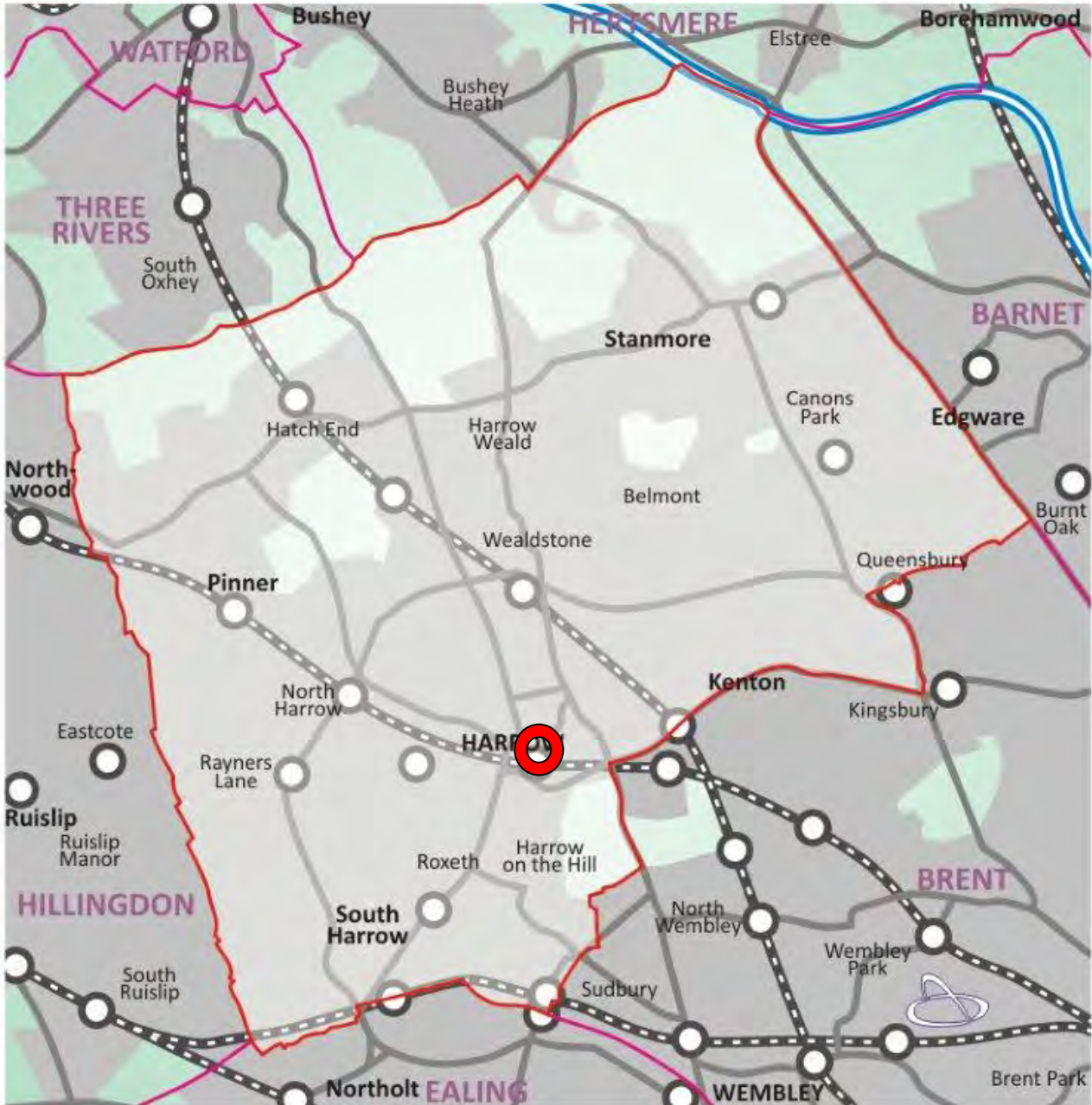
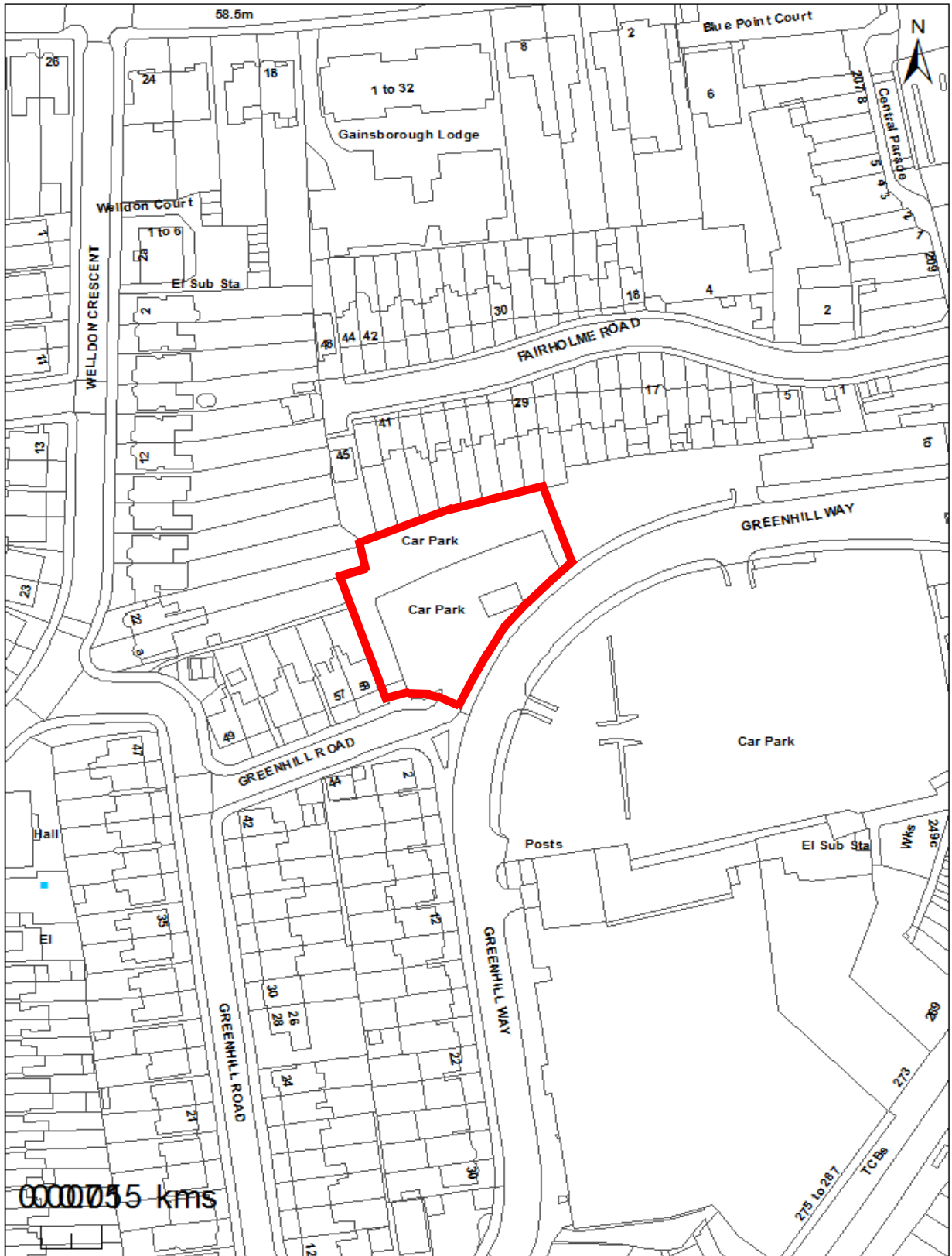


