through a Secured by Design accreditation condition, which officers have recommended.

The Project Leads expressed interest in potentially relocating cycle parking within the void containing the pay and display ticket machine and lighting column however a conclusive decision was not made on this, so officers agreed to recommend a flexible condition allowing for the cycle parking to be either be relocated to this area or be retained in its currently proposed location.

Urban Design Officer – No comments were provided, however extensive verbal feedback was provided within a Pre-application meeting (P/2410/23/PREAPP).

Transport for London – No response

Landscape Architect – No response

Environmental Health – No response

Waste Management Policy Officer – No response

Drainage Engineer – No response

5.0 POLICIES

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that:

5.2 '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.'

5.3 The Government has issued the National Planning Policy Framework [NPPF 2023] which 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.

5.4 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]. The relevant policies are referenced within the report below and a summary within Informative 1

6.0 ASSESSMENT

6.1 The main issues are;

- Principle of the Development
- Character, Appearance and Design
- Residential Amenity
- Accessibility
- Traffic, Parking and Refuse
- Development and Flood Risk
- Sustainability
- Fire Safety

6.2 Principle of Development

6.2.1 The relevant policies are:

- National Planning Policy Framework (2023)
- The London Plan 2021: D13, SD6, SD7, E1, E2, E9, E10, S1
- Harrow Core Strategy 2012: CS1.L, CS1.O, CS1.P, CS1.Z
- Harrow Development Management Policies Local Plan (2013): DM32, DM35, DM40
- Harrow and Wealdstone Area Action Plan (2013) AAP1

6.2.2 Officers raise no objection to the principle of the proposed development. The proposal would contribute to the borough's stock of retail and office floor space, (including valued affordable workspace) which is welcomed within this Town Centre location. In addition to the above the provision of art gallery and exhibition spaces would draw in visitors, which is again welcomed within this Town Centre location. There are no specific land use restrictions which would preclude the proposed development, although parking spaces would be lost on site, it is worth noting that the development has come about in communication with the Council's Estates Management and Parking Teams who are on board with the proposal. Further assessment on this is provided within the 'Transport, Parking and Refuse' section (6.6) of this Committee Report.

6.2.3 With respect to the Agent of Change Principle identified within Policy D13 of the London Plan, officers are satisfied that the proposed uses would not unduly impair the function and viability of surrounding commercial uses within the area, with the proposed uses not being particularly noise sensitive. Furthermore, although there are residential properties within the locality, most notably upper floor flats above the

parade to the east (No. 229-233 Station Road), there is a reasonable distance between the site and these properties, and the proposed use are not particular noise intensive, as such officers consider to the proposed uses to be appropriately viable within this Location.

6.3 Character, Appearance and Design

6.3.1 The relevant policies are:

- National Planning Policy Framework (2023)
- The London Plan 2021: D3, D4, D8
- Harrow Core Strategy 2012: CS1.B
- Harrow Development Management Policies Local Plan (2013):DM1, DM22
Harrow and Wealdstone Area Action Plan (2013): AAP1, AAP2, AAP4, AAP7

6.3.2 Policy D3.D(1) of the London Plan states that development should in terms of form and layout, enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions. Policy D3.D(11) goes on to states that in terms of quality and character, developments should respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character.

6.3.3 Policy D4 of the London Plan relates to good design and provides a framework for Local Planning Authorities and developers to achieve of high standard of design.

6.3.4 Policy D8 of the London Plan provides a framework on how good development could and should enhance the Public Realm.

6.3.5 Policy DM1 of the Development Management Policies Local Plan states that “all development proposals must achieve a high standard of design and layout. Proposals which fail to achieve a high standard of design and layout, or which are detrimental to local character and appearance, will be resisted”.

6.3.6 Policy AAP1 A of the Harrow and Wealdstone Area Action Plan notes that Development within all three sub areas of Harrow Town Centre will be required to strengthen its character, legibility and role as Metropolitan Centre. Proposals should have regard to the general design principles identified within paragraph 4.3 and should:

- b. Provide distinctive, high quality and contemporary design, showing creativity and responsiveness to the local context in a way that contributes to the metropolitan character of the town centre at every scale including the appearance of the town centre from further afield, the town centre skyline, the sub area, and the street.

- d. Be of a massing, bulk and scale appropriate to the centre's Metropolitan status and make a positive contribution to the immediate site surroundings and wider context.
- i. Contribute to a vibrant and attractive public realm.
- j. Where appropriate, make on-site provision of public art.

6.3.7 Policy AAP2 A of the Harrow and Wealdstone Area Action Plan notes that Development within the Station Road sub area will be required to make a positive contribution to its environment and identity. Proposals along the Station Road frontage should:

- a. Be of massing, bulk, scale and design that helps create a coherent boulevard character, complemented by a series of special 'stepping stones' – carefully chosen and designed existing and new buildings and spaces that enhance visibility, increase access to surrounding areas, and aid orientation.
- c. Create a single, clearly defined streetscape through provision of a consistent building line within each parade and the promotion of a coherent appearance to private forecourt areas along Station Road;
- d. Contribute to planned improvements to the public realm and road junctions, and to the creation of a green boulevard. On sites that create new public realm, the Council will require a consistent finish that will result in a seamless connection with the planned or delivered improvements in Station Road.

Part B of Policy AAP2 notes that the design and layout of development within the Station Road sub area must respect the scale and character of surrounding residential areas and maintain or increase pedestrian and cyclist permeability between surrounding residential areas and public transport facilities.

6.3.8 Policy AAP4 of the Harrow and Wealdstone Area Action Plan relates to achieving good design throughout the heart of Harrow. Within part A of this Policy, it is noted that all development throughout the Heart of Harrow should:

- a. Use high quality, durable and serviceable materials to the external finishes of buildings
- c. Contribute positively to the wider context in terms of form, ground floor use, and engagement with public pedestrian and cycle routes.
- e. Create attractive, active and safe streets and public open spaces, which create a sense of community and are consistent with Policy DM2 of the Development Management Policies DPD: Achieving Lifetime Neighbourhoods.
- f. Ensure green infrastructure, including soft landscaped areas, are integrated as part of the overall design strategy for the site.
- h. Seek to integrate fully with, and be respectful of, the existing street grain and character;

6.3.9 Policy AAP7 of the Harrow and Wealdstone Area Action Plan relates to creating a new Public Realm. Within Part A of this Policy it is noted that all development proposals within the Heart of Harrow should contribute to the creation of a high quality, accessible, safe and attractive public realm through:

- a. Use of an approved, simple palette of sustainably sourced surface materials.
- b. A reduction in street clutter and the rationalisation of existing street furniture wherever possible.
- c. Judicious implementation of electric car charging points, wayfinding signs and infrastructure for cyclists, where these do not add to street clutter.

