

# Planning Committee Agenda

**Date:** Wednesday 16 February 2022

**Time:** 6.30 pm

**Venue:** Council Chamber, Harrow Civic Centre, Station Road, Harrow, HA1 2XY

The date and time for the site visit for Planning Committee Members will be communicated in due course.

The date and time for the briefing for Planning Committee Members will be communicated in due course.

## Membership (Quorum 3)

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**Chair:** Councillor Nitin Parekh

**Labour Councillors:** Simon Brown (VC)  
Maxine Henson  
Rekha Shah

**Conservative Councillors:** Marilyn Ashton  
Christopher Baxter  
Anjana Patel

**Labour Reserve Members:**

1. Peymana Assad
2. Dean Gilligan
3. James Lee
4. Ajay Maru

**Conservative Reserve Members:**

1. Bharat Thakker
2. Norman Stevenson
3. Ameet Jogia

**Contact:** Mwim Chellah, Senior Democratic & Electoral Services Officer  
Tel: 07761 405966 E-mail: [mwimanji.chellah@harrow.gov.uk](mailto:mwimanji.chellah@harrow.gov.uk)

Scan this code for the electronic agenda:



# Useful Information

## Meeting details:

This meeting is open to the press and public:

Directions to the Civic Centre can be found at:

[www.harrow.gov.uk/contact](http://www.harrow.gov.uk/contact)

and can be viewed on [www.harrow.gov.uk/virtualmeeting](http://www.harrow.gov.uk/virtualmeeting)

## Meeting access / special requirements.

The public will be admitted on a first-come-first basis and you will be directed to seats.

If you are a registered speaker please advise Security on your arrival.

If you are attending the meeting please:

- (1) Take a Covid 19 test up to 24 hours before the meeting. Harrow residents can book a test by visiting <https://www.harrow.gov.uk/coronavirus-covid-19/book-covid-test>. If you are not a Harrow resident, please visit your local authority's webpages for your closest test site. Alternatively, you can request a Home Test by visiting <https://www.gov.uk/order-coronavirus-rapid-lateral-flow-tests>. If you do not have access to the internet, please call 119 or speak to your Local Chemist;
- (2) Scan the NHS Test and Trace barcode or provide your contact information;
- (3) Wear a face covering and use the hand sanitiser;
- (4) Stay seated during the meeting;
- (5) Access the meeting agenda online at: <https://moderngov.harrow.gov.uk/ieListMeetings.aspx?CId=1001&Year=0>; and
- (6) Follow the social distancing and other instructions of the Security Officers.

The Civic Centre is accessible to people with special needs. There are accessible toilets and lifts to meeting room. If you have special requirements, please contact the officer listed on the front page of this agenda.

## Filming / recording of meetings

Please note that proceedings at this meeting will be recorded or filmed. If you choose to attend, you will be deemed to have consented to being recorded and/or filmed.

The recording will be made available on the Council website following the meeting.

When present in the meeting room, silent mode should be enabled for all mobile devices.

**Agenda publication date: Monday, 7 February 2022**

# Agenda - Part I

## Guidance Note for Members of the Public attending the Planning Committee (Pages 5 - 8)

### 1. Attendance by Reserve Members

To note the attendance at this meeting of any duly appointed Reserve Members.

Reserve Members may attend meetings:-

- (i) to take the place of an ordinary Member for whom they are a reserve;
- (ii) where the ordinary Member will be absent for the whole of the meeting; and
- (iii) the meeting notes at the start of the meeting at the item 'Reserves' that the Reserve Member is or will be attending as a reserve;
- (iv) if a Reserve Member whose intention to attend has been noted arrives after the commencement of the meeting, then that Reserve Member can only act as a Member from the start of the next item of business on the agenda after his/her arrival.

### 2. Right of Members to Speak

To agree requests to speak from Councillors who are not Members of the Committee, in accordance with Committee Procedure 4.1.

### 3. Declarations of Interest

To receive declarations of disclosable pecuniary or non pecuniary interests, arising from business to be transacted at this meeting, from:

- (a) all Members of the Committee;
- (b) all other Members present.

### 4. Minutes (Pages 9 - 18)

That the minutes of the meeting held on 19 January 2022 be taken as read and signed as a correct record.

### 5. Public Questions

To receive any public questions received in accordance with Committee Procedure Rule 17 (Part 4B of the Constitution).

Questions will be asked in the order in which they were received. There will be a time limit of 15 minutes for the asking and answering of public questions.

**[The deadline for receipt of public questions is 3.00 pm, 11 February 2022. Questions should be sent to [publicquestions@harrow.gov.uk](mailto:publicquestions@harrow.gov.uk)**

**No person may submit more than one question].**

### 6. Petitions

To receive petitions (if any) submitted by members of the public/Councillors under the provisions of Committee Procedure Rule 15 (Part 4B of the Constitution).

### 7. Deputations

To receive deputations (if any) under the provisions of Committee Procedure Rule 16 (Part 4B) of the Constitution.

8. **References from Council and other Committees/Panels**

To receive references from Council and any other Committees or Panels (if any).

9. **Addendum** (To Follow)

10. **Representations on Planning Applications**

To confirm whether representations are to be received, under Committee Procedure Rule 29 (Part 4B of the Constitution), from objectors and applicants regarding planning applications on the agenda.

**Planning Applications Received**

Report of the Divisional Director, Planning - circulated separately.

Members are reminded that, in accordance with the Planning Protocol, where Councillors disagree with the advice of the Divisional Director, Planning, it will be the Members' responsibility to clearly set out the reasons for refusal where the Officer recommendation is for grant. The planning reasons for rejecting the Officer's advice must be clearly stated, whatever the recommendation and recorded in the minutes. The Officer must be given the opportunity to explain the implications of the contrary decision.

**11. Section 1 - Major Applications**

(a)	1/01, Harrow Council Civic Car Park A Milton Rd & 9 Station Road, Milton Road, P/4477/21	MARLBOROUGH	GRANT SUBJECT TO LEGAL AGREEMENT	(Pages 19 - 80)
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**12. Section 2 - Other Applications recommended for Grant**

(a)	2/01, 1 Clifton Road HA3 9NX, P/4155/21	KENTON EAST	GRANT	(Pages 81 - 116)
(b)	2/02, 5 Priory Way HA2 6DQ, P/4105/21	HEADSTONE NORTH	GRANT	(Pages 117 - 134)
(c)	2/03, 20 Manor Road HA1 2PB, P/1684/21	GREENHILL	GRANT SUBJECT TO LEGAL AGREEMENT	(Pages 135 - 172)

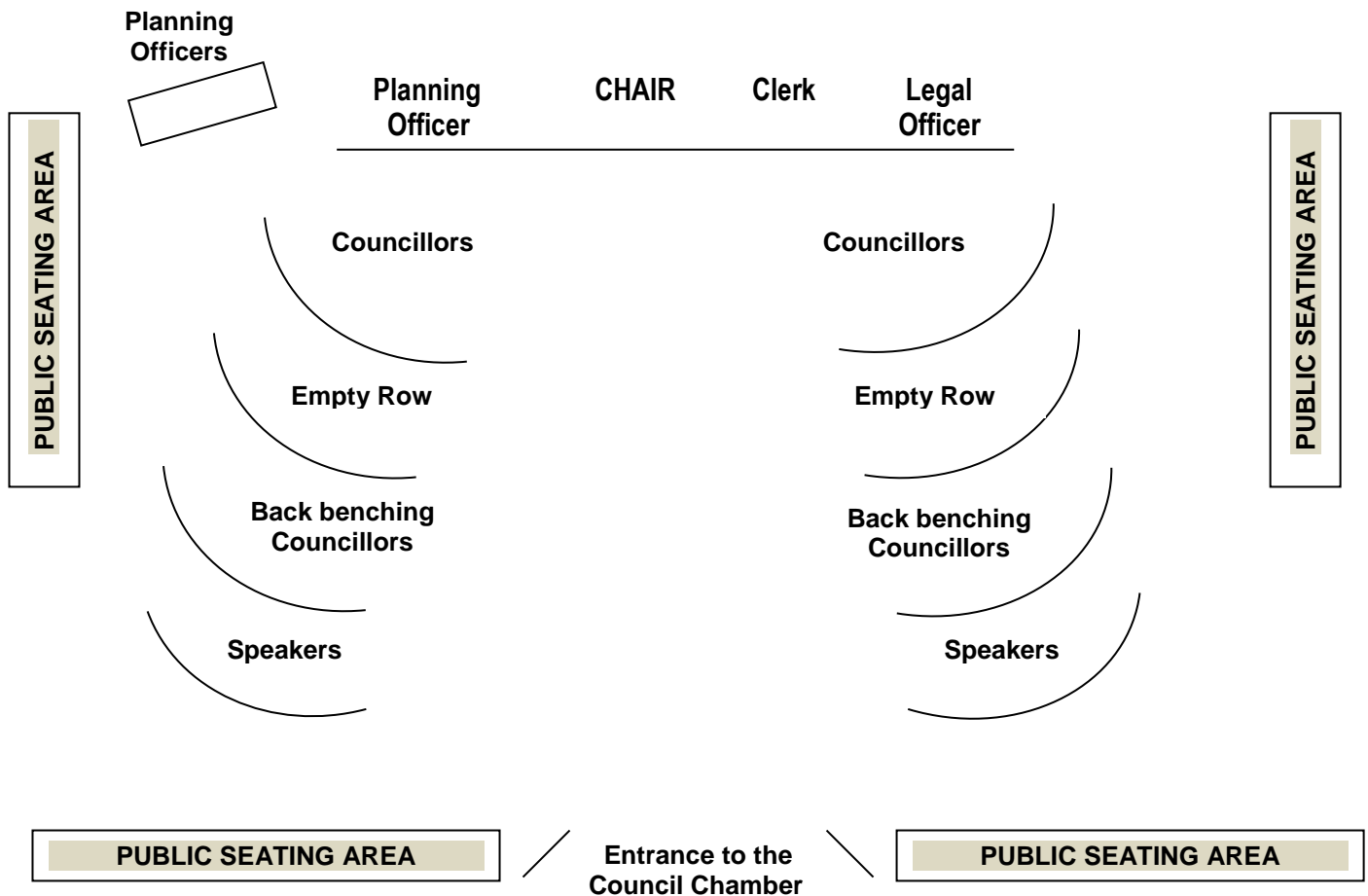
13. **Any Other Urgent Business**

Which cannot otherwise be dealt with.

**Agenda - Part II - NIL**

## GUIDANCE NOTE FOR MEMBERS OF THE PUBLIC ATTENDING THE PLANNING COMMITTEE

### Typical Planning Committee Layout for the Council Chamber



### Order of Committee Business

It is the usual practice for the Committee to bring forward to the early part of the meeting, those planning applications where notice has been given that objectors wish to speak, or where members of the public have come to hear the debate. However, often the agendas are quite long and the Committee may want to raise questions with officers and enter into detailed discussion over particular applications. This means that members of the public may have to wait some time before the application they are interested in is discussed. Additionally, the Committee may take a short break around 8.30 pm.

### Rights of Objectors & Applicants to Speak at Planning Committees

*[Please note that objectors may only speak if they requested to do so by 5.00 pm on the working day before the meeting]*

In summary, where a planning application is recommended for grant by the Divisional Director of Planning, a representative of the objectors may address the Committee for up to 3 minutes. Where an objector speaks, the applicant has a right of reply. The Planning Service advises neighbouring residents and applicants of this procedure.

The Planning Committee is a formal quasi-judicial body of the Council with responsibility for determining applications, hence the need to apply rules governing the rights of public to speak. Full details of this procedure are set out in the Council's Constitution, which also provides useful information for Members of the public wishing to present petitions, deputations or ask public questions at Planning Committee, and the rules governing these. The relevant pages of the Constitution can be accessed via this link:

<http://www.harrow.gov.uk/www2/documents/s151078/029%20Part%204B%20Committee%20Procedure%20Rules.pdf>

## **Addendum**

In addition to the agenda, an Addendum is produced on the day before the meeting, with any final updates included in a second Addendum on the day of the meeting. These documents update the Committee on any additional information received since the formal agenda was published and also identifies any applications which have been withdrawn by applicants or which officers are recommending for deferral.

**A limited number of hard copy agendas and addendums are available for the public in the Council Chamber from approximately 6.00 pm onwards on the day of the meeting.**

## **Decisions taken by the Planning Committee**

The types of decisions commonly taken by the Planning Committee are set out below:

### **Refuse permission:**

Where a proposal does not comply with the Council's (or national) policies or guidance and the proposal is considered unacceptable, the Committee may refuse planning permission. The applicant can appeal to the Secretary of State against such a decision. Where the Committee refuse permission contrary to the officer recommendation, clear reasons will be specified by the Committee at the meeting.

### **Grant permission as recommended:**

Where a proposal complies with the Council's (or national) policies or guidance and the proposal is considered acceptable, the Committee may grant permission. Conditions are normally imposed.

### **Minded to grant permission contrary to officer's recommendation:**

On occasions, the Committee may consider the proposal put before them is acceptable, notwithstanding an officer recommendation of refusal. In this event, the application will be deferred and brought back to a subsequent meeting. Renotification will be carried out to advise that the Committee is minded to grant the application.

### **Defer for a site visit:**

If the Committee decides that it can better consider an application after visiting the site and seeing the likely impact of a proposal for themselves, then the application may be deferred until the next meeting, for an organised Member site visit to take place.

### **Defer for further information/to seek amendments:**

If the Committee considers that it does not have sufficient information to make a decision, or if it wishes to seek amendments to a proposal, the application may be deferred to a subsequent meeting.

**Grant permission subject to a legal agreement:**

Sometimes requirements need to be attached to a planning permission which cannot be dealt with satisfactorily by conditions. The Committee therefore may grant permission subject to a legal agreement being entered into by the Council and the Applicant/Land owner to ensure these additional requirements are met.

**(Important Note:** *This is intended to be a general guide to help members of the public understand the Planning Committee procedures. It is not an authoritative statement of the law. Also, the Committee may, on occasion, vary procedures***).**

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# Planning Committee

## Minutes

### 19 January 2022

**Present:**

**Chair:** Councillor Nitin Parekh

**Councillors:** Marilyn Ashton  
Christopher Baxter  
Simon Brown  
Ajay Maru  
Anjana Patel  
Rekha Shah

**Apologies received:** Maxine Henson

**438. Attendance by Reserve Members**

**RESOLVED:** To note the attendance at this meeting of the following duly appointed Reserve Member:

Ordinary Member

Reserve Member

Councillor Maxine Henson

Councillor Ajay Maru

**439. Right of Members to Speak**

**RESOLVED:** To note that there were none.

**440. Declarations of Interest**

**RESOLVED:** To note that there were none.

**441. Minutes**

**RESOLVED:** That the minutes of the meeting held on 8 December 2021 be taken as read and signed as a correct record.

**442. Public Questions**

**RESOLVED:** To note that no public questions were put.

**443. Petitions**

**RESOLVED:** To note that no petitions were received.

**444. Deputations**

**RESOLVED:** To note that no deputations were received.

**445. References from Council and other Committees/Panels**

**RESOLVED:** To note that there were none.

**446. Addendum**

**RESOLVED:** To accept the Addendum, and Supplemental Addendum.

**447. Representations on Planning Applications**

**RESOLVED:** That in accordance with the provisions of Committee Procedure Rule 29 (Part 4B of the Constitution), representations be received in respect of item 2/03 and 2/06 on the list of planning applications.

**Resolved Items**

**448. 2/01, Kilby's Industrial Estate & No.s 1-5 Bacon Lane, Edgware, P/3522/21**

**PROPOSAL:** the proposal was for a variation of condition 2 (Approved Plans) attached to planning permission P/3667/19 (dated 11 March 2021) to allow addition of a rear dormer to 10 of the houses approved.

Councillor Marilyn Ashton proposed refusal for the following reason:

- 1) the additional former windows, by reason of their siting, will give rise to undue overlooking and loss of privacy to the dwellings nearby, over and above the approved proposal, and given that these rooms are now going to be used as studies, this will result in a loss of residential amenities within the locality, contrary to policies CS1 Harrow Core Strategy (2012), DM1 Harrow Development Management Policy (2013) and D1 London Plan (2021).

The proposal was seconded by Councillor Anjana Patel, put to the vote and agreed.

The Committee resolved to refuse officer recommendation.

### **RECOMMENDATION**

The Planning Committee was asked to:

- 1) grant planning permission for the reason set out below, subject to the conditions in Appendix 1, and a variation to the S106 attached to planning permission P/3667/19 (dated 11 March 2021).

### **DECISION: REFUSE**

The Committee wished it to be recorded that the decision to refuse the application was by majority of votes.

Councillors Ashton, Baxter, Maru, Parekh, Patel and Shah voted to refuse the application.

Councillor Brown voted against the motion to refuse the application.

#### **449. 2/02, 7 The Avenue, Rayners Lane, P/3949/21**

**PROPOSAL:** conversion of dwelling into two flats (1 x 2 bed and 1 x 1 bed).

The Committee resolved to accept officer recommendation.

### **RECOMMENDATION**

The Planning Committee was asked to:

- 1) agree the reasons for approval as set out in the report; and
- 2) grant planning permission subject to subject to the Conditions listed in Appendix 1 of the report.

### **DECISION: GRANT**

The Committee wished it to be recorded that the decision to grant the application was by majority of votes.

Councillors Brown, Maru, Parekh and Shah voted to grant the application.

Councillors Ashton, Baxter and Patel abstained from voting on the application.

**450. 2/03, 15 Formby Avenue, Stanmore, P/4077/21**

**PROPOSAL:** conversion of dwelling into two flats (2 x 2 bed); external alterations; separate amenity space; bin and cycle stores.

The Committee received representation from Dipika Patel (objector), and Dan Zecevic (applicant), who urged the Committee to refuse and approve the application, respectively.

The Committee resolved to accept officer recommendation.

**RECOMMENDATION**

The Planning Committee was asked to:

- 1) agree the reasons for approval as set out in the report; and
- 2) grant planning permission subject to the conditions set out in Appendix 1 of the report, as varied in the Addendum.

**DECISION: GRANT**

The Committee wished it to be recorded that the decision to grant the application was by majority of votes.

Councillors Brown, Maru, Parekh and Shah voted to grant the application.

Councillors Ashton, Baxter and Patel abstained from voting on the application.

**451. 2/04, 70 Uxbridge Road, Harrow Weald, P/2585/21**

**PROPOSAL:** redevelopment to provide two storey building with habitable roof space to create eight flats (6 x 1 bed and 2 x 2 bed); landscaping, parking, refuse bins and cycle storage involving demolition of existing house.

Councillor Marilyn Ashton proposed refusal for the following reason:

- 2) the proposal provides no on-site disabled parking spaces to the detriment of the future occupiers' amenities, who may require disabled parking facilities and where, given the location of the development site, none can be provided nearby on the public highway, contrary to policies, CS1 Harrow Core Strategy (2012), T6.1 London Plan (2021), DM1 Harrow Development Management Plan (2013).

The proposal was seconded by Councillor Christopher Baxter, put to the vote and agreed.

The Committee resolved to refuse officer recommendations.

**RECOMMENDATION**

The Planning Committee was asked to:

- 1) agree the reasons for approval as set out in the report; and
- 2) grant planning permission subject to the Conditions listed in Appendix 1 of the report.

**DECISION: REFUSE**

The Committee wished it to be recorded that the decision to refuse the application was unanimous.

**452. 2/05, 87 Lankers Drive, Harrow, P/4226/21**

**PROPOSAL:** single storey rear extension.

Councillor Marilyn Ashton proposed deferral to allow officers to negotiate with the applicants with respect of the roofing material.

The proposal was seconded by Councillor Christopher Baxter, put to the vote and agreed.

**RECOMMENDATION**

The Planning Committee was asked to:

- 1) agree the reasons for approval as set out in the report; and
- 2) grant planning permission subject to the conditions listed in Appendix 1 of the report.

**DECISION: DEFER**

The Committee wished it to be recorded that the decision to defer the application was unanimous.

**453. 2/06, 123a Whitchurch Lane, Edgware, P/3797/21**

**PROPOSAL:** re-development to provide nine two storey dwelling houses (9 x 3 bed) associated private amenity space; parking; boundary treatment; landscaping; bin / cycle storage.

The Committee received representation from Raksha Lad (objector), and Greg Cooper (agent for applicant), who urged the Committee to refuse and approve the application, respectively.

The Committee resolved to accept officer recommendations.

**RECOMMENDATION**

The Planning Committee was asked to:

- 1) agree the reasons for approval as set out in the report, and
- 2) grant planning permission subject to Conditions listed in appendix 1 of the report.

**DECISION: GRANT**

The Committee wished it to be recorded that the decision to grant the application was by majority of votes.

Councillors Brown, Maru, Parekh and Shah voted to grant the application.

Councillors Ashton, Baxter and Patel abstained from voting on the application.

**454. 2/07, 196 Northolt Road, Harrow, P/2372/21**

**PROPOSAL:** redevelopment to provide a six-storey building comprising ground floor commercial space with eight flats above (6 x studios and 2 x 3 bed); bin and cycle stores at rear.

The Committee resolved to accept officer recommendations.

## **RECOMMENDATION A**

The Planning Committee was asked to:

- 1) agree the reasons for approval as set out in the report; and
- 2) grant planning permission subject to the conditions and the planning obligations in the report and Addendum and authority being delegated to the Interim 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 legislation and issue of the planning permission subject to any minor amendments to the conditions (set out in Appendix 1 of this report) or the legal agreement. The Section 106 Agreement Heads of Terms would cover the following matters:
  - 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 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 and a monitoring fee; and
  - iii. Legal Fees - payment of Harrow Council’s reasonable costs in the preparation of the legal agreement.

## **RECOMMENDATION B**

That if the Section 106 Agreement is not completed by 31st March 2022, or as such extended period as may be agreed by the Interim Chief Planning Officer, then it is recommended to delegate the decision to REFUSE planning permission to the Interim Chief Planning Officer on the grounds that: 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 physical infrastructural improvements arising directly from the development, contrary to the National Planning Policy Framework (2021), policies T3 and DF1 of The London Plan (2021), Core Strategy (2012) policy CS1, and policies DM1, DM43 and DM 50 of the Harrow Development Management Policies Local Plan and the Supplementary Planning Document: Planning Obligations & Affordable Housing (2013).

**DECISION: GRANT**

The Committee wished it to be recorded that the decision to grant the application was unanimous.

#### **455. Any Other Urgent Business - 30 West Street Report**

Councillor Marilyn Ashton proposed that Standing Orders be suspended to allow for representation on the Report on the Castle Public House, 30 West Street, Harrow on the Hill, HA2 3JA, with Appendix 1 – Guidance as to Legislative Framework for Tree in Conservation Area Related Matters.

This was seconded by Councillor Anjana Patel, put to the vote and lost.

Councillors Ashton, Baxter and Patel voted in support of the motion.

Councillors Brown, Maru, Parekh and Shah voted against the motion.

The Committee received the Report, which was an Information Report.

The Report set out the current position with respect to Castle Public House, 30 West Street and Appendix 1, providing guidance as to the Legislative Framework for the preservation of trees in Conservation Areas.

**RESOLVED:** That the Report be noted.

#### **456. Part 2 Report - 30 West Street**

The Part 2 Report provided an update to Members as to the ongoing enforcement investigation regarding the tree felling at the Castle Public House, 30 West Street, Harrow on the Hill, HA2 3JA.

There was no Part II (private) discussion on the Report.

**The audio/video recording of this meeting can be found at the following link:**

<https://www.harrow.gov.uk/virtualmeeting>

(Note: The meeting, having commenced at 6.30 pm, closed at 9.00 pm).

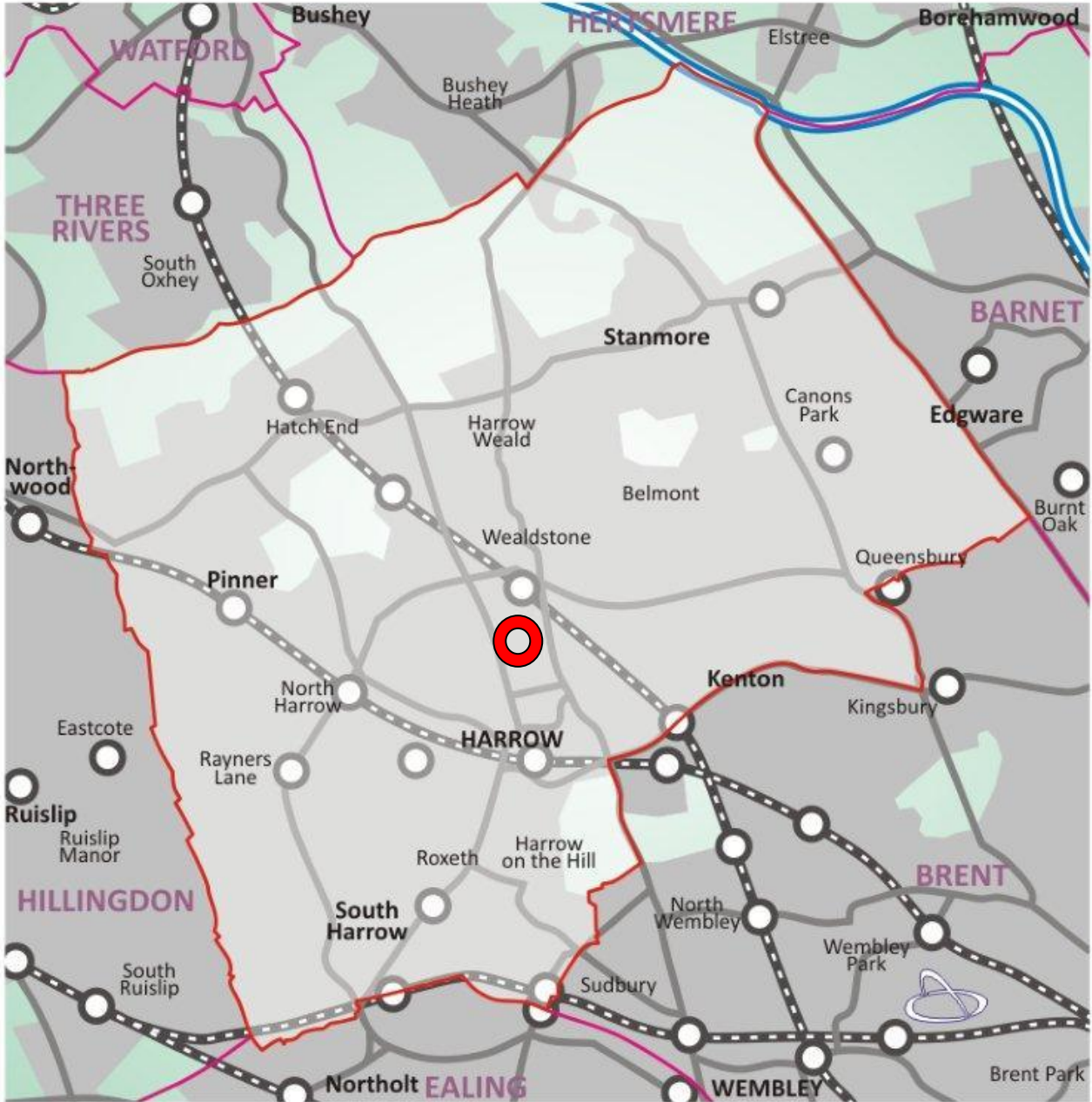
(Signed) Councillor Nitin Parekh  
Chair





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 = application site



<b>Harrow Council Civic Car Park A Milton Rd &amp; 9 Station Road, Station Road, Milton Road</b>	<b>P/4477/21</b>
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## LONDON BOROUGH OF HARROW

### PLANNING COMMITTEE

16<sup>th</sup> February 2022

**APPLICATION NUMBER:** P/4477/21  
**VALID DATE:** 18/11/2021  
**LOCATION:** HARROW COUNCIL CIVIC CENTRE CAR PARK A  
MILTON ROAD AND 9 STATION ROAD.  
**WARD:** MARLBOROUGH  
**POSTCODE:** HA1 2XH  
**APPLICANT:** HARROW COUNCIL  
**AGENT:** CBRE  
**CASE OFFICER:** KATIE PARKINS  
**EXPIRY DATE:** 1<sup>st</sup> June 2022

### PROPOSAL

Development of apartment building comprising residential units (use class C3) and flexible non residential use to ground floor (Use Class E and/or F1 and/or F2); townhouses (use class C3); landscaping; boundary treatment; parking; bin and cycle stores

Details: Apartment building with height ranging from 4 - 7 storeys comprising 29 residential units (21 X 1 bed, 8 X 2 bed) and 10x 3 storey townhouses (6 X 3 bed and 4 X 4 bed).

### RECOMMENDATION A

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 authority being delegated to the Interim 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.

### AFFORDABLE HOUSING

- (a) To be provided as per the submitted details and retained in perpetuity.
- (b) In securing the Shared Ownership tenure of the affordable housing offer, a cascade mechanism is required to offer these units to Harrow residents at Harrow income levels. Following this, it can be released to the West London Alliance boroughs, and then out to London wide (in line with The Mayor of London's income cap).

## REPLACEMENT TREES

- (a) 26 x replacement trees & maintenance – TBC

## PLAY SPACE CONTRIBUTION

- (a) Children's Play Space – £6,365.

## HIGHWAYS

- (a) Parking Permit Restrictions - £1,780
- (b) Alteration to the existing loading restriction - £3,000
- (c) 2 x cycle racks on the public highway - £2,000

## CARBON OFFSET

- (a) £93,912 carbon offset payment prior to the commencement of development (circa 27 tonnes offset per annum)
- (b) Provisions safeguarding the potential for connection to any future heat network capable of serving the development
- (c) Submission of final 'As Built' carbon emissions calculations and payment of any additional carbon offset contribution upon completion (in order to ensure development achieves zero carbon)
- (d) Compliance with requirements of the Mayor's 'Be Seen' energy monitoring guidance

## **RECOMMENDATION B**

That if, by 1st June 2022 or such extended period as may be agreed in writing by the Interim Chief Planning Officer, the section 106 Planning Obligation is not completed, 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 (2021), policies H4, H5, H6, G5, G7, D2, S12, S4, T3, T4 and T6 of The London Plan (2021), policy CS1 of the Core Strategy (2012), AAP4, AAP5, AAP11 and AAP13 of the Harrow and Wealdstone Area Action Plan (2013), policies DM1, DM7, DM12, DM13, DM14, DM27, DM28, DM42, DM43, DM44 and DM45 and DM50 of the Harrow Development Management Policies Local Plan and the Supplementary Planning Document: Planning Obligations & Affordable Housing (2013).

## **INFORMATION**

This application is reported to Planning Committee as it is a Major Development and therefore falls outside Schedule 1 of the Scheme of Delegation.

Statutory Return Type:	All other Largescale Major Development
Council Interest:	Landowner and Applicant
Net Floorspace:	3,652 sqm
GLA Community Infrastructure Levy (CIL) Contribution (provisional):	£414,293.48
Local CIL requirement:	£596,080.56

## **HUMAN RIGHTS ACT**

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

## **EQUALITIES**

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

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

## **S17 CRIME & DISORDER ACT**

Policy D11 of The London Plan (2021) and Policy DM1 of the Development Management Policies Local Plan require all new developments to have regard to safety and the measures to reduce crime in the design of development proposal. It is considered that the development does not adversely affect crime risk. However, a condition has been recommended for evidence of certification of Secure by Design Accreditation for the development to be submitted to and approved in writing by the Local Planning Authority before any part of the development is occupied or used.