 = application site



<b>61 Greenhill Way, Harrow</b>	<b>P/5545/15</b>
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<b>61 Greenhill Way, Harrow</b>	<b>P/5545/15</b>
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# LONDON BOROUGH OF HARROW

## PLANNING COMMITTEE

28<sup>th</sup> September 2016

**Application Number:** P/5545/15  
**Validate Date:** 15<sup>th</sup> DECEMBER 2015  
**Location:** 61 GREENHILL WAY, HARROW  
**Ward:** GREENHILL  
**Postcode:** HA1 1LE  
**Applicant:** ALLIED GOODWIN DEVELOPMENTS LIMITED  
**Agent:** DP9 LTD  
**Case Officer:** CALLUM SAYERS  
**Expiry Date:** 10<sup>TH</sup> MARCH 2016

### PURPOSE OF REPORT/PROPOSAL

The purpose of this report is to set out the Officer recommendations to The Planning Committee regarding an application for planning permission relating to the following proposal.

It is proposed to redevelop the site to provide a part three, four and five storey building to create 42 flats with associated parking and landscaping; alterations to existing vehicle access; bin and cycle storage

### RECOMMENDATION

**GRANT** permission subject to authority being delegated to the Divisional Director of Planning in consultation with the Director of Legal and Governance Services for the completion of the Section 106 legal agreement and issue of the planning permission and subject to minor amendments to the conditions or the legal agreement. The Section 106 Agreement Heads of Terms would cover the following matters:

- i) To provide five (5) (3x2 bed four person, 1 x 1 bed 2 person as Affordable Rent, and 1 x 1bed 1 person unit as Shared Ownership) units as an Affordable Housing Contribution.
- ii) To provide an open book review of the scheme at 80% of the sales. The Council will seek to clawback 80% of any super profit (if any) generated by the scheme to reach a policy compliant scheme with regard to Affordable Housing.
- iii) Harrow Employment and Training Initiatives: Contribution of £28,000 towards local training and employment initiatives prior to commencement of development
- iv) Local Good & Services Commitment Strategy
- v) External materials strategy
- vi) Planning permission monitoring Fee of £5000
- vii) Legal Fees: Payment of Harrow Council's reasonable costs in the preparation of the legal agreement; and

## REASON

The proposed development of the site would provide a quality development comprising of a satisfactory level of residential accommodation, which would bring forward an allocated site for housing development thereby contributing to the Borough's housing stock. The housing development would be appropriate within the urban environment in terms of material presence, attractive streetscape, and good routes, access and makes a positive contribution to the local area, in terms of quality and character.