Part E of Policy AAP7 notes that new areas of public realm should be designed carefully to accommodate and strengthen pedestrian and cycle linkages to surrounding areas, enhance social use and legibility, and be flexible in function.

6.3.10 Officers consider the proposed development to be of a very high standard and consider it to accord with the interests of the above Policies. The proposed meanwhile uses are supported and would enliven this part of the Town Centre through culture-led activation. The overall scale, footprint and massing of each of the buildings would be respectful of the site surroundings with each of the buildings not being excessive in footprint, scale, and overall massing. The proposed one to two storey buildings would be respectful of surrounding building height, with proposed built form not appearing unduly prominent in context with the site surroundings. There would be sufficient spacing between buildings provided on site avoiding an undue visual cluttering. The assemblage and location of the built forms create a positive 'yard' feel to the scheme, creating in-between spaces for assembly.

6.3.11 The proposed buildings would largely be contemporary in design, incorporating innovative time effective construction methods. The proposed external materials to buildings would be very contemporary (i.e metal, glazing, decorative timber cladding), however, these materials are considered acceptable within this Town Centre location. The site in many respects would have its own unique character which is different from that of surrounding buildings, based on this, the use of contemporary materials is not considered acceptable. Whilst officers do not raise an in-principle objection to the development's proposed facing materials, further details on the exact appearance and colouring can be secured through a recommended condition.

6.3.12 The proposed landscaping alterations on site are considered to be acceptable, although the site would be primarily landscaped through the provision of decking there is some provision of soft landing in the form of numerous planters across the site. Given that the proposal is only for a meanwhile use of the site, and the site is to be restored to its former condition after 5 years of the development, it is not practical resurface the site to provide large amounts of soft landscaping on site. The planters are considered on balance to sufficiently enhance the site.

- 6.3.13 The applicant is proposing a high quantum of external lighting across the site which would enhance the appearance of the development. The provision of lighting improvements within the undercroft pedestrian accessway is welcomed and would greatly improve the public realm. As would the proposed installation of external artwork displays on site and redecorating the undercroft pedestrian accessway. As set out within the 'Proposal' section (2.0) of this Committee Report, the applicant has confirmed that the specific art work to be displayed externally has not yet been selected, as such this external artwork is not to be assessed and approved as part of this application and may require separate planning permission, this will be made clear through an informative.
- 6.3.14 Proposed bin storage is to be enclosed and would have a low scale visibility from the site's surroundings when the enclosure is closed. Officers are satisfied that the proposed bin storage would not unduly impact upon the character and appearance of the application site, street scene and area in a wider context. Proposed cycle parking has been discreetly sited to the southern boundary of the site, officers are satisfied that this would not unduly detract from the character and appearance of the application site, street scene and area in a wider context. The applicant has expressed interest in potentially relocating cycle parking within the void towards the west of the site currently containing the pay and display ticket machine and lighting column, this location is also considered to be appropriately discreet. Based on the fact that both locations would be appropriate, Officers have recommended a flexible condition allowing for the cycle parking to be either be relocated to this area or be retained in its currently proposed location.
- 6.3.15 As set out within the 'S17 Crime and Disorder Act' section of this Committee Report officers recommend the application of a condition requiring the applicant to provide details on a revised scheme of boundary treatment with new boundary treatment being required. Details on the height and appearance of this proposed boundary treatment can also be requested by condition.
- 6.3.16 Within the applicant's submission documents, it is indicated that they are proposing to install new fascia signage to the front of the undercroft pedestrian access fronting Station Road, however sufficient details have not been provided on the appearance of this signage. In any case the applicant would require separate advertisement consent for this signage, this has been made clear through an informative.

6.4 Residential Amenity

6.4.1 The relevant policies are:

- National Planning Policy Framework (2023)
- Harrow Core Strategy 2012: CS1
- Harrow Development Management Polices Local Plan (2013):DM1
- London Plan Policy D3

6.4.2 Policy DM1 of the Development Management Polices Local Plan seeks to ensure that "proposals that would be detrimental to the privacy and amenity of neighbouring occupiers, or that would fail to achieve satisfactory privacy and amenity for future occupiers of the development, will be resisted".

6.4.3 The closest neighbouring residential properties that would be impacted by the proposed development would be the upper floor flats at No. 229-233 Station Road which appear to feature rear facing habitable room fenestration facing towards the application site. Block C is within closest proximity to these residential properties with a minimum gap of approximately 8.5 metres between this block and the closest residential property to the east. Given this block is modest in height and is situated only at ground floor level, it is not considered to unduly restrict light, outlook, and visual amenity afforded to the habitable room windows of any neighbouring residential properties along Station Road to the east. Although Block B is notably taller than Block C, it is sited further away from the closest residential property along Station Road to the east. Measuring off the applicant's drawings, officers have observed that there is a separation gap of approximately 14.15 metres between Block B and the closest residential property to the east. Taking into account this separation gap, alongside the fact that only the roof of the building would be set at first floor level with no facing windows, officers are satisfied that neighbouring occupants to the east would not be subject to undue residential amenity impact. Block A is significantly distant from the surrounding terrace to the east and is not as tall as Block B. Officers are satisfied this particular block would not give rise to harmful residential amenity impact in respect to upper floor flats within the parade to the east. All of the other elements of the development would not be of a significant enough scale to materially impact upon the residential amenity of surrounding flats to the east. The site is considered to be sufficiently distant from all other residential properties within the locality.

6.4.3 The proposed development would result in some noise intensification but this is not considered to be significant enough to result in undue disturbance in respect to surrounding residential properties. It is worth recognising that the site is within the Harrow Town Centre boundary, where there are high levels of footfall and vehicular movements. It is worth adding that the proposed meanwhile uses are not particularly noise intense ones. Within the submitted application form, it is suggested that the site is to be operational from 7am to 11pm on all days including bank holidays. Although the proposed opening hours appear to be earlier than those for other commercial units within the immediate surrounds (typically 9am) it is worth recognising that the site is reasonably well set away from surrounding residential properties, and it is not uncommon for office workers to begin work at 7am. Officers do not anticipate that the full site will be in occupation at 7am, only certain units/areas on sporadic occasions. The proposed closing time of 11pm is considered acceptable within this Town Centre Location. There are many commercial premises within close proximity to the site which close at a similar time.