## **1.0 SITE DESCRIPTION**

- 1.1 The site relates to the Citizen's Advice Bureau (9 Station Road) and the Civic Centre Car Park A, which extends along Milton Road. The existing building is two storeys in height and abuts a terrace of ground floor commercial premises fronting Station Road with residential accommodation above
- 1.2 The site is located at the junction of Station Road (A409) and Milton Road. The site is bounded by Milton Road to the north and Station Road to the east. There are residential properties located to the south of the site on Blawith Road and Poets Way bounds the western boundary of the site, adjacent to an overgrown area of scrub and trees. In addition, there are a number of London Plane trees adjacent to the northern boundary of the site.
- 1.3 The application site is within the Opportunity Area and forms part of an allocated site for the wider redevelopment of the Harrow Civic Centre. The site is located between the Harrow Metropolitan Centre and Wealdstone District Centre. Part of the site is within a protected view setting corner – Roxborough Road Footbridge which provides a view of St Mary's spire. In addition, the site is within a protected view setting corridor for the proposed country park at wood farm.
- 1.4 Vehicular access to the site is via Milton Road. The site has a PTAL rating of 4 to 5. The roads surrounding the site are included within a Controlled Parking Zone (CPZ).
- 1.5 The site is within a critical drainage area.
- 1.6 The site is approximately 0.2ha and is therefore a 'small site'.

## **2.0 PROPOSAL**

- 2.1 The proposed development is a row of 3-storey townhouses and a 4-storey apartment building, rising to 7-storey on the corner of Milton Road and Station Road.
- 2.2 100% of the proposed residential units would be affordable. A total of 10 townhouses would be provided and would be available as London Affordable Rent. The apartment building consists of 29 flats, all available as shared ownership.
- 2.3 The Harrow Core Strategy defines tall buildings with the Opportunity Area as 30m and above. The proposed development is 25.4m at its maximum height and therefore does not fall within the definition of a tall building.
- 2.4 The proposed development would be car-free, except for the provision of three accessible parking spaces, which would be accessed via Milton Road and located to the west of the site.

2.5 A communal garden 'Pocket Garden' for future residents is proposed to be located between the townhouses and the apartment building. In addition, a communal amenity space including children's play space is proposed for the wider community and is located to the west of the site.

### **3.0 RELEVANT PLANNING HISTORY**

3.1 None.

### **4.0 CONSULTATION**

4.1 A total of 395 consultation letters were sent to neighbouring properties regarding this application.

4.2 A site notice was posted on the 10<sup>th</sup> December 2021. A Harrow Times advert was published on the 25<sup>th</sup> November 2021. The overall public consultation period expired on the 31<sup>st</sup> December 2021.

4.3 3 objections have been received and are summarised below.

#### **Principle**

- Plans were not transparent and was not aware of the plans for Milton Road when purchased property.

*Officer response: Please note that public consultation was carried out by the Local Planning Authority in accordance with our statutory requirements. This includes sending letters to neighbouring properties, advertising in local newspapers and displaying a site notice.*

#### **Character**

- Proposed heights are disproportionate to surrounding existing buildings.
- Exterior designs do not aesthetically combine with the surrounding architecture.
- The proposed buildings would block the view of the mosque – has spiritual and wellbeing benefits.
- Not in keeping with the Poets Corner development.

*Officer response: Noted, please refer to section 6.4 below.*

#### **Landscaping/Amenity Space/Play Space**

- Insufficient play space.
- The public amenity space will lead to an increase in anti-social behaviour. Will increase noise levels.
- Removal of tree T21 is not justified, it is of good health and was planted in memory.
- 

*Officer response: Noted, please refer to sections 6.4 and 6.5 below.*

#### **Impact to Residential Amenity**



- Loss of privacy due to height and density.
- Unacceptable impact on amenities of properties on Pinner Road and The Gardens.
- Have been running a business in the area with late closing and holding events on regular basis. There would be a level of noise which may affect residents.

*Officer response: Noted, please refer to section 6.5 below.*

#### **Standard of Residential Accommodation**

- Should be greater consideration towards existing neighbouring residents.

*Officer response: Noted, please refer to section 6.5 below.*

#### **Highways**

- Proposal does not include car parking spaces. Will increase congestion in the surrounding area and create parking hazards.
- Not convinced of the legal standing to prevent residents from obtaining parking permit.

*Officer response: Noted, please refer to section 6.5 below.*

#### **Others**

- Putting letters through mailboxes without addressing to anyone specific poses as junk to most people hence lessening awareness.

*Officer response: Please note that public consultation was carried out in accordance with the statutory requirements.*

#### 4.4 Statutory and Non Statutory Consultation

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

<b>Consultation Responses</b>
<p><b>LBH Principal Urban Design Officer</b></p> <p>The general height and massing distribution of the scheme is considered appropriate for the immediate settings of the site. Three storey flat roof townhouse units in a terraced row are of an appropriate scale to relate well with two and three storey semi-detached properties on Blawith Road, provided a suburban back-to-back typology. The apartment block, while significant in height at seven storeys, is of an urban scale fitting for an Opportunity Area, whilst relating to the Central Mosque on the eastern side of Station Road. The block steps down to four storeys for its western portion fronting Milton Road, offering a</p>

better relationship with Nos 1, 3, 5 and 7 Blawith Road with much reduced potential for overlooking between rear elevations. The scheme presents limited daylight and sunlight concerns to surrounding dwellings and buildings, given it lies to the north of Blawith Road properties, with extensive rear gardens creating sufficient separation. No objection.

*Officer response: Noted.*

#### **LBH Highways Officer**

The site has a public transport accessibility level (PTAL) of 4 to 5 (good to very good). The application will be considered in line with the higher PTAL rating in accordance with section 10.6.4 of the London Plan. The commercial unit is not expected to generate any significant demand – the location is part of a parade of existing shops and businesses mainly used by people local to the area or passing by (already on the network). The residential element of the proposal includes a total of 73 cycle parking spaces – 69 long stay and 4 short stay. This amount is in line with London Plan 2021 minimum cycle parking standards. 5% of stands will be accessible meaning that they are capable of facilitating non-standard cycles. Details of cycle storage would be required. We expect a detailed document to reference TfL and WestTrans guidance on delivery and servicing plans including measures to reduce the impact on the highway.

*Officer response: Noted, conditions included.*

#### **LBH Travel Planner**

Due to the size of the development, the TPS will not be subject to a S106 agreement however there should be sufficient measures to deter parking on street as permitted by local parking regulations. A Residential Travel Plan outline has been submitted for approval for 39 residential units comprising of 29 flats and 10 townhouses. The total number of units do not meet Transport for London's guidance for Travel Plan Statement, however in view of plans to redevelopment the adjoining site, I am requesting a Travel Plan Statement (TPS) to be submitted by the 6<sup>th</sup> month following occupation with further details on mitigating measures

*Officer response: Noted, conditions included.*

#### **LBH Drainage Engineer**

No objection subject to conditions relating to surface/foul water drainage and permeable paving.

*Officer response: Noted, conditions included.*

#### **LBH Principal Landscape Architect**

The 'pocket garden' located between the townhouses and residential building provides secure access to cycle storage and a welcome incidental and attractive planted seating area. This space has the potential to become a sociable communal garden space for local residents. The UGF score is lower than required, however it is also noted that as much of the available external space as possible is proposed to be planted. Replacement trees are required at a ration of 2 for 1. Conditions required in relation to soft and hard landscaping, external lighting, landscape management and maintenance plan.

*Officer response: Noted, conditions included.*

**LBH Tree Officer**

Mitigation planting options within the site are likely to be limited owing to space constraints. The subsoil in this area is (as with much of Harrow) generally highly shrinkable clay – so foundations will need to be designed accordingly. A draft tree protection plan and method statement has been provided: this should be implemented exactly as per the recommendations therein, including the arrangements for arboricultural supervision in relation to activities within RPA (installation of geotextile / ground protection, turf removal / soil re-grading etc)

*Officer response: Noted, conditions included.*

**LBH Biodiversity Officer**

The development site is of relatively low biodiversity value and is adequately distant from any sites of importance for nature conservation that the proposals would have no effect on these. Conditions recommended in relation to the submission of an Ecology Mitigation and Enhance Plan and an Ecology Management Plan.

*Officer response: Noted, conditions included.*

**LBH Environmental Health Officer**

Contamination - risk is low and their subsequent suggestion to recommend soil testing as a precautionary measure in line with their proposed site investigation scheme. The Noise levels at the façade line have been categorised predominantly in the Medium Category with variation across the site from Low at the measurement position furthest from the main road to High for night time noise closest to Station Road. The proposal includes internal air handling plant and equipment, RBA acoustics have not seen detailed design specs for the building materials or plant to be installed therefore I suggest a condition requiring a further assessment of the noise and vibration impact of any plant and equipment associated with the air handling and ventilation systems. No objection subject to conditions.

*Officer response: Noted, conditions included.*

**LBH Waste Management Officer**

No objection. My only advice would be to allow room at each if a resident wants a garden waste collection (assuming they have a garden each). This would increase bin space required to accommodate at least 3 x 240 bins.

*Officer response: Noted, please refer to section 6.4 below.*

**LBH Planning Policy Officer**

Submitted Energy Assessment is acceptable subject to conditions and planning obligations relating to carbon off-set provision, provisions safeguarding the potential for connection to any future heat network capable of serving the development, submission of final 'As Built' carbon emissions calculations and payment of any additional carbon offset contribution upon completion (in order to

ensure development achieves zero carbon) and compliance with requirements of the Mayor's 'Be Seen' energy monitoring guidance

The proposed development would provide a comprehensive re-development of the site, which is acceptable in principle and welcomed. Furthermore, the proposal would offer 39 units, all of which would be offered as affordable housing, and would be of an appropriate split between London Affordable Rent and Shared Ownership. Lastly, the proposed Shared Ownership, subject to an appropriate S.106 planning obligation, would be genuinely affordable to Harrow residents.

### **Transport for London**

*Cycle parking complies with policy T5 of LP. Proposed development is car-free with 3 disabled parking spaces, which is compliant with policy T6 of LP. The Residential Travel Plan meets TFL's guidance and is compliant with T4 of LP. An Outline Delivery and Servicing Plan has been submitted, the full document should be secured by condition. The Delivery and Servicing Plan and all construction logistics should be agreed with Harrow Council. Therefore, no objection subject to conditions.*

*Officer response: Noted, condition included.*

### **Natural England**

*No comment to be made.*

### **Network Rail**

*No response received.*

### **National Grid**

*No response received.*

### **NHS**

CCG would like to seek a capital contribution of £62,650.

*Officer response: Whilst the NHS seeks a capital contribution no justification has been provided as to why a development of this scale and nature would be required to make a capital contribution towards the NHS. It is therefore considered to be unreasonable and disproportionate. Furthermore, Harrow Council is committed to using CIL revenues and other funding sources to help deliver social, economic and environmental infrastructure to support and meet the demands arising from development. Therefore, if such a capital contribution were to be paid, this would derive from the Community Infrastructure Levy and not a planning obligation to be secured via a Section 106 Agreement.*

### **Designing Out Crime Officer**

No objection subject to a condition to ensure the development achieves SBD accreditation.

*Officer response: Noted, condition included.*

### **EDF Energy**

*No response received.*

**Environment Agency**

*No response received.*

**Thames Water**

*No response received.*

**Ministry of Defence (RAF Northolt)**

No objection subject to a condition relating to a Bird Hazard Management Plan.

*Officer response: Noted, condition included.*

**Campaign for a Better Harrow Council**

*No response received.*

## **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 In this instance, the Development Plan comprises The London Plan 2021 [LP], The Harrow Core Strategy 2012 [CS], Harrow and Wealdstone Area Action Plan (AAP) 2013, the Development Management Policies Local Plan 2013 [DMP], the Site Allocations Local Plan SALP 2013 [SALP].

5.3 A full list of all the policies used in the consideration of this application is provided as Informative 1 in Appendix 1 of this report.

## **6.0 ASSESSMENT**

6.1 The main issues are;

- Principle of Development
- Housing Provision and Affordable Housing
- Character and Appearance of the Area/ Impact to Protected Views
- Impact to Residential Amenity
- Standard of Residential Accommodation
- Air Quality and Contamination
- Traffic, Parking, Access, Servicing and Sustainable Transport
- Development and Flood Risk
- Biodiversity
- Energy & Sustainability

- Accessibility
- Secured by Design
- Statement of Community Involvement
- Aviation
- Environmental Impact Assessment
- Section 106 Obligations

## 6.2 Principle of Development

### 6.2.1 The relevant policies are:

- National Planning Policy Framework (2021):
- The London Plan (2021): SD1, H1, H2
- Harrow Core Strategy (2012): CS2
- Area Action Plan (2013): AAP2, AAP5, AAP13
- Harrow Development Management Policies Local Plan (2013):DM1

6.2.2 The site is located within the Harrow & Wealdstone Area, an area identified as a priority area for regeneration. The AAP recognises the scope to accommodate a substantial portion of the Boroughs future housing need within this area, through the delivery of higher density residential and mixed-use development on key strategic opportunity sites. The site falls within the definition of a ‘small site’ and as per policy H2 of The London Plan (2021), boroughs should pro-actively support well-designed new homes on small sites to (amongst other things) significantly increase the contribution of small sites in meeting London’s housing needs.

6.2.3 The application site forms part of Site 9: Civic Centre, as set out within the Harrow and Wealdstone Area Action Plan (2013). The remainder of Site 9: Civic Centre is located on the northern side of Milton Road. The principle of development of the entire site to provide use classes as set out in the allocation (D1, A1 – A3, B1, and C1) is acceptable. However, it must be noted that this includes the entire site, which includes land to the north of Milton Road and to the south (Plot S). The current application seeks to bring forward only Plot S to the south of Milton Road. In the first instance, any planning application must demonstrate that bringing forward Plot S only, would not prejudice the delivery of the remaining site to the north of Milton Road and must be acceptable on its own merits without relying on the substantive remainder of the site allocation. The planning statement submitted in support of the application confirms that this is the case, and it is considered that should this site be developed, it would not prejudice the remainder of the site allocation being delivered. Site allocation S9 sets out that the south side of Milton Road would not have a non-residential element to it, as this would be provided for, on the larger land parcel to the north. However, as this site is coming forward on its own, it now proposes to retain an element of non-residential at the eastern end of the site, fronting onto Station Road. The proposed flexible use of this floorspace for E use class or F1/F2, complies with Core Policy CS2.I which seeks the provision of active commercial frontages along Station Road at ground floor level.

6.2.4 It is inevitable that the character of the area will significantly change. However, the increase in density in this location, is vital to support the wider regeneration of the Heart of Harrow Opportunity Area and its surrounding area through sustained economic growth and job creation.

6.2.5 The proposed development complies with the National Planning Policy Framework (2021), policies SD1, H1 and H2 of The London Plan (2021), core policy CS2 of the Core Strategy (2012), policies AA2 and AA5 of the Area Action Plan (2013) and policy DM1 of the Harrow Development Management Policies Local Plan (2013).

### 6.3 Housing Provision and Affordable Housing

6.3.1 The relevant policies are:

- National Planning Policy Framework (2021)
- The London Plan (2021): GG4, H1, H4, H5, H6, H10
- Harrow Core Strategy (2012): CS1I, CS1J, CS8I
- Area Action Plan (2013): AAP2, AAP13
- Harrow Development Management Policies (2013): DM24
- Mayor of London Affordable Housing and Viability Supplementary Planning Guidance (2017)
- Supplementary Planning Document: Planning Obligations and Affordable Housing (2013)

#### Affordable Housing, Mix and Tenure

6.3.2 Policy H5 of the London Plan (2021) sets out the thresholds for major residential applications where a contribution of affordable housing is required. Policy H5D states that *'Developments which provide 75 per cent or more affordable housing may follow the Fast Track Route where the tenure mix is acceptable to the borough or the Mayor where relevant'*. In measuring the percentage of affordable housing on a scheme, this is measured by habitable rooms. This ensures that a range of homes can be delivered, including family homes.

6.3.3 Policy H6 (Affordable Housing Tenure) of the London Plan (2021), sets out how affordable housing should be split when a residential application is required to provide it. Under Policy H6A:

- a) A minimum of 30 per cent low cost rented homes, as either London Affordable Rent or Social Rent, allocated according to need and for Londoners on low incomes
- b) A minimum of 30 per cent intermediate products which meet the definition of genuinely affordable housing, including London Living Rent and London Shared ownership.
- c) The remaining 40 per cent to be determined by the borough as low cost rented homes or intermediate products (defined in Part A1 and Part A2) based on identified need.

- 6.3.4 Paragraph 4.6.2 of the London Plan (2021) recognises that most need is for social rent & LAR. The Local evidence base for housing type is detailed most recently within the West London SMAA (2018). The London Borough of Harrow Core Strategy (2012) sets out that the housing proposals that breach the threshold to provide affordable housing, should provide the maximum reasonable, with a borough wide target of 40%. The proposed development triggers an affordable housing requirement as it constitutes a major residential development.
- 6.3.5 The application proposes 39 residential units, and is located on a public sector land, and therefore is required to make a contribution and also at a minimum threshold of 50% (by reason of being public land). It is noted that the development proposes to offer 100% of the residential units as an affordable product, which significantly exceeds the 50% required on public lands. Furthermore, within the 50% requirement, it is proposed to develop 89% London Affordable Rent, which is the overriding need within Harrow in terms of affordable housing need. This exceeds the 70% requirement for this tenure as set out by London Plan policy H6.
- 6.3.6 Notwithstanding the commentary above in terms of achieving the appropriate balance between the two affordable products, it is also critical that these typologies are genuinely affordable. The London Plan (2021) across each of its Affordable Housing Policies, state that the Mayor will seek *genuinely affordable housing* to be delivered. The proposed Shared Ownership units would fall within the maximum thresholds as set out in the Mayor of London's AMR figure of £90,000. The Shared Ownership units would also only be 1 and 2 bed units, and the applicant contends that they would be affordable to persons on an income of £44,000 and £56,600 per annum based on an initial 25% share. In securing the Shared Ownership tenure of the affordable housing offer, it is recommended that a planning obligation be attached to implement a cascade mechanism to offer these units to Harrow residents at Harrow income levels. Following this, it can be released to the West London Alliance boroughs, and then out to London wide (in line with The Mayor of London's income cap).
- 6.3.7 The supporting information indicates that 10% of the units would be built out to meet the relevant standards (M4(3) of Wheelchair Use Dwellings. This is considered appropriate.
- 6.3.8 Housing Supply and Density
- 6.3.9 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.
- 6.3.10 A design-led approach has been taken to the number of homes proposed as part of the development, having careful regard to the character of the surrounding area, whilst also seeking to optimise the site for affordable housing delivery. The proposals have been derived from an entirely design-led approach that directly responds to its setting and emerging context.



6.3.11 Furthermore, the density of the proposed development is considered appropriate due to the highly accessible location within an Opportunity Area, surrounding local context and the high provision of amenities in the area. The current quantum optimises the use of the site to deliver much needed affordable homes, contributing towards LBH housing targets. In view of this, it is considered that the density of development would achieve the aspirations of the NPPF and the London Plan in optimising the development potential on this brownfield site within the Harrow and Wealdstone Opportunity Area.

### Summary

6.3.12 The proposed development would provide a comprehensive re-development of the site, which is acceptable in principle and welcomed. Furthermore, the proposal would offer 39 residential units, all of which would be offered as affordable housing, and would be of an appropriate split between London Affordable Rent and Shared Ownership. Lastly, the proposed Shared Ownership, subject to an appropriate S.106 planning obligation, would be genuinely affordable to Harrow residents. The proposed development therefore complies with the above mentioned policies and guidance.

## 6.4 **Character and Appearance of the Area/ Impact to Protected Views**

6.4.1 The relevant policies are:

- National Planning Policy Framework (2021)
- The London Plan (2021): D1, D2, D3, D4, D9, D12, HC1, HC4, G5, G7
- Harrow Core Strategy (2012): CS1
- Area Action Plan (2013): AAP1, AAP4, AAP6, AAP7, AAP11
- Harrow Development Management Policies Local Plan (2013): DM1, DM3, DM7, DM22, DM23, DM45
- Supplementary Planning Document: Residential Design Guide (2010)
- Technical Housing Standard (2015) Code of Practice for Storage and Collection of Refuse and Materials for Recycling in Domestic Properties (2008).
- Supplementary Planning Document: Planning Obligations and Affordable Housing (2013)

### Design, Scale, Materiality

6.4.2 The application site is in an urban area within the Harrow and Wealdstone Opportunity Area (AAP) boundary. The site is located between the Harrow Metropolitan Centre and Wealdstone District Centre. Station Road is a principal thoroughfare in the borough and the potential to animate this frontage and to create an active frontage is essential to address the high street nature of this immediate area. This part of Harrow has seen significant development and redevelopment over the past 150 years, always with a trend towards densification. This trend continues and is contributing to a varied character ranging from the historic early Victorian dwellings and inter-war parade buildings to the modern

apartment blocks, which line Sheepcote Road and make up much of the town centre.

- 6.4.3 The proposed development consists of a row of 3-storey town houses providing ten affordable, family homes. The town houses are located to the west of the application site and are of an appropriate scale to relate with the two-storey properties located on Blawith Road to the rear of the site. The subtle angling of townhouse front elevations is successful in providing visual interest to the street scene and delineating units. The entrances to the homes are paired, featuring an inset front door for rain protection and refuse stores.
- 6.4.4 The apartment building is predominantly 4-storeys, stepping up to 7-storeys on the north east corner. It is of an urban scale fitting for an Opportunity Area, whilst relating to the Central Mosque on the eastern side of Station Road. At ground floor level, the commercial unit features window openings on both Milton and Station roads, which will assist in animating this corner and creating an active frontage which wraps around the junction due to its chamfered building line. Access to the flats would be via an open deck located on the southern elevation, which would be suitably screened. Projecting balconies to the western section of the apartment block are considered successful as they align with the stepping of the footprint of the corner element.
- 6.4.5 The footprint of the town houses and apartment buildings enables the creation of a communal amenity space to the west of the site, along with the provision of three accessible parking spaces for future occupiers. Cycle storage and a private amenity space (the 'pocket garden') would be provided between the apartment building and townhouses which would provide separation between the two typologies, assists to reduce the overall mass of the scheme, and provides an attractive, landscaped area for future residents.
- 6.4.6 The Principal Urban Design Officer advised that the proposed material palette is well resolved, with the tone and material type of principal materials (dark brick, precast concrete, metalwork) being complimentary, robust and high quality. A condition is appropriate to ensure details of external materials are submitted to the LPA for approval. The Principal Urban Design Officer raised no objection to the proposed development.
- 6.4.7 Following comments raised by the DRP Review Panel and by Officers, the applicant amended the scheme to reduce the scale of the development. The amended scheme was subsequently presented to the DRP Chair Review, who summarised that there have been positive changes to the scheme's massing and confirmed that the design of the play area was considered to be successful.

#### Impact on Protected Views

- 6.4.8 The applicant submitted a Townscape and Visual Impact Assessment as part of the Design & Access Part of the site (western side) is within a protected view setting corner (yellow)– Roxborough Road Footbridge which provides a view of St Mary's spire. The part of the development which would be within this viewing corridor would not exceed 4 storeys in height and therefore would not exceed the

maximum height allowed above ordinance datum within the protected view setting corridor.

- 6.4.9 In addition, the site is within a protected view setting corridor (yellow) for the country park at wood farm. The height of the proposed building would not exceed the maximum height allowed above ordinance datum within the protected view setting corridor. Therefore, given the height of the proposed development, it would not result in a detrimental impact to the views.

#### Landscaping & Trees

- 6.4.10 The proposed development would result in the loss of 13 'category B/U' trees. Throughout the design process the applicant endeavoured to retain the trees, however if they were retained their long-term health and longevity would have been compromised from construction works and post-development pressures. The Councils Arboricultural Officer and Principal Landscape Architect raised no objection to their loss, subject to replacement tree planting at a ration of 2 to 1. Therefore, a financial contribution is sought for 26 replacement trees. The Chestnut in particular is a prominent tree and a focal point, being situated on the corner of Poets Way and Milton Road – so its retention is welcome (subject to inspection following ivy removal). A draft tree protection plan and method statement has been provided: this should be implemented exactly as per the recommendations therein, including the arrangements for arboricultural supervision in relation to activities within RPA (installation of geotextile / ground protection, turf removal / soil re-grading etc)
- 6.4.11 The proposed development includes a new communal amenity space towards the west of the site, called the 'Western Garden'. This space is currently occupied by dense scrub, mature trees, debris and litter. Undergrowth is to be cleared and underlying soil gently levelled and improved with biochar. Some lower branch removal is also proposed to provide clearance above ground -level and out of climbing range for children using the play area. This area would be transformed into an accessible and attractive landscaped area (257sqm) for the wider community to enjoy. New features would be introduced to provide an area for doorstep play space, including play equipment and steppingstones. In addition to the Western Garden, a 'Pocket Garden' would be provided between the apartment building and terraced buildings. This would provide a shared amenity space for future residents of the proposed development. This courtyard area would provide seating, lush planting, and access to the cycle store. In addition to the provision of the Western Garden and Pocket Garden, private gardens would be provided for the future occupiers of the town houses and to the ground floor flats located to the rear of the apartment building along with a biodiverse brown roof.
- 6.4.12 Policy G5 of The London Plan (2021) confirms the target score for the Urban Greening Factor (UGF) for a residential development is 0.4. The Public Realm & Landscape document clarifies that the Urban Greening Factor would be 0.63, which exceeds the requirements of policy G5. Furthermore, the Council's Landscape Architect is satisfied that the applicant has explored all opportunities to maximise the urban greening of the site. The Landscape Architect raised no objection to the proposed development, subject to conditions. On balance

therefore, it is considered that the proposed development is acceptable in this regard.

### *Refuse and Servicing*

- 6.4.13 A refuse store is proposed at ground floor level of the apartment building, with direct access to the adjacent pavement.
- 6.4.14 As noted above, the Council's Waste Management department was consulted, and objection was not raised to the refuse provision for the apartment building. It is noted that the town houses would be provided with a refuse store to accommodate two bins to the front of each townhouse. It is considered there is insufficient space to provide a further bin to the front of the townhouse as this would result in a cluttered appearance. The agent has confirmed that if a future occupier requires a third bin, such bin can be stored in their rear garden and brought to the front on collection day, which is not uncommon for terraced houses. The proposal is therefore acceptable in this regard.

### Summary

- 6.4.15 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. Sufficient refuse storage would be provided within the curtilage of the site and the proposed development would meet the high quality design and landscape aspirations of above mentioned planning policies.

## **6.5 Impact to Residential Amenity**

- 6.5.1 The relevant policies are:

- The London Plan (2021): D3, D14
- Harrow Development Management Policies Local Plan (2013):DM1
- Supplementary Planning Document: Residential Design Guide (2010)

### Outlook/Visual Amenities

- 6.5.2 There are two storey residential properties located to the rear of the site, along Blawith. They would have a back-to back-distance of a minimum of 24m from the rear elevation of the proposed town houses, increasing to 33m. The rear elevation of the apartment building would be approximately 33m from the rear elevation of the properties to the rear along Blawith Road. Whilst the proposed development would introduce a new form of built development to the rear of these properties, it is considered that given the proposed footprint, form and mass of the proposed development and the distance between the rear elevation of the proposed development and the properties to the rear of the site, the development would not result in a detrimental impact to the residential and visual amenities of residential properties along Blawith Road due to a loss of outlook.

### Overlooking & Privacy

- 6.5.3 As noted above, the proposed development would maintain a minimum distance of 24m, increasing to the west of the site to 33m, from the rear elevation of the properties located to the rear of the site along Blawith Road. Whilst it is noted that the proposed rear elevation of the town houses would contain openings, given the window-to-window distances with the properties to the rear, the proposal would not result in a detrimental impact to their privacy. Such a relationship is common within an urban setting. Furthermore, 6 out of 10 houses would have windows at first floor level which would not serve habitable rooms and no roof terraces are proposed, thereby reducing the impact of the proposed town houses further, ensuring that the proposed town houses would not result in a detrimental to their residential amenities due to overlooking and privacy.
- 6.5.4 The rear elevation of the proposed outbuilding contains openings. It is noted that first floor level and above, a bedroom window would be provided towards the SW corner, and all other openings serve either a hallway or an open plan living/room kitchen area (dual aspect). Furthermore, an external deck area is proposed to the rear elevation at all levels to provide access to the flats. It is noted that this deck would be screened in a manner to avoid actual/perceived overlooking to the rear of the site from the deck itself, and from the windows sited behind it within the rear elevation. Details of this screen would be secured by a condition to ensure it is appropriate in terms of functionality and materiality. Therefore, given the proposed design of the rear elevation and the distance between the rear elevation of the properties located to the rear of the site, the proposal would not result in a detrimental to their residential amenities due to overlooking and privacy.

### Daylight, Sunlight & Overshadowing

- 6.5.5 The applicant submitted a Daylight & Sunlight Report. It confirms that the analysis was undertaken in accordance with the advice and recommendation set out in the BRE Guidelines 'Site Layout for Daylight and Sunlight: A Guide to Good Practice' (2011). There are three detailed methods for calculating daylight recommended in the BRE Guidelines: Vertical Sky Component (VSC), No-Sky Line Contour (NSL) and Average Daylight Factor (ADF). The VSC and NSL are primarily used for the assessment of existing buildings, while the ADF test is generally recommended for proposed rather than existing dwellings. For sunlight, the Annual Probable Sunlight Hours (APSH) method is also provided.
- 6.5.6 It is recognised that the site is predominantly characterised by a car park and the neighbouring buildings enjoy very high levels of daylight and sunlight amenity which is somewhat uncharacteristic of an urban setting such as this and in such situations it is not uncommon for a development on open sites to cause relative alterations both the VSC (vertical sky component – measure of skylight reaching the mid-point of a window from an overcast sky) and NSL (no-sky line – a measure of the distribution of diffuse daylight within a room).
- 6.5.7 7 Station Road is located adjacent to the application site, in the adjoining parade. The ground floor is in commercial use and the two upper floors are in residential use. 1 out of the 3 windows would satisfy the BRE guidelines in relation to VSC.

The 2 remaining windows would have approximately 22-24% loss of VSC, due to the existing site circumstances, in particular the lack of obstructions. However, all 3 windows would satisfy the BRE guidelines in relation to NSL. All windows satisfy the BRE guidelines in relation to ASPH (sunlight).