The proposed would provide an on-site affordable housing contribution to a level that is the most reasonable amount available from the scheme, which would also be of a satisfactory tenure split to assist in achieving the housing type needs within the borough. Overall the number of units proposed would positively add to the Council's housing delivery targets.

The proposed redevelopment of the site would result in a modern, simple design that responds positively to the local context, and would provide appropriate living conditions which would be accessible for all future occupiers of the development. The layout and orientation of the buildings and separation distance to neighbouring properties is considered to be satisfactory to protect the amenities of the neighbouring occupiers and the development would contribute towards the strategic objectives of reducing the carbon emissions of the borough.

The decision to **GRANT** planning permission has been taken having regard to the National Planning Policy Framework 2012, the policies and proposals in The London Plan 2015, the Harrow Core Strategy 2012 and the Development Management Policies Local Plan 2013, and to all relevant material considerations, and any comments received in response to publicity and consultation.

## RECOMMENDATION B:

That if, by 30<sup>th</sup> January 2017 or such extended period as may be agreed in writing by the Divisional Director of Planning, the section 106 Planning Obligation is not completed, then delegate the decision to the Divisional Director of Planning to **REFUSE** planning permission for the appropriate reason.

The proposed development, in the absence of a legal agreement to provide appropriate level of affordable housing on site provision that directly relates to the development, would fail to comply with the requirements of policies 3.11 and 3.12 of The London Plan 2016 and policy CS1.J of the Harrow Core Strategy 2012, which seeks to maximise the provision of affordable housing delivery within the Borough.

## 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:	E(20) Small-scale Major Development
Council Interest:	None
GLA Community Infrastructure Levy (CIL) Contribution (provisional):	£62,825.00
Local CIL requirement:	£197,450.00

## **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**

Policies 7.3.B and 7.13.B of The London Plan 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.

## **LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985 BACKGROUND PAPERS USED IN PREPARING THIS REPORT:**

- Planning Application
- Statutory Register of Planning Decisions
- Correspondence with Adjoining Occupiers
- Correspondence with Statutory Bodies
- Correspondence with other Council Departments
- Nation Planning Policy Framework
- London Plan
- Local Plan - Core Strategy, Development Management Policies, SPGs
- Other relevant guidance

## **LIST OF ENCLOSURES / APPENDICES:**

Officer Report:

Part 1: Planning Application Fact Sheet

Part 2: Officer Assessment

Appendix 1 – Conditions and Informatives

Appendix 2 – Site Plan

Appendix 3 – Site Photographs

Appendix 4 – Plans and Elevations

## OFFICER REPORT

### PART 1 : Planning Application Fact Sheet

The Site	
Address	61 GREENHILL WAY, HARROW, HA1 1LE
Applicant	ALLIED GOODWIN DEVELOPMENTS LIMITED
Ward	GREENHILL
Local Plan allocation	SITE 12: GREENHILL WAY CARPARK (AAP 2013)
Conservation Area	N/A
Listed Building	N/A
Setting of Listed Building	N/A
Building of Local Interest	N/A
Tree Preservation Order	N/A
Other	HARROW & WEALDSTONE OPPORTUNITY AREA

Housing		
Density	Proposed Density hr/ha	387
	Proposed Density u/ph	181
	PTAL	5
	London Plan Density Range	215 – 405
Dwelling Mix	Studio (no. / %)	2 (5%)
	1 bed ( no. / %)	32 (76%)
	2 bed ( no. / %)	8 (19%)
	3 bed ( no. / %)	N/A
	4 bed ( no. / %)	N/A
	Overall % of Affordable Housing	12%
	Affordable Rent (no. / %)	4 (85%)
	Intermediate (no. / %)	1 (15%)
	Private (no. / %)	37 (88%)
	Commuted Sum	N/A
	Comply with London Housing SPG?	Complies
	Comply with M4 <sup>(2)</sup> of Building Regulations?	Secured by Condition

Non-residential Uses		
Existing Use(s)	Existing Use / Operator	Car park/Car wash
	Existing Use Class(es) sqm	Sui Generis
Proposed Use(s)	Proposed Use / Operator	Residential
	Proposed Use Class(es) sqm	C3
Employment	Existing number of jobs	Unknown
	Proposed number of jobs	Zero permanent (some during the construction phase)

<b>Transportation</b>		
Car parking	No. Existing Car Parking spaces	Site is a Car park
	No. Proposed Car Parking spaces	2
	Proposed Parking Ratio	0.4
Cycle Parking	No. Existing Cycle Parking spaces	None
	No. Proposed Cycle Parking spaces	50
	Cycle Parking Ratio	
Public Transport	PTAL Rating	5
	Closest Rail Station / Distance (m)	550 (Harrow on the Hill Station)
	Bus Routes	Several Along Station Road. Bus Station at Harrow on the hill Station
Parking Controls	Controlled Parking Zone?	Zone D
	CPZ Hours	Mon – Fri: 8.30-18.30
	Previous CPZ Consultation (if not in a CPZ)	N/A
	Other on-street controls	
Parking Stress	Area/streets of parking stress survey	
	Dates/times of parking stress survey	
	Summary of results of survey	
Refuse/Recycling Collection	Summary of proposed refuse/recycling strategy	Underground facility located behind back of footpath.