6.5 Accessibility

6.5.1 The relevant policies are:

- National Planning Policy Framework (2023)
- The London Plan (2021): D5
- Harrow Development Management Policies Local Plan (2013): DM2
- The Harrow and Wealdstone Area Action Plan (2013): AAP4

6.5.2 London Plan policy D5 notes that development proposals should achieve the highest standards of accessible and inclusive design. They should:

- 1) be designed taking into account London's diverse population
- 2) provide high quality people focused spaces that are designed to facilitate social interaction and inclusion
- 3) be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment
- 4) be able to be entered, used and exited safely, easily and with dignity for all
- 5) be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.

6.5.3 Policy DM2 of the Development Management Policies Local Plan notes that the location, design and layout of development, and any associated improvements to public realm, transport and other infrastructure, will be required to contribute to the creation of lifetime neighbourhoods. In particular:

- b) non-residential development and change of use proposals must be accessible to all.

6.5.4 Policy AAP4I) of the Harrow and Wealdstone Area Action Plan notes that all development throughout the Heart of Harrow should create attractive, active and safe streets and public open places, which create a sense of community and are consistent with Policy DM2 of the Development Management Policies DPD: *Achieving Lifetime Neighbourhoods*.

6.5.5 The applicant's proposed drawings indicate that the new timber walkway would be equipped with an integrated access ramp, as such all ground floor spaces would be accessible by wheelchair users. The first floor spaces within Block A would only be accessible by an external staircase and therefore would not be wheelchair friendly. Whilst this is regrettable, this is not considered sufficient grounds for refusal. It is worth noting that for a meanwhile project of this scale, it is unlikely to be feasible to provide a lift.

6.6 Traffic, Parking and Refuse

6.6.1 The relevant policies are:

- National Planning Policy Framework (2023)
- Harrow Core Strategy 2012: CS1.Q, CS1.R, CS1.S
- Harrow Development Management Policies Local Plan (2013): DM42 DM44, DM45,
- London Plan (2021) T5, T6, T6.2, T6.3, T7
- Harrow and Wealdstone Area Action Plan (2013): AAP19

- 6.6.2 Policy DM42 of the Development Management Plan relates to the Council's parking standards. Criterion (F) of this Policy notes that proposals that would result in inappropriate on-site parking provision and those which would create significant on-street parking problems, prejudice highway safety or diminish the convenience of pedestrians and cyclists will be resisted.
- 6.6.3 Policy DM44 of the Council's Development Management Plan relates to servicing. It is noted that proposals for major development should make satisfactory arrangements for access to and servicing within the site during construction. Proposals that would be detrimental to safety, traffic flow or the amenity of neighbouring occupiers will be resisted.
- 6.6.4 Policy DM45 relates to Waste Management. Part A of the policy notes that all proposals will be required to make on-site provision for general waste, the separation of recyclable materials and the collection of organic materials for composting.
- 6.6.5 The application site is located within an area with a Public Transport Accessibility Level (PTAL) of 6A meaning that it has very good access to public transport. As per London Plan maximum car parking standards, development within areas with a high PTAL are expected to be car free. No car parking has been proposed as part of the application, based on the site's high PTAL this is considered acceptable. It is worth recognising that visitors to the site can make use of parking spaces within the rest of the car park should they wish to. Whilst Officers recognise that the proposal would result in the temporary loss of 38 car parking spaces including 7 disabled parking spaces the scheme has come about in communication with the Council's Estates Management and Parking Teams who are on board with the proposal. It is worth adding that the Council's Highways Officer has raised no objections to the proposed development on grounds of parking.
- 6.6.6 The quantum of cycle parking provided would be in excess of London Plan minimum requirements for a development of this scale and is considered acceptable. Likewise, the quantum of bin storage provided appears to be sufficient for a development of this scale and nature. Bin storage is sited sufficiently close to the highway along Greenhill Way and would allow for easy servicing.
- 6.6.7 As requested by the Council's Highways Officer, conditions have been applied requiring the applicant to submit a Construction Method Statement and Delivery and servicing Plan.

6.7 Development and Flood Risk

- 6.7.1 The relevant policies are:
- National Planning Policy Framework (2023)
 - Harrow Core Strategy 2012: CS1.U, CS1.W
 - Harrow Development Management Policies Local Plan (2013): DM9, DM10 DM11,
 - London Plan (2021) SI 12, SI 13
 - Harrow and Wealdstone Area Action Plan (2013):AAP9

6.7.2 The application site is located within a Critical Drainage Area but is not located within a high risk Flood Zone. The proposal would increase development footprint on site and would therefore have an impact in terms of increased surface water flood risk, as such Sustainable urban drainage [SUDs] is encouraged. An informative is therefore attached to this effect. An informative has also been included with regard to surface and foul water connections and has advised the applicant to contact Council's Drainage Engineers to provide a drainage plan.

6.8 Sustainability

6.8.1 The relevant policies are:

- National Planning Policy Framework (2023)
- Harrow Core Strategy 2012: CS1.T
- Harrow Development Management Policies Local Plan (2013): DM12, DM14
- London Plan (2021): SI 2
- Harrow and Wealdstone Area Action Plan (2013): AAP4

6.8.2 London Plan policy SI 2 Minimising green house gas emission states that major development should be net zero carbon.

6.8.3 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 DM14 highlights that development proposals should incorporate renewable energy technology where feasible.

6.8.4 Policy AAP4 A (i) notes that all development throughout the Heart of Harrow should incorporate sustainable building and site design which responds to the impacts of climate change and takes a long-term view of energy and water efficiency, having regard to the relevant Policies of the London Plan and to the guidance set out in the Council's Sustainable Building Design SPD.

6.8.5 For minor development proposals, the development plan at this point does not set out energy and sustainability targets greater than those required by Building Regulations. As these standards would be secured through other legislation, the proposal is not considered to conflict with sustainability policies in the development plan.

6.9 Fire Safety

6.9.1 The relevant policies are:

- National Planning Policy Framework (2023)
- London Plan Policy: D12

6.9.2 Policy D12 of the London Plan notes that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety. The applicant has failed to provide detail on the development's compliance with fire safety standards as part of their submission, consequently, a condition has been applied requiring the applicant to demonstrate a development's compliance with relevant fire safety standards.

7.0 CONCLUSION AND REASONS FOR RECOMMENDING APPROVAL

7.1 The proposed meanwhile use of the site would contribute positively to the borough's overall stock of commercial, retail and exhibition floorspace, and there are no specific policy restrictions for the proposed flexible uses within this particular site and location. The proposed development is not considered to detract from the character and appearance of the application site, street scene and area in a wider context and is not considered to give rise to harmful residential amenity impacts in respect to surrounding residential properties. The development is not considered to be susceptible to unacceptable flood risk and is not considered to unduly exacerbate flood risk elsewhere. The development is not considered to result in significantly adverse traffic and parking impacts. The development's proposed refuse and cycle storage arrangements are considered to be acceptable. Officers recommend applying requesting details on the development's compliance with Secured by Design requirements and relevant fire safety standards. In addition to the above, officers recommend applying conditions requesting a revised scheme of boundary treatment, a Delivery and Servicing Plan, a Construction Method Statement and further material details and specification.