- 6.5.8 The daylight and sunlight analysis confirms that the vast majority of windows (96% for VSC; 99% for APSH, 100% for APSH in winter) and rooms (99 for NSL) will satisfy the BRE guidelines in the proposed condition. There will be some isolated daylight transgressions which are below the recommendations set out in the BRE Guidelines, some of which may be noticeable (namely 7, 9 and 13 Station Road and 1 Blawith Road). However, these are heavily influenced by the absence of any buildings in the existing condition directly opposite, and in some cases the blinkering effect of adjacent existing projections. These are key contextual factors that the BRE recognises can make greater effects inevitable, especially if seeking to implement any meaningful increase in levels of development. That said, the vast majority of the effects recorded are either minor, will retain reasonable light levels and/or meet at least one of the two daylight tests, or otherwise likely relate to less important bedroom space.
- 6.5.9 In consideration of the light for future residents of the Proposed Development, this clearly performs very well against the recommended daylight guidance with pass rates as high as 99% for ADF and 90% NSL. In terms of sunlight, 91% of the of windows analysed relate to rooms with at least one window that meets or exceeds the winter targets; while 68% relate to rooms with at least one window that meets or exceeds the annual targets.
- 6.5.10 Where sunlight to neighbouring amenity spaces may be affected by new development, the BRE Guidelines recommend that an overshadowing assessment is conducted. Its key quantitative '2hrs sun contour' test recommends that at least half of an amenity space should receive at least two hours of sunlight on the ground on March 21st.
- 6.5.11 The Proposed Development is almost if not entirely north of the rear gardens of 1-35 Blawith Road and rear yards 7-21 Station Road to the south. Therefore, due to the orientation and distance relationship between the Proposed Development and the nearest neighbouring amenity space, it is clear that there will no material effect in relation to the 2hrs sun contour test.
- 6.5.12 The NPPF requires LPAs to take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site, so long as the resulting scheme would provide acceptable living standards. Whilst it is noted that some windows and rooms would have a change to daylight and sunlight, this is due to existing site circumstances including the large expanse of the existing car park, existing party walls/outriggers. The Local Planning Authority is satisfied that overall the proposed development would not result in a detrimental impact to the residential amenities of neighbouring properties due to a loss of sunlight, daylight and overshadowing. The proposal is therefore acceptable in this regard.

## Noise and Disturbance

6.5.13 The application was accompanied by a Noise Impact Assessment. The Environmental Health Manager was consulted who raised no objection to the proposed development subject to conditions in relation to the submission of further details in relation to noise attenuation measures for the windows facing Station Road, details of any air handling and ventilation systems to be submitted and conditions to control noise levels of the ground floor commercial unit. It is also considered appropriate to include a condition to restrict the opening hours of the ground floor commercial unit. Therefore, subject to the above conditions, the proposed development would not result in a detrimental impact to the residential amenities of neighbouring properties due to noise and disturbance.

## Summary

6.5.14 The proposed development, due to its size, scale, form, massing, and relationship with neighbouring properties, would not result in an unacceptable impact to the visual or residential amenities of neighbouring properties. The proposed development therefore complies with the above mentioned policies and guidance.

## **6.6 Standard of Residential Accommodation**

6.6.1 The relevant policies are:

- The London Plan (2021): D6, D14
- Harrow Development Management Policies Local Plan (2013):DM1
- Supplementary Planning Document: Residential Design Guide (2010)

## Entrances and Shared Circulation

6.6.2 The Mayor's Housing SPG calls for entrances to be visible from the public realm and clearly defined. The SPG sets out a number of guidelines for shared circulation space, which includes the numbers of units that are accessed from each core (eight units); the provision of entry phone, or audio-visual verification to the access control system where applicable; natural light and adequate ventilation where possible; in schemes with more than eight storeys the provision of two lifts; and in the case of those buildings with wheelchair units the provision of more than one lift.

6.6.3 The residential entrances to the buildings would face Station Road. They would be visible from and would help to activate the new public realm within the proposed development.

6.6.4 The entrance lobbies to the proposed residential flats would be generously proportioned. The apartment building would be served by two lifts and there would be no more than 6 residential units per floor serving the core in accordance with the Housing SPG. Whilst the Cores would not have access to natural source of lighting, given the arrangement of the flats, the limited number of units accessed

per floor and the a high proportion of dual aspect units, the lack of naturally light to the communal core lobbies is considered to be acceptable and is not uncommon.

- 6.6.5 Therefore, the proposed development is considered to provide an acceptable standard of shared circulation. A condition in relation to the provision of audio-visual verification to the access control system is considered to be appropriate

#### Internal Space Standards

- 6.6.6 The proposals comply with the internal space standards provided in policy D6 of The London Plan (2021) with regards to gross internal area and the provision of storage space. The individual rooms within the flats are of good layout and size and suitable internal circulation space is provided in all units. Furthermore, floor to ceiling heights would be approximately 2.5m. All units would be dual aspect to provide adequate daylight, a greater opportunity for direct sunlight for longer periods, natural cross-ventilation and a greater capacity to address overheating. The proposed development has been designed to ensure all units would have suitable levels of internal daylight and privacy. The proposal therefore complies with policy D6.

#### Private & Communal Amenity Space

- 6.6.7 Policy D6 of The London Plan (2021) requires private outdoor space to be practical in terms of its shape and utility and to ensure the space offers good amenity. It requires a minimum of a minimum of 5m<sup>2</sup> per 1-2 person dwelling and an extra 1m<sup>2</sup> for each additional occupant and it must have a minimum depth and width of 1.5m.
- 6.6.8 The proposed town houses would be provided with a private, rear garden between 20-32sqm. The town houses would provide accommodation for either 5 or 7 persons, thereby requiring private amenity space of 8 and 10sqm respectively. The proposed ground floor, wheelchair flats in the apartment building would be provided with private rear gardens, ranging in size from 24 – 32sqm. The flats would provide accommodation for either 2 or 3 persons, thereby requiring private amenity space of 5 and 6sqm respectively. Therefore, the proposed rear gardens for both the town houses and ground floor flats are of sufficient size and exceed the guidance provided in policy D6. Furthermore, the gardens are south facing and are practical in terms of their shape and utility.
- 6.6.9 All other flats would be provided with a balcony providing approximately 7sqm of amenity space, in accordance with policy D6. It is noted that all balconies apart from 1 are north facing. The flat on the SE corner would have a south facing balcony however, its outlook would be predominantly over the roof of the neighbouring terrace and Station Road. Any views to properties located to the rear of the site on Blawith Road would be restricted and at an oblique angle as it would not project beyond the rear elevation of the building. Furthermore, it is acknowledged that if the balconies were on the southern elevation it would have resulted in overlooking to the properties located to the rear of the site. Therefore, given the site circumstances, north facing balconies are acceptable in this case.



- 6.6.10 In addition to the private amenity space, a communal amenity space would be provided between the apartment building and town houses, called the 'pocket garden'. This would provide 63sqm of amenity space for the future residents of the proposed development.
- 6.6.11 The proposal complies with policy D6 of The London Plan (2021) with regards to the provision of private amenity space, quantitatively and qualitatively.

#### Children's Play Space

- 6.6.12 Policy S4 of The London Plan (2021) requires a minimum of 10sqm of play space per child that is well designed, safe, integral, overlooked and tenure blind. Large-scale public realm developments must also create incidental play space where practicable. Notwithstanding this, LB Harrow carried out a PPG17 study and has used an evidenced 4sqm play space per child.
- 6.6.13 Based on the Mayor's population calculator, the total number of children anticipated to reside in the proposed development would be 30. Therefore, the proposed development would require 300sqm of play space.
- 6.6.14 As noted above, the proposed development includes a new communal amenity space towards the west of the site, called the 'Western Garden'. This space is currently occupied by dense scrub, mature trees, debris and litter. This area would be transformed into an accessible and attractive landscaped area (257sqm) for the wider community to enjoy. 233 sqm of play space would be introduced to provide an area for doorstep play space, including play equipment and steppingstones. Whilst it is noted that there would be a shortfall of 67sqm of play space, it is recognised that the application site falls under the definition of a small site and the application has endeavoured to provide a viable scheme which would deliver 100% affordable housing, a communal amenity space for the wider community to enjoy and on-site accessible parking bays. Therefore, on balance, the play space provision is considered to be acceptable subject to a financial contribution to secure off-site provision in accordance with the Supplementary Planning Document: Planning Obligations and Affordable Housing (2013).

#### Summary

- 6.6.38 The proposed development would provide an acceptable standard of residential accommodation for future residents, in accordance with the above mentioned policies and guidance.

### **6.7 Air Quality and Contamination**

6.7.1 The relevant policies are:

- The London Plan (2021): S11
- Harrow Core Strategy (2012): CS1.T
- Harrow Development Management Policies Local Plan (2013):DM1, DM15

- 6.7.2 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.
- 6.7.3 The application was accompanied by an Air Quality Assessment to assess the air quality impacts associated with the proposed development. Modelling was carried out to assess the likely exposure of future residents and the suitability of the site for its proposed end use with regards to local air quality. The report identifies that the construction works have the potential to create dust and a package of mitigation measures to minimise dust emissions would be required. It concluded that there are no air quality constraints to the proposed development.
- 6.7.4 The application was accompanied by a Contamination Report. The Environmental Health Department raised no objection to the proposed development in this regard, subject to conditions. The proposal is therefore acceptable in accordance with the above mentioned conditions.

## 6.8 **Traffic, Parking, Access, Servicing and Sustainable Transport**

6.8.1 The relevant policies are:

- The London Plan (2021): T4, T5, T6
- Harrow Core Strategy (2012): CS1
- Harrow Development Management Policies Local Plan (2013):DM1, DM42
- Supplementary Planning Document: Planning Obligations and Affordable Housing (2013)

6.8.2 The site has a public transport accessibility level (PTAL) of 4 to 5 (good to very good). The application is therefore considered in line with the higher PTAL rating in accordance with section 10.6.4 of the London Plan.

6.8.3 This location is in close proximity to bus stops served by five regular frequent services. Harrow and Wealdstone Station is within a five minute walk and is served by national rail and London Overground and Underground routes. The site is located between Harrow and Wealdstone town centres, both of which are in walking distance.

### Access and Car Parking

- 6.8.4 The proposed development would be car-free in accordance with policy T6 of The London Plan (2021). In accordance with policy T6.1 of The London Plan (2021), the development is required to ensure that for 3% of dwellings, at least one disabled parking space is provided for each dwelling from the outset. Therefore, the proposal is required to provide 2 disabled parking spaces within the curtilage of the site. The proposed site plan indicated the provision of 3 parking spaces, which therefore exceeds the standard provided in policy T6.1 of The London Plan (2021).
- 6.8.5 The applicant carried out a parking survey of the surrounding road network. The Highways Officer confirmed that the information provided demonstrates that there is sufficient on-street overnight capacity to accommodate potential overspill parking generated by this proposal. The study indicates that the location, proximity to good public transport, majority smaller units, affordable housing, existing restrictions all will contribute towards a fairly low car parking demand; even if the development followed the Census rate of 59% car ownership, there is still plenty of space within the surveyed area to accommodate the possible 23 cars. The applicant has explored the possibility of providing a car club, however a car club operator would not consider this site viable for provision. The Highways Officer is satisfied that the proposal is unlikely to result in a severe or harmful impact for the surrounding Highway network and therefore raised no objection to the proposed development.
- 6.8.6 A Residential Travel Plan (outline) was submitted for approval for 39 residential units comprising of 29 flats and 10 townhouses. The total number of units do not meet Transport for London's guidance for Travel Plan Statement, however in view of plans to redevelopment the adjoining site, the Travel Planner requested a Travel Plan Statement (TPS) to be submitted by the 6<sup>th</sup> month following occupation with further details on mitigating measures.
- 6.8.7 Therefore, it is considered that sufficient car parking is provided within the curtilage of the site. If this development was acceptable in all other respects it would be subject to conditions which would require such car parking spaces to be provided as per the approved plan prior to the first occupation of the development and retained as such thereafter. Furthermore, the Highways Officer and TFL raised no objection to the proposed development in terms of access and car parking.

### Outline Car Park Design and Management Plan

- 6.8.8 The applicant submitted an Outline Car Park Design and Management Plan. The Highways Officer confirmed that the submitted information is acceptable. As the end operator is known, it is expected that the detailed document will confirm intention for allocation and enforcement. The document should also include details of how the passive electric vehicle charge point can be made active should demand increase.
- 6.8.9 This document will also demonstrate how a further disabled parking space could be provided for an additional 7% of dwellings as soon as demand exceeds supply.

This would equate to an additional one disabled parking space. It is understood that due to a lack of space within the site, this will not be possible. It is considered that this site is accessible to disabled people and public transport options are nearby which are also accessible. Residents will still be able to apply for on-street disabled parking spaces as existing residents living on adopted highway roads are able to, furthermore, blue badge holders will also be able to park within the surrounding CPZs if they choose. The Highways Officer and TFL raise no objection to the Outline Car Park Design and Management Plan and therefore the proposal is considered acceptable in this regard.

### Trip Generation

- 6.8.10 The existing site is a car park that was previously used by Council employees. This facility accommodated 66 vehicles. Arrivals would have been spread across the morning with most activity between 8-9am with subsequent arrivals and departures throughout the day. It is anticipated that the proposed use would result in minimal vehicular trips assuming that most residents will not keep cars due to there being no car parking provision made beyond the three disabled bays.
- 6.8.11 The applicant has provided TRICS trip rate data which calculates the likely number of journeys the site would generate; Census 2011 mode share data has then been used to determine how people living in this location would be likely to travel. The mode share data has been adjusted to take into account the lack of parking provision and the subsequent expected reduced level of car journeys this site is likely to generate. Trips for car use have been redistributed across other modes such as rail, Underground, bus and walking. Whilst this is generally acceptable, through correspondence with people living in existing car free developments, some do still keep cars (but park them off-site) meaning that there would be an amount car journeys generated by the development in excess of those generated by the disabled parking.
- 6.8.12 The development is expected to produce mainly public transport trips with 43% of journeys being attributed to Underground use. There is good capacity on the Underground at Harrow and Wealdstone Station, particularly as this is the terminus for the Bakerloo line. There is an existing high demand for rail travel, particularly in the AM peak which is most likely to be due to the short journey times into central London however, the anticipated number of people expected to use this mode is low at 10 journeys in the AM peak and 6 in the PM peak.
- 6.8.13 This site has good access to buses with 5 regular, frequent daytime routes serving the nearest bus stops. With 25-30 buses available per hour, it would seem that there should be sufficient capacity for the 11 people expected in the AM peak and 7 in the PM peak.
- 6.8.14 The commercial unit is not expected to generate any significant demand – the location is part of a parade of existing shops and businesses mainly used by people local to the area or passing by (already on the network).
- 6.8.15 As this is not the only new development to the area which is expected to generate a new demand for public transport services, TfL would ideally need to confirm that there is capacity for the combined additional journeys forecast for the year of

occupation of this development. It should also be considered that this development does include family housing and the Census “Method of Travel to Work” data would not include school journeys but these will also generate a demand during the AM peak in particular.

#### Cycle Parking

- 6.8.16 In accordance with policy T6.1 of The London Plan (2021), the proposed residential development is required to provide 68 long stay spaces and 2 short stay spaces. The proposed development indicates the provision of 69 long-stay spaces and 4 short stay spaces, which exceeds the requirements as per policy T6.1.
- 6.8.17 The proposed ground floor, flexible use would require 1 long stay and 2 short stay spaces. The applicant has confirmed that the long stay space would be provided internally, and the 2 short stay spaces could be provided on the public highway. The Highways Officer has confirmed that this would require a financial contribution of £2,000 for the supply and installation of two cycle stands. This would be secured via as S106 Agreement.
- 6.8.18 Sufficient cycle parking would be provided, in accordance with policy T6.1 of The London Plan (2021). A condition would be appropriate to ensure details of cycle racks are submitted to the LPA for approval. Furthermore, the Highways Officer and TFL raised no objection to the proposed development in terms of access and cycle parking.

#### Deliveries and Servicing

- 6.8.19 It is proposed for delivery and servicing vehicles to use the existing loading bay provided to the north-west of the site, along Milton Road. This was provided to facilitate specific delivery and servicing activities from the Civic Centre which means that when the building closes in the future, the bay will no longer be required. It may be necessary as a result of this proposal and future plans for the Civic Centre site to review existing waiting and loading restrictions in Milton Road. Should the proposal be approved, Highways will work with the applicant to agree appropriate on-street arrangements as it is clear that this site cannot be serviced from within as it is too narrow. The submission of a Detailed Deliveries and Servicing Plan will be secured via condition, to be reviewed and approved by the LPA. Such a plan should reference TfL and WestTrans guidance on delivery and servicing plans including measures to reduce the impact on the highway.
- 6.8.20 It is therefore considered that the proposed development is acceptable in Highway terms and would accord with policies T5, T6, T6.1 of The London Plan (2021) and policies DM1 and DM42 of the Harrow Development Management Policies Local Plan (2013), on the basis that if planning permission was granted it would be subject to the abovementioned conditions. Furthermore, the Highways Officer and TFL raised no objection to the proposed development.

## 6.9 **Development and Flood Risk**

6.9.1 The relevant policies are:

- The London Plan (2021): SI13
- Harrow Core Strategy (2012): CS1
- Harrow Development Management Polices Local Plan (2013): DM1, DM9, DM10

6.9.2 The application site is within a critical drainage area. The Drainage Department was consulted who confirmed that the Drainage Strategy is acceptable, however further details are required including further details on foul drainage, surface water drainage and permeable paving.

6.9.3 These matters can be secured via condition. On that basis, the proposal therefore complies with the above mentioned policies.

## 6.10 **Biodiversity**

6.10.1 The relevant policies are:

- The London Plan (2021): G5, G
- Harrow Core Strategy (2012):CS1
- Harrow Development Management Polices Local Plan (2013):DM1, DM20, DM21

6.10.2 The application was accompanied by a Preliminary Ecological Report.

6.10.3 The Biodiversity Officer was consulted on the proposal and advised that the application site is of relatively low biodiversity value and is adequately distant from any sites of importance for nature conservation that the proposals would have no effect on these.

6.10.4 The applicant has confirmed that the UGF for on-site planting would be 0.63, which significantly exceeds the London Plan policy requirement of 0.4. The proposed urban greening measures are an integral element to the layout and design of the development and will make a significant contribution to the character and appearance of the development and the wider area.

6.10.5 The Biodiversity Officer raised no objection to the proposed redevelopment subject to conditions relating to the submission of an Ecology Mitigation and Enhancement Plan and Management Play. As these matters could be secured via condition, Officers are satisfied that the proposals meet the development plan objectives in terms of biodiversity enhancement. On that basis, the proposal therefore complies with the above mentioned policies.

## 6.11 Energy and Sustainability

### 6.11.1 The relevant policies are:

- The London Plan (2021): SI1, SI2, SI5
- Harrow Core Strategy (2012): CS1
- Harrow Development Management Polices Local Plan (2013): DM1, DM12, DM14

6.11.2 The design of the proposed development is based on a 'clean, lean, green' approach through energy efficient new construction. All units in the proposed building use natural ventilation and are provided with energy efficient electricity and heating systems using PV panels and air source heat pumps. The application was accompanied by a Domestic Energy Assessment. It is noted that the document has been prepared using the Building Regulations 2013 Part L (including SAP 2012 assessment software). The Energy Assessment has been prepared in accordance with the GLA's Energy Assessment Guidance (2020, draft), including completing the GLA bespoke calculator. The assessment indicates that the proposal is intended to achieve a 7.6% reduction in carbon emissions through energy efficiency measures ('Be Lean') relative to Part L 2013. This is below the 10% target in Policy SI2, whilst using the GLA bespoke calculator shows a reduction greater than 10% (11.4%) the 10% requirement in the London Plan is relative to Part L 2013. However, given the scale of the development and overall carbon reductions achieved, the minor non-compliance with that element of the London Plan is acceptable in this instance.

6.11.3 The Energy Assessment correctly notes that there are no existing heat networks ('Be Clean') within the vicinity but makes provision to enable future connection to a future network (should one be progressed) and recognises that the larger Civic Centre site across the road is likely to contain one. Future proofing for potential future connection is considered sufficient. A communal heating system powered by air source heat pumps is proposed, along with solar PV panels. These measures ('Be Green') reduce carbon emissions by a further 27.5%, bringing the total carbon reductions to 35.1%, which just exceeds the 35% on-site reductions required under the London Plan. Using the GLA bespoke calculator, the 'Be Green' reductions are 55.9% and the total reductions are 67.3%.

6.11.4 The Energy Assessment includes the calculations for the carbon offset contribution required to achieve zero carbon development (consistent with the London Plan) in an appendix. At 33.0 tonnes to offset (based on current Building Regulations Part L 2013, as per London Plan) and at the rate of £2,850 / tonne (£95 / tonne x 30 years as per the London Plan), the offset contribution is circa £93,912, which should be paid prior to the commencement of development, to be secured via a Section 106 Agreement. The Planning Policy Manager confirmed that the Submitted Energy Assessment is acceptable subject to:

- Any approval being conditioned to secure Implementation of and ongoing compliance with the submitted Energy Assessment
- Shadow S106 / unilateral undertaking with the following heads of terms:

- Payment of carbon offset contribution prior to commencement of development
- Provisions safeguarding the potential for connection to any future heat network capable of serving the development
- Submission of final 'As Built' carbon emissions calculations and payment of any additional carbon offset contribution upon completion (in order to ensure development achieves zero carbon)
- Compliance with requirements of the Mayor's 'Be Seen' energy monitoring guidance

6.11.5 Subject to the above obligations and condition, the proposal therefore complies with the above mentioned policies.

## 6.12 **Accessibility**

6.12.1 The relevant policies are:

- The London Plan (2021): D5, D7
- Harrow Core Strategy (2012): CS1
- Harrow Development Management Policies Local Plan (2013): DM1, DM2

6.12.2 The proposed development would provide 10% accessible M4(3) units, located in the apartment building and all M4(3) units would be dual aspect, which is welcomed. All other homes would be M4(2) compliant. All residential entrances would have level access and the apartment building lifts are all fully accessible. With regards to accessible housing, the proposal complies with policy D7 of The London Plan (2021).

6.12.3 With regards to the proposed flexible use unit at ground floor level, the agent has confirmed that all door widths are Part M2 compliant with a 1m clear opening for all external doors which are to be used by the general public and it would have level access with the adjacent pavement.

6.12.4 Officers are satisfied that the proposals meet the development plan objectives in terms of accessibility and inclusive design. On that basis, the proposal therefore complies with the above mentioned policies.

## 6.13 **Secured by Design**

6.13.1 The relevant policies are:

- The London Plan (2021) : D5, D11, E10
- Harrow Core Strategy (2012): CS1
- Harrow Development Management Policies Local Plan (2013): DM1, DM2

6.13.2 The Designing Out Crime officer has not raised any objections to the proposed development. A condition is appropriate if this development was considered to be acceptable in all other respects, to ensure that the development would achieve



Secured by Design (SBD) certification prior to occupation. On that basis, the proposal therefore complies with the above mentioned policies.

## 6.14 **Statement of Community Involvement**

6.14.1 The NPPF, Localism Act and the Council's Statement of Community Involvement encourage developers, in the cause of major applications such as this, to undertake public consultation exercise prior to submission of a formal application.

6.14.2 Prior to the submission of this application, the applicant conducted a public consultation exercise consisting of:

- Public Consultation Exhibition (with opportunity to comment direct to the design team and developer).
- Virtual Public Consultation Exhibition (via the Commonplace platform).
- Meetings and Presentations with Blawith and Station Road Residents.
- Meetings and Presentations with Station Road Commercial Premises.
- Meetings and Presentations with the Harrow Central Mosque.

6.14.3 The applicant has sought to encourage public consultation in respect the proposal in line with the guidance set out in the NPPF and the Localism Act.

6.14.4 Following the validation of the planning application, the Council sent letters of consultation to local residents in the surrounding area inviting them to make representations on the proposed development. In addition, site notices were displayed, and the application was advertised in the local newspaper.

## 6.15 **Aviation**

6.15.1 The relevant policies are

- National Planning Policy Framework (2021)
- Harrow Development Management Local Policies: DM1
- The London Plan (2021): T8

6.15.2 The Ministry of Defence (MOD) was consulted on the proposed development and confirmed that there are no aerodrome height safeguarding concerns, subject to a condition requesting a Bird Hazard Management Plan to be submitted. On that basis, the proposal therefore complies with the above mentioned policies.

## 6.16 **Environmental Impact Assessment**

6.16.1 The requirement of the Environmental Impact Assessment (EIA) Regulations 2017 is based on the likelihood of significant environmental effects arising from a new development and are divided into Schedule 1 and Schedule 2 applications under the EIA Regulations. Schedule 1 would normally constitute developments that would have significant effects on the environment such as major chemical projects or ground and air transport infrastructure. Schedule 2 consists of other forms of

developments that are dealt with under a threshold approach. The proposed development does not fall within the thresholds for EIA development under Schedule 2. Therefore, an Environmental Impact Assessment is not required.

## 6.17 **Section 106 Obligations**

6.17.1 The relevant policies are:

- The London Plan (2021):
- Harrow Core Strategy (2012): CS1.Z/AA, CS2.Q
- Harrow Development Management Policies Local Plan (2013): DM50

6.17.2 In addition to conditions, the planning obligations identified under Recommendation A would be secured via a Unilateral Undertaking.

### Legal costs, Administration and Monitoring

6.17.3 A financial contribution (to be agreed) to be paid by the developer to the Council to reimburse the Council's legal costs associated with the preparation of the planning obligation and a further (to be agreed) to be paid to reimburse the Council's administrative costs associated with monitoring compliance with the obligation terms.

## 7.0 **REASONS FOR APPROVAL**

7.1 The statutory position is that planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise. The relevant policies have been set out within the report above.

7.2 The proposed development would make efficient use of brownfield land in a sustainable location within the Opportunity Area. The proposal would therefore accord with the spatial strategy for growth as set out in the development plan.

7.3 The delivery of 39 new affordable tenure homes, a new public amenity space/children's play space and a new flexible commercial use ground floor unit with an active frontage is considered to constitute a public benefit which contributes to the achievement of local policies, the strategic level need for new (affordable) homes for London and the Government's policy objective of significantly boosting the supply of homes. This is decisive given the acute and widely recognised need for more affordable tenure homes in London.

7.4 Subject to appropriate conditions and planning obligations, the proposal would enhance biodiversity, provide landscaping and public realm improvements, appropriately address surface water flood risk, improve drainage measures, and contribute towards sustainable patterns of travel and healthy streets.

7.5 The proposed development has been conceived through an extensive design-led approach and has undergone robust design scrutiny. The proposal would be of a high-quality design and appearance.

7.6 For all these reasons, the material considerations and benefits in favour of the proposal, would outweigh any harm. In accordance with the NPPF, including its presumption in favour of sustainable development, officers recommend that the planning application should be approved, and planning permission granted, subject to the section 106 Planning Obligations and conditions.

Interim Chief Planning Officer	BK 1/2/2022
Corporate Director	DP 1/2/2022

## **APPENDIX 1: Conditions and Informatives**

### **Conditions**

1. Time Limit

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. Plan List

Save where varied by other planning conditions comprising this planning permission or unless otherwise agreed in writing by the local planning authority, the development hereby permitted shall be carried out in accordance with the following approved plans and documents:

Approved Plan:

00001 Rev: P01; 02101 Rev: P02; 02102 Rev: P02; 02103 Rev: P02; 02105 Rev: P02; 02106 Rev: P02; 02107 Rev: P02; 02108 Rev: P02; 02109 Rev: P02; 02120 Rev: P02; 02121 Rev: P02; 02122 Rev: P02; 02123 Rev: P02; 02124 Rev: P02; 02210 Rev: P02; 02211 Rev: P02; 02212 Rev: P03; 02213 Rev: P03; 02214 Rev: P02; 02215 Rev: P02; 02216 Rev: P02; 02220 Rev: P02; 02221 Rev: P02; 02222 Rev: P02; 02223 Rev: P02; 02240 Rev: P02; 02241 Rev: P02; 02242 Rev: P02; 02250 Rev: P02; 02900 Rev: P03.

Approved Documents:

Site Location Plan (Sheppard Robson), 19<sup>th</sup> October 2021, Revision 02; Planning Statement (CBRE), October 2021; Affordable Housing Statement (CBRE), October 2021; Design and Access Statement including Views Assessment (Sheppard Robson), 19<sup>th</sup> October 2021, Version 01; Landscape Design and Access Statement (BDP), October 2021, Revision 03; Transport Assessment inc. Travel Plan and Parking and Access Arrangements (Stantec), August 2021, Version 01; Waste Management Strategy (Stantec), September 2021, Revision 01; Noise Impact Assessment (RBA), 1<sup>ST</sup> October 2021, Revision 01; Air Quality Assessment (Ramboll), 24<sup>th</sup> September 2021, Revision 04; Statement of Community Involvement (Wates), October 2021; Energy Assessment (Aecom), 14<sup>TH</sup> October 2021, Revision 02; Sustainability Assessment (Aecom), 16<sup>th</sup> September 2021, Revision 03; Daylight and Sunlight Assessment (Avison Young), 4<sup>th</sup> October 2021; Drainage Strategy (Ramboll), 8<sup>th</sup> October 2021, Version 01; Biodiversity Survey and Report (Urban Edge), 26<sup>th</sup> August 2021, Revision 01; Arboricultural Survey and Report (Sharon Hosegood Associates), August 2021; Preliminary Ecological Appraisal and Biodiversity Net Gain Assessment, 26<sup>th</sup> August 2021, Revision 01; Contaminated Land Survey and Report (Ramboll); Overheating Assessment – 24<sup>th</sup> November 2021, Revision 04; Accommodation Schedule – 17<sup>th</sup> November 2021, Revision 03; Surface Water and Foul Water Drainage

3. Levels

No site works or development shall commence until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and road/highway(s), and any other changes proposed in the level of the site, 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.

REASON: To ensure that the works are carried out at suitable levels in relation to the highway and adjoining properties in the interests of the amenity of neighbouring residents, the appearance of the development, drainage, gradient of access and future highway improvement in accordance with policies DM1 and DM42 of the Harrow Development Management Policies Local Plan (2013).

4. Contamination

No development other than works of demolition shall take place until a ground investigation has been conducted and where appropriate a scheme of management for any identified contaminants of concern has been submitted to and agreed in writing by the local planning authority.

REASON: To ensure that the development does not activate or spread potential contamination at the site and that the land is appropriately remediated for the approved uses. To ensure that measures are agreed and in place to identify and manage potential sources of contamination during the demolition and construction phases of the development.

5. Foul Drainage

The development other than demolition works hereby permitted shall not commence until details of the works for the disposal of sewage to be provided on site have been submitted to, and agreed in writing by, the Local Planning Authority. The development shall be carried out in accordance with the works so agreed and the works shall thereafter be retained.

REASON: To ensure that there is adequate wastewater infrastructure in place to serve the development and to ensure the separation of surface and foul water systems, in accordance with policy SI13 of The London Plan (2021) and policy DM10 of the Development Management Policies Local Plan (2013).

6. Surface Water Drainage

The development other than demolition works hereby permitted shall not commence until details for the works for the attenuation, storage and disposal of surface water to be provided on site have been submitted to, and agreed in writing by, the Local Planning Authority. The development shall be carried out in accordance with the works so agreed and the works shall thereafter be retained.

REASON: To ensure that the development incorporates sustainable drainage

systems and achieves greenfield run-off rates, and to ensure the separation of surface and foul water systems, in accordance with policy SI13 of The London Plan (2021) and policy DM10 of the Harrow Development Management Policies Local Plan (2013).

7. Fire Statement

The development hereby approved shall not progress beyond damp proof course level until a Fire Statement produced by a third party suitably qualified assessor has been submitted to, and agreed in writing by, the Local Planning Authority. The development shall be carried out in accordance with the strategy so agreed and shall be retained as such thereafter unless otherwise agreed by the local planning authority or Fire Authority.

REASON: To ensure that the development proposals achieve the highest standard of fire safety in accordance with policy D12 of The London Plan (2021).