<b>Sustainability / Energy</b>	
Development complies with Part L 2013?	Complies
Renewable Energy Source / %	34.5%

## **PART 2 : Assessment**

### **1.0 SITE DESCRIPTION**

- 1.1 The application site comprises an existing pay and display car park accommodating 42 parking spaces off Greenhill Way
- 1.2 Irregular shaped plot with large advertisement hoardings facing Greenhill Way
- 1.3 Site is located within Harrow Metropolitan Centre as forms part of opportunity site 12 in the Harrow and Wealdstone Area Action Plan
- 1.4 Site within 550m of Harrow on the Hill Underground and Train Station;
- 1.5 Site within 200m of the town centre shops and services;
- 1.6 On northern boundary the site backs onto the rear gardens of the 2-storey terrace houses on Fairholme Road;
- 1.7 On western boundary the site faces the side elevations of 2-storey semidetached dwellings on Greenhill Road;
- 1.8 On southern boundary is Greenhill Way and the Council owned car park and the rear of Debenhams (which forms opportunity site 13 in the AAP);
- 1.9 On eastern boundary is the rear of the 3-storey office building 221-225 Station Road, which occupies the remainder of opportunity site and has planning permission for a three-storey hotel building.

### **2.0 PROPOSED DETAILS**

- 2.1 It is proposed to erect a part three, part four and part five storey building with a basement on the application site, which is currently used as a carpark.
- 2.2 The application site is characterised by having a curved front boundary fronting onto Greenhill Way, and as such the proposed building has an obvious three stepped front elevation. Its total width would be 47.9m.
- 2.3 The rear elevation is also stepped, although in a much less pronounced manner. The proposed building would have a maximum depth of 24m.
- 2.4 At its nearest locations, the proposed building would be located 1.75m from the western boundary, 6.3m from the northern boundary, 1.75m from the eastern boundary, and 2.15m from the southern boundary.
- 2.5 On the western boundary, the proposed building would be three storeys and 8.9m. It would then travel 7.2m east and become four storeys with a height of 12m. At this height it would travel for another 9.2m east before increasing to five storeys and a height of 15m. The five storey element would travel east for 24m before decreasing back to four storey's with a maximum height of 12.3m on the eastern boundary



- 2.6 The proposed building would have a flat roof with amenity space included within it.
- 2.7 The proposed floor plan would have three distinct steps within it, each being 15m in width, and stepping back into the site as the elevation travels in an easterly direction.
- 2.8 To the rear of the site is communal amenity space.

### **3.0 HISTORY**

P/1721/08/CFU

Redevelopment of former car park to provide block of 37 flats with associated parking (resident permit restricted)

Granted: 10/03/2009

P/1414/10

Non-material amendment application for increased number of car parking spaces to planning permission P/1721/08/CFU dated 10.3.2009 For redevelopment of former car park to provide block of 37 flats with associated parking (resident permit restricted)

Refused: 12/07/2010

#### Reasons for Refusal:

- 1) The proposed amendments would significantly change the design and character of the approved development, would result in an excessive level of site coverage by hard surfaces, would result in a loss of available amenity space and would increase the number of vehicular movements to and within the site. These amendments are considered to be material and would need to be assessed against the requirements of policies 4B.1 and 4B.8 of the London Plan (2008) and saved policies D4, D5, D9, T6 and T13 of the Harrow Unitary Development Plan (2004).
- 2) The proposal is considered unacceptable as a non-material amendment to the Planning Permission Ref; P/1721/08/CFU under Section 190 of The Planning Act 2008 and Section 98A of the Town and Country Planning Act 1990, as amended.

P/3406/10

Modify section 106 agreement to planning permission P/1721/08/CFU dated 10/03/2009 to change proportion of affordable housing at the proposed development

Granted: 10/06/2011

P/2189/11

Extension of time to planning permission P/1721/08/CFU dated 10/03/2009 for redevelopment of former car park to provide block of 37 flats with associated parking (resident permit restricted)

Refused: 08/02/2012

#### Reason for Refusal:

- 1) The proposal would provide cramped and substandard accommodation, to the detriment of the residential amenities of future occupiers of the development, contrary to PPS3, policy 3.5 of The London Plan, saved policy D4 of the Harrow Unitary Development Plan (2004) and Supplementary Planning Document: Residential Design Guide (2010).