7.2 Subject to conditions, the proposed development is considered to be in accordance with the National Planning Policy Framework (2023), Policies SD6, SD7, D3, D4, D5, D8, D11, D12, D13, E1, E2, E9, E10, S1, SI2, SI 12, SI 13, T1, T2, T3, T4, T5, T6, T6.2, T6.3 T7 of the London Plan (2021), Policies CS1.A, CS1.B, CS1.L, CS1.O, CS1.P, CS1.Q, CS1.R, CS1.S, CS1.T, CS1.U, CS1.W, CS1.Z of the of the Harrow Core Strategy, Policies DM1, DM2, DM9, DM10, DM12, DM14, DM22, DM32, DM35, DM40, DM42, DM44, DM45 and DM46 of the Harrow Development Management Policies Local Plan, and Policies AAP1, AAP2, AAP4, AAP7, AAP9, AAP19 of the Harrow and Wealdstone Area Action Plan (2013).

APPENDIX 1: CONDITIONS AND INFORMATIVES

Conditions

1. Timing

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990.

2. Approved Plans and Documents

The development hereby permitted shall be carried out in accordance with the following documents and plans:

001, 011, 031, 032, 112, 113, 114, 120, 131, 132, Drawing Register, Design + Access Statement Revision A (27/11/2023), London Sustainable Drainage Proforma.

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

3. Ceasing of Meanwhile Use

Other than in the case of the lighting and artwork proposed within the undercroft pedestrian accessway, all development hereby permitted shall be removed in its entirety and the land restored to its former condition within five years of the date of this permission unless otherwise agreed in writing by the Local Planning Authority.

REASON: To safeguard the amenity of neighbouring residents and the character and appearance of the area and to permit redevelopment of the site, in accordance with Core Policy CS1.B of the Harrow Core Strategy (2012) and Policy DM1 of the Harrow Development Management Policies Local Plan (2013).

4. Restricted Use

The workspace within Block A, other than the interconnected gallery unit, shall be used only as flexible retail workspace (Use Class E(a)) and/or commercial workspace (E(g)(i)) and for no other purposes, unless an alternative use or uses are agreed in writing by the Local Planning Authority. The aforementioned gallery unit interconnected with Block A shall be used only as a gallery/exhibition space, and for no other purposes unless otherwise agreed in writing by the Local Planning Authority.

The workspace within Block B shall be used only as flexible retail (Use Class E(a)) and commercial work space (E(g)(i)) with an ancillary café (Use Class E(b)), unless an alternative use or uses are agreed in writing by the Local Planning Authority.

The galleries within Block C shall be used only as gallery/exhibition spaces, and for no other purposes unless otherwise agreed in writing by the Local Planning Authority.

The freestanding glazed display units across the site shall only be used as gallery/exhibition spaces, and for no other purposes unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that uses are acceptable within the locality, and to safeguard the character of the area and residential amenities of surrounding occupants.

5. Glazing

No window(s)/door(s), other than those shown on the approved plans shall be installed in the flank elevation(s) of the new building hereby permitted without the prior permission in writing of the local planning authority.

REASON: To safeguard the residential amenities of neighbouring residents, in accordance with Policy DM1 of the Harrow Development Management Policies Local Plan (2013).

6. Hours of Operation

The proposed meanwhile uses hereby permitted shall not be in operation outside of the hours of 07:00am – 23:00pm from Monday to Sunday, including Bank Holidays).

REASON: To safeguard the residential amenity of neighbouring residential occupants and the character of the area.

7. No Music

No music or any other amplified sound caused as a result of this permission shall be audible at the boundary of any residential premises either attached to, or in the vicinity of, the premises to which this permission refers.

REASON: To ensure that the proposed development does not give rise to noise nuisance to neighbouring residents in accordance with Policy DM1 of the Harrow Development Management Policies Local Plan (2013).

8. Materials

Notwithstanding the details shown on the approved drawings and documents, the development hereby permitted shall not commence until samples of the materials (or appropriate specification) to be used in the construction of all of the proposed buildings, proposed boundary treatment works (including access gates), the proposed decking, proposed planters (including tree specification), and decoration works to the undercroft pedestrian accessway have been submitted to, and agreed in writing by the Local Planning Authority.

The development shall be carried out in accordance with the details as so agreed and shall be retained in that form thereafter unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that the development is carried out to the highest standards of architecture and materials, and to safeguard the character and appearance of the area. **This condition is a PRE-COMMENCEMENT condition.**

9. Boundary Treatment Works

Notwithstanding the approved plans and documents, prior to the proposed meanwhile uses hereby permitted coming into first occupation, details shall be submitted on a revised scheme of boundary treatment works.

- a) The submitted details shall include a plan showing; the provision of new boundary treatment enclosing the void to the west of the site containing the pay and display machine and lighting column, new boundary treatment to the southern and eastern boundaries of the site restricting access to the area containing cycle parking and the eastern access to the timber walkway, and details on new boundary treatment facilitating the provision of an enclosed pedestrian walkway beside the eastern access to the timber walkway.
- b) Specification and proportion details shall also be provided on all forms of boundary treatment to be incorporated.

The development shall be carried out in accordance with the details as so agreed and shall be retained in that form thereafter unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of preventing crime and disorder, and to safeguard the character and appearance of the area.

10. Construction Method Statement

No development shall take place until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority in accordance with the format and guidance provided by Transport for London www.tfl.gov.uk. The Construction Method Statement shall provide for:

- a) Parking of vehicles of site operatives/visitors.
- b) HGV access to site – loading and unloading of plant and materials.
- c) Number of HGV's anticipated.
- d) Storage of plant and materials used in constructing the development.
- e) Programme of work and phasing.
- f) Site layout plan.
- g) Measures to control dust and dirt during construction.

- h) A scheme for recycling/disposing of waste resulting from demolition and construction works; and

The development shall be carried out in accordance with the approved Construction Method Statement, or any amendment or variation to it as may be agreed in writing by the local planning authority.

REASON: To minimise the impacts of construction upon the amenities of neighbouring occupiers and to ensure that development does not adversely affect safety on the transport network in accordance with Local Plan Policies DM1 and DM43 and Policy D14 of the London Plan (2021) and to ensure that the transport network impact of demolition and construction work associated with the development is managed in accordance with Policy T7 of the London Plan (2021). **This condition is a PRE-COMMENCEMENT condition.**

11. Delivery and Servicing Plan

No development shall take place, including any works of demolition, until a Delivery and Servicing Plan (DSP) has been submitted to, and approved in writing by the Local Planning Authority.