8. RAF Northolt

No development shall take place until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. In consultation with MOD, the Bird Hazard Management Plan shall include design measures to minimise any increase in the numbers of hazardous species (primarily large or flocking birds) as a result of the development proposed, in particular provisions to prevent gulls from breeding (using appropriate licensed means) on site should be provided. The development shall be carried out strictly in accordance with the details set out in the approved Bird Hazard Management Plan in perpetuity or until RAF Northolt is no longer operational.

REASON: To minimise the potential of the works approved to provide a habitat desirable to hazardous large and/or flocking birds which have the potential to pose a considerable hazard to aviation safety which is exacerbated by the proximity of RAF Northolt.

9. Permeable Paving

The development other than demolition works hereby permitted shall not commence until full details of the permeable paving and details relating to the long-term maintenance and management of the on-site drainage are submitted to and approved in writing by the Local Planning Authority. Details thereby approved shall be retained thereafter.

REASON: To ensure that the development has adequate drainage facilities, to reduce and mitigate the effects of flood risk and would not impact the character and appearance of the development, in accordance with policies D3 and SI13 of The London Plan (2021) and policies DM1 and DM10 of the Harrow Development Management Local Policies Plan (2013).

10. External Noise

Notwithstanding the approved details, the development hereby permitted shall not progress beyond first floor level until details of glazing for the Station Road elevation are submitted to and approved in writing by the Local Planning Authority. This includes a detailed specification, strategy, and details of the required noise attenuation measures to ensure that the specifications in the RBA report would be achieved.

REASON: To safeguard the amenities of future occupiers of the development in accordance with policy D15 of The London Plan (2021) and policy DM1 of the Harrow Development Management Policies Local Plan (2013).

11. Air Handling & Ventilation Systems

Notwithstanding the approved details, the development hereby permitted shall not progress beyond damp proof course level until full details and specifications of any plant and equipment associated with the air handling and ventilation system, including details for the control of noise and vibration emanating from such systems has been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the air handling and ventilation system shall be implemented and maintained in full compliance with the approved details and shall be thereafter retained, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To safeguard the amenities of neighbouring resident in accordance with policy D15 of The London Plan (2021) and policy DM1 of the Harrow Development Management Policies Local Plan (2013).

12. Materials

Notwithstanding the details shown on the approved drawings, the development shall not progress beyond damp proof course level until samples of the materials (or appropriate specification) to be used in the construction of the external surfaces noted below have been submitted to the Local Planning Authority to be agreed in writing:

- a) Facing materials for the buildings, including roof and brickwork bond
- b) Windows
- c) Doors
- d) Balconies and terraces including privacy screens and balustrade
- e) Ground surfacing.
- f) Rainwater disposal systems (including downpipes) and soil stacks

The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

REASON: To ensure that the development is carried out to the highest standards of architecture and materials in accordance with policy D3 of the London Plan (2021) and policy DM1 of the Harrow Development Management Policies Local Plan (2013).

13. Mains Water

The development hereby approved shall not progress beyond first floor level until a strategy for the efficient use of mains water within the residential parts of the development, pursuant to a water consumption limit of 105 litres per person per day, has been submitted to, and agreed in writing by, the Local Planning Authority. The development shall be carried out in accordance with the strategy so agreed and shall be retained as such thereafter.

REASON: To ensure that the development makes efficient use of mains water in accordance with policy SI5 of The London Plan (2021) and policy DM12 of the Harrow Development Management Policies Local Plan (2013).

14. Landscaping & Ecology Mitigation and Enhancement Plans – First Floor Level

Notwithstanding the approved details, the development hereby permitted shall not progress beyond damp proof course level, until a scheme for detailed hard and soft landscaping of the development, to include details of the planting, hard surfacing materials, external furniture and structures, tree planting and tree pits and so on has been submitted to, and approved in writing by the Local Planning Authority which shall include:

- a) 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, plant container sizes (all at time of planting) and proposed numbers / densities and an implementation programme.
- b) The hard surfacing details shall include samples to show the texture and colour of the materials to be used and information about their sourcing/manufacturer.
- c) Brown roofs, biodiverse and extensive roofs to include the planting and brown roof detail, build-up layers of the material, including the substrate, growing medium, drainage and written specification of planting, schedules of plants, noting species, plant sizes, types of vegetation (all at time of planting) proposed numbers / densities. The layout should incorporate biosolar roof with PV panels and planting combined.
- d) Full scale metric cross sections and elevations for all communal open amenity spaces (at a scale of not less than 1:100).
- e) Details of all furniture, specification for supports and fixings for plants, landscape structures and any climbing plant frames, including proposed material and source / manufacturer, for all communal areas, raised beds, furniture and bespoke furniture.
- f) Details of all boundary treatments/structures including a plan indicating the positions, design, materials and type of boundary treatment/screening to be erected.
- g) A specification of all play equipment to be installed and information about sourcing / manufacturer including provision for children with disabilities; design details (at a scale not less than 1:100), layout and a specification of the surface treatment within the play area and arrangements for ensuring the safety and security of children using the play areas.
- h) An Ecology Mitigation and Enhancement Plan (EMEP), to clearly set



out, with adequate detail for the purpose of planning, implementation, monitoring, and initial assessment of the measures to be undertaken to integrate and maximise features of biodiversity value within the development's component parts that take account of their intended use and the impacts that these will have on such value, with particular regard, but not limited to:

- i) the buildings, including roofs and surface coverings
- ii) ground level spaces, and the incorporation of 3d structures
- iii) the mix and provision of artificial shelters at different levels on the basis of one shelter unit per dwelling (dual occupancy bird boxes counting as one shelter unit);
- iv) lighting provision
- v) the relationship between i-iv
- vi) how a Biodiversity Net Gain uplift of 20% or more will be achieved and subsequently maintained, providing a timescale for these against which to set future monitoring of progress or state.

The development shall be implemented in accordance with the scheme so agreed and shall be retained as such thereafter. The brown roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair.

REASON: To ensure that the development makes provision for hard and soft landscaping which contributes to the creation: of habitats and valuable areas for biodiversity; a high quality, accessible, safe, and attractive public realm and to ensure a high standard of design, layout and amenity, in accordance with policies D3, G5 G6 and G7 of The London Plan (2021) and policies DM1, DM21 and DM22 of the Harrow Development Management Policies Local Plan (2013).

#### 15. External Lighting

Notwithstanding the approved details, the development hereby permitted shall not progress beyond damp proof course level, until details of the lighting of all public realm and other external areas (including buildings) within the site has been submitted to the Local Planning Authority. This includes all details of the lighting including sourcing/ manufacturer details, specification, elevations, light spillage and lighting levels. The development shall be implemented in accordance with the approved details and shall be retained as such thereafter.

REASON: To ensure that the development incorporates lighting that contributes to Secured by Design principles, achieves a high standard of quality in accordance with policies DM1 and DM2 of the Harrow Development Management Policies Local Plan (2013) and to ensure that the development does not unduly impact on the biodiversity potential of the site in accordance with policy DM20 of the Harrow Development Management Policies Local Plan (2013).

#### 16. Landscape Management and Maintenance Plan – Prior to Occupation

The development hereby approved shall not be first occupied until a Landscape Management and Maintenance Plan has been submitted to and approved in

writing by the Local Planning Authority, for all hard and soft landscapes areas, other than privately owned domestic balconies/terraces/gardens. The Landscape Management and Maintenance Plan shall include:

- a) Landscape Management: long term design objectives incorporating the overall functional aesthetic objectives of the landscape scheme; management responsibilities; programme of works and monitoring procedures; and
- b) Landscape Maintenance: including routine physical tasks required to satisfy appropriate standards of aftercare and enable the design and implementation objectives to be achieved, for the first year of maintenance, years 2-5 and 6 years onwards: maintenance responsibilities; a schedule of maintenance operations (calendar of tasks) set out graphically and in writing.

The Landscape Management and Maintenance Plan shall be carried out in accordance with the approved details.

REASON: To ensure the future success of the development and to enhance the appearance of the development, in accordance with policies D3, G5 and G7 of The London Plan (2021) and policies DM1 and DM22 of the Harrow Development Management Policies Local Plan (2013).

17. Ecology Management Plan (EMP)

Prior to the first occupation of the residential development hereby permitted, an Ecology Management Plan (EMP) shall be submitted to and approved in writing by the LPA. The EMP shall set out, clearly and in adequate detail, the management and monitoring works to be taken either:

- a) at regular periods in each month and/or year of the plan
- b) or when trigger conditions, identified by such monitoring are met

This is to ensure that the agreed extent and condition of habitats and other features will be achieved and subsequently maintained, covering a period of 5 years from the end of the period covered by the approved EMP.

The plan should include details of the measures, to be taken and why and a summary 'at a glance' project plan indicating when works should be undertaken and any interdependencies or constraints, so that it can be readily understood by those responsible for carrying out the works or their oversight. The EMP may be provided as a standalone document or incorporated within a landscape and ecology management plan, ensuring that the two are closely integrated.

REASON: To ensure that the development contributes to the creation of habitats and valuable areas for biodiversity including the monitoring and maintenance of such habitats and other features in accordance with policies D3, G5 G6 and G7 of The London Plan (2021) and policies DM1, DM21 and DM22 of the Harrow Development Management Policies Local Plan (2013).

18. TV Reception

Prior to the first occupation of the residential units hereby permitted, details of a strategy for the provision of communal facilities for television reception (eg. aerials, dishes and other such equipment) shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include the specific size and location of all equipment. The approved details shall be implemented

prior to the first occupation of the residential units and shall be retained thereafter. No other television reception equipment shall be installed on the building without the prior written approval of the Local Planning Authority.

REASON: To ensure that any telecommunications apparatus and other plant or equipment that is required on the exterior of the buildings preserves the high quality design of the buildings and spaces in accordance with policy D3 of the London Plan (2021), and DM49 of the Development Management Policies Local Plan (2013), and to ensure that the development achieves a high standard of amenity for future occupiers the buildings in accordance with policy DM1 of the Development Management Policies Local Plan (2013).

19. Secured by Design

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

REASON: In the interests of creating safer and more sustainable communities and to safeguard amenity by reducing the risk of crime and the fear of crime in accordance with policy D11 of the London Plan (2021) and policy DM1 of the Development Management Policies Local Plan (2013).

20. Parking Spaces

The residential units hereby permitted shall not be occupied until three accessible parking spaces of a standard size have been clearly marked out on site, in accordance with the approved ground floor plan (02105 Rev:P02). Such spaces shall not be used for any purposes other than for the parking of motor vehicles used by residents of the development for blue badge holders/disabled persons only, and for no other purpose, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure car parking provision is available for use by the occupants of the site and in accordance with policy T6 of The London Plan (2021) and policies DM1 and DM42 of the Harrow Development Management Policies Local Plan (2013).

21. Cycle Storage – Prior to Occupation

The development hereby permitted shall not be occupied until details of shelters, racks, dimensions and location of a minimum of 69 long stay and 4 short stay residential cycle parking spaces and 2 long stay and 2 short stay commercial cycle parking spaces shall be submitted to and approved in writing by the local planning authority. Such cycle storage should be designed in accordance with the requirements of the London Cycle Design Standards. The development shall be completed in accordance with the approved details prior to the occupation of the residential units, and shall thereafter be retained.

REASON: To ensure that cycle storage is available for use by the occupants of the site in accordance with policy T5 of The London Plan (2021) and policies DM1 and DM42 of the Harrow Development Management Policies Local Plan (2013).

22. Delivery and Servicing Plan

The residential premises hereby approved shall not be first occupied until a detailed Delivery and Servicing Plan has first been submitted to the Local Planning Authority in writing to be agreed. The delivery and service plan shall be carried out in accordance with the approved details for the lifetime of the development.

REASON: To ensure that the transport network impact of deliveries associated with non-residential uses within the development is managed in accordance with Policy T7 of the London Plan (2021) and policy DM 44 of the Harrow Development Management Policies Local Plan (2013).

23. Car Park Design and Management Plan

Prior to the first occupation of the residential development hereby permitted, a Car Parking Design and Management Plan shall be submitted to, and agreed in writing by, the Local Planning Authority. The plan shall set out the following:

- a) Details of spaces that are to be 'active' electric vehicle charging point spaces and are to be 'passive' electric vehicle charging point spaces. The plan should outline the provision of one active Electric Vehicle Charging Point for at least 20% of spaces from the outset with the remaining 80% passive and the mechanism for converting passive provision to active should demand increase.
- b) Mechanism for increasing the number of spaces that have an 'active' electric vehicle charging point if monitoring demonstrates additional demand.
- c) Details of the allocation and management of the disabled car parking spaces.
- d) Details of monitoring, management and enforcement procedures for parking within the site.
- e) Details of future provision of disabled person's parking spaces should demand increase.

REASON: To ensure that the car parking is managed in a satisfactory manner and that the development contributes to more sustainable travel in accordance with Local Plan DM42 and Policy T6 and Policy T6.5 of the London Plan (2021).

24. Delivery and Servicing Plan

Prior to the first occupation of the development hereby approved, a Full Delivery and Servicing Management Plan shall be 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. All deliveries and servicing associated with the development shall be carried out only in accordance with the approved details.

REASON: To ensure the provision of adequate facilities for servicing and deliveries, in accordance with Local Plan DM44 and Policy T7 of the London Plan (2021).

25. Travel Plan Statement

Within six months following the first occupation of the development hereby permitted, the application shall submit a Travel Plan Statement (TPS) for the approval of the Local Planning Authority. The TPS shall be completed using TFL guidance and shall include

- a) A survey of residents (TRICS compliant) within 6<sup>th</sup> months of occupation or at 75% full, whichever occurs first.
- b) Further detail on mitigating measures.
- c) Targets that link to the action plan.
- d) An action plan that focuses on mitigating measures and providing incentives to residents to encourage sustainable travel. Please use the result of the survey to inform the mitigating measures and action plan
- e) A schedule for the delivery of the TPS, including a schedule for reporting to the council.

REASON: To ensure that the proposed development promoted sustainable transportation in accordance with Local Plan DM42 and Policy T6 and Policy T6.5 of the London Plan (2021).

26. Mail Strategy

Prior to the first occupation of the residential units, details of the arrangements for the distribution of mail (including any mail boxes) and other deliveries to residents within the development shall be first 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 that the development contributes to the achievement of a lifetime neighbourhood and a high standard of design and layout.

27. Refuse Stores

The residential refuse stores as shown on drawing numbers 02210 Rev:P02 and 02220 Rev:P02 and shall be provided prior to the first occupation of the flats/townhouses and shall be thereafter retained. The refuse stores shall have direct access from the public highway and shall have keypad code access installed on the external door (a keyless door), unless the prior written approval of the Local Planning Authority is first obtained. 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 ensure satisfactory refuse stores are provided, which are accessible to refuse collectors, in accordance with policies DM1 and DM45 of the Harrow Development Management Policies Local Plan (2013).

28. Highway Works\*\*

No residential occupation of the development hereby permitted shall occur until the works to the highway have been carried out and completed in accordance with the approved details. These works to include:

- Existing site access closed and new access created for the parking spaces;

- The provision of access/ramp to the communal bin store
- Any kerbside realignments and making good of the highway  
Reason: To provide the necessary access for the approved parking spaces and bin store in accordance with policy T7 of The London Plan (2021) and policies DM1 and DM44 of the Development Management Policies Local Plan (2013).

29. Access Control System

The flats hereby approved shall not be occupied until: (i) an audio-visual access control system has been installed; or (ii) such alternative security measures have been installed that shall first have been submitted to, and agreed in writing by, the Local Planning Authority.

REASON: To ensure that the development achieves a high standard of residential quality for future occupiers of the development in accordance with policy D11 of the London Plan (2021) and policy DM1 of the Development Management Policies Local Plan (2013).

30. Wheelchair User Dwellings

A minimum of 10% of the units shall be built in accordance with Building Regulation standard M4 (3) 'Wheelchair User Dwellings'. All other residential units in this development, as detailed in the submitted and approved drawings, shall be built to Building Regulation Standard M4 (2) 'Accessible and adaptable dwellings'. The development shall be thereafter retained to those standards.

REASON: To ensure provision of 'Wheelchair and Accessible and adaptable' housing in accordance with policy D7 of The London Plan (2021) and policy DM 2 of the Harrow Development Management Policies Local Plan (2013)

31. No Balcony

The roof area of the town houses hereby permitted shall not be used as a balcony, roof garden or similar amenity area without the grant of further specific permission from the local planning authority.

REASON: To safeguard the amenity of neighbouring resident in accordance with policy DM1 of the Harrow Development Management Polices Local Plan (2013).

32. PD Restrictions

The ground floor flexible commercial unit (Use Class E1 and/or F1 or F1) shall only be used for the purposes as set out in the application and for no other purposes.

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 in accordance with policy D3 of the London Plan (2021) and policy DM1 of the Harrow Development Management Polices Local Plan (2013).

33. PD Restrictions

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

REASON: To enable the Local Planning Authority to fully consider the effects of development normally permitted by the Town and Country Planning (General Permitted Development) Order 2015 to maintain mixed, balanced, sustainable and inclusive communities in accordance with policy D3 of the London Plan (2021) and policy DM1 of the Harrow Development Management Polices Local Plan (2013).

34. PD Restrictions

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that order with or without modification), no development which would otherwise fall within Classes A, B, D, E and F in Part 1 of Schedule 2 to that Order shall be carried out in regard to the dwellinghouses hereby permitted, without the prior written permission of the local planning authority.

REASON: To safeguard the character of the area by restricting the amount of site coverage and size of dwelling in relation to the size of the plot and availability of amenity space and to safeguard the amenity of neighbouring residents and the character of the area in accordance with policy D3 of The London Plan (2021) and policy DM1 of the Harrow Development Management Policies (2013).

35. PD Restrictions

Notwithstanding the provisions of Part 16 (Communications) to Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015, or any order revoking and replacing that Order with or without modification, no development that would otherwise be permitted by that part of the Order (or the equivalent provisions of any replacement Order) shall be carried out without planning permission having first been obtained by the Local Planning Authority.

REASON: To ensure that the architectural integrity of the building is not compromised, in accordance with policy D3 of the London Plan (2021) and policy DM 1 of the Harrow Development Management Polices Local Plan (2013).

36. Opening Hours

The opening hours of the flexible ground floor non-residential unit (Class E and/or F1 and/or F1) shall be as follows:

- 08:00 hours to 23:00 hours on Mondays to Saturdays (inclusive)
- 08:00 hours to 22:00 hours on Sundays and Bank Holidays

REASON: In order to safeguard the amenities of neighbouring residents in

accordance with policy D15 of The London Plan (2021) and policy DM1 of the Harrow Development Management Policies Local Plan (2013).

37. Noise Rating

The rating level of the noise emitted from the flexible ground floor non-residential unit (Class E and/or F1 and/or F1) shall be at least 10dB below the existing background noise level. The noise levels shall be determined at the boundary of the nearest noise sensitive premises. The measurements and assessment shall be made in accordance with the latest British Standard 4142, 'Method for rating industrial noise affecting mixed residential and industrial areas'.

REASON: In order to safeguard the amenities of neighbouring residents in accordance with policy D15 of The London Plan (2021) and policy DM1 of the Harrow Development Management Policies Local Plan (2013).

38. Planting

All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building(s), or the completion of the development, whichever is the sooner. Any existing or new trees or shrubs which, within a period of 5 years from the completion of the development, die, are removed, or become seriously damaged or diseased, shall be replaced in the next planting season, with others of a similar size and species, unless the Local Planning Authority agrees any variation in writing.

REASON: To safeguard the appearance and character of the area, and to enhance the appearance of the development, in accordance with policies D3, G5 and G7 of The London Plan (2021) and policies DM1, DM22 and DM23 of the Harrow Development Management Policies Local Plan (2013).

39. Biodiversity & Trees

The development hereby approved shall be carried out and completed in accordance with the approved Preliminary Ecological Appraisal and Biodiversity Net Gain Assessment (August 2021) and the Arboricultural Impact Assessment Report (August 2021).

REASON: To ensure the existing trees which are to be retained are suitably protected during construction works and to ensure any existing biodiversity features are protected and enhanced in accordance with the National Planning Policy Framework (2021), policies G5, G6 and G7 of The London Plan (2021) and policies DM1, DM20, DM21 and DM22 of the Harrow Development Management Policies Local Plan (2013).

40. 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 (2021), policies S2 of The London Plan (2021) and policies DM12, DM13 and DM14 of the Harrow Development Management Policies Local Plan (2013).

41. Legal Agreement Required\*

In the event that any owners of the land have the legal locus to enter into a Section 106 Agreement, no works (or no further works if development has commenced) shall be commenced on site until such time as they have entered into such an Agreement incorporating obligations in respect of the matters covered by conditions marked with \*\* in the planning permission granted on *insert date* (Harrow Reference P/4477/21) and those obligations shall apply to all conditions above marked with \*\* which supersede those of permission P/4477/21.

REASON: In order to define the permission and to secure development in accordance with policy DM50 of the Harrow Development Management Policies Local Plan (2013).

## Informatives

1. Relevant Policies

The following policies are relevant to this decision:

National Planning Policy Framework (2021)

The London Plan (2021):

D1, D2, D3, D4, D5, D6, D7, D8, D9, D11, D12, D14, H1, H2, H4, H5, H6, G5, G6, G7, SI1, SI2, SI3, SI5, SI8, SI12, SI13, T2, T3, T4, T5, T6, T7

Harrow Core Strategy (2012):

CS1

Harrow and Wealdstone Area Action Plan (2013)

AAP2, AAP4, AAP5, AAP6, AAP7, AAP9, AAP11, AAP12, AAP13, AAP18, AAP19

Harrow Development Management Policies Local Plan (2013):

DM1, DM2, DM3, DM9, DM10, DM12, DM14, DM15, DM20, DM21, DM22, DM23, DM24, DM27, DM28, DM38, DM41, DM42, DM43, DM44, DM45, DM49, DM50

Supplementary Planning Documents:

Supplementary Planning Document: Residential Design Guide (2010)

Supplementary Planning Document: Planning Obligations and Affordable Housing (2013)

Technical Housing Standard (2015) Code of Practice for Storage and

Collection of Refuse and Materials for Recycling in Domestic Properties (2008).

Mayors Housing Supplementary Planning Guidance (2016)

Mayors Affordable Housing and Viability Supplementary Planning Guidance (2017)

2. Pre-application engagement

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

This decision has been taken in accordance with paragraphs 187-189 of The National Planning Policy Framework. Pre-application advice was sought and provided and the submitted application was in accordance with that advice.

3. 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 £141,293.48

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/form_1_assumption_of_liability.pdf)

[https://ecab.planningportal.co.uk/uploads/1app/forms/cil\\_questions.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](https://ecab.planningportal.co.uk/uploads/1app/forms/form_6_commencement_notice.pdf)

The above forms should be emailed to [HarrowCIL@Harrow.gov.uk](mailto: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

4. Harrow CIL

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 £596,080.56

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/form_1_assumption_of_liability.pdf)

[https://ecab.planningportal.co.uk/uploads/1app/forms/cil\\_questions.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](https://ecab.planningportal.co.uk/uploads/1app/forms/form_6_commencement_notice.pdf)

The above forms should be emailed to [HarrowCIL@Harrow.gov.uk](mailto: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.

5. 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.

6. Party Wall Act

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

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

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

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

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

Please quote Product code: 02 BR 00862 when ordering

Also available for download from the CLG website:

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/133214.pdf>

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: [communities@twoten.com](mailto:communities@twoten.com)

7. Compliance with Planning Conditions

IMPORTANT: Compliance With Planning Conditions Requiring Submission and Approval of Details Before Development Commences  
- You will be in breach of planning permission if you start development without complying with a condition requiring you to do something before you start. For example, that a scheme or details of the development must first be approved by the Local Planning Authority. Carrying out works in breach of such a condition will not satisfy the requirement to commence the development within the time permitted. Beginning development in breach of a planning condition will invalidate your planning permission.

- If you require confirmation as to whether the works you have carried out are acceptable, then you should apply to the Local Planning Authority for a certificate of lawfulness.

8. Liability for Damage to Highway

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

9. Street Numbering

Harrow Council is responsible for the naming and numbering of new or existing streets and buildings within the borough boundaries. The council carries out these functions under the London Government Act 1963 and the London Building Acts (Amendment) Act 1939.

All new developments, subdivision 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](mailto: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)

10. 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 (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 (2016) 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.

11. Designing Out Crime

For further information regarding Secure By Design, the applicant can contact the North West London Designing Out Crime Group on the following: [DOCOMailbox.NW@met.police.uk](mailto:DOCOMailbox.NW@met.police.uk)

12. Network Management

The developer is urged to make early contact with Network Management in order to agree any temporary traffic management

measures required; these should then be included in the detailed CLP for submission.

13. Landscape Management and Maintenance

A Landscape Management Plan would be expected to set out, graphically and / or in writing, the overall functional and aesthetic objectives of the landscape scheme and the steps (eg legal arrangements including ownership and management responsibilities, planned maintenance tasks, any phased works, management programme of works, monitoring procedures etc.) that will be taken after implementation to ensure that the scheme becomes successfully established and reaches maturity.

Landscape Maintenance refers to the routine physical tasks (e.g. strimming, pruning, weeding, plant replacement, watering, litter clearance, maintenance of furniture, any decorative landscape lighting etc.) required to satisfy appropriate standards of aftercare and to enable the design and implementation objectives in respect of planting to be satisfactorily achieved. It is essential to identify who is responsible for these tasks.

A Schedule of Maintenance Operations is normally a component of a Landscape Management Plan and commonly included within a Landscape Design Specification document.

**APPENDIX 2: SITE PLAN**



**Existing Site Plan**



**Proposed Site Plan**

## **APPENDIX 3: SITE PHOTOS**



**Station Rd**



**Junction of Station Rd & Milton Rd**





**Side/Rear Elevation of Civic 9**



**Looking Towards the Rear of the Application Site**



**Rear of Application Site**

## **APPENDIX 4: PLANS AND ELEVATIONS**



Station Road Elevation (Section A-A)

### **Existing Elevation – Station Road ↑**



Elevation A - Station Road

### **Proposed Elevation – Station Road ↑**



Milton Road Elevation (Section B-B)

### **Existing Elevation – Milton Road ↑**



### **Proposed Elevation – Milton Road ↑**



**Proposed Rear Elevation** ↑

# Proposed Floor Plans

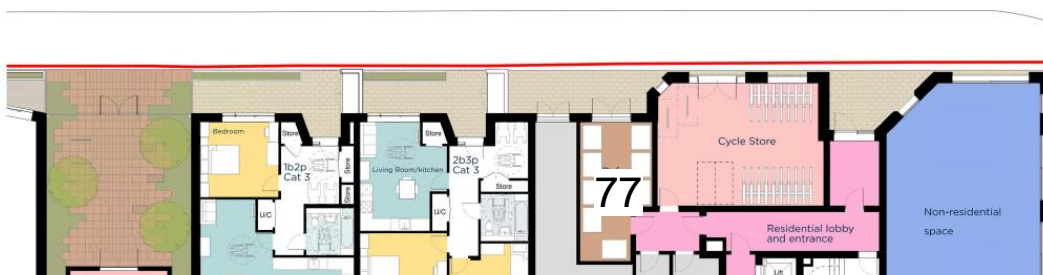


## Town House – Proposed Ground Floor Plan ↑



## n House – Proposed First & Second Floor Plans ↑

Tow



## Apartment Building – Proposed First & Second Floor Plans ↑

### Visualisations



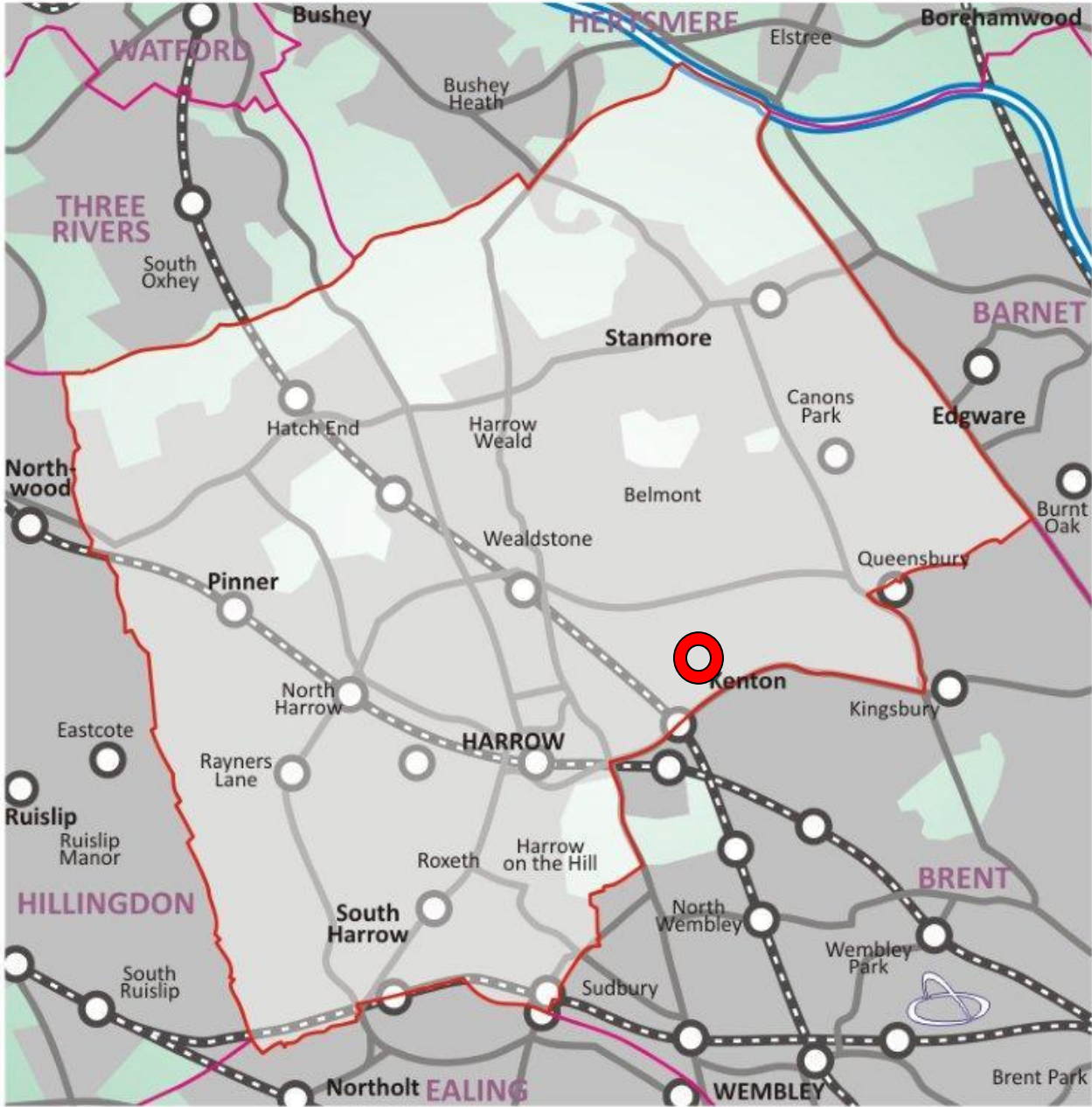


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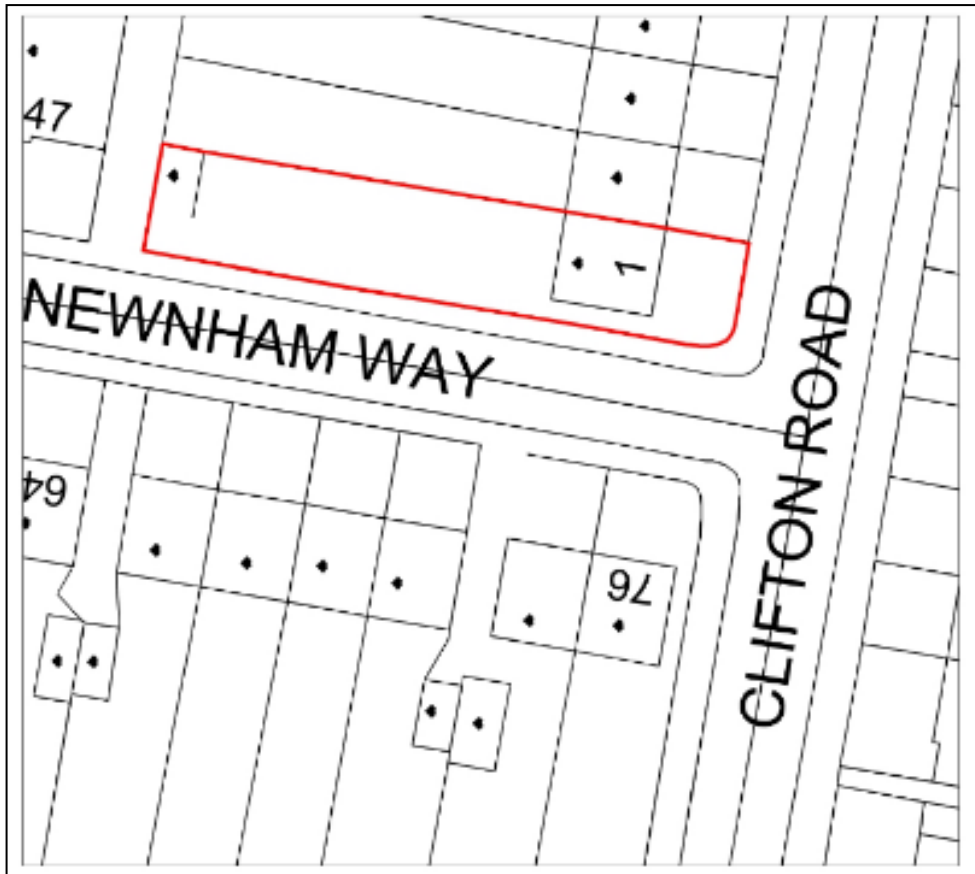
Agenda Item : 2/01

 = application site



1 Clifton Road HA3 9NX	P/1455/21
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**1 CLIFTON ROAD, HARROW, HA3 9NX**



# LONDON BOROUGH OF HARROW

## PLANNING COMMITTEE

**16<sup>th</sup> February 2022**

**APPLICATION NUMBER:** P/4155/21  
**VALIDATION DATE:** 18/10/2021  
**LOCATION:** 1 CLIFTON ROAD, HARROW  
**WARD:** KENTON EAST  
**POSTCODE:** HA3 9NX  
**APPLICANT:** MR HARISH HIRANI  
**AGENT:** LONDON INTERIORS  
**CASE OFFICER:** WILL HOSSACK  
**EXTENDED EXPIRY DATE:** 21/02/2022

### **PROPOSAL**

Conversion of Dwelling Into Three Flats (3 X 1 Bed); Single Storey Front Extension Incorporating Front Porch; Single Storey Side To Rear Extension; Proposed Vehicle Access; Parking; Separate Amenity Space; Bin And Cycle Stores

### **RECOMMENDATION**

The Planning Committee is asked to:

- 1) Agree the reason for approval as set out in this report
- 2) Grant planning permission subject to the conditions listed in Appendix 1 of this report:

### **REASON FOR THE RECOMMENDATIONS**

The proposed extensions would be acceptable additions to the host property whilst the proposed units would contribute towards the supply of smaller accommodation located in an area in close proximity to local amenities and sustainable transport modes. The proposed residential uses would provide a layout and design that would provide an appropriate quality of accommodation for the future occupiers.