P/1653/13

Redevelopment of car park to provide a three four and five storey building to provide 43 flats with associated landscaping and parking

Refused: 26/09/2013

Reasons for Refusal:

- 1) The proposal, by reason of its excessive bulk, mass, scale and unacceptable design, would not respect the transitional character of the area and would fail to achieve the design aspirations of the development plan, to the detriment of the character and appearance of the area, contrary to policy 7.4 of The London Plan (2011), policy CS1 of The Harrow Core Strategy (2012), policy DM1 of the Harrow Development Management Policies Local Plan (2013), policies AAP1, AAP2, AAP4 and AAP6 of the Harrow And Wealdstone Area Action Plan (2013) and the adopted Supplementary Planning Document: Residential Design Guide (2010).
- 2) The proposal, by reason of its siting, mass, bulk and proximity to the rear boundaries of Nos. 29-41 Fairholme Road and from the side boundary of No. 59 Greenhill Road, would be visually dominant, overbearing and create a sense of enclosure and result in perceived overlooking from the upper levels, to the detriment of the residential amenities of the occupiers of those properties, contrary to policies 7.4 and 7.6 of The London Plan (2011), policy CS1 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).

**Appeal Dismissed:** Ref: APP/M5450/A/13/2209903

P/1654/13

Redevelopment of car park to provide a three, four and five storey building to provide 42 flats with associated landscaping and parking

Refused: 26/09/2013

Reasons for Refusal:

- 1) The proposal, by reason of its excessive bulk, mass, scale and unacceptable design, would not respect the transitional character of the area and would fail to achieve the design aspirations of the development plan, to the detriment of the character and appearance of the area, contrary to policy 7.4 of The London Plan (2011), policy CS1 of The Harrow Core Strategy (2012), policy DM1 of the Harrow Development Management Policies Local Plan (2013), policies AAP1, AAP2, AAP4 and AAP6 of the Harrow And Wealdstone Area Action Plan (2013) and the adopted Supplementary Planning Document: Residential Design Guide (2010).
- 2) The proposal, by reason of its siting, mass, bulk and proximity to the rear boundaries of Nos. 29-41 Fairholme Road and from the side boundary of No. 59 Greenhill Road, would be visually dominant, overbearing and create a sense of enclosure and result in perceived overlooking from the upper levels, to the detriment of the residential amenities of the occupiers of those properties, contrary to policies 7.4 and 7.6 of The London Plan (2011), policy CS1 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).

**Appeal Dismissed:** Ref: APP/M5450/A/13/22009948

Appeal Conclusions

It is noted that both refused applications P/1653/13 and P/1654/13 were considered and dismissed under the same appeal above.

In dismissing the above appeals, the Inspector considered that the two main considerations across both cases were;

- The effect of the development on the character and appearance of the area; and
- The effect of the development on the living conditions of the neighbouring residents, with particular regard to outlook.

The inspector concluded that both of the schemes subject to the appeal would, as a result of the height and bulk of the buildings, fail to relate to the domestic scale of the neighbouring buildings and would visually dominate them. The design rationales of each of the two developments would not satisfactorily reduce the bulk or scale of the buildings proposed. The inspector notes that whilst there are steps within the profile of the proposals, they would be minimal and would not be significantly lower than the neighbouring property. It is for these reasons that the Inspector dismissed both appeals.

With regard to the neighbouring occupiers amenity, the Inspector notes that each of the developments would be 7m from the common boundary with the properties fronting onto Fairholme Road. Furthermore, the four storey element would be 25m away for the rear elevations, and the fifth storey some 27m away. The Inspector concludes that a development of a five storey building would be no more significant in terms of being overbearing, or creating a sense of enclosure than would a three or four storey one. With regard to the two appeals, the inspector found no reason to dismiss either of them on grounds of neighbouring residential amenities.

**4.0 CONSULTATION**

4.1 Site Notices were erected on 6<sup>th</sup> January 2016, expiring on 27<sup>th</sup> January 2016.

4.2 Press Notice was advertised in the Harrow Times on the 17<sup>th</sup> December 2015 expiring on 7<sup>th</sup> January 2016.

4.3 The application was advertised as a major application.

4.4 A total of 247 consultation letters were sent to neighbouring properties regarding this application. The public consultation period expired on 26<sup>th</sup> January 2016.

4.5 Adjoining Properties

Number of Letters Sent	247
Number of Responses Received	3
Number in Support	0
Number of Objections	2
Number of other Representations (neither objecting or supporting)	1

4.6 3 objections were received from an adjoining resident.

4.7 A summary of the responses received along with the Officer comments are set out below:

<b>Details of Representation and date received</b>	<b>Summary of Comments</b>	<b>Officer Comments</b>
Debenhams Store (Located to the south of the application site)	Existing businesses such as Debenhams, within the same general location, often operate deliveries at unsociable hours. This may be contrary to residential development in close proximity.	Noted. The site is located in a town centre location, which by its very nature, would have a higher background noise than a purely residential area. The proposed development would be acceptable in terms of amenity of future occupiers.
Russell Hempel 30 Fairholme Road Harrow, HA1 2TN	<p>Neighbouring occupiers only notified by information on telephone pole.</p> <p>No information regarding car parking, 42 flats would need to have car parking spaces. Fairholme Road already has parking pressures</p> <p>Housing will not be affordable or for locals.</p> <p>Site is leaking sewage</p> <p>Proposal will lead to a loss of light to rear gardens of properties fronting onto Fairholme Road.</p>	<p>Letters were sent to neighbouring occupiers and several site notices erected. Statutory obligations regarding consultation/notification has therefore been fulfilled.</p> <p>The sustainable location of the property adjacent to the town centre allows the minimum amount of car parking. This is supported by the Highways Authority and TFL. Further discussion is within this appraisal below.</p> <p>Protracted negotiations have been undertaken, and the maximum reasonable affordable housing provision has been secured.</p> <p>Not a material planning consideration. Any development on the site would resolve this matter.</p>