The approved DSP shall be adhered to in perpetuity and following occupation.

REASON: To manage the impact of the development upon the local area during its operation in the interests of public amenity and the local natural environment in accordance with Policy DM1 of the Harrow Development Management Policies Local Plan (2013). **This condition is a PRE-COMMENCEMENT condition.**

12. Cycle Parking

Notwithstanding the approved plans, before the use commences, the applicants shall submit the following information to be approved in writing by the Local Planning Authority:-

- a) Confirmation that the cycle store will remain in the approved location in accordance with the approved plans (Drawing no 112),

or,

- b) that the cycle store will be moved to elsewhere within the site. Details of which to be submitted to and approved in writing by the Local Planning Authority.

The works shall be completed in accordance with the approved details and shall thereafter be retained for the duration of the planning permission.

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.

13. Secured by Design

Evidence of certification of Secure by Design Accreditation for the development shall be submitted to the Local Planning Authority in writing for approval prior to the proposed meanwhile uses coming into first occupation. The development shall only be completed and operated in accordance with any approval.

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. Refuse Storage

The refuse and waste bins shall be stored at all times, other than on collection days, within the designated refuse storage areas as shown on Drawing No. 112.

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

15. Fire Safety

The new buildings hereby permitted shall not be first occupied until a Fire Safety Statement has been submitted to and approved in writing by the Local Planning Authority, this statement shall include details of how the development will function in terms of the following:

- 1) identify suitably positioned unobstructed outside space: a) for fire appliances to be positioned on b) appropriate for use as an evacuation assembly point
- 2) is designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire; including appropriate fire alarm systems and passive and active fire safety measures
- 3) is constructed in an appropriate way to minimise the risk of fire spread
- 4) provide suitable and convenient means of escape, and associated evacuation strategy for all building users
- 5) develop a robust management strategy for evacuation which is to be periodically updated and published (details of how often this management strategy is to be reviewed and published to be included), and which all building users can have confidence in
- 6) provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

The development shall be operated in accordance with the approved details in perpetuity.

REASON: To ensure that the fire safety of the proposed building is managed in a satisfactory manner and that the development contributes to fire safety in line with Policy D12A of the London Plan (2021).

INFORMATIVES:

1. Policies

The following policies are relevant to this decision:

The National Planning Policy Framework 2023:

London Plan 2021: SD6, SD7, D3, D4, D5, D8, D11, D12, D13, E1, E2, E9, E10, S1, SI2, SI 12, SI 13, T1, T2, T3, T4, T5, T6, T6.2, T6.3 and T7

The Harrow Core Strategy 2012: CS1.A, CS1.B, CS1.L, CS1.O, CS1.P, CS1.Q, CS1.R, CS1.S, CS1.T, CS1.U, CS1.W and CS1.Z

Harrow Development Management Policies Local Plan 2013:

DM1, DM2, DM9, DM10, DM12, DM14, DM22, DM32, DM35, DM40, DM42, DM44, DM45 and DM46

Harrow and Wealdstone Area Action Plan 2013: AAP1, AAP2, AAP4, AAP7, AAP9 and AAP19

2. Considerate Contractor Code of Practice

The applicant's attention is drawn to the requirements in the Considerate Contractor Code of Practice. In the interests of minimising any adverse effects arising from building operations, the limitations on hours of working are as follows: 0800-1800 hours Mond–y - Friday (not including Bank Holidays) 0800-1300 hours Saturday

3. Party Wall Act:

The Party Wall etc. Act 1996 requires a building owner to notify and obtain formal agreement from adjoining owner(s) where the building owner intends to carry out building work which involves:

1. work on an existing wall shared with another property;
2. building on the boundary with a neighbouring property;
3. excavating near a neighbouring building, and that work falls within the scope of the Act.

Procedures under this Act are quite separate from the need for planning permission or building regulations approval"

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

Communities and Local Government Publications, PO Box 236, Wetherby, LS23 7NB

Please quote Product code: 02 BR 00862 when ordering.

Also available for download from the Portal [website](#):

<https://www.gov.uk/party-wall-etc-act-1996-guidance>

4. Liability For Damage to Highway

The applicant is advised to ensure that the highway is not interfered with or obstructed at any time during the execution of any works on land adjacent to a highway. The applicant is liable for any damage caused to any footway, footpath, grass verge, vehicle crossing, carriageway or highway asset. Please report any damage to nrswa@harrow.gov.uk or telephone 020 8424 1884 where assistance with the repair of the damage is available, at the applicants expense. Failure to report any damage could result in a charge being levied against the property.

5. Grant with Pre-App Advice

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

This decision has been taken in accordance with paragraphs 39-42 of The National Planning Policy Framework. Pre-application advice was sought and provided and the submitted application was in accordance with that advice..

6. Surface and Foul Water Connections

The applicant is advised that the Drainage Authority in Harrow recommends the submission of a drainage plan, for their approval, indicating all surface and foul water connections and their outfall details. Please also note that separate systems are used in Harrow for surface water and foul water discharge. Please email infrastructure@harrow.gov.uk with your plans.

7. Sustainable Drainage Systems

The applicant is advised that surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SUDS). SUDS are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on or near the site as opposed to traditional drainage approaches which involve piping water off site as quickly as possible.

SUDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands. SUDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, and improving water quality and amenity.

Where the intention is to use soak ways they should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

Support for the SUDS approach to managing surface water run-off is set out in the National Planning Policy Framework (NPPF) and its accompanying technical guidance, as well as the London Plan. Specifically, the NPPF (2023) 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. The London Plan (2021) requires development to utilise sustainable drainage systems unless there are practical reasons for not doing so. Sustainable drainage systems cover the whole range of sustainable approaches to surface drainage management. They are designed to control surface water run-off close to where it falls and mimic natural drainage as closely as possible. Therefore, almost any development should be able to include a sustainable drainage scheme based on these principles.

The applicant can contact Harrow Drainage Section for further information.

8. Mayoral CIL

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 £16,583 (Includes Indexation)

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://eplan.harrow.gov.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

9. Harrow CIL

Harrow has a Community Infrastructure Levy which applies Borough wide for certain developments of over 100sqm gross internal floor space.

Har'ow'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 us-s - Nil.

The Provisional Harrow CIL liability for the application, based on the Harrow CIL levy rate for Harrow of £100 sqm is £40,714 (Includes Indexation)

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 website where you can download the relevant CIL Forms.