Accordingly, weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation as set out below, officers conclude that the proposed development is worthy of support.

## **INFORMATION**

This application is reported to Planning Committee on request of a nominated member, owing to public interest, and therefore falls within proviso A of the Scheme of Delegation.

Statutory Return Type:	Minor Development
Council Interest:	None
Net additional Floorspace:	22.66m <sup>2</sup>
GLA Community Infrastructure Levy (CIL) Contribution (provisional):	£1,359.60
Local CIL requirement:	£3,694.48

## **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 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 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 subject to conditions which are recommended.

## **1.0 SITE DESCRIPTION**

- 1.1 The application site pertains to a two-storey end-terraced dwelling house orientated towards the south-east along the junction of Clifton Road and Newnham Way.
- 1.2 The existing dwelling house features a front two-storey bay window with a gable styled projection atop. The original property features a pebble dashed finish.
- 1.3 The property has been previously extended by way of a single storey rear extension spanning 3m in depth and also features a single storey front to side extension which incorporates a front porch. The existing front porch links into the bay window and protrudes 1.30m beyond the front wall of the dwelling.
- 1.4 Roof alterations comprising a hip-to-gable enlargement, rear dormer and the installation of rooflights in the front roofslope have been substantially completed on site and have been built utilising permitted development rights (in accordance with granted Certificate of Lawfulness application P/4368/20).
- 1.5 Adjoining the northern site boundary is no.3 Clifton Road. This property is a two-storey mid-terraced dwelling house which features a 3m deep single storey rear extension. The southern site boundary adjoins the pavement along Newnham Way.
- 1.6 The application site is within a Critical Drainage Area.

## **2.0 PROPOSAL**

- 2.1 The application seeks full planning permission to extend the existing dwellinghouse and convert it into three 1 bed units (Use Class C3). The ground floor would feature two separate units whilst the first and second floor would be a separate unit.
- 2.2 The enlargements to the property comprises a single storey front to side to rear extension which incorporates a new front porch. The front projection of the enlargement would protrude 1.1m beyond the front wall and would leave a 0.4m gap away from the bay window. The side projection would extend up to the southern site boundary for the length of the dwelling whilst the rear projection would have a total depth of 6m. The side to rear building line is staggered resulting in 4m of flank wall beyond the original rear building line of the dwelling being immediately visible from the public footpath of Newnham Way. The extension would have a max. height of 3.2m and an eaves height of 3.0m.
- 2.3 The first ground floor flat (flat 1) would be a 1 bedroom 1 person (1b1p) flat with an open plan living/kitchen/dining room area to the rear of the extended property, one bedroom to the front of the unit and one shower room. The proposed flat would have a Gross Internal Area (GIA) of 42.8m<sup>2</sup>.

- 2.4 The second ground floor flat (flat 2) would be a 1 bedroom 1 person (1b1p) studio flat with an open plan living area and one shower room. The proposed flat would have a GIA of 37m<sup>2</sup>.
- 2.5 The two-storey unit (flat 3) would have an occupancy of 1b2p with a living room, bedroom, bathroom, and study on the first floor, whilst the second floor would feature a kitchen/dining area. The proposed unit would have a GIA of 63.9m<sup>2</sup>.
- 2.6 The rear garden is to be sub-divided into three private amenity spaces with access for all flats available from Newnham Way. Two cycle spaces are proposed to be stored within each respective amenity area. Three bin stores providing spaces for 3 bins each are to be kept in a shared storage area accessible from Newnham Way.
- 2.7 The proposal would provide two off street parking spaces serving flats 1 and 3. The application also proposes a vehicle access to the front of the site.

### **3.0 RELEVANT PLANNING HISTORY**

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

Ref no.	Description	Status and date of decision
<b>LBH/4285:</b>	Extension to provide dining-room with bedroom	<b>(Refused 19/06/1969)</b>
<b>LBH/4285/1:</b>	Extension of single storey rear extension to dining room and formation of room with dormer windows in roof space	<b>(Grant 29/12/1972)</b>
<b>P/3304/20/PRIOR:</b>	Single storey rear extension: 6.00 metres deep 3.34 metres maximum height 3.00 metres high to the eaves	<b>(Prior approval not required 26/10/2020)</b>
<b>P/4368/21:</b>	Certificate of Lawful Development (Proposed): Alterations And Extension To Roof To Form End Gable; Rear Dormer; Two Rooflights In Front Roofslope; Window In End Gable; Reduction Re-Positioning And Installation Of Window In End Gable At First Floor	<b>(Grant 22/01/2021)</b>
<b>P/3372/21:</b>	Certificate of Lawful Development (Proposed): Single Storey Rear Extension	<b>(Grant 05/10/2021)</b>

## 4.0 **CONSULTATION**

- 4.1 A total of 2 consultation letters were sent to neighbouring properties regarding this application.
- 4.2 A site notice was also erected outside of the application site on 26/11/2021. The overall consultation response period expired on 17/01/2021.
- 4.3 A total of 1 response was received objecting to the proposal.
- 4.4 A summary of the responses received along with the Officer comments are set out below:

### **Summary of Neighbour Consultation Responses**

#### Principle of the Development

Property is more suited to two flats than three flats.

*There is no local development plan policy restricting the number of units a building can provide in principle. Other considerations would determine whether the property provides or impinges upon an acceptable level of residential amenity or character of the area. In this instance it is considered the proposal is acceptable in terms of impacts to character and residential amenities.*

#### Residential Amenity

Proposed flats are 'tight' and do not meet disability needs of future occupants.

*There is no local development plan policy requiring the conversions of dwellings to flats to meet disability needs. Whilst Policy D7 of The London Plan (2021) requires new residential development to comply with Building Regulations M4(2) and M4(3) these regulations only apply to newly erected dwellings and not conversions of existing buildings.*

#### Traffic and Parking

Issues of parking in the area and development will cause more issues.

*The Highways Authority have raised no objection to the proposed parking with the application which complies with maximum standards of the London Plan (2021). In any case, the Highways Authority has explicitly commented the flats are not considered to generate a significant parking demand owing to their low occupancy and no severe or harmful impact to the highway network is expected.*

4.5 Statutory and Non-Statutory Consultation

4.6 The following consultations have been undertaken, together with the responses received and officer comments:

<b>Summary of Consultation Responses</b>
<p><u>LBH Highways</u> No objection:</p> <ul style="list-style-type: none"><li>- The application site despite having a PTAL of 1B is within a 2 minute walk of a bus stop and 12 minute walk from Kingsbury Underground Station (Jubilee line). This is mainly a residential area within a 6 minute walk from basic services.</li><li>- Development would be permitted to have 1.5 parking spaces per dwelling (4.5 spaces total). The proposal includes 1 space to the front of the property and a further space to the rear using an existing vehicle crossing</li><li>- If parking space to the front cannot be provided this would not be a concern as the flats being small units are not expected to generate a significant parking demand.</li><li>- Policy compliant levels of cycle storage are provided in accessible private gardens. Location and storage is acceptable</li><li>- Overall, the proposal is not expected to result in a severe or harmful impact for the surrounding highway network; highways have no objection.</li></ul>
<p><u>Vehicle Crossing Team</u> No comment received</p>
<p><u>Council's Landscape Architect</u> No comment received</p>

5.0 **POLICIES**

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

'If regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations indicate otherwise.'

5.2 The Government has issued the National Planning Policy Framework [NPPF 2021] sets out the Government's planning policies for England and how these should be applied and is a material consideration in the determination of this application.

5.3 In this instance, the Development Plan comprises The London Plan 2021 [LP] and the Local Development Framework [LDF]. The LDF comprises The Harrow Core Strategy 2012 [CS], Harrow and Wealdstone Area Action Plan 2013 [AAP],



the Development Management Policies Local Plan 2013 [DMP], the Site Allocations Local Plan [SALP] 2013 and Harrow Local Area Map 2013 [LAP].

5.4 A full list of all the policies used in the consideration of this application is provided as Informative 1.

## **6.0 ASSESSMENT**

6.1 The main issues are:

- Principle of the Development
- Character, Appearance and Design
- Residential Amenity
- Traffic, Parking, Impact to the Highway
- Development and Flood Risk
- Fire safety

### **6.2 Principle of Development**

6.2.1 The relevant policies are:

- The National Planning Policy Framework (2021)
- The London Plan (2021): H1, H2
- Harrow Development Management Policies (2013): DM2, DM24
- Harrow's Core Strategy (2012): CS1

6.2.2 Policies H1 and H2 of The London Plan (2021) seeks to increase the range of housing supply and provides policy support for small site development. The proposal provides an increase in smaller housing stock and would increase the housing choice within the borough in accordance with Policy DM24 of the Harrow Local Plan Development Management Policies (2013). As further discussed in section 6.5 of the report it is considered the proximity of the development to sustainable transport modes and services would provide adequate facilities and services to occupiers of the site.

6.2.3 For the reason set out above, it is considered that the principle of this proposal meets the above policy requirements with regard to the overarching goal of housing choice and provision.

### **6.3 Character, Appearance and Design**

6.3.1 The relevant policies are:

- The National Planning Policy Framework (2021)
- The London Plan (2021): D3
- Harrow Development Management Policies (2013): DM1, DM27, DM45
- Harrow's Core Strategy (2012): CS1
- Supplementary Planning Document Residential Design Guide (2010)

*Front Porch*

- 6.3.2 Paragraph 6.35 of the Council's Residential Design Guide SPD emphasises that front extensions should reflect and complement the scale and design of the pattern of development in the street scene and the existing architectural merits of the existing building; not project significantly forward of front bay windows and do not link into and have a clear separation from front bay windows.
- 6.3.3 The proposed front extension would protrude 1.1m beyond the front wall of the dwelling and 0.5m beyond the front bay window. This would be considered a relatively deep projection competing with the front bay window feature. However, the current proposal would serve to reduce the front building line from existing site circumstances by 0.2m and would no longer link into the front bay window. As such, the proposal is considered to better complement the front bay window feature and the proportions of the dwelling than the existing front extension. As such the front projection is considered acceptable.

#### *Single Storey Side to Rear Extension*

- 6.3.4 Paragraphs 6.6 and 6.11 of the Council's SPD emphasises proportionate and balanced additions to the host dwellinghouse. Paragraph 6.37 states the visual impact of side extensions will be assessed against the pattern of development in the locality and their potential to dominate the appearance of the streetscene. The proposed rear projection of the extension would have a total depth of 6m. This would be considered disproportionate to the depth of the original dwellinghouse. However, the property has attained prior approval to implement a 6m deep extension as per approved prior approval application P/3304/20/PRIOR. There's therefore a relevant fall-back position for the extension to the property has been obtained, and it is considered a reason for refusal on ground of the 6m deep projection cannot be sustained.
- 6.3.5 The side to rear component would extend up to the southern site boundary adjoining the pavement of Newnham Way and would protrude 4m beyond the original rear wall of the dwellinghouse. This part of the proposal is not within the footprint of the approved prior approval application and is in a prominent siting be visually read from Newnham Way. The extent of the flank wall would protrude 4m beyond the original rear building line before being set in 1m from the boundary to connect to the 6m rear component. It is considered this set in serves to mitigate the massing of the proposed extension which be viewed from the streetscene. This would not be incongruous to the character of corner sites in the locality with other properties in the locality featuring visible flank walls up to the pavement between 3-4m in rear projection for properties of similar scales and proportions.

#### *Landscaping, Sub-Division of Rear Garden, Cycle Storage and Refuse Storage, Vehicle Access*

- 6.3.6 The proposal would sub-divide the rear garden into three separate private amenity spaces. Access to these spaces is available via a side gate from Newnham Way. Each amenity space would contain a cycle store (2 spaces each) and has a communal area with three bin stores. It is considered acceptable arrangements and access has been provided for each flat regarding refuse and cycle storage which would not clutter the street scene.
- 6.3.7 No landscaping details to the forecourt or rear gardens have been provided however, this can be secured by way of planning condition. A condition has also been recommended ensuring the rear garden areas and surrounding site boundary fence are divided by 1.8m high timber fencing.
- 6.3.8 The application proposes a Vehicle Access to the front of the property. No plans have been provided to show a dropped kerb however, the locality features many dropped kerbs and as such the proposal would not be incongruous provided it complies with the Council's Vehicle Crossing Policy (2017). The permission for a Vehicle Access is subject to a separate consent regime outside of the planning process and as such the lack of drawings for this would not be a reason for refusal.
- 6.3.9 The proposals would have an acceptable impact upon the character and appearance of the main house and the surrounding area and would therefore be in line with National Planning Policy Framework (2021), Policy D3 of The London Plan, (2021), Core Policy CS1.B of the Harrow Core Strategy (2012), Policy DM1 of the Harrow Development Management Policies Local Plan (2013) and the adopted Supplementary Planning Document: Residential Design Guide (2010).

## **6.4 Residential Amenity**

6.4.1 The relevant policies are:

- The National Planning Policy Framework (2021)
- The London Plan (2021): D3, D6
- Harrow Development Management Policies (2013): DM1, DM26
- Harrow's Core Strategy (2012): CS1
- Supplementary Planning Document Residential Design Guide (2010)
- Technical housing standards - nationally described space standard (2016)
- Mayor of London Housing Supplementary Planning Guidance (2016)

### *Impact of Development on Neighbouring Amenity*

6.4.2 The only neighbouring property to the application site is no.3 Clifton Road. The proposed single storey side to rear enlargement would extend 3m beyond the rear extension of no.3 Clifton Road. This extent of flank wall would be within the 3m allowance afforded by paragraph 6.59 of the Council's SPD and would comply with paragraph 6.63 having a pitched roof with the mid-point being less than 3.5m in height. As such it is considered the proposed extensions would not be of any significant detriment to any neighbouring properties.

- 6.4.3 It is acknowledged the use of the site would result in three smaller residential units, which is likely to house 4 people cumulatively. It is therefore unlikely the proposal would result in an increased use profile over and above existing site circumstances. In any case, the units are for residential purposes and any noise disturbance would be residential in nature and not dissimilar to the existing residential use of the site or those within the vicinity.

#### *Amenity of Future Occupiers*

- 6.4.4 The proposed flats would all meet the minimum GIA requirements of the London Plan (2021) and the Technical Housing Standards – nationally described space standards (2015).
- 6.4.5 Submitted sections show all floors of the property benefit from a floor to ceiling height of at least 2.3m complying with the recommendation of the Technical Housing Standards (2015) – for existing dwellings. It is considered the vertical stacking between the units would be acceptable with like for like rooms being above each other on the ground and first floors. The proposed site plans also show that the rear garden is to be sub-divided to provide adequate amenity space for the private use of all three units and would exceed the standard stated in the Mayor of London Housing Supplementary Planning Guidance (2016).
- 6.4.6 All the units would have unobstructed external windows serving all habitable rooms providing an adequate means of light and outlook. The open plan areas of the ground floor flats are served by large floor to ceiling high windows and rooflights to provide a means of light and outlook. The studio flat also features an additional kitchen window in the rear elevation of the extension and a high level obscure glazed non-opening window to further supplement light and outlook to the functional space of the studio flat. A condition has been attached to ensure the high-level window remains obscure glazed and non-opening to protect the privacy of the occupier of the studio flat.
- 6.4.7 In conclusion, it is considered that the proposal would not result in any undue impacts on residential amenity for neighbouring occupiers or occupiers of the proposed development, subject to conditions as detailed above, and thus would comply with the relevant policies with regard to residential amenity.

## **6.5 Traffic, Parking and Accessibility**

- 6.5.1 The relevant policies are:

- The National Planning Policy Framework (2021)
- The London Plan (2021): T5, T6, T6.1
- Harrow Development Management Policies (2013): DM42
- Harrow's Core Strategy (2012): CS1

- 6.5.2 The site is in a PTAL 1b area and would be considered to have immediately poor public transport modes. However, the property is located within a 2-minute walk from a bus stop and 12 minutes from an Underground Tube Station providing access to the Jubilee Line. Furthermore, local shops and services are present

within a 6-minute walk. The application has provided an acceptable amount of cycle storage for each unit with appropriate cycle stores complying with Policy T5 of the London Plan (2021). As such the proposed location in conjunction with the availability of sustainable transport mode is considered acceptable.

6.5.3 The proposal would provide two on-site parking spaces. The London Plan allows up to 1.5 parking spaces for 1-2 bedroom dwellings within PTAL 1 locations. The proposal would therefore comply with Policy T6.1 of the London Plan (2021). Furthermore, the Highway Authority raised no objection and has stated owing to the low density nature of the units, it would not contribute to any significant parking demand. Explicitly the Highways Authority have stated the proposal is not considered to result in a severe or harmful impact for the surrounding highway network.

6.5.4 It is therefore considered that, the proposal would not be of significant detriment to the highway network and would be appropriate in relation to existing facilities and amenities and thus would comply with the relevant policies with regard to traffic, parking and accessibility.

## **6.6 Development and Flood Risk**

6.6.1 The relevant policies are:

- The National Planning Policy Framework (2021)
- The London Plan (2021): SI 12, SI 13
- Harrow Development Management Policies (2013): DM9, DM10
- Harrow's Core Strategy (2012): CS1

6.6.2 The application site is not sited within any designated Fluvial or Surface Water Flood zones and as such it is considered the proposal would not result in an increased risk of flooding and would not be subject to a Flood Risk Assessment.

6.6.3 However, the application site is sited within a Critical Drainage Area. Informatives have been attached to notify the applicant of the need for separate surface and foul water connections which would be needed following the implementation of the proposal. It is therefore considered, the proposal would comply with the relevant development policies in relation to flood risk management.

## **6.7 Fire Safety**

6.7.1 The relevant policies are:

- The London Plan (2021): D12

6.7.2 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. A supporting

fire safety document has been provided addressing this policy and is considered acceptable.

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

- 7.1 The proposed scheme would make a small contribution to housing stock in the borough; and would provide a suitable quality of accommodation for future occupiers without unduly impacting the character of the area and that of neighbouring residential amenity. The use of the site would not result in traffic and parking impacts which would be considered significant.
- 7.2 For these reasons, weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation as set out above, this application is recommended for grant.

## **APPENDIX 1: Conditions and Informatives**

### **Conditions**

#### 1 Timing

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

REASON: In order to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

#### 2 Approved Drawing and Documents

Unless otherwise agreed in writing by the local planning authority, the development shall be carried out, retained and completed in accordance with the following approved drawings and documents:

PR21-078a; PR21-078b; PR21-978c Rev.03; PR21-078d Rev.03; PR21-078e Rev.03; PR21-148e; PR21-148g; Design and Access Statement; Fire Safety Statement

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

#### 3 Landscaping 1

The development hereby permitted shall not be occupied until there has been submitted to, and approved by, the local planning authority in writing, a scheme of hard and soft landscape works for the site. Soft landscape works shall include planting plans, and schedules of plants, noting species, plant sizes and proposed numbers / densities, written specification of planting and cultivations to be undertaken.

REASON: To safeguard the appearance and character of the area, and to enhance the appearance of the development, in accordance with Policies DM 1 and DM23 of the Councils Development Management Policies Local Plan 2013.

#### 4 Landscaping 2

All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building(s), or the completion of the development, whichever is the sooner. Any existing or new trees or shrubs which, within a period of 5 years from the completion of the development, die, are removed, or become seriously damaged or diseased, shall be replaced in the next planting season, with others of a similar size and species, unless the local authority agrees any variation in writing.

REASON: To safeguard the appearance and character of the area, and to enhance the appearance of the development, in accordance with Policy DM23 of the Councils Development Management Policies Local Plan (2013)

5 Materials to Match

The materials to be used in the construction of the external surfaces of the extension hereby permitted shall match those used in the existing building.

REASON: To safeguard the character and appearance of the area 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).

6 Glazing 1

No window(s)/door(s), other than those shown on the approved plans shall be installed in the flank elevation(s) of the development 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).

7. Glazing Obscure

The window(s) in the first floor flank elevation of the proposed development shall:  
(a) be of purpose-made obscure glass,  
(b) be permanently fixed closed below a height of 1.7m above finished floor level, and shall thereafter be retained in that form.

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

8 Restriction of Permitted Development Rights (Change of Use)

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

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



9. Cycle Parking Details

The development hereby permitted shall not be occupied until the cycle stores as detailed and described in plan numbers: "PR21-078e Rev.03" have been installed on site and thereafter retained.

REASON: To ensure that adequate cycle parking provision is made for more sustainable transport modes on the site, in accordance with Policy T6.1 of the London Plan (2021) and Policy DM 42 of the Harrow Development Management Policies Local Plan (2013).

10. Secure by Design Accreditation (Pre-Occupation)

Prior to the first occupation of the development, evidence of Secured by Design Certification shall be submitted to the Local Planning Authority in writing to be agreed, or justification shall be submitted where the accreditation requirements cannot be met. Secure by design measures shall be implemented 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.

11. 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 the approved plans.

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

12. Fencing

The outdoor rear private garden areas shown on the approved plans shall be bounded by close-boarded timber fencing to a maximum height of 1.8metres. The fencing required by this condition shall be erected prior to the occupation of the flats and shall be retained thereafter.

REASON: To protect the residential amenities of occupiers of the development in accordance with policies DM1 and DM26 of the Harrow Development Management Policies Local Plan (2013) and the Residential Design Guide SPD (2010).

## Informatives

### 1 Policies

The following policies and guidance are relevant to this decision:

National Planning Policy and Guidance:

National Planning Policy Framework (2021)

The London Plan (2021):

H1, H2, D3, D6, D11, D12, T5, T6, T6.1, SI 12, SI 13

Harrow Core Strategy (2012):

CS1

Development Management Policies Local Plan (2013):

DM1, DM9, DM10, DM24, DM26, DM27, DM42

Adopted Supplementary Planning Documents:

Supplementary Planning Document Residential Design Guide (2010)

Technical housing standards - nationally described space standard (2016)

Mayor of London Housing Supplementary Planning Guidance (2016)

### 2 Pre-application engagement

Statement under Article 35(2) of The Town and Country Planning (Development Management Procedures) (England) Order 2015. This decision has been taken in accordance with paragraphs 39-42 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.

### 3 Considerate Contractor Code of Practice

The applicant's attention is drawn to the requirements in the attached Considerate Contractor Code of Practice, in the interests of minimising any adverse effects arising from building operations, and in particular the limitations on hours of working.

### 4 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 £1359.60

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 planning portal 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/form_1_assumption_of_liability.pdf)

[https://ecab.planningportal.co.uk/uploads/1app/forms/cil\\_questions.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](https://ecab.planningportal.co.uk/uploads/1app/forms/form_6_commencement_notice.pdf)

The above forms should be emailed to [HarrowCIL@Harrow.gov.uk](mailto: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 CIL

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 £163.04/sqm is £3,694.48

This amount includes indexation which is 332/224. The floorspace subject to CIL may also change as a result of more detailed measuring and taking into account any in-use floor space and relief grants (i.e. for example, social housing).

The CIL Liability is payable upon the commencement of development.

You are advised to visit the planningportal website where you can download the relevant CIL Forms.

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

[https://ecab.planningportal.co.uk/uploads/1app/forms/form\\_1\\_assumption\\_of\\_liability.pdf](https://ecab.planningportal.co.uk/uploads/1app/forms/form_1_assumption_of_liability.pdf)

[https://ecab.planningportal.co.uk/uploads/1app/forms/cil\\_questions.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](https://ecab.planningportal.co.uk/uploads/1app/forms/form_6_commencement_notice.pdf)

The above forms should be emailed to [HarrowCIL@Harrow.gov.uk](mailto: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 Party Wall Act

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

1. work on an existing wall shared with another property
2. building on the boundary with a neighbouring property
3. excavating near a neighbouring building,

and that work falls within the scope of the Act.

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

“The Party Wall etc. Act 1996: Explanatory booklet” is available free of charge from:

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

Please quote Product code: 02 BR 00862 when ordering

Also available for download from the CLG website:

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/133214.pdf>

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: [communities@twoten.com](mailto:communities@twoten.com)

## 7 Compliance with Planning Conditions

**IMPORTANT:** Compliance with Planning Conditions Requiring Submission and Approval of Details Before Development Commences - You will be in breach of planning permission if you start development without complying with a condition requiring you to do something before you start. For example, that a scheme or details of the development must first be approved by the Local Planning Authority. Carrying out works in breach of such a condition will not satisfy the requirement to commence the development within the time permitted. Beginning development in breach of a planning condition will invalidate your planning permission.

- If you require confirmation as to whether the works you have carried out are acceptable, then you should apply to the Local Planning Authority for a certificate of lawfulness.

## 8 Liability for Damage to Highway

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

9 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](mailto:infrastructure@harrow.gov.uk) with your plans.

10 Thames Water

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

11 Street Numbering

Harrow Council is responsible for the naming and numbering of new or existing streets and buildings within the borough boundaries. The council carries out these functions under the London Government Act 1963 and the London Building Acts (Amendment) Act 1939.

All new developments, subdivision 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](mailto: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)

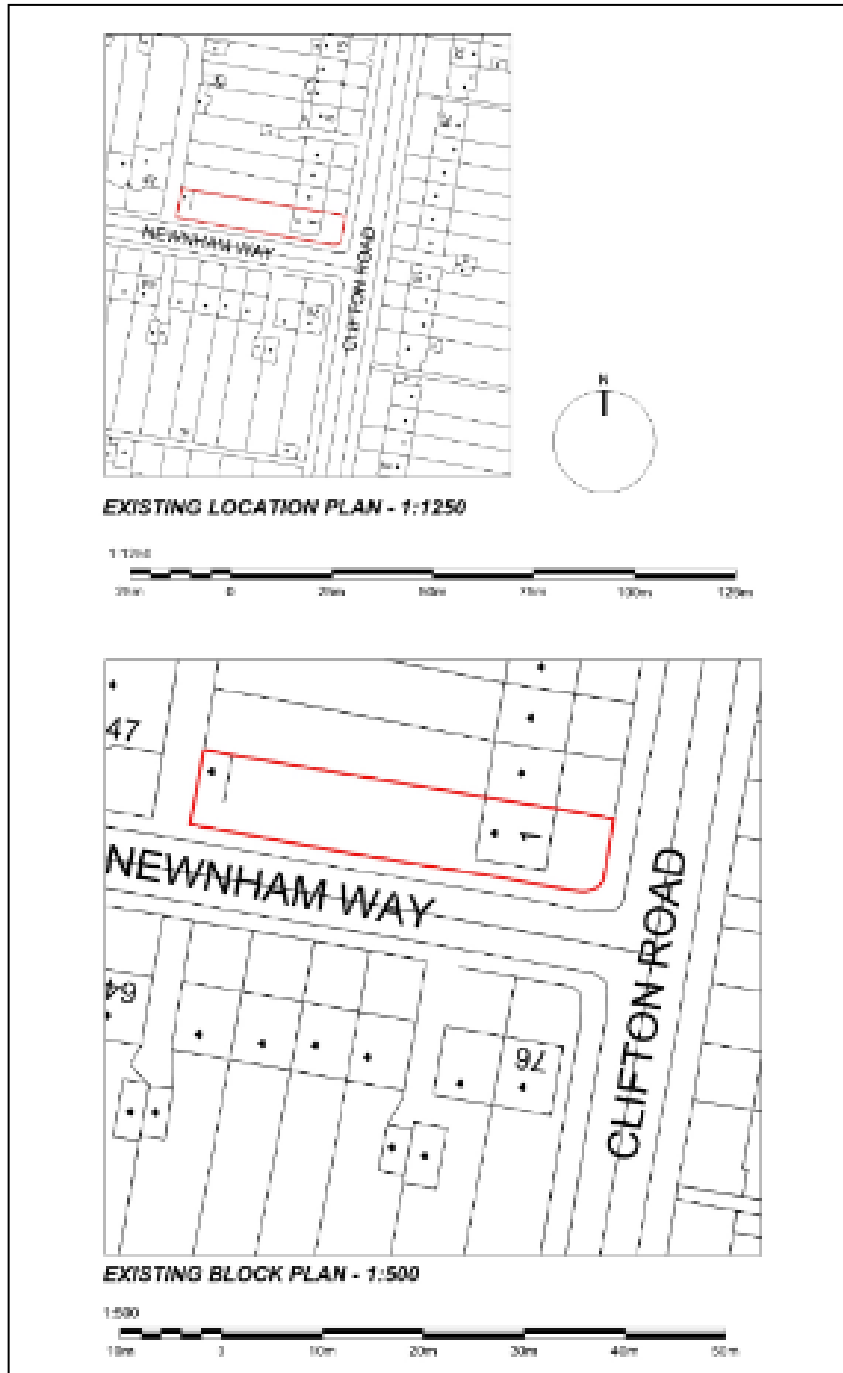
12 Vehicle Crossing

The applicant is advised that a separate application for the construction of the enlarged vehicle access is required to be submitted to the Vehicle Crossings Team. This is required outside of the planning process. The Vehicle Crossings Team can be contacted via: [vehiclecrossings@harrow.gov.uk](mailto:vehiclecrossings@harrow.gov.uk). Further information is available from Harrow Council's website at: <https://www.harrow.gov.uk/road-maintenance-travel/applying-dropped-kerb-vehicle-crossing>.