		<p>A Daylight/Sunlight assessment has been submitted in support of the application. This is considered in more detail within the below assessment.</p>
<p>Mr Keith Araujo 75 Butler Road Harrow, HA1 4DS</p>	<p>Development would lead to dust, noise, invasion of privacy, impact on light would be unacceptable.</p> <p>Impact on elderly parents garden that back onto the application site.</p> <p>More flats to be built which are likely to be unaffordable for most, and as such left empty</p> <p>Borough is overcrowded, dirty, rat infested, and starved of government funding (especially NHS).</p> <p>Prior approval of office blocks to residential is having an impact on overcrowding, leading to issues with GP practices, hospitals, schools and general standard of living.</p>	<p>The proposed development would through the demolition/construction phase lead to temporary impacts of noise and dust etc. However, a construction management plan would be condition to ensure these are limited. Impacts on privacy are considered in more detail within Section 8 of this report.</p> <p>Noted and impact son neighbouring residents are discussed below under section 8.</p> <p>Maximum reasonable affordable housing contribution has been secured for the scheme.</p> <p>Noted. Community Infrastructure Levy (CIL) payment required by the development would go towards essential infrastructure across the borough.</p> <p>Noted. This process does not trigger a CIL payment. However, the current application would, which would assist in essential</p>

		infrastructure across the borough.
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4.8 Statutory and Non Statutory Consultation

4.9 The following consultations have been undertaken\*:

- LBH Environmental Health
- LBH Highways
- LBH Planning Policy
- LBH Design
- LBH Waste Officer
- TfL
- Environment Agency

4.10 External Consultation

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

<b>Consultee</b>	<b>Summary of contents</b>	<b>Officer Comments</b>
Environment Agency	No comments received.	Noted.
Transport for London	<p>1.The application site is situated on Greenhill Way, which forms part of the borough highway network. However, it is in the vicinity of A409 Sheepcote Road, which forms part of the Strategic Road Network (SRN).</p> <p>2.TfL welcomes that the proposal only provided two disabled parking spaces for disabled users residing in the building. TfL expects that the applicant will enter into ‘permit free’ agreement with Harrow Council to exempt future residents’ eligibility for local parking permits in light of a very good public transport access – PTAL 5.</p> <p>3.The proposed provision of 50 secured covered residential cycle parking spaces and two visitor spaces meets the minimum London Plan cycle parking standards, which is welcomed by TfL. TfL asks that all of these facilities should be located at where they can be conveniently and safely accessed by cyclists.</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p>

	<p>The facilities should be designed in accordance with the current London Cycle Design Standards (LCDS).</p> <p>4. Having reviewed the quantum and the estimated trip generation of the proposal; TfL does not expect that the proposal would result in significant traffic and trip impact to the SRN.</p> <p>5. Harrow Council is encouraged to secure appropriate contribution toward walking and way-finding improvements in the vicinity of the site and Harrow Town Centre from this proposal. TfL recommends that a 'Legible London' style signs be adopted for this purpose.</p> <p>6. The submission and implementation of a delivery &amp; Servicing plan (DSP), and construction logistics plan (CLP) shall be secured by planning condition</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p>
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#### 4.12 Internal Consultation

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

<b>Consultee</b>	<b>Summary of contents</b>	<b>Officer Comments</b>
LBH Design	No Objection	Noted
Highway Authority	No Objection	Noted
Harrow Drainage Team	No Objection	Noted
Harrow Environmental Health Team	No Objection	Noted
Policy and Research	No Objection	Noted

## 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] which consolidates national planning policy and is a material consideration in the determination of this application.
- 5.3 In this instance, the Development Plan comprises The London Plan 2015 [LP] and the Local Development Framework [LDF]. The LDF comprises The Harrow Core Strategy 2012 [CS], Harrow and Wealdstone Area Action Plan 2013 [AAP], the Development Management Policies Local Plan 2013 [DMP], the Site Allocations Local Plan [SALP] 2013 and Harrow Local Area Map 2013 [LAP].