Please complete and return the Assumption of Liability Form 1 and CIL Additional Information Form 0 .

https://ecab.planningportal.co.uk/uploads/1app/forms/form_1_assumption_of_liability.pdf

https://ecab.planningportal.co.uk/uploads/1app/forms/cil_questions.pdf

If you have a Commencement Date please also complete CIL Form 6:

https://ecab.planningportal.co.uk/uploads/1app/forms/form_6_commencement_notice.pdf

The above forms should be emailed to HarrowCIL@Harrow.gov.uk

Please note that the above forms must be completed and provided to the Council prior to the commencement of the development; failure to do this may result in surcharges

10. Thames Water

The applicant can contact Thames Water developer services by email: developer.services@thameswater.co.uk or by phone: 0800 009 3921 or on Thames Water website www.developerservices.co.uk for drainage connections consent.

11. Street 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). http://www.harrow.gov.uk/info/100011/transport_and_streets/1579/street_naming_and_numbering



12. Advertisement Consent Required for New Signage

The applicant is advised that the new fascia signage proposed to the front of the undercroft pedestrian accessway (fronting Station Road) has not been assessed and approved as part of this application. The applicant will be required to submit a separate advertisement consent application for this new fascia signage.

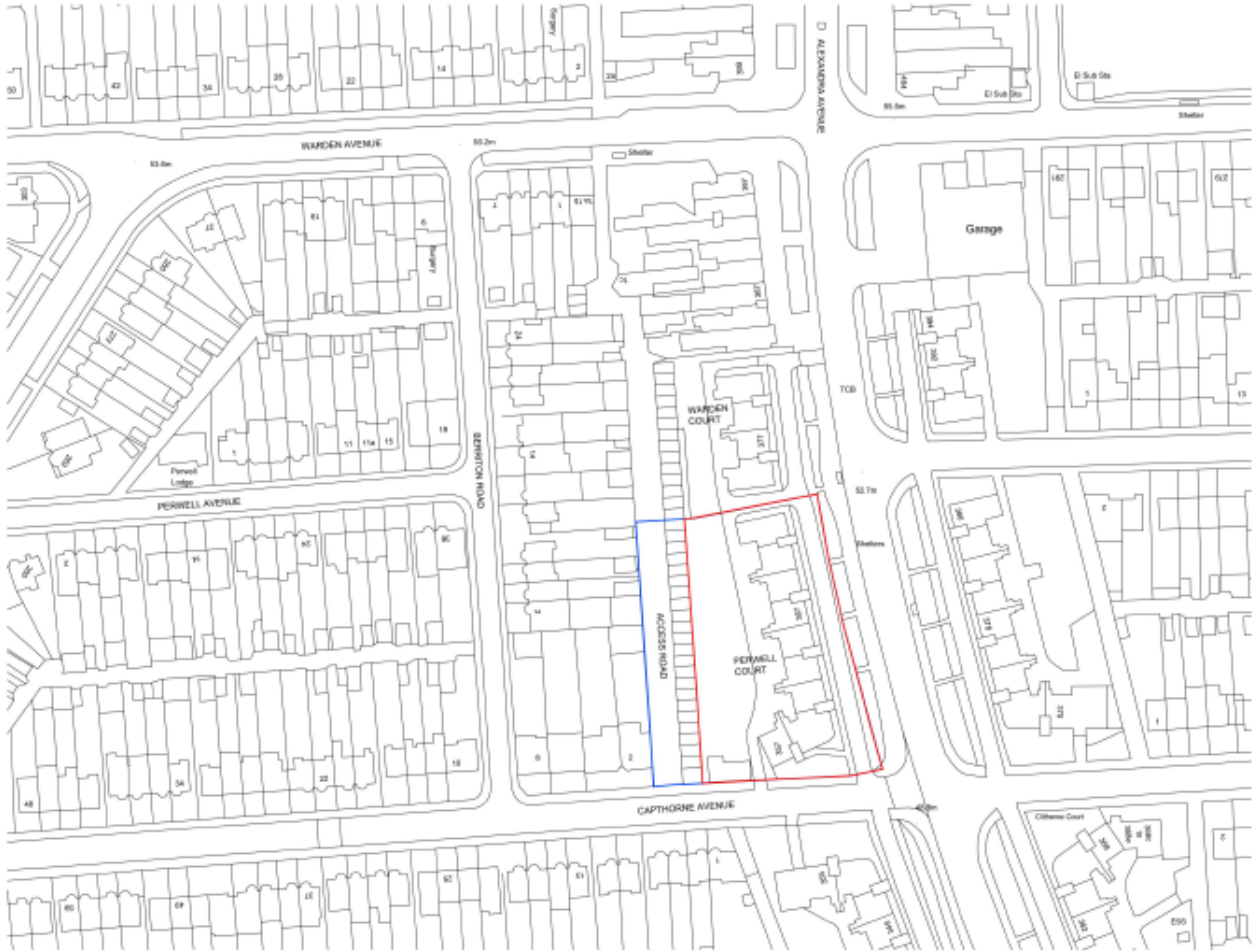
13. External Art Displays

The applicant is advised that the external art display located within the courtyard area and the external art display located to the roof of the gallery interconnected with Block A have not been assessed and approved as part of this application. Separate planning permission may be required for these art displays.