**CHECKED**

Head of Development Management	DM 01/02/2022
Corporate Director	DP 01/02/2022

**APPENDIX 2: SITE PLAN**



**APPENDIX 3: SITE PHOTOGRAPHS**







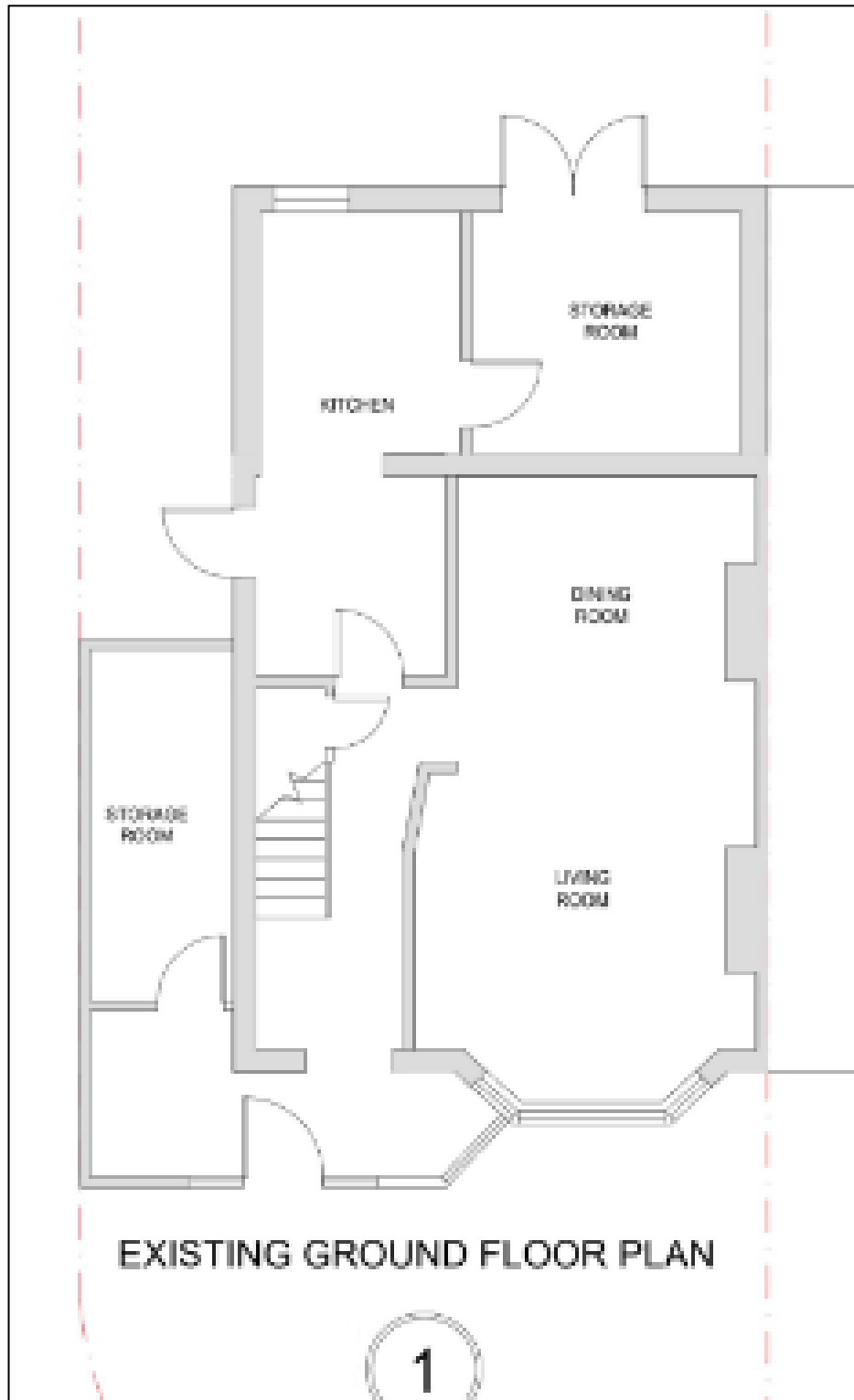




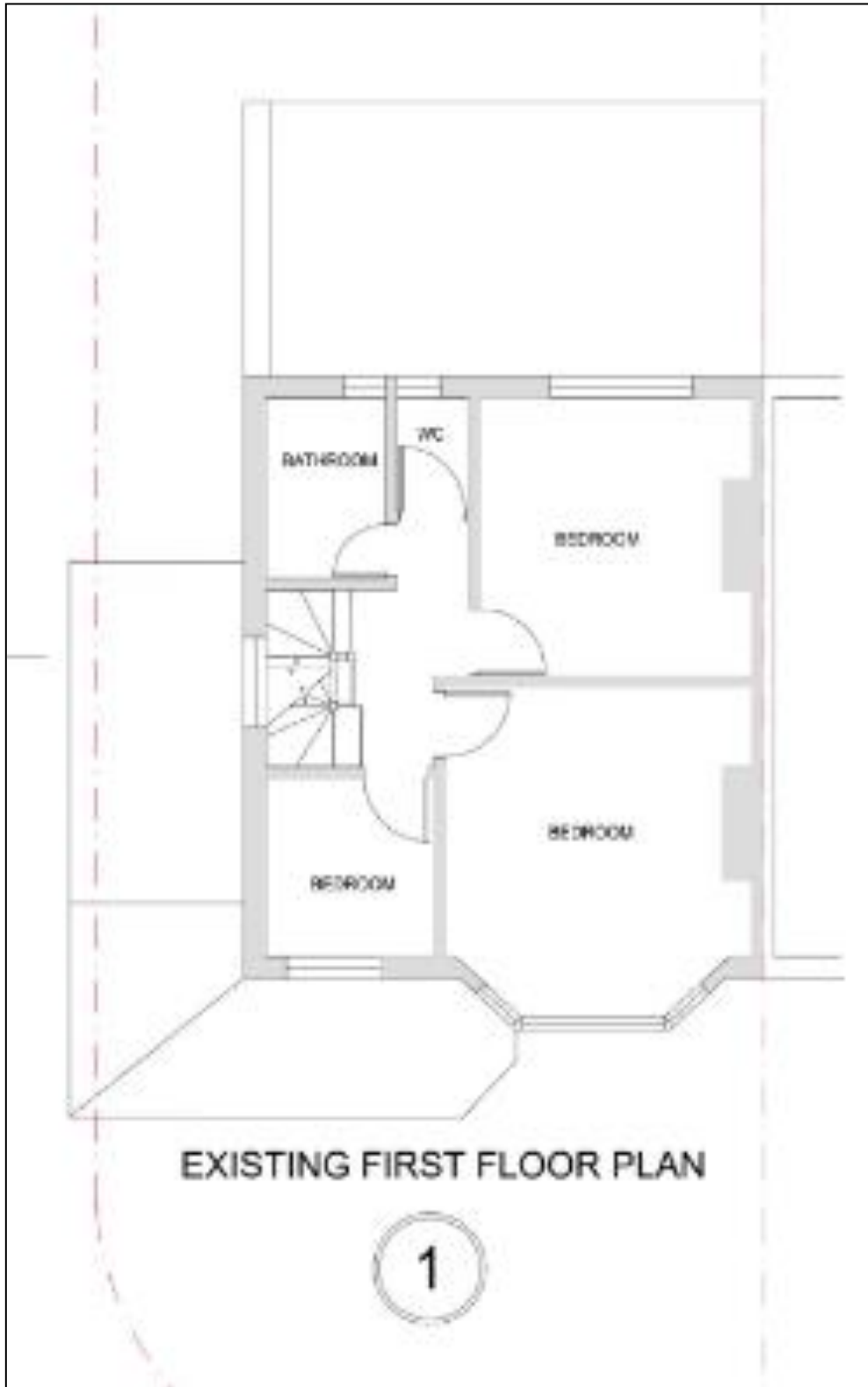


**APPENDIX 4: PLANS AND ELEVATIONS**

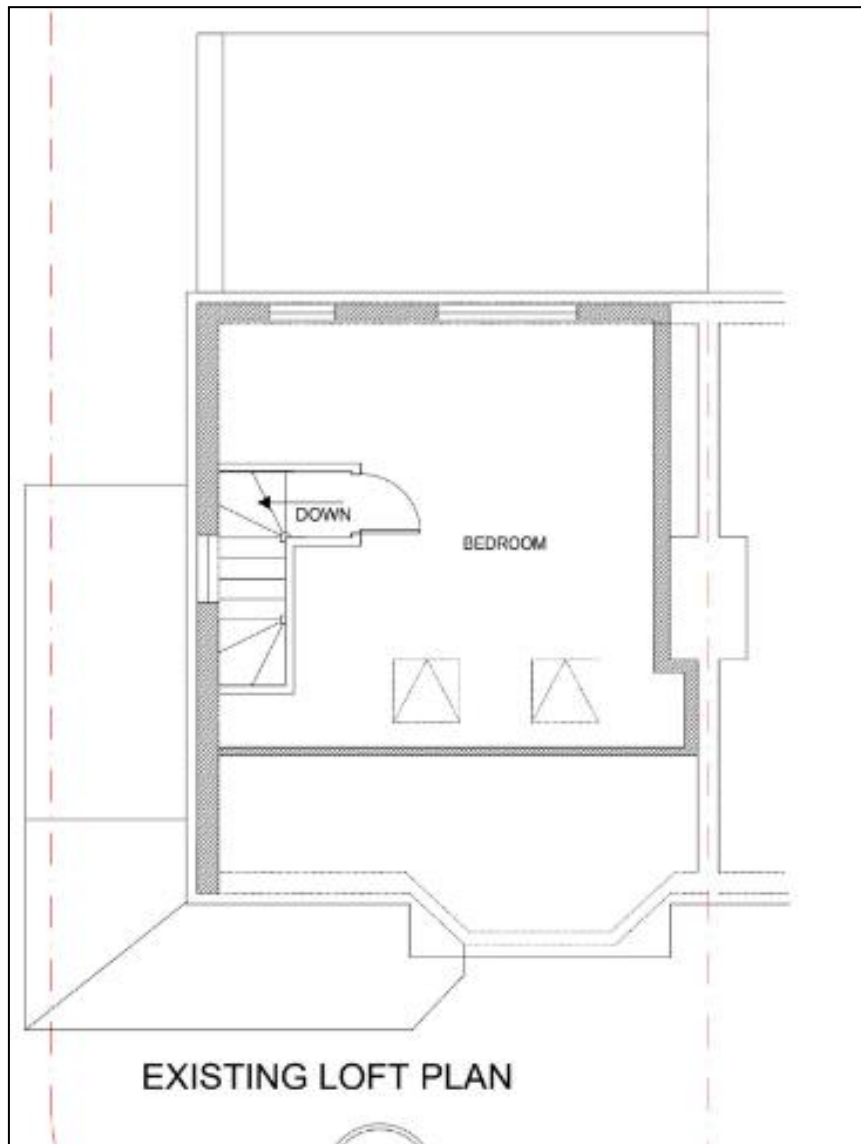
Existing Ground Floor Plan



Existing 1<sup>st</sup> Floor Plan



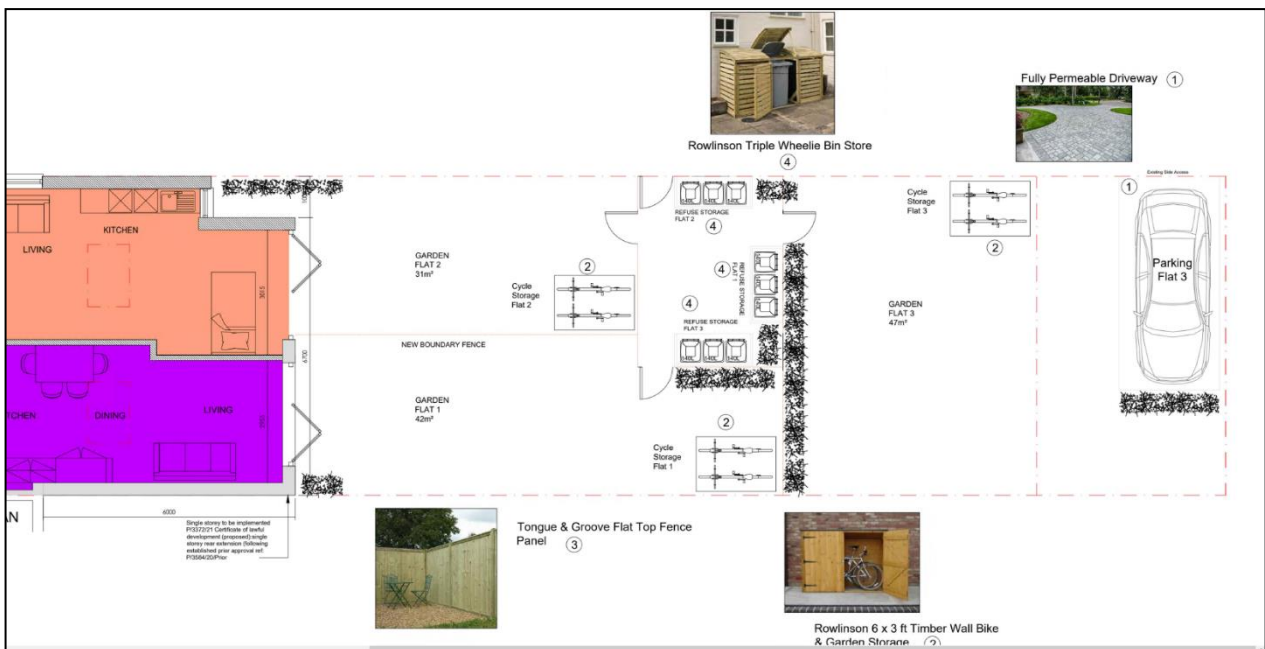
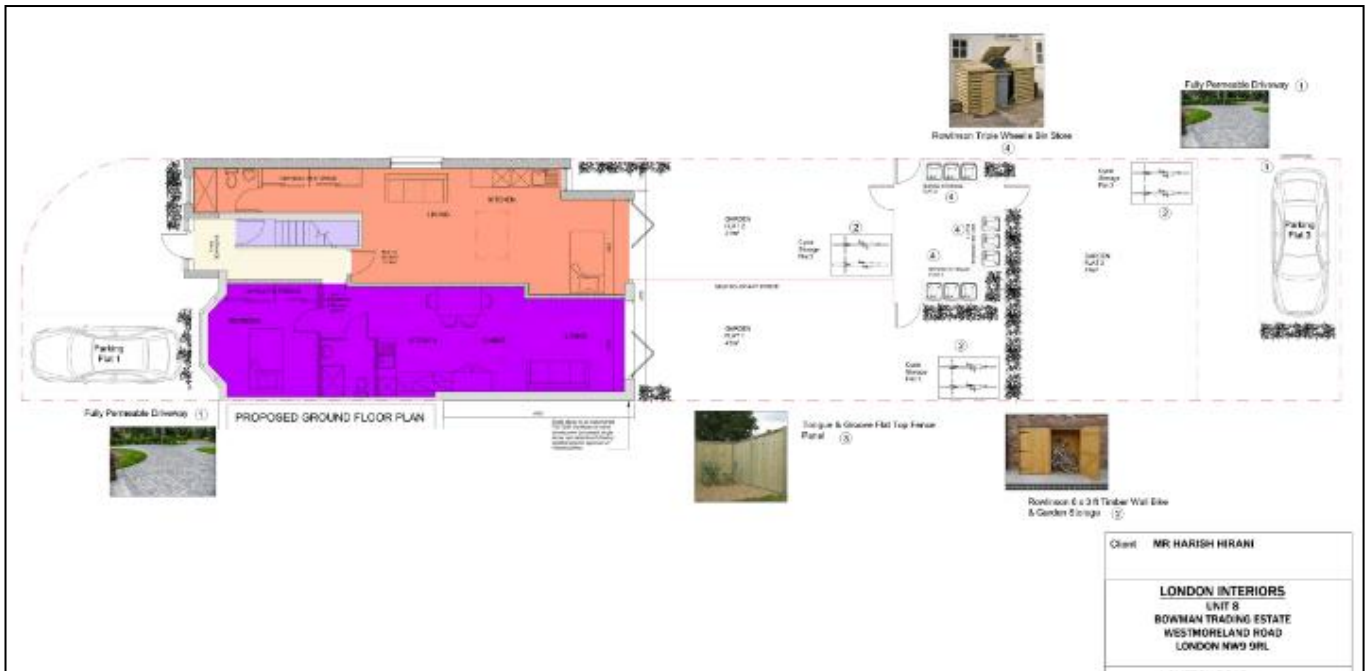
Existing Loft/2<sup>nd</sup> Floor Plan



# Existing Elevations



# Proposed Site Plan





# Proposed Elevations



# Proposed Ground Floor Plan



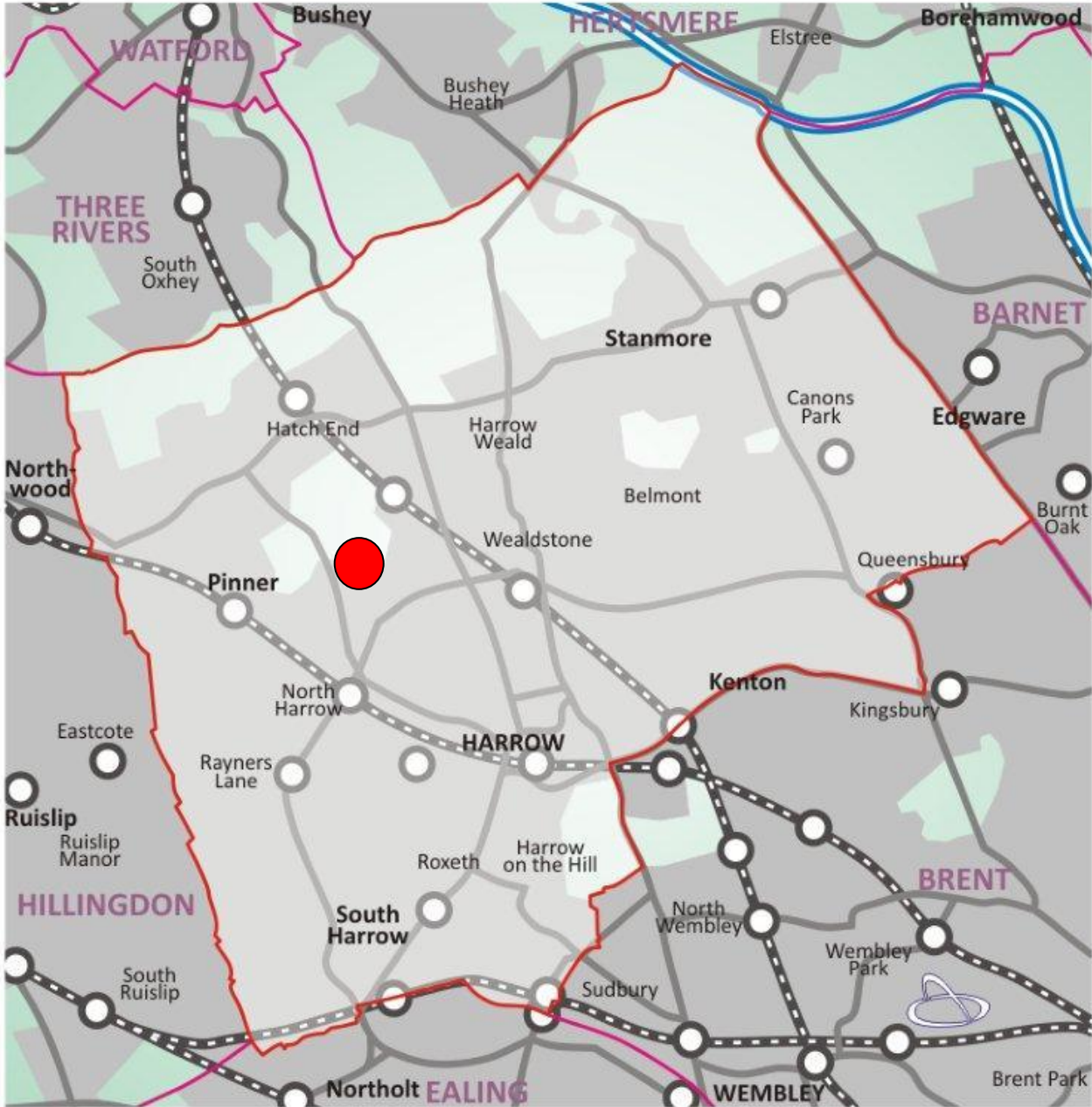
# Proposed 1<sup>st</sup> Floor Plan/Roof Plan



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Agenda Item : 2/02

 = application site



5 Priory Way HA2 6DQ	P/4105/21
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## Location Plan



## LONDON BOROUGH OF HARROW

### PLANNING COMMITTEE

16<sup>th</sup> FEBRUARY 2022

**APPLICATION NUMBER:** P/4105/21  
**VALID DATE:** 1<sup>ST</sup> NOVEMBER 2021  
**LOCATION:** 5 PRIORY WAY  
**WARD:** HEADSTONE NORTH  
**POSTCODE:** HA2 6DQ  
**AGENT:** MR JEROME OTOO  
**CASE OFFICER:** SISSI YANG  
**EXPIRY DATE:** 27<sup>TH</sup> DEC 2021

### PROPOSAL

Single storey front extension incorporating porch; single and two storey side extension; single storey rear extension; external alterations (demolition of porch and detached garage and rear extension)

### 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 proposal is of an appropriate scale and design, it would have an acceptable impact on the visual amenities of the subject property and surrounding area and would have an acceptable impact on the residential amenities of neighbouring properties. As such, the proposal would accord with the NPPF (2021), Policy D3 of the London Plan (2021), Policy CS1.B of the Harrow Core Strategy, Policy DM1 of the Harrow Development Management Policies Plan, and the Harrow Supplementary Planning Document: Residential Design Guide (2010).

## **INFORMATION**

This application is reported to the planning committee the applicant's partner works at the Council and therefore falls within proviso C. (ii) of the Scheme of Delegation.

Statutory Return Type: 13.Minor Dwellings  
Council Interest: None  
Net additional Floorspace: 49sqm  
GLA Community  
Infrastructure Levy (CIL)  
Contribution (provisional):  
n/a  
Local CIL requirement: n/a

## **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**

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



## **1.0 SITE DESCRIPTION**

- 1.1 The application site is located on the north side of Priory Way. The property on the application site is a semi-detached house.
- 1.2 The local area contains semi-detached houses of a variety of architectural styles. Predominant characteristics include gables and bay windows.
- 1.3 The site is not located within policy constrained areas.

## **2.0 PROPOSAL**

- 2.1 Single storey front extension incorporating porch; single and two storey side extension; single storey rear extension; external alterations (demolition of porch and detached garage and rear extension)

## **3.0 RELEVANT PLANNING HISTORY**

- 3.1. There is no relevant planning history related to the site.

## **4.0 CONSULTATION**

- 4.1 A total of 2 consultation letters were sent to neighbouring properties regarding this application.
- 4.2 The consultation was carried out on 4<sup>th</sup> November 2021 and it expired on 25<sup>th</sup> Dec 2021. No comments were received.

## **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 2021] 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

### **6.2 Principle of Development**

6.2.1 The relevant policies are:

- National Planning Policy Framework (2021)
  - Harrow Core Strategy 2012:CS1B
  - Harrow Development Management Polices Local Plan (2013):DM1
- Relevant Supplementary Documents*
- Residential Design Guide (2010)

6.2.2 The proposal involves single storey front extension incorporating porch; single and two storey side extension; single storey rear extension and external alterations. The principle of house extension is acceptable.

### **6.3 Character, Appearance and Design**

6.3.1 The relevant policies are:

- National Planning Policy Framework (2021)
  - The London Plan 2021: D3
  - Harrow Core Strategy 2012:CS1B
  - Harrow Development Management Polices Local Plan (2013):DM1
- Relevant Supplementary Documents*
- Residential Design Guide (2010)

#### Front Porch

6.3.2 The proposed single storey front extension would not project beyond the existing front bay window. It would have pitched roof and design of the structure, the windows and doors would respect the character of the original host property. It is noted that No.3 Priory Way has a front extension with similar scale. The materials needs to match existing which will be controlled via condition. Therefore, this element is considered not to result in a detrimental impact in terms of character and appearance on the host property and street scene and it would be compliant with the SPD.

### Two Storey Side Extension

- 6.3.3 Guidance on acceptable design for two storey side extensions to semi-detached dwellinghouses is provided with paragraphs 6.45-6.50 of the Council's Residential Design Guide SPD. The guidance sets out that the primary considerations are the character of the locality and space surrounding the building, noting that a terracing effect should be avoided. It is suggested that extensions will need to be set back from the front wall of the dwelling by at least a metre at first floor level and incorporate a subordinate pitched roof.
- 6.3.4 The proposed single storey side extension would be along boundary of no.3 and have pitched roof. The first floor side extension would have a pitched roof and is significantly set back from the front elevation and set below the main roof level. It would not protrude beyond the rear wall of the existing first floor level. This element is considered compliant with the SPD. It is noted that there are precedents of two storey side extensions on Priory Way. The materials need to match existing which will be controlled via condition. Therefore, this element is considered not to result in a detrimental impact in terms of character and appearance on the host property and street scene.

### Single Storey Rear Extension

- 6.3.5 During the course of the application, the applicant has reduced the depth of the rear extension to 3m deep, full width and 3.2m high with flat roof. This element is considered modest in scale, depth and height and it would have appropriate design and position. Therefore, it is considered not to result in a detrimental impact in terms of character and appearance on the host property.
- 6.3.6 In summary, subject to the imposition of a conditions requiring materials to match the existing building, the proposal would be in keeping with the character and appearance of the existing dwelling and the street scene, in compliance with National Planning Policy Framework (2021), Policy D3 of the London Plan (2021), Core Policy CS1 (B) of the Harrow Core Strategy (2012), policy DM 1 of the Harrow Development Management Policies Local Plan (2013) and the adopted Supplementary Planning Document: Residential Design Guide (2010).

## **6.4 Residential Amenity**

6.4.1 The relevant policies are:

- Harrow Core Strategy 2012:CS1
- Harrow Development Management Policies Local Plan (2013):DM1, DM27
- London Plan Policy D3

Relevant Supplementary Documents

- Residential Design Guide (2010)

### Impact on No. 3 Priory Way

- 6.4.2 The proposed front and side ground floor extensions given the location, scale, height and the existing boundary treatment, would not have significant impact on the amenity of this neighbour. The rear extension would replace the existing rear outbuilding along the boundary with no.3 and it would not protrude beyond the existing situation. Therefore, the proposal would not have significant additional impact on amenity to this neighbouring property. The first floor side extension would not protrude beyond rear wall of no.3's existing first floor rear/side extension, thus it would not create significant harm. There are no side opening proposed therefore no overlooking issue would be created.

### Impact on No. 7 Priory Way

- 6.4.3 Given the position of the proposal, only the ground floor rear extension would have potential impact to this neighbouring property. Given the modest height, depth and scale of the element, it is not considered to have unacceptable impact on sunlight, daylight and outlook. There is no side opening proposed, therefore there will be no overlooking issue.
- 6.4.4 In summary, the proposal would have an acceptable impact on neighbouring properties in accordance with National Planning Policy Framework (2021), Policy D3 of the London Plan (2021), Core Policy CS1 (B) of the Harrow Core Strategy (2012), policy DM 1 of the Harrow Development Management Policies Local Plan (2013) and the adopted Supplementary Planning Document: Residential Design Guide (2010).

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

- 7.1 The proposed scheme would not be detrimental to character and appearance of the host property and surrounding area without unduly impacting neighbouring residential amenity.
- 7.2 As such, the proposal would accord with the NPPF (2021), Policy D3 of the London Plan (2021), Policy CS1.B of the Harrow Core Strategy, Policy DM1 of the Harrow Development Management Policies, and the Harrow Supplementary Planning Document: Residential Design Guide (2010).

## 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: Location Plan, H21-10 PL-02, H21-10 PL-03, H21-10 PL-05 Rev 01, H21-10 PL-06 Rev 01,

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

3. Materials

The materials to be used in the construction of the external surfaces of the dwellinghouse hereby permitted shall match those used in the existing building.

REASON: To safeguard the character and appearance of the area 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. Glazing

No window(s)/door(s), other than those shown on the approved plans shall be installed in the flank elevation(s) of the development 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).

## **INFORMATIVES:**

### 1. Policies

**The following policies are relevant to this decision:**

**The National Planning Policy Framework (2021)**

**London Plan 2021:**

D3 – Optimising site capacity through the design-led approach

**The Harrow Core Strategy 2012:**

CS1 – Overarching Policy Objectives

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

DM1

**Supplementary Planning Documents:**

Residential Design Guide (2010)

### 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 Monday - 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](mailto:nrswa@harrow.gov.uk) or telephone 020 8424 1884 where

assistance with the repair of the damage is available, at the applicants expense. Failure to report any damage could result in a charge being levied against the property.

5. Compliance with Planning Conditions

IMPORTANT: Compliance With Planning Conditions Requiring Submission and Approval of Details Before Development Commences - You will be in breach of planning permission if you start development without complying with a condition requiring you to do something before you start. For example, that a scheme or details of the development must first be approved by the Local Planning Authority. Carrying out works in breach of such a condition will not satisfy the requirement to commence the development within the time permitted.- Beginning development in breach of a planning condition will invalidate your planning permission. - If you require confirmation as to whether the works you have carried out are acceptable, then you should apply to the Local Planning Authority for a certificate of lawfulness.