## 6.0 APPRAISAL

- 6.1 The main issues are:-

Principle of the Development  
Regeneration  
Affordable Housing Provision  
Design, Character and Appearance of the Area  
Residential Amenity  
Traffic, Parking, Access, Servicing and Sustainable Transport  
Flood Risk and Development  
Sustainability and Climate Change Mitigation  
Equalities Implications and the Human Rights Act  
Ecology and Biodiversity  
S17 Crime and Disorder Act  
Consultation Responses

### 6.2 Principle of Development

#### *Spatial Strategy*

- 6.2.1 The adopted National Planning Policy Framework [NPPF] has brought forward a presumption in favour of “sustainable development”. The NPPF defines “sustainable development” as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The NPPF sets the three strands of sustainable development for planning to be; to play an economic, social and environmental role. The NPPF, following the deletion of the Planning Policy Statements and Guidance Notes, continues to encourage the effective use of land by reusing land that has been used previously, recognising that “sustainable development” should make use of these resources first.
- 6.2.2 Harrow’s Core Strategy establishes a clear vision for the management of growth in the Borough over the Local Plan period (to 2026) and a framework for development in each district of the Borough. Policy CS1(A) directs growth<sup>1</sup> to town centres and strategic, previously-developed sites and provides for that growth to be managed in accordance with the sub area policies. Policy CS2<sup>2</sup> C commits the Council through the Area Action Plan to *‘identify and allocate sufficient sites to deliver a minimum of 2,800 net new homes over the plan period, giving further clarity to the mix and density of housing, along with the quantum of other appropriate land use to be achieved on individual sites. Particular attention*

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<sup>1</sup> That portion of the Borough’s growth that would be accommodated beyond the Harrow & Wealdstone Intensification Area.

<sup>2</sup> For the Harrow and Wealdstone Sub Area.



*will be paid to the scale and form of development on sites at the edge of the intensification area, ensuring a these achieve effective transition, especially where they neighbour open space or low density suburban residential areas”.*

6.2.3 To this end, the key diagram for the Harrow and Wealdstone area identifies the location for future housing and the site is formally allocated for a housing development in the Harrow & Wealdstone Area Action Plan (2013).

6.2.4 Within the context of planned growth across London, the proposal therefore accords with Harrow's vision for the development of the Borough as a whole and for the Harrow and Wealdstone sub area. The proposal would make a contribution to forecast requirements for new housing in the Borough over the plan period.

### **Delivery of Site Allocation Uses**

6.2.5 Turning to the detail of the site's allocation, it is included as Site 12 within The Harrow and Wealdstone Area Action Plan (2013). The site allocation also includes the eastern part of the site, which has permission for a hotel, and is in the process of being implemented.

6.2.6 The commentary notes among other matters, that the allocated site is earmarked to provide for a target of 35 homes. Furthermore, any building should be between 3 – 4 storey's in height and address the curvature of the road at this location. Furthermore, in 2009 the Council resolved to grant planning permission (subject to a legal agreement) for the redevelopment of the former car park to provide block of 37 flats with associated parking (resident permit restricted) under application P/1721/08/CFU. This scheme was never implemented and has now lapsed.

6.2.7 The current proposal is for 42 homes. Within the strategic policy context, the indicative status of the housing capacity figure included in the site allocation and taking into account the approach to the design and layout of the scheme, the provision of 42 homes is not inappropriate. The form of the development, comprising of a stepped design would face onto and address the curvature of Greenhill Way.

6.2.8 The principle of the development is therefore considered acceptable.

### **6.3 Regeneration**

6.3.1 The London Borough of Harrow published a Regeneration Strategy for 2015 – 2026. The objective of this document is to deliver three core objectives over the plans life, which include;

- **Place;** Providing the homes, schools and infrastructure needed to meet the demands of out growing population and business base, with high quality town and district centres that attract business investment and foster community engagement;
- **Communities;** Creating new jobs, breaking down barriers to employment, tackling overcrowding and fuel poverty in our homes and working alongside other services to address health and welfare issues;
- **Business;** Reinforcing our commercial centres, promoting Harrow as an

investment location, addressing skills shortages, and supporting new business start-ups, developing local supply chains through procurement.

- 6.3.2 Whilst it is acknowledged that the proposed development would not address all of the aspects noted in the above bullet points, it would achieve the overall aspiration of regeneration of the borough. Currently, the site is underutilised, and not the most efficient use of the site. The proposed development allows the site to be used in a much more efficient way, that would at least for the short term assist in providing employment for local trade workers (secured through a S.106). Furthermore, the construction of the site would result in some temporary jobs within the Borough, which would be throughout the duration of the construction process.
- 6.3.3 The proposed development would provide for housing within the heart of Harrow, whereby providing a much more attractive area to further promote growth into the area. It is therefore considered that the proposed development would meet the overarching principles of regeneration into the area.

#### 6.4 Affordable Housing Provision

##### Affordable Housing Policy and the Proposal's Affordable Housing Offer

- 6.4.1 The NPPF defines affordable housing as: social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Intermediate housing is defined as homes for sale and rent provided at a cost above social rent but below market levels.
- 6.4.2 The strategic part of London Plan Policy (2016) 3.11 calls for 60% of affordable housing provision to be for social and affordable rent and for 40% to be for intermediate sale or rent, and gives priority to the provision of affordable family housing. However, London Plan Policy 3.12 – which is a planning decisions policy – requires the on-site provision of the maximum reasonable amount of affordable housing from private residential developments.
- 6.4.3 The London Plan's housing policies are supplemented by the Mayor's Housing SPG (2016). In relation to affordable housing policies, the tone of the SPG is to further emphasise the need for policies to be applied in a manner that maximises output and, having regard to viability, to encourage not restrain housing development.
- 6.4.4 Having regard to Harrow's local circumstances, Policy CS1 (J) of the Core Strategy sets a Borough-wide target for 40% of all homes delivered over the plan period (to 2026) to be affordable, and calls for the maximum reasonable amount to be provided on development sites having regard to the following considerations:
- the availability of public subsidy;
  - the housing mix;
  - the provision of family housing;
  - the size and type of affordable housing required;
  - site circumstances/scheme requirements;
  - development viability; and
  - the need to meet the 40% Borough-wide target.