CHECKED

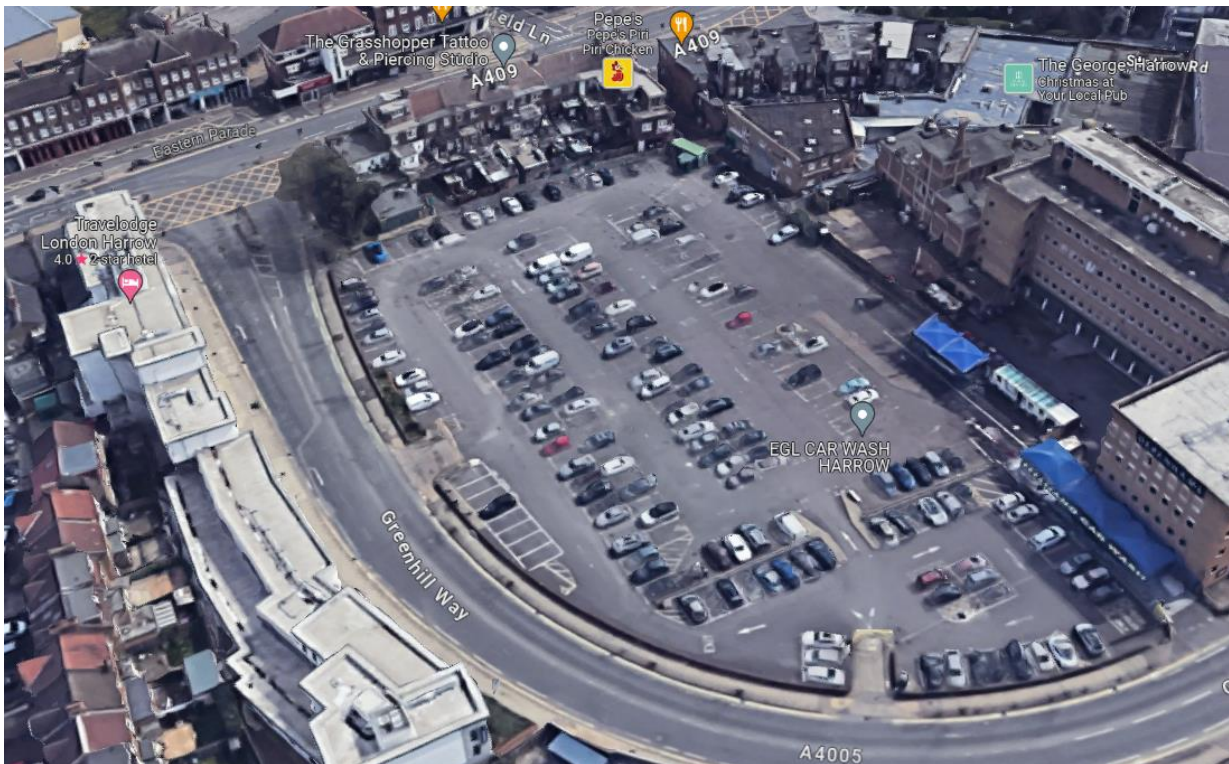
 <p>Orla Murphy Head of Development Management 30th November 2023</p>	 <p>Viv Evans Chief Planning Officer 30th November 2023</p>
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APPENDIX 2: SITE PLAN



APPENDIX 3: SITE PHOTOS

Aerial View of Site



View of Site from Greenhill Way



Additional View of Site from Greenhill Way



Additional Photographs



Approach to site from Greenhill Way / Station Road Junction, to the north



Site area of Greenhill Way Car Park at the rear of 229-235 Station Rd, looking north-east

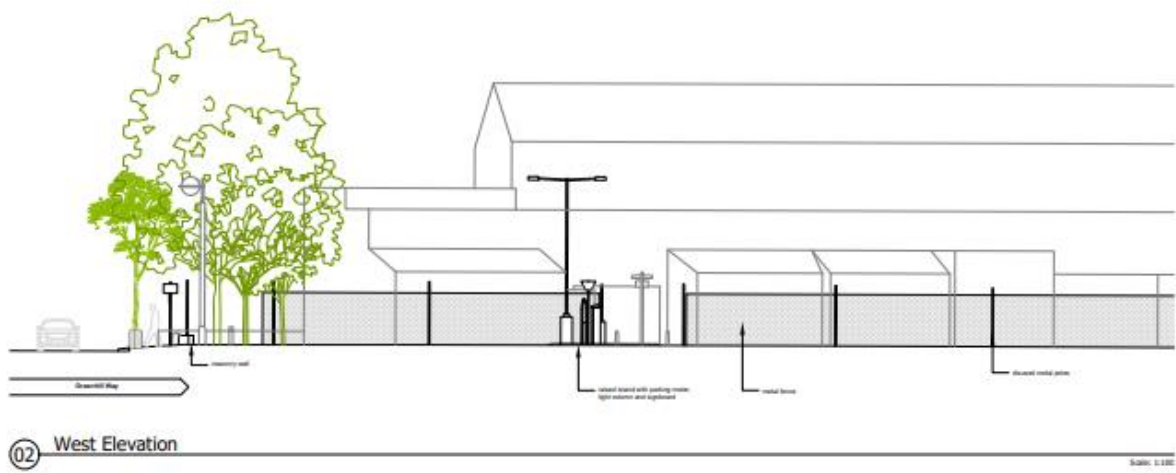
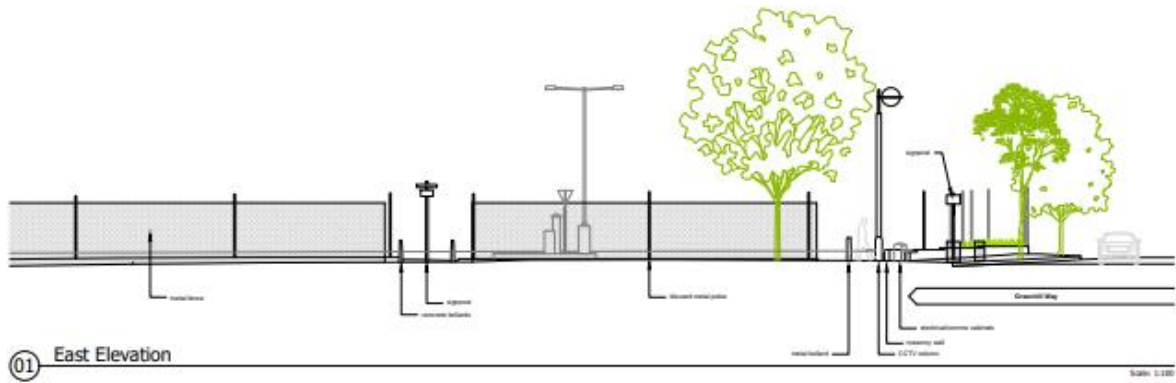