Checked

Interim Head of Development Management	DM 01/02/2022
Interim Corporate Director	DP 01/02/2022

**APPENDIX 2: SITE PLAN**





## **APPENDIX 3: SITE PHOTOS**

Front elevation:



Rear elevation:



Looking towards no.7

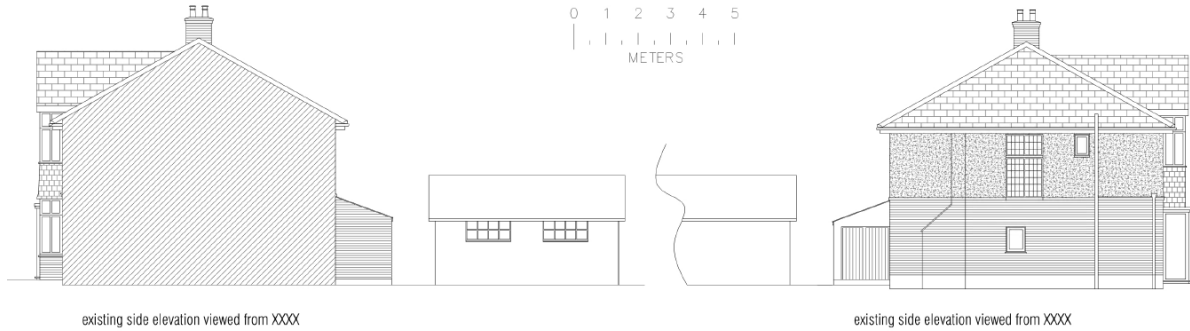


Looking towards no.3

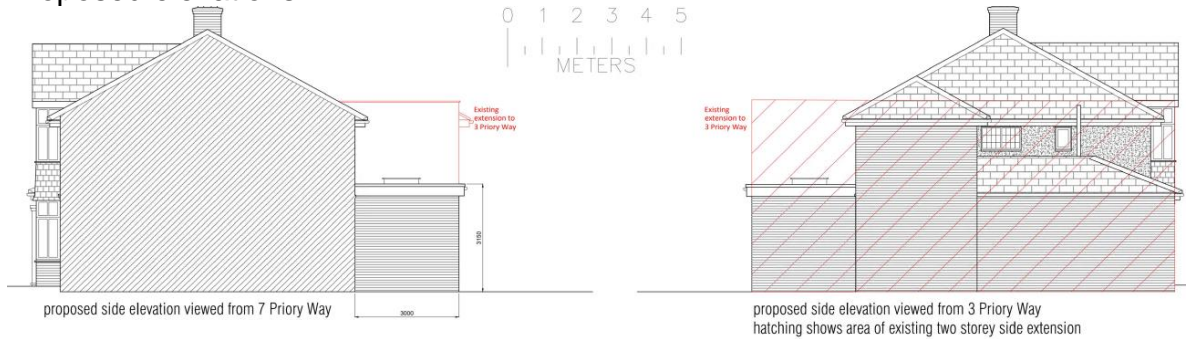


# APPENDIX 4: PLANS AND ELEVATIONS

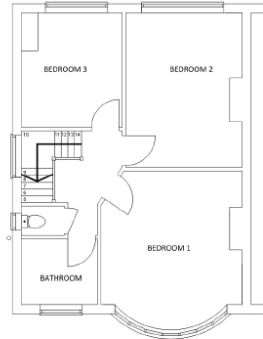
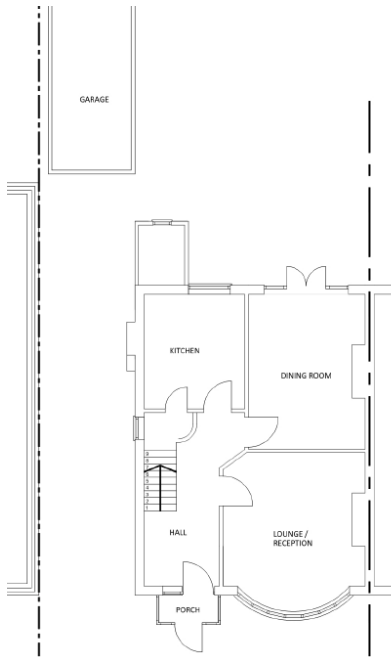
## Existing Front and Side Elevations



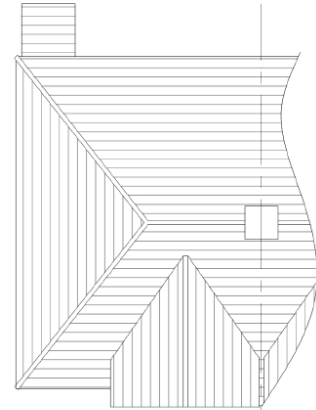
## Proposed elevations



## Existing Floor Plans



existing first floor plan



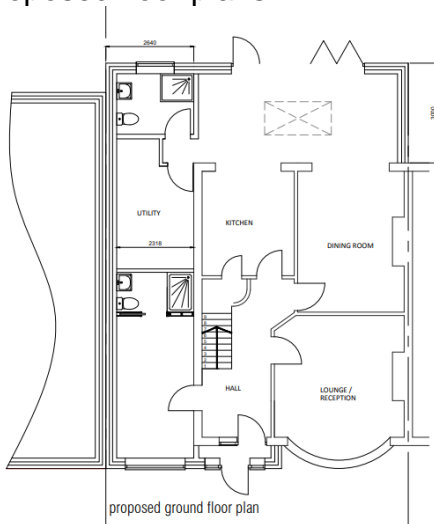
existing roof plan

rev	date	description

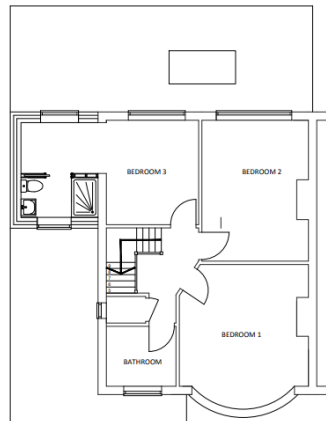


email:

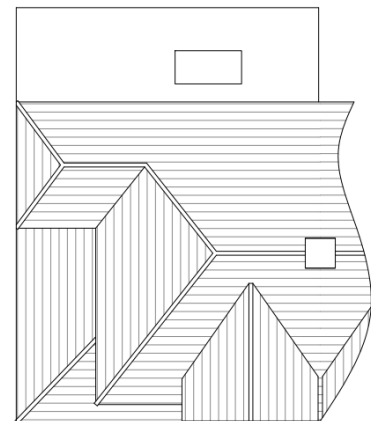
## Proposed floor plans



proposed ground floor plan



proposed first floor plan

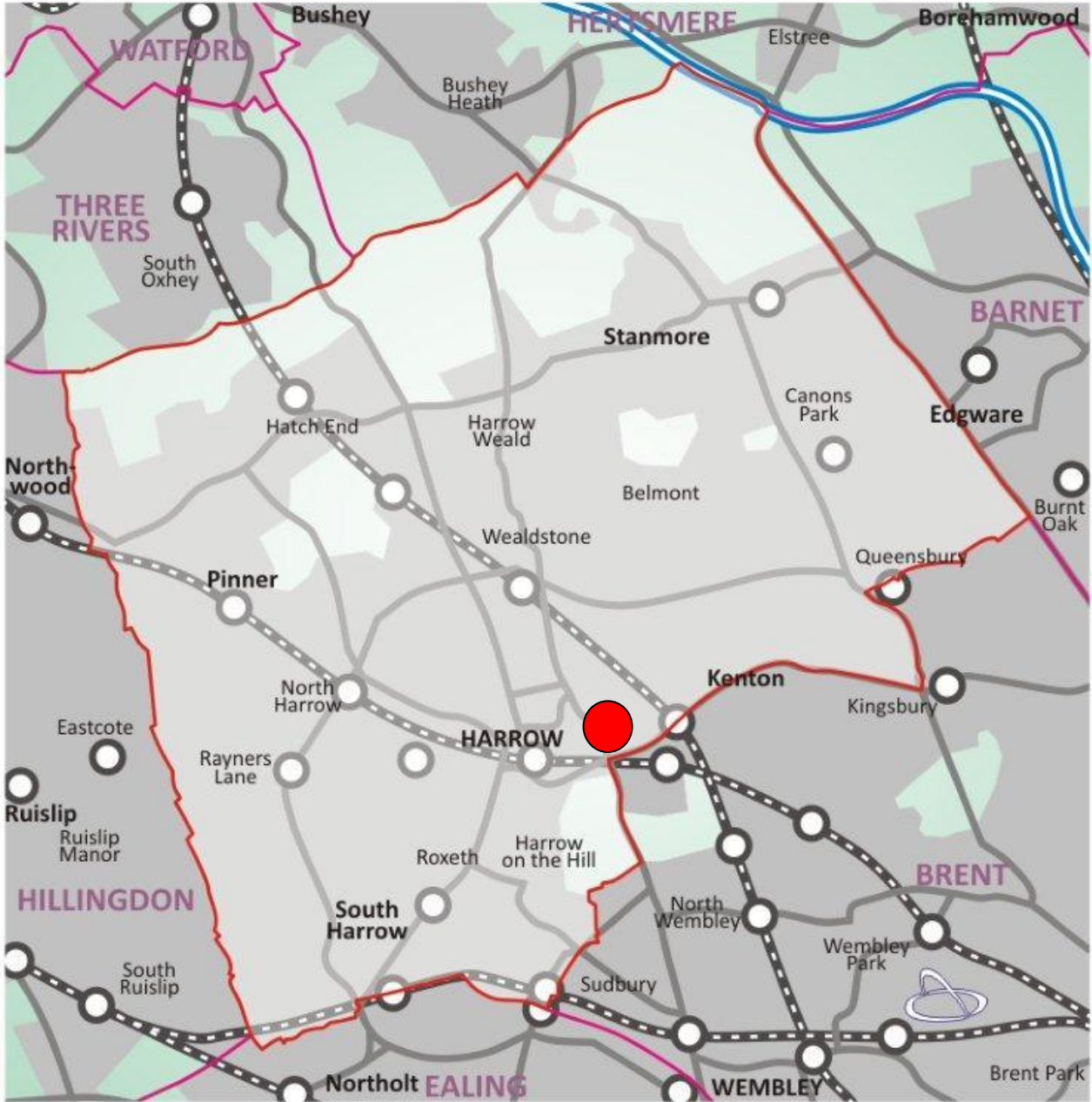


proposed roof plan

rev	date	description
01	01.22	rear side extension reduced to 3m

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 = application site



<b>20 Manor Road, HA1 2PB</b>	<b>P1684/21</b>
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# 20 Manor Road



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# LONDON BOROUGH OF HARROW

## PLANNING COMMITTEE

16<sup>th</sup> February 2022

**APPLICATION NUMBER:** P/1684/21  
**VALIDATION DATE:** 10/06/2021  
**LOCATION:** 20 Manor Road, Harrow  
**WARD:** GREENHILL  
**POSTCODE:** HA1 2PB  
**APPLICANT:** H S Hussain  
**AGENT:** IG9  
**CASE OFFICER:** FERGUS FREENEY  
**EXTENDED EXPIRY DATE:** 28/02/2022

### **PROPOSAL**

Redevelopment To Provide A Two Storey Building With Basement Level And Habitable Roofspace For 6 X 2-Bed Flats; Vehicle Access; Parking; Boundary Treatment; Landscaping; Communal Amenity Space; Refuse And Cycle Storage.

The application is a resubmission of previously approved application P/4534/17 (granted at Committee on 21/2/2018) with no material changes proposed.

The Planning Committee is asked to:

### **RECOMMENDATION A**

- 1) Agree the reasons for approval as set out in this report, and
- 2) Grant planning permission subject to authority being delegated to the Interim 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 legislation and issue of the planning permission and subject to minor amendments to the conditions (set out in Appendix 1 of this report) or the legal agreement. The Section 106 Agreement Heads of Terms would cover the following matters:
  - i. Street Tree Replacement (Financial Contribution of £2000 for 2x street trees.
  - ii. Legal Fees: Payment of Harrow Council's reasonable costs in the preparation of the legal agreement.

### **RECOMMENDATION B**

That if the Section 106 Agreement is not completed by 31st April 2022, or as such extended period as may be agreed by the Interim Chief Planning Officer, then it is recommended to delegate the decision to REFUSE planning permission to the Interim Chief Planning Officer on the grounds that:

The proposed development, in the absence of a Legal Agreement to provide appropriate replacement street trees, that directly relate to the development, would fail to adequately mitigate the impact of the development on the wider area and provide for necessary mitigation and improvements arising directly from the development, contrary to the National Planning Policy Framework (2021), policies G1, G5 and G7 of The London Plan (2021), Core Strategy (2012) policy CS1, and policies DM1, DM2, DM43, DM22 and DM50 of the Harrow Development Management Policies Local Plan and the Supplementary Planning Document: Planning Obligations & Affordable Housing (2013).

## **REASON FOR THE RECOMMENDATIONS**

The proposed development would make a more efficient use of this previously developed site and would make a welcome contribution to the supply of new housing to the Council Housing Stock. It would accord with the Borough's spatial vision and strategy as set out in the Harrow Core Strategy. The development of the site is therefore considered to be acceptable in principle.

## **INFORMATION**

This application is reported to Planning Committee as the development would result in the construction of a building resulting in the construction of more than three new residential units and therefore falls outside Schedule 1 of the Scheme of Delegation.

Statutory Return Type:	Minor Development
Council Interest:	None
Net additional Floorspace:	346.25sqm
GLA Community Infrastructure Levy (CIL) Contribution (provisional) (£60p/sqm):	£20.775
Local CIL requirement (£110p/sqm):	£38.087.5

## **HUMAN RIGHTS ACT**

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

## **EQUALITIES**

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

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

## **S17 CRIME & DISORDER ACT**

Policy D11 of The London Plan (2021) and Policy DM1 of the Development Management Policies Local Plan require all new developments to have regard to safety and the measures to reduce crime in the design of development proposal. It is considered that the development does not adversely affect crime risk.

## **1.0 SITE DESCRIPTION**

- 1.1 The application site is located on the south eastern side of Manor Road and comprises a two-storey with attic space, detached, single family dwelling.
- 1.2 The neighbouring property to the south east No.22 Manor Road is also a detached building and the neighbour to the south east at No.18 is a semi-detached building. The area is characterised by detached, semi-detached two to three storey dwellings and flats.
- 1.3 Directly across the road is a block of flats at the junction with Bonnersfield Lane.
- 1.4 The site is located within a Critical Drainage Area. There are no other site-specific constraints on the site.

## **2.0 PROPOSAL**

- 2.1 Demolition of existing two storey building and construction of a flatted building with basement and attic accommodation, comprising 6x2 bedroom dwellings.
- 2.2 The proposal would follow the front building line of No.18 and extend approximately 2.2m to the rear of that neighbouring property at the boundary, and approximately 3.9m to the rear of No.20. The design also includes a further central projecting element at the rear, which is set away from the side boundaries.
- 2.3 The proposal would maintain the detached nature of the existing building. It would be a similar height as neighbouring buildings and feature two front gables with windows in the roof.
- 2.4 The development proposes to make use of an existing crossover to access a single parking space and will create a new crossover (subject to separate consent outside of the planning process) to access 3 parking spaces, all at the front of the property. A front bin store is also proposed.
- 2.5 The application is a resubmission of previously approved application P/4534/17 (granted at Committee on 21/2/2018) with no material changes proposed.

## **3 RELEVANT PLANNING HISTORY**

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

Ref no.	Description	Status and date of decision
P/4534/17	Redevelopment to provide a two storey building with basement level and habitable roofspace for six flats; parking; boundary treatment;	Granted at Committee 21/2/2018, decision finalised

	landscaping; communal amenity space; bin / cycle storage	14/03/2018
P/0335/21	Details pursuant to Condition 3 (disposal of sewage), Condition 4 (storage and disposal of surface water) and Condition 10 (Construction Method Statement & Logistics Plan) of planning permission P/4534/17 Dated 22.2.2018 for Redevelopment to provide a two storey building with basement level and habitable roofspace for six flats; parking; boundary treatment; landscaping; communal amenity space; bin / cycle storage	Decision Pending (Relates to expired application)
P/1821/17/PREA PP	Demolition of an existing building to accomodate new residential apartment consisting of 8 units including 6 Two bedroom units and 2 One bedroom units together with 4 parking spaces.	Advice issued 09/08/2017

#### 4 **CONSULTATION**

- 4.1 A total of 8 consultation letters were sent to neighbouring properties regarding this application. The overall public consultation period expired on 13<sup>th</sup> July 2021. A total of 4 responses were received.
- 4.2 A summary of the responses received along with the Officer comments are set out below:

<ul style="list-style-type: none"> <li>- Overly dense development involving garden grabbing</li> </ul> <p><i>Officer comment: Refer to section 6.3 below. The development is not considered to be 'garden land' development pursuant to the Garden Land SPD</i></p> <ul style="list-style-type: none"> <li>- There is a shortage of family homes in the borough</li> </ul> <p><i>Officer comment: The development proposes 2 bedroom properties which generally comply with minimum space standards and are located in close proximity to Harrow Town Centre. There are no policies which seek to retain single family dwellings in the borough.</i></p> <ul style="list-style-type: none"> <li>- Insufficient parking and increase in traffic</li> </ul> <p><i>Officer comment: Refer to section 6.5 below. The highways officer has not raised concerns in this regard.</i></p> <ul style="list-style-type: none"> <li>- Depth of excavation not provided</li> </ul>
--

*Officer comment: Section drawings indicate a depth of excavation of approximately 3.86m at the rear portion of the building. As per the previously approved application, a condition requiring the submission of a Construction Method Statement and Logistics Plan is imposed.*

- Could result in future expansion

*Officer comment: The planning department cannot pre-empt hypothetical future development. All development is assessed on its own merits when and if an application is received.*

- Change in character of area

*Officer comment: Refer to section 6.2 and 6.3 below.*

- Impact on GP services due to overpopulation

*Officer comment: There are a number GP offices within a 1.5km radius of the site. The development will also be required to make appropriate Community Infrastructure Levy contributions which will go towards providing social, economic and environmental infrastructure to support and meet the demands arising from development.*

- Refuse bins unsightly and access for refuse collection will be difficult.

*Officer comment: Bin stores in the front garden of properties in the area are not an unusual feature in the streetscape, including at the adjoining property at No.22. Numerous other properties informally store their bins on front driveways and front gardens. As such, the principle of bins stored at the front of properties has been established. The bin structure will ensure any visual impact is lessened and the location of the bins are within 10m of the highway which complies with guidance. A condition will be imposed to ensure bins are kept in the waste store until the night before collection day and returned after, as per the previously approved application.*

#### 4.3 Statutory and Non Statutory Consultation

4.4 The following consultations have been undertaken, together with the responses received and officer comments:

##### LBH Highways

This proposal is within a ptal 2 location, meaning that access to public transport is considered to be limited however, the nearest bus stop is only a 6 minute walk from the site where there are multiple services offering as much as 25 buses per hour. The property is also only a 10 minute walk from Harrow town centre where there are further transport options including national rail and underground services at Harrow on the Hill Station. An alternative option is Kenton Overground station or Northwick Park Underground Station; both are about 10-11 minutes walk from the site. PTAL is a good general indication of public transport accessibility but it does have its limitations and in this particular case,

does not reflect the true situation of this location and is almost contradicted by the proximity to PTAL 5 locations within only 100 metres.

It is possible that future residents may choose to own private cars, however the development should be designed to enable more sustainable travel particularly as this site is so close to Harrow town centre where there are excellent public transport links and easy access to a vast selection of shops and leisure facilities.

The proposal includes three parking spaces; whilst this level does not exceed the maximum level for a PTAL 2 location in line with London Plan 2021 standards, which allows up to 0.75 spaces per dwelling (4-5 spaces in this instance), the location is actually rather well connected in terms of public transport accessibility. Census 2011 car ownership levels indicate that 71.2% of households in this area have access to at least one car or van. As flats tend to generate a lower demand than houses, a lower parking provision could be accepted.

Parking layout would result in the loss of two on-street resident permit bays and would require further assessment to determine the potential impact on two highway trees. The loss of the parking bays may be tolerated as records indicate that there are more bays than permits issued in zone S and most properties appear to have access to off-street parking space.

The path leading to the cycle parking appears to be below 1m wide which would be insufficient width to allow non-standard bicycles to pass along. This should be revised. Further guidance is available in Chapter 8 of the London Cycle Design Standards.

A condition for provision of cycle parking for a minimum of 12 long stay spaces 2 short stay space. Details of the type of storage should be secured. The storage must be secure, sheltered and accessible (5% must be capable of accommodating non-standard cycles); the short stay spaces must be located on level surface close to the entrance/exit.

This proposal is unlikely to result in a severe or harmful impact for the surrounding highway network, therefore subject to a condition for cycle parking details, Highways have no objection.

#### LBH Highways (Infrastructure Manager)

The left hand tree appears to be unaffected but the proposed additional vehicle crossing will impact the root protection zone of the right hand tree. As the tree has been assessed as being in poor condition it would be acceptable for it to be removed and funding provided for 2 replacement trees (one in the existing location) in line with policy. Request the developer make a payment of £2000 in respect of this please.

*Officer Comment: A payment of £2000 will be secured by way of a Section 106 Legal Agreement*

LBH Highways (Head of Traffic, Highways and Asset Management

If the parking bay needs to be removed to facilitate development then a legal process is involved in removing the parking bay and this is subject to statutory consultation. The applicant needs to be aware that it is possible for representations to be made by the public to oppose such a proposal and this could prevent the bay from being removed. Therefore, it would be worthwhile giving consideration to any options for taking forward the development without requiring the removal of the parking bay.

*Officer Comment: The removal of the parking bay and any associated drop-kerb access is not a planning consideration and it is not necessary or reasonable for these permissions to be obtained prior to approval of planning permission. The grant of planning permission does not override any other legal or legislative processes that may be required in tandem with planning permission. Should the removal of parking bay/new crossover be refused then the applicant will need to review the proposal and establish if revisions are required. It should be noted that the Council's highways officer (above) does not object to the proposal and does not suggest restrictions of on-street parking permits. It must also be noted that the principle of the development has been established under the previous approval, which was granted under the same Development Management Plan policies and SPD guidance.*

LBH Waste Management Team

No comments received

Landscape Officer

If you are minded to approve this application the following hard and soft landscape conditions would be required:

- Landscaping to be Approved  
The hard and soft landscape details are to include the following: A scheme for detailed hard and soft landscaping of the development, to include details of the planting, hard surfacing materials, walls, external seating and so on. 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, plant container sizes (all at time of planting) and proposed numbers / densities and an implementation programme. Planting which may provide benefits in terms of improving air quality are encouraged. The hard surfacing details shall include samples to show the texture and colour of the materials to be used and information about their sourcing/manufacture. The hard and soft landscaping details shall demonstrate how they would contribute to privacy between the communal garden and the adjacent basement flats.
- Boundary Treatment

- Levels – a detailed Levels Plan of the proposed finished levels. This document needs to fully explain details of the levels of the buildings, roads and footpaths in relation to the adjoining land and highways, and any other changes proposed in the levels of the site.
- Landscaping Scheme – Proposed implementation and implementation programme, including a period of 5 year period for replacements of soft landscape
- Landscape Management Plan and Landscape Maintenance of the hard and soft landscaping within the development, to include a landscape management plan for the whole of the proposed development, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas.

It may be useful to include somewhere in the conditions information regarding what is required within the landscape management plan and maintenance, summarised on the notes below:

A long term Landscape Management Plan for the whole of the proposed development to ensure the future success of the development, including the long term aims and objectives for the communal outdoor amenity space.

Note:

*A Landscape Management Plan would be expected to set out, graphically and / or in writing, the overall functional and aesthetic objectives of the landscape scheme and the steps (eg legal arrangements including ownership and management responsibilities, planned maintenance tasks, any phased works, management programme of works, monitoring procedures etc.) that will be taken after implementation to ensure that the scheme becomes successfully established and reaches maturity.*

Landscape Maintenance over a 5 year period for the whole of the proposed development to ensure the future success of the development including all the hard and soft landscape.

Note:

*Landscape Maintenance refers to the routine physical tasks (e.g. strimming, pruning, weeding, plant replacement, watering, litter clearance, maintenance of furniture, pergolas and plant supports, raised beds, green roofs, living wall climbing structures, any decorative landscape lighting etc.) required to satisfy appropriate standards of aftercare and to enable the design and implementation objectives in respect of planting to be satisfactorily achieved. It is essential to identify who is responsible for these tasks.*

*A Schedule of Maintenance Operations is normally a component of a Landscape Management Plan and commonly included within a Landscape Design Specification document.*

- Lighting : details of the lighting of all external areas (including buildings) within the site, including locations, lighting design, lighting details,



specification, elevations, light spillage and lighting levels.

Note: A lighting condition if this is required for the communal area for the flats.

Drainage

No objection, and no non-standard conditions required following submission of additional details.

## **5 POLICIES**

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

‘If regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations indicate otherwise.’

5.2 The Government has issued the National Planning Policy Framework [NPPF 2021] sets out the Government’s planning policies for England and how these should be applied, and is a material consideration in the determination of this application.

5.3 In this instance, the Development Plan comprises The London Plan 2021 [LP] and the Local Development Framework [LDF]. The LDF comprises The Harrow Core Strategy 2012 [CS], Harrow and Wealdstone Area Action Plan 2013 [AAP], the Development Management Policies Local Plan 2013 [DMP], the Site Allocations Local Plan [SALP] 2013 and Harrow Local Area Map 2013 [LAP].

5.4 A full list of all the policies used in the consideration of this application is provided as Informative 1.

## **6.0 ASSESSMENT**

6.1 The main issues are:

- Principle of the Development
- Character, Appearance and Design
- Future Occupant and Neighbouring Residential Amenities
- Traffic, Parking and Servicing and Street Trees

### **6.2 Principle of Development**

6.2.1 The relevant policies are:

- The National Planning Policy Framework (2021)
- The London Plan (2021): H1, H2, H9
- Harrow Development Management Policies (2013): DM1; DM2; DM24
- Harrow's Core Strategy (2012): CS1

- 6.2.2 The application site is situated within a developed area of Harrow as outlined in the Harrow Local Plan. Whilst the site is not an allocated development site as defined within the adopted Site Allocations Local Plan (2013), the site is regarded as previously developed land for the purposes of the policies contained within the National Planning Policy Framework and the Harrow Core Strategy which seeks to redirect all new development the Harrow and Development Opportunity Area, to town centres and to previously developed land in suburban area. On this basis, the proposal to develop this site for residential purposes is considered to be acceptable in principle.
- 6.2.3 The Garden Land SPD (2013) sets out when development may or may not be acceptable on garden land. The SPD advises that, garden land development excludes the redevelopment of an existing dwelling to provide multiple dwellings or flats on the same building footprint, plus any appropriate enlargements.
- 6.2.4 The SPD defines appropriate enlargements as being either the footprint of any permitted extensions (under permitted development rights) or the footprint of any extension which would be consistent with Harrow's Residential Design Guide SPD.
- 6.2.5 The development would extend beyond the rear of the neighbouring dwelling by a maximum of 3.9m at the boundary with No.18. Permitted development rights, can allow for extensions of up to 8m deep via the prior approval route. The proposed development would comfortably fit within the footprint created by the original dwelling and an 8m deep extension. As such, the development is acceptable.
- 6.2.6 The proposal comprises private market housing in the form of 6x 2 bedroom dwellings. This mix, given the scale of the development, would be acceptable and was previously considered acceptable under the approved development. As the proposal comprises fewer than 10 units, there is no requirement for affordable housing provision.
- 6.2.7 There is no policy within the Development Plan that resists the loss of existing dwellinghouse, provided they are not designated heritage assets or affect the setting of a designated heritage asset. In this instance, the demolition of the existing dwelling is therefore acceptable in principle. 6.2.8 It is considered that the proposed building to would fit comfortably within the plot without appearing cramped. Further, the area is characterised by detached and semi-detached properties of differing sizes hence the increase in footprint is considered acceptable within its surroundings context.
- 6.2.8 For the reason set out above, it is considered that the principle of this proposal meets the above policy requirements with regard to the overarching goal of housing choice and provision and the need to support economic activity and development.

## 6.3 Character, Appearance and Design

6.3.1 The relevant policies are:

- The National Planning Policy Framework (2021)
- The London Plan (2021): D1, D3, D5, D6, D11
- Harrow Development Management Policies (2013): DM1, DM2, DM22, DM23, DM27
- Harrow's Core Strategy (2012): CS1
- Mayor of London Housing Supplementary Planning Guidance (2016)
- Supplementary Planning Document Residential Design Guide (2010)
- Technical housing standards - nationally described space standard (2016)

### *Mass, Siting and Design*

6.3.2 The proposal seeks to replace the existing 2 storey pitched roof building with a similar height building, albeit with a basement level (not visible from the street) and attic accommodation. Externally, the building will appear on the streetscene as a 2 storey with attic building, but it will have four storeys overall. As has been noted, the principle of the development was considered acceptable in an application approved in 2018 by the planning committee, the policy and legislation regime has not materially changed in relation to a development of this nature in the interim period.

6.3.3 The pattern of development in the area is mainly made up of detached, semi-detached properties and block of flats. The proposal would replace an existing detached building with a similar building therefore this would not be at odds with the pattern of development in the area. Further, the proposed building does not fill its width and the low level nature of the building ensures that it doesn't appear excessive in scale or bulk.

6.3.4 It is noted that the proposals would lead to the loss of a building with traditional features, however, the building is not listed and is not within a conservation area, therefore less weighting can be given to its preservation.

6.3.5 The use of a traditional hipped roof with a single ridges reduces the bulk of the proposed roof, especially when viewed from the front, whilst the addition of two small side and rear dormers is considered acceptable as they would be visually contained within the roof and would only be visible when viewed directly from the rear, they would therefore not result in a crowded roof slope when viewed from the public realm. The proposal would retain a gap to the side boundaries and therefore it is considered that it would sit well on the site and would not result in a cramped development.

6.3.6 The proposed basement level is at the rear of the building and does not project above ground level, given the relative flatness of the site the lightwell will not be prominent features. As such, the bulk of the basement level and associated lightwells are wholly contained at ground level or below, and are not visible from the public realm.

The applicant has indicated a simple palette of materials which is considered to be acceptable in principle. However, as per the previous application, it is recommended that proposal be an entirely brick building, rather than part brick part render. This has been secured by condition and as such details of all external materials which would include bricks, roof tiles, windows, door, reveals and rainwater goods to ensure a sympathetic finish would need to be approved prior to commencement

#### *Accessibility*

- 6.3.7 The development would have level access from the front. The proposal would be subject to Building regulation M4 (2), to ensure the dwellings would be adaptable for the needs/ future needs of occupiers.