- 6.4.5 Policy DM24 (Housing Mix) of the Development Management Policies Local Plan document supports proposals that secure an appropriate mix of housing on the site. The policy undertakes to have regard inter alia to the target mix for affordable housing set out in the Planning Obligations SPD and the priority to be afforded to the delivery of affordable family housing.
- 6.4.6 The proposed development would provide for 42 residential units within the site. Policy 3.13A (Affordable Housing Thresholds) of the London Plan (2016) requires that any development which has the capacity to provide 10 or more homes should provide an affordable housing contribution.
- 6.4.7 The development proposed here would contribute towards the housing stock and increase the choice of housing in the borough and would therefore find some support in policies 3.5 and 3.8 of The London Plan as detailed above. As mentioned previously, the site is allocated and as such is earmarked to bring forward a housing development.
- 6.4.8 The Council recognise that not in all circumstances is it viable to provide affordable housing targets within a scheme. Where this cannot be provided on site, a robust viability assessment must be provided to demonstrate that the proposed scheme cannot viably provide this requirement. The proposed development initially offered a zero provision of affordable housing as part of the scheme. The applicant has submitted a Financial Viability Appraisal to support the zero provision of affordable housing to the boroughs stocks. The submitted information within the Financial Viability Assessment contains market sensitive information, and as such is unable to be assessed in a public forum. Notwithstanding this, the submitted information has been independently reviewed and tested to ensure that the zero provision of affordable housing is the maximum reasonable affordable housing that can be made as part of the proposed scheme.
- 6.4.9 The independent assessment of the Financial Viability Assessment concluded that the proposed scheme could indeed reasonably provide an affordable housing contribution, contrary to what was detailed within the applicant's appraisal. The independent review concluded that the proposed development could reasonably provide 21% of the scheme as affordable units (9 units), and would be able to provide the 60/40 tenure split. This would also be supplemented with a commuted sum of circa £8,500.00. It is clear that there is a significant disparity between that which is offered by the applicant and what is considered to be the maximum reasonable offer by the independent review. Negotiations between the applicant and the independent reviewer have been on going over the course of the application.
- 6.4.10 The financial viability assessment submitted with the scheme has been through robust testing of the information and assertions made by the applicant, who maintains a stance that the scheme is unable to provide the affordable housing contribution as stated by the independent review. The applicant has made an offer of five dwellings, which would still be below that considered the maximum reasonable as tested by the independent review. However, whilst the quantum would be below the total figure considered to be the maximum reasonable, the applicant has provided a higher proportion of Affordable Rent. The Core Strategy seeks a split of 60/40 of affordable rent to shared

ownership. However, advice from the Harrow Housing Department indicates that physical affordable rent units are those that which are most sought after within the borough. As such, in some instances, whilst an affordable housing offer may be indeed lower than maximum reasonable, should the type of unit be weighted more in favour of affordable rent, then the offer may become more beneficial to the borough stocks. In this instance, the affordable rent offer would be closer to 85% of the overall offer made, with 4 of the units meeting the affordable rent tenure type. Furthermore, the applicant has confirmed that of the proposed affordable rent typologies, 3 of the units would be 2 bedroom, 4 person units. Providing units that house the maximum amount of occupants is also the most preferred occupancy level for affordable housing of any tenure. The remaining affordable rent unit would be 1 bedroom, 2 person. One shared ownership unit would be provided, and this would be a studio apartment.

- 6.4.11 The greatest pressure faced by the London Borough of Harrow is for the quantum of actual affordable housing units to be provided and as such is what is primarily sought through Affordable Housing negotiations. In this instance, the applicant has offered a lower quantum of affordable housing, but with a much higher affordable rent percentage (85%) above the policy requirement. Furthermore, the higher level of occupancy of these units is also much more beneficial to the affordable housing needs within the Borough. It is therefore considered that notwithstanding the lower quantum in terms of an affordable housing offer, the higher level of affordable rent tenure and high levels of occupancy are considered to assist in meeting the specific housing needs of the London Borough of Harrow. For these reasons, the proposed development would therefore met the strategic housing aim for the borough and accord with policy 3.13 of the London Plan (2016), Policy CS1.J of the Harrow Core Strategy, policies DM24 and DM50 of the Harrow Development Management Policies Local Plan (2013) and the Supplementary Planning Document: Planning Obligations and Affordable Housing (2013).

### **Housing Supply, Density and Overall Housing Mix**

- 6.4.12 Paragraph 48 of the NPPF reminds local planning authorities that housing applications should be considered in the context of the presumption in favour of sustainable development.
- 6.4.13 London Plan and Local Plan policies on housing development must be viewed