Undercroft approach between 229 and 233 Station Road



Site area of Greenhill Way Car Park, looking south-west

Existing East and West Elevations



Proposed Ground Floor Plan



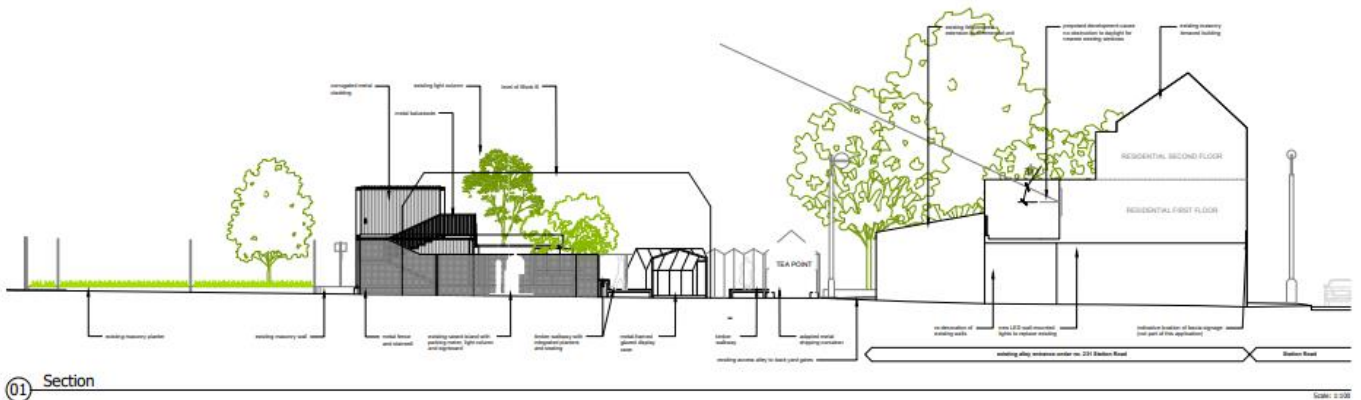
Proposed First Floor Plan



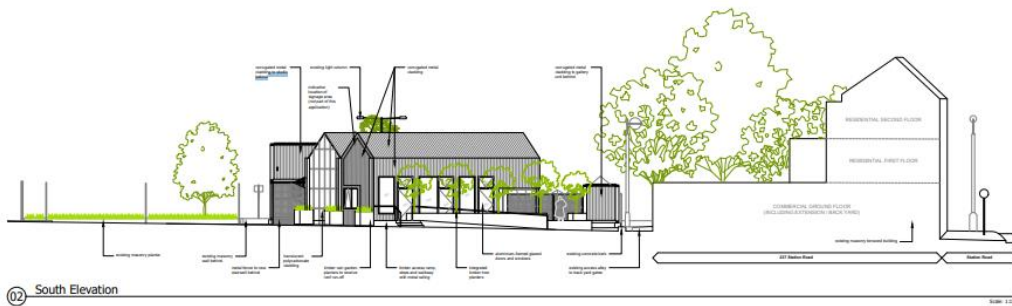
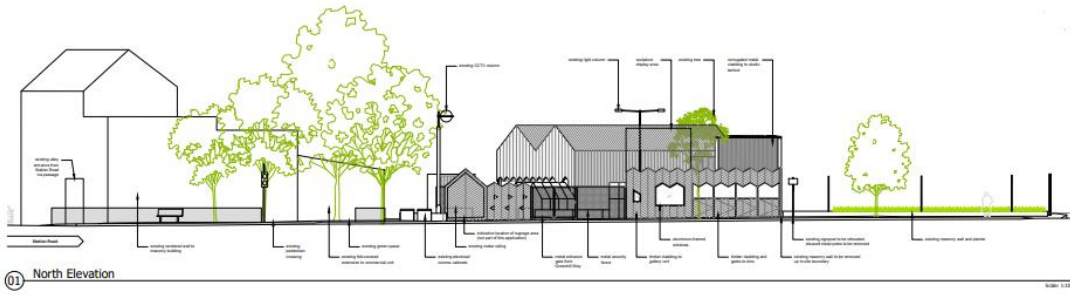
Proposed Roof Plan



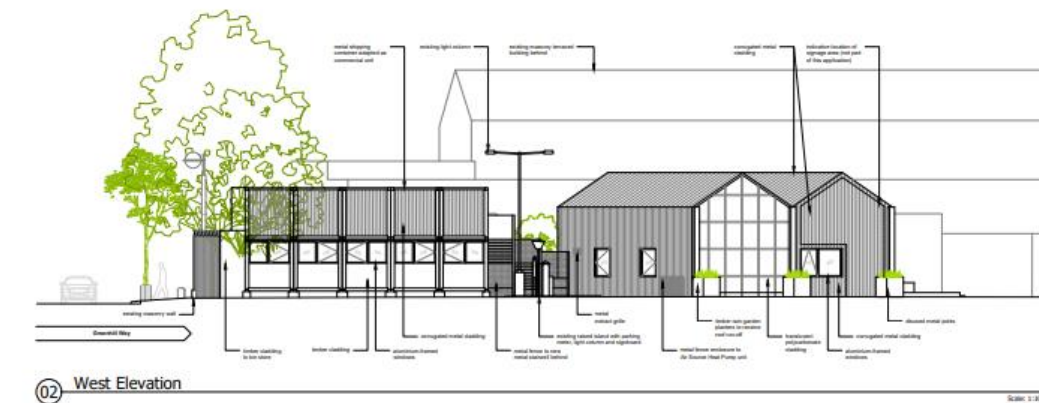
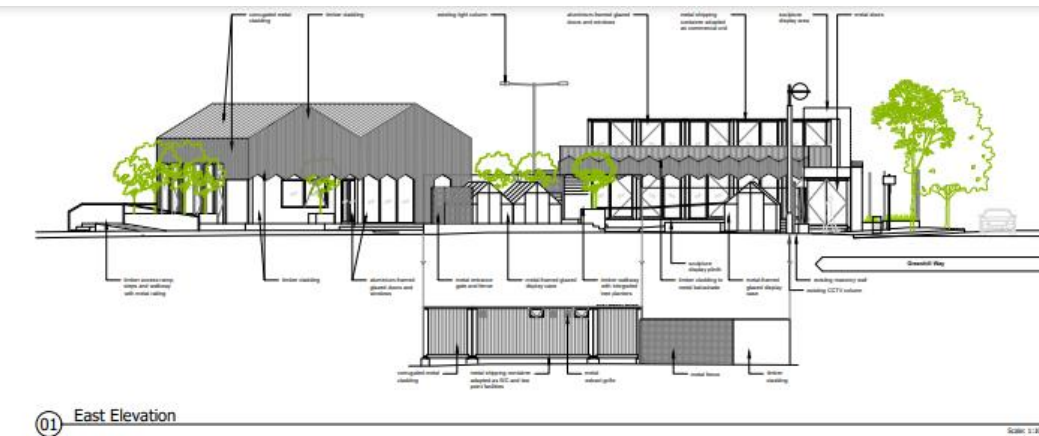
Proposed Section



Proposed North and South Elevations



Proposed East and West Elevations



Sketch of Development

DESIGN ELEMENTS	
01	creative maker workspace studios
02	leisure space with cafe offer
03	existing parking pay + display + lamppost
04	external access stairway to first floor
05	key gallery view / vista from alleyway
06	deck areas supporting seating / spill-out
07	art gallery: glazed display box
08	workspace studios 20ft containers [5F]
09	workspace studios 15ft containers [1F]
10	shared WC + tea point + external tap
11	art/gallery: display podium
12	art/gallery: display plinth
13	bin store
14	art gallery: micro-gallery space 8ft container
15	central open square + outdoor gallery
16	art gallery: micro-gallery space 15ft container
17	façade signage to undercroft entrance
18	lighting + decoration to undercroft
19	junction entrance incl. security gates
20	existing mature trees by junction



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