#### *Forecourt and Landscaping*

- 6.3.8 The front forecourt would be predominantly paved and provide parking for 3 cars and a bin store. Landscaping would be provided around the bins and at the boundary with No.18. Substantial areas of hardstand and storage of bins, and purpose built bin stores in front of dwellings are not unusual features in the street and the proposed landscaping and front garden treatment is considered adequate.
- 6.3.9 Given that the principle of the forecourt treatment has been found acceptable in 2018, under the same Development Management Policies no objection is raised by Council officers in relation to the proposed hardstand, landscaping and bin store.
- 6.3.10 Nonetheless, a condition will be imposed to ensure that the extent of hardstand is permeable paving and bins are stored in the bin store and only moved to the kerbside collection point on the evening before collection.
- 6.3.11 The development proposes landscaping works to both the front and rear gardens. The scheme has been reviewed by the Council's Landscape Officer who has recommended that conditions are imposed for details of all hard and soft landscaping, boundary treatments, levels, landscape implementation programme and landscape management plan. These conditions have been imposed. The Landscape Officer has also provided a number of notes for the applicant's reference, these have been added as informatives.

#### *Summary*

- 6.3.12 In summary, the proposal is considered to be of an appropriate mass and design for its context and would provide a suitable internal layout for future occupiers. Subject to the above detailed conditions, the development would accord with the relevant policies of the development plan as set out above.

## 6.4 Residential Amenity

6.4.1 The relevant policies are:

- The National Planning Policy Framework (2021)
- The London Plan: D3, D6
- Harrow Development Management Policies (2013): DM1
- Harrow's Core Strategy (2012): CS1
- Supplementary Planning Document Residential Design Guide (2010)
- Technical housing standards - Nationally Described Space Standard (2016)
- Mayor of London Housing Supplementary Planning Guidance (2016)

### Amenity of Future Occupants

6.4.2 The London Plan requires that double bedrooms have a minimum area of 11.5sqm and a minimum width of 2.75m for the first bedroom, and 2.55m wide for all additional double room. A single bedroom must have a minimum area of 7.5sqm and minimum width of 2.15m. Each unit contains bedrooms which meet or exceed the minimum requirements of the London Plan, with the exception of bedroom 2 in Flat 2.

6.4.3. Bedroom 2 in Flat 2 is a single room which is 2.06m wide, which is approximately 9cm narrower than the London Plan requirement. However, the room itself is 11.1sqm which is a generously sized single bedroom. Given, that there is only a 9cm shortfall of width and the room greatly exceeds the minimum area requirement so can accommodate a range of furniture the minor non-compliance is considered acceptable. It should also be noted that the layout matches the previously approved scheme and the London Plan has not materially changed in terms of room dimensions since that approval.

6.4.4 The London Plan also defines minimum space standards as follows:

Flat nos.		Minimum London Plan Floor Area Required (m <sup>2</sup> )	Proposed Floor Area (m <sup>2</sup> ) and storage
Flats 1, 3, 4, 5 and 6 (2bedroom, 4 person, 2 storey)	Gross Internal Area (GIA)	79qm	82.72sqm-103.1sqm
	Storage	2sqm	Complies
Flat 2 (2bedroom, 3person, 2 storey)	Gross Internal Area (GIA)	70sqm	81.1sqm
	Storage	2sqm	Complies

6.4.5 As such, the development complies with the minimum requirements of the London Plan in terms of GIA and storage.

- 6.4.6 The London Plan also stipulates that a minimum of 75% of the GIA has a floor to ceiling height of 2.5m. Section drawings have been provided which indicate that floor to ceiling heights are 2.5m at basement, ground and first floor level. Within the attic level plans indicate that the majority of habitable space will exceed 2.5m in height and therefore this requirement is complied with.
- 6.4.7 The London Plan requires that a minimum private open space of 5sqm per 1-2person dwelling is provided, with an extra 1sqm provided for each additional occupant. As such, the 2b3p flats require 6sqm, and 2b4p flats require 7sqm of private outdoor space.
- 6.4.8 Flats 1-3 have private balconies/terraces ranging from 9.7sqm to 14.9sqm which exceeds the requirements. Flats 4 and 6 have balconies with an area of approximately 5.2sqm. Flat 5 does not have any private outdoor amenity space.
- 6.4.9 As such, flats 4 and 6 have a shortfall of 1.5sqm in regards to private outdoor space, and Flat 5 has a shortfall of 7sqm (i.e. no private outdoor space). On balance this is considered acceptable given that each flat will have access to the rear outdoor community space, the site is within 650m walking distance of Kenton Recreation Ground and the close proximity to Harrow Town Centre may attract future occupants with different aspirations, who value location above private outdoor amenity space. As has been noted previously, the development is a resubmission of a previously approved development and the London Plan requirements in this regard have not materially changed.

#### Dual Aspect, Outlook and Sunlight Daylight

- 6.4.10 The Mayoral SPG seeks to avoid single aspect dwellings where: the dwelling is north facing (defined as being within 45 degrees of north); the dwelling would be exposed to harmful levels of external noise; or the dwelling would contain three or more bedrooms. Policy DM1 *Achieving a High Standard of Development* undertakes to assess amenity having regard to the adequacy of the internal layout in relation to the needs of future occupiers.
- 6.4.11 All units are dual aspect with the exception of Flat 2 which faces to the rear garden. However, flat 2 is two-storey and therefore will be able to benefit from sufficient ventilation and the rear aspect to the garden is considered acceptable.
- 6.4.12 Each unit is considered to benefit from good outlook with all but Flat 2 having a front and rear outlook.

#### Vertical Stacking

- 6.4.13 It is noted that the proposed floor plans generally provide acceptable vertical stacking with no conflict of room type other than an overlap of bedrooms and kitchen diners in relation to the Flat 5 attic accommodation and Flats 4 and 6 at first floor. However, as the development will be a wholesale redevelopment it would be required to meet Building Regulation standards relating to noise transmission, this will ensure adequate sound protection not only between the residential units.

## **Residential Amenity of Neighbouring Occupiers**

- 6.4.14 London Plan Policy D3.D(7) states that development should deliver appropriate outlook, privacy and amenity.
- 6.4.15 Core Strategy Policy CS1 B requires development to respond positively to the local context in terms of design, siting, density and spacing. Policy DM1 *Achieving a High Standard of Development* sets out a number of privacy and amenity criteria for the assessment of the impact of development upon neighbouring occupiers. Harrow has also produced a Residential Design Guide SPD.
- 6.4.16 The neighbours immediately adjacent to the site comprise No. 18 and 22 Manor Road. The impact of the proposal on these neighbours would be largely the same and so can be addressed together.

The scheme as, per the approved development, would remain set back from the shared boundaries with both properties at (18 and 22 Manor Road), at ground floor, first floor and roof level. There would be minor breaches of the 45 degree code when taken from the nearest corner of each building, by a maximum of 0.9m. However, when a 45 degree line is drawn from the nearest windows there is no breach. Whilst this is not compliant with Harrow's SPD the proposal is considered acceptable in this instance as the rear of the properties are all south east facing. As such, there will be negligible or nil impact on sunlight/daylight when compared to a fully compliant development. Furthermore, given that each adjoining building, and the proposal itself, are set away from the site boundaries there will be limited impact on visual amenity or impact when compared to a fully compliant development and to the casual observer there will be no material impact. It is therefore considered that the proposal would have no unacceptable impact on the living conditions at these neighbouring properties in terms of loss of light, outlook and privacy.

- 6.4.17 In relation to the property to the rear at No.7 Gerard Road, there is substantial distance between the rear elevation due to the size of No.7s rear garden and the development would not unduly affect that neighbour's amenity.

## **6.5 Traffic, Parking, Servicing and Street Trees**

- 6.5.1 The relevant policies are:

- The National Planning Policy Framework (2021)
- The London Plan (2021): T4, T5, T6
- Harrow Development Management Policies (2013): DM42, DM45
- Harrow's Core Strategy (2012): CS1

- 6.5.2 This proposal is within a PTAL 2 location, meaning that access to public transport is considered to be limited. However, the nearest bus stop is only a 6 minute walk from the site where there are multiple services offering as much as 25 buses per hour. The property is also only a 10 minute walk from Harrow town centre where there are further transport options including national rail and underground services

at Harrow on the Hill Station. An alternative option is Kenton Overground station or Northwick Park Underground Station; both are about 10-11 minutes walk from the site. PTAL is a good general indication of public transport accessibility but it does have its limitations and in this particular case, does not reflect the true situation of this location and is almost contradicted by the proximity to PTAL 5 locations within only 100 metres.

- 6.5.3 The proposal includes three parking spaces; whilst this level does not exceed the maximum level for a PTAL 2 location in line with London Plan 2021 standards, which allows up to 0.75 spaces per dwelling (4-5 spaces in this instance), the location is well connected in terms of public transport accessibility. Census 2011 car ownership levels indicate that 71.2% of households in this area have access to at least one car or van. As flats tend to generate a lower demand than houses, a lower parking provision can be accepted.
- 6.5.4 The proposed parking layout would result in the loss of two on-street resident permit bays and would require further an application to the Council's Infrastructure Team for further assessment. The loss of the parking bays is not a planning consideration and no objection is raised by the Council's Highways Officer, who advises that it may be acceptable as records indicate that there are more bays than permits issued in zone S and most properties appear to have access to off-street parking space.
- 6.5.5 The Council's Infrastructure Team have advised that if the parking bays are to be removed to facilitate development then a legal process is involved and this is subject to statutory consultation. The applicant needs to be aware that it is possible for representations to be made by the public to oppose such a proposal and this could prevent the bay from being removed. As such, an informative will be added to remind the applicants of their obligations in regards to obtaining the correct permissions to remove the parking bays.
- 6.5.6 As the London Plan sets a maximum parking rate, and there is no parking stress in regards to access to parking permits in the area it is considered acceptable to grant permission for the proposed development. Furthermore, as has been noted, the application is a resubmission of a previously approved application. The policy and legislative framework in relation to the loss of parking bays has not materially changed since that approval, as such, the principle of development has been found acceptable.
- 6.5.7 It has been noted by the Infrastructure Team that there will be no impact on the eastern most street tree, however, the proposed new driveway may impact upon an the western most street tree. As such, the applicants have agreed to make a financial contribution of £2000 to replace the street tree with 2 x new street trees. This is an improvement upon the previous application which did not obtain any contribution to replacement trees.
- 6.5.8 Cycle parking is proposed in the rear garden, accessible to all occupants. Limited details have been provided, however, it has been shown to be a covered and secure enclosure. Nonetheless, as requested by the Council's Highways Officer, A condition for provision of cycle parking for a minimum of 12 long stay spaces and 2 short stay space will be imposed. The storage must be secure, sheltered and



accessible (5% must be capable of accommodating non-standard cycles); the short stay spaces must be located on level surface close to the entrance/exit.

- 6.5.9 Based on the above, the Council's highways officer considers that this proposal is unlikely to result in a severe or harmful impact for the surrounding highway network; Highways have no objection subject to revisions to cycle parking, CLP condition and legal agreement.

#### Waste

- 6.5.10 As noted above, it is proposed to store the waste within a designated waste store within the front forecourt. The number of bins proposed complies with the Council's Code of Practice for the Storage of Waste in Domestic Purposes.
- 6.5.11 Details of the structure and capacity have been submitted and are considered acceptable. A condition is recommended for these to be retained as such.

### **6.6 Drainage**

- 6.6.1 The relevant policies are SI12 of the London Plan (2021) and DM10 of the DMP.
- 6.6.2 The application site is located within a critical drainage area. Following revisions and the submission of further information, the Drainage Authority have raised no objection to the proposal subject to standard conditions which are recommended.

### **6.7 Fire Safety**

- 6.7.1 Policy D12 of The London Plan requires all development to meet standards of fire safety. Therefore, a condition has been attached to ensure the development meets this requirement prior to completion of damp proof course.

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

- 7.1 The proposed development would make a more efficient use of this previously developed site and would make a welcome contribution to the supply of new housing to the Council Housing Stock. It would accord with the Borough's spatial vision and strategy as set out in the Harrow Core Strategy. The development is a resubmission of a previously approved development, therefore the development considered to be acceptable in principle. Furthermore, the policy and legislative framework insofar as it relates to the application have not materially changed.
- 7.2 The layout and orientation of the building and separation distance to neighbouring properties is considered to be satisfactory to protect the amenities of the neighbouring occupiers; whilst the amenities of future occupiers would be satisfactory. The proposal has also been considered with regard to parking and highway safety and has been found to be reasonably acceptable, on balance, subject to conditions.

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, it is considered that the current proposal has overcome the reason for refusal (had the scheme not been withdrawn) of the previous scheme, and as such an approval of the application is thereby recommended.

## **APPENDIX 1: Conditions and Informatives**

### **Conditions**

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

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

REASON: In order to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

#### 2. Approved Drawing and Documents

Unless otherwise agreed in writing by the local planning authority, the development shall be carried out, retained and completed in accordance with the following approved drawings and documents:

Design and Access Statement; Flood Risk Assessment (Dated 19<sup>th</sup> October 2017); 020 Typical Finishes; Drainage Statement (Dated 25<sup>th</sup> November 2021); 37736/C/001 P1; 37736/C/002 P2; 210120-CON-X-DR-C-1000 P1; 210120-CON\*-X-DR-C-1001; 1817-BC-003; AR-P01A; AR-P02; AR-P03A; AR-P04A; AR-P05A; AR-P06A; AR-P07A;

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

#### 3. Fire Safety

The development herein approved shall not commence 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; and
- 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).

#### 4. Construction Method Statement & Logistics Plan

Prior to commencement of the development hereby permitted, a Construction Method Statement & Logistics Plan shall be submitted to, and approved in writing by, the local planning authority. The Method Statement shall provide for:

- a) detailed timeline for the phases and implementation of the development;
  - b) demolition method statement;
  - c) the parking of vehicles of site operatives and visitors;
  - d) loading and unloading of plant and materials;
  - e) storage of plant and materials used in constructing the development;
  - f) measures to control the emission of dust and dirt during construction;
- and
- g) scheme for recycling/disposing of waste resulting from demolition and construction works.

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

REASON: To minimise the impacts of construction upon the amenities of neighbouring occupiers and highway safety. Details are required PRIOR TO COMMENCEMENT OF DEVELOPMENT.

#### 5 Foul Water Disposal

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

REASON: To ensure that there is adequate waste water infrastructure in place to serve the development and to ensure the separation of surface and foul water systems, in accordance with policy 5.14 B of the London Plan (2016) and policy DM10 of the Development Management Policies Local Plan (2013).

#### 6 Levels to be Approved

No site works or development shall commence until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s), and any other changes proposed in the levels of the site, have been submitted to, and approved by, the local planning authority.

REASON: To ensure that the works are carried out at suitable levels in relation to the highway and adjoining properties in the interests of the amenity of neighbouring residents, the appearance of the development, drainage, gradient of access and future highway improvement.

7 Landscaping 1

The development hereby permitted shall not commence until there has been submitted to, and approved by, the local planning authority, a scheme of hard and soft landscape works which shall include a survey of all existing trees and hedgerows on the land, indicating those to be retained and those to be lost. Details of those to be retained, together with measures for their protection in the course of the development, shall also be submitted and approved, and carried out in accordance with such approval, prior to any demolition or any other site works, and retained until the development is completed. Soft landscape works shall include: planting plans, and schedules of plants, noting species, plant sizes and proposed numbers / densities.

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

8. Landscape 2

All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building(s), or the completion of the development, whichever is the sooner. Any existing or new trees or shrubs which, within a period of 5 years from the completion of the development, die, are removed, or become seriously damaged or diseased, shall be replaced in the next planting season, with others of a similar size and species, unless the local authority agrees any variation in writing.

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

9. Communal Television Equipment

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

REASON: In order to prevent the proliferation of individual television reception items on the building which would be harmful to the character and appearance of the building and the visual amenity of the area.

10. Secure by Design

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

REASON: In the interests of creating safer and more sustainable communities and to safeguard amenity by reducing the risk of crime and the fear of crime.

11. Cycle Parking

Prior to occupation of the development details (including elevations and external finish) of covered and secured cycle parking for 12 long stay spaces and 2 short stay spaces shall be submitted and approved by the Council. The cycle parking shall be fully implemented, made available and maintained thereafter in perpetuity.

REASON: To ensure sufficient on-site cycle parking facilities are provided and to encourage sustainable travel in accordance with Policy T5 of the London Plan 2021.

12. Lighting

Prior to occupation, details of the lighting of all external areas (including buildings) within the site, including locations, lighting design, lighting details, specification, elevations, light spillage and lighting levels shall be submitted and approved by the Council.

REASON: To safeguard the appearance and character of the area and the amenity of neighbouring dwellings.

13. Refuse Storage

The refuse and recycle bins shall be stored at all times, other than on collection days, within the designated refuse storage areas as shown on the approved plans.

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

14. Part M Dwellings

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.

15. Restriction To Telecommunication Items

Notwithstanding the provisions of the Electronic Communications Code Regulation 5 (2003) in accordance with The Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that order with or without modification), no development which would otherwise fall within Schedule 2, Part 16, Class A of that order shall be carried out in relation to the development hereby permitted without the prior written permission of the local planning authority.

REASON: In order to prevent the proliferation of individual telecommunication items on the building which would be harmful to the character and appearance of the building and the visual amenity of the area.

## **Informatives**

### 1. **Policies**

The following policies and guidance are relevant to this decision:

National Planning Policy and Guidance:

National Planning Policy Framework (2021)

The London Plan (2021):

GG2 Making the best use of land

GG4 Delivering the homes Londoners need

H1 Increasing housing supply

H2 Small Sites

H10 Housing Size mix

D3 Optimising site capacity through the design-led approach

D6 Housing quality and standards

D7 Accessible housing

T4 Assessing and Mitigating transport impacts

T5 Cycling

T6 Car Parking

T6.1 Residential Parking

T7 Deliveries, servicing and construction

SI 12 Flood Risk Management

Harrow Core Strategy (2012):

CS1

Development Management Policies Local Plan (2013):

DM1, DM2, DM10; DM12; DM14; DM23, DM24, DM27, DM42, DM44, DM45, DM50

#### **Adopted Supplementary Planning Documents:**

London Plan Housing Supplementary Planning Guidance (2016)

Supplementary Planning Document: Residential Design Guide (2010)

Council's Code of Practice for the Storage and Collection of Refuse and Materials for Recycling in Domestic Properties (February 2016)

### 2. **Pre-application engagement**

Statement under Article 35(2) of The Town and Country Planning (Development Management Procedures) (England) Order 2015. This decision has been taken in accordance with paragraphs 39-42 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.



### 3. Considerate Contractor Code of Practice

The applicant's attention is drawn to the requirements in the attached Considerate Contractor Code of Practice, in the interests of minimising any adverse effects arising from building operations, and in particular the limitations on hours of working.

### 4. Party Wall Act

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

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

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

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

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

Please quote Product code: 02 BR 00862 when ordering

Also available for download from the CLG website:

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/133214.pdf>

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: [communities@twoten.com](mailto:communities@twoten.com)

### 5. Compliance with Planning Conditions

**IMPORTANT:** Compliance With Planning Conditions Requiring Submission and Approval of Details Before Development Commences - You will be in breach of planning permission if you start development without complying with a condition requiring you to do something before you start. For example, that a scheme or details of the development must first be approved by the Local Planning Authority. Carrying out works in breach of such a condition will not satisfy the requirement to commence the development within the time permitted.- Beginning development in breach of a planning condition will invalidate your planning permission.

- If you require confirmation as to whether the works you have carried out are acceptable, then you should apply to the Local Planning Authority for a certificate of lawfulness

### 6. Liability for Damage to Highway

The applicant is advised to ensure that the highway is not interfered with or obstructed at any time during the execution of any works on land adjacent to a highway. The applicant is liable for any damage caused to any footway, footpath,

grass verge, vehicle crossing, carriageway or highway asset. Please report any damage to [nrswa@harrow.gov.uk](mailto:nrswa@harrow.gov.uk) or telephone 020 8424 1884 where assistance with the repair of the damage is available, at the applicants expense. Failure to report any damage could result in a charge being levied against the property.

#### 7. 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](mailto:infrastructure@harrow.gov.uk) with your plans.

#### 8. Thames Water

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

#### 9. Street Numbering

Harrow Council is responsible for the naming and numbering of new or existing streets and buildings within the borough boundaries. The council carries out these functions under the London Government Act 1963 and the London Building Acts (Amendment) Act 1939.

All new developments, sub division of existing properties or changes to street names or numbers will require an application for official Street Naming and Numbering (SNN). If you do not have your development officially named/numbered, then then it will not be officially registered and new owners etc. will have difficulty registering with utility companies etc.

You can apply for SNN by contacting [technicalservices@harrow.gov.uk](mailto: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)

#### 10 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 £20,775

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 planning portal 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/form_1_assumption_of_liability.pdf)

[https://ecab.planningportal.co.uk/uploads/1app/forms/cil\\_questions.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](https://ecab.planningportal.co.uk/uploads/1app/forms/form_6_commencement_notice.pdf)

The above forms should be emailed to [HarrowCIL@Harrow.gov.uk](mailto: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

## 11 Harrow CIL

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 £38,087.5

This amount includes indexation which is 326/224. 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/form_1_assumption_of_liability.pdf)

[https://ecab.planningportal.co.uk/uploads/1app/forms/cil\\_questions.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](https://ecab.planningportal.co.uk/uploads/1app/forms/form_6_commencement_notice.pdf)

The above forms should be emailed to [HarrowCIL@Harrow.gov.uk](mailto: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

- 12 INFORM67 - Fire Safety Statement. The submission/approval of the Fire Safety Statement does not replace the need for building regulation approval in relation to fire safety, nor does it convey or imply any approval under those regulations.
- 13 A Landscape Management Plan would be expected to set out, graphically and / or in writing, the overall functional and aesthetic objectives of the landscape scheme and the steps (e.g. legal arrangements including ownership and management responsibilities, planned maintenance tasks, any phased works, management programme of works, monitoring procedures etc.) that will be taken after implementation to ensure that the scheme becomes successfully established and reaches maturity.

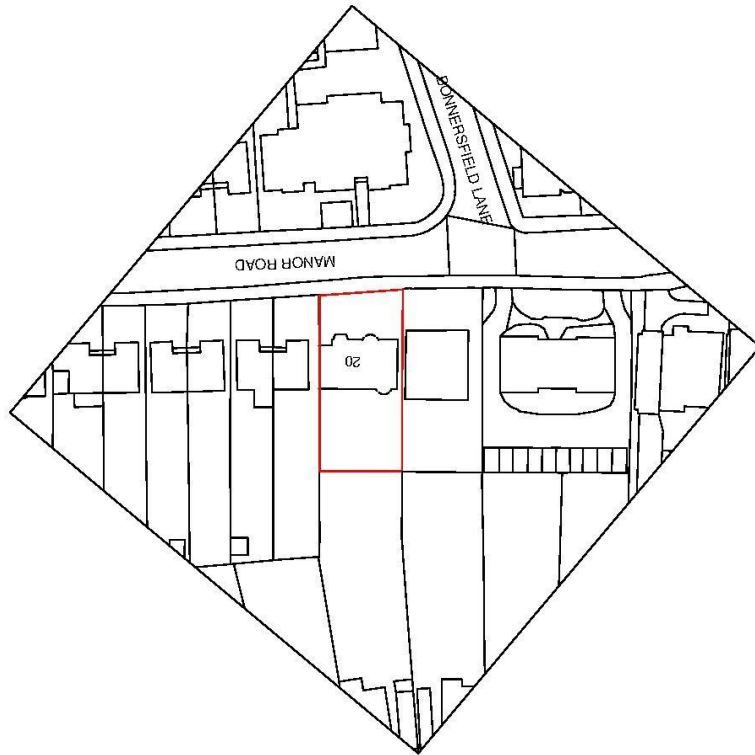
Landscape Maintenance refers to the routine physical tasks (e.g. strimming, pruning, weeding, plant replacement, watering, litter clearance, maintenance of furniture, pergolas and plant supports, raised beds, green roofs, living wall climbing structures, any decorative landscape lighting etc.) required to satisfy appropriate standards of aftercare and to enable the design and implementation objectives in respect of planting to be satisfactorily achieved. It is essential to identify who is responsible for these tasks.

A Schedule of Maintenance Operations is normally a component of a Landscape Management Plan and commonly included within a Landscape Design Specification document.

**CHECKED**

Head of Development Management	DM 1/2/2022
Corporate Director	DP 1/2/2022

APPENDIX 2: SITE PLAN



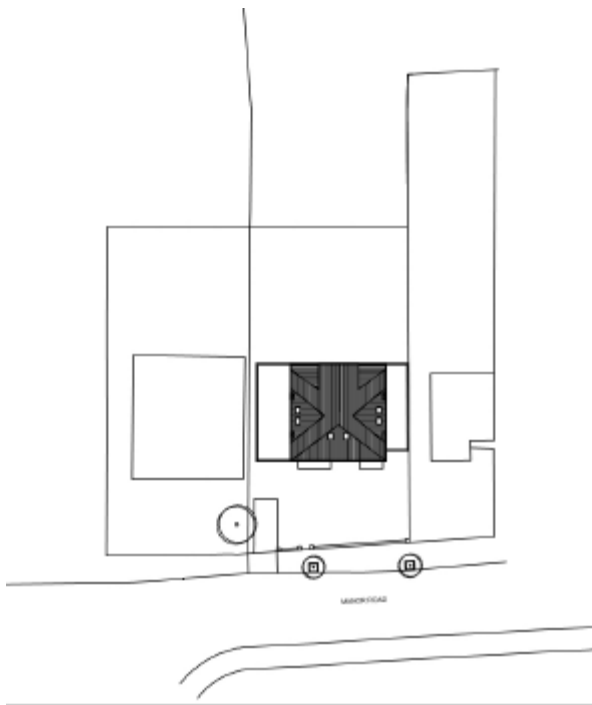
APPENDIX 3: SITE PHOTOGRAPHS



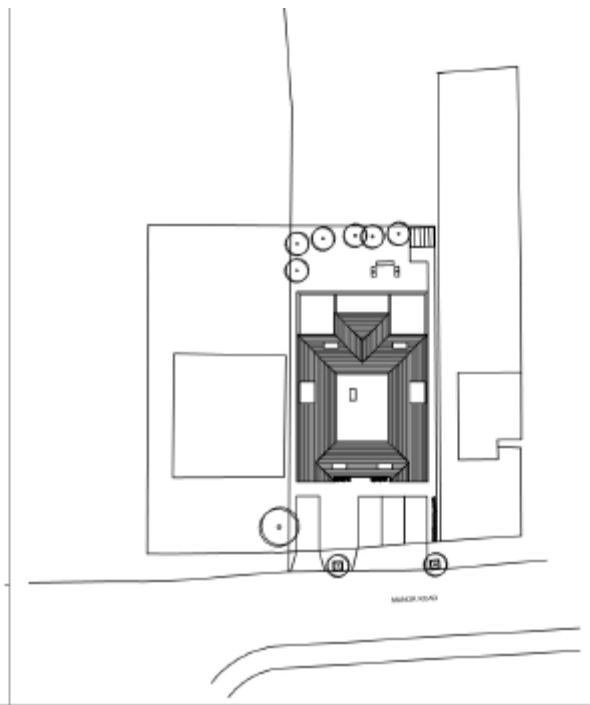


APPENDIX 4: PLANS AND ELEVATIONS

Existing and Proposed Site Plan



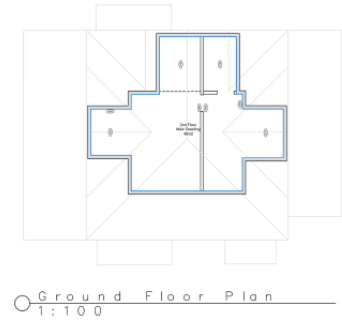
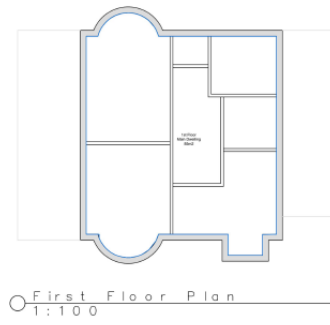
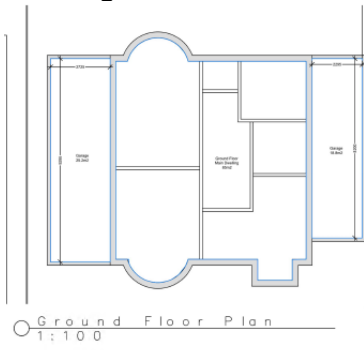
EXISTING SITE PLAN  
SCALE 1:500



PROPOSED SITE PLAN  
SCALE 1:500

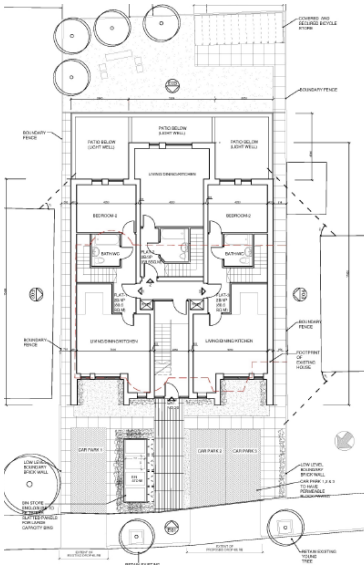


## Existing Floor Plans

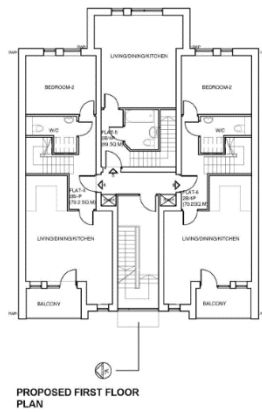


## Proposed Floor Plans

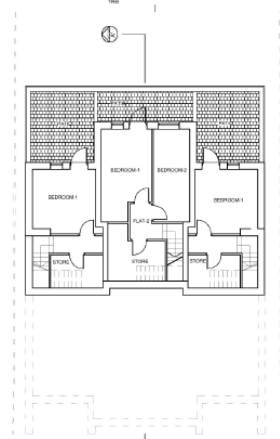
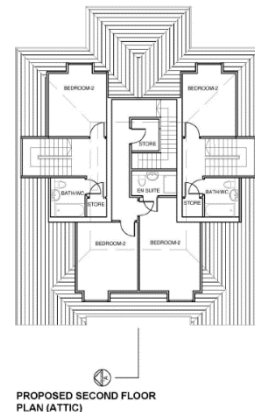
### Ground Floor



### First Floor



### Attic Plan



## Basement Plan

# Existing Elevations



EXISTING FRONT ELEVATION



EXISTING SIDE ELEVATION (FACING 22 MANOR ROAD)



EXISTING REAR ELEVATION

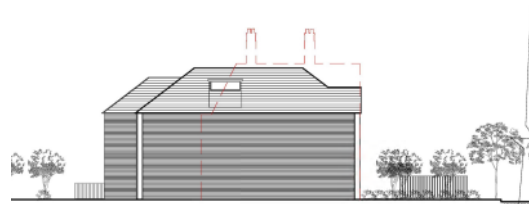


EXISTING SIDE ELEVATION (FACING 18 MANOR ROAD)

# Proposed Elevations



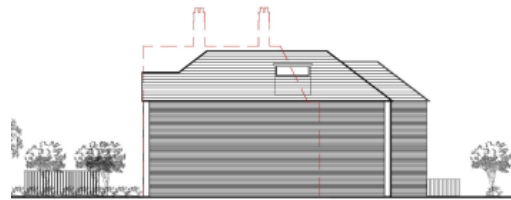
FRONT ELEVATION



SIDE ELEVATION- FACING 18 MANOR ROAD



REAR ELEVATION



SIDE ELEVATION- FACING 22 MANOR ROAD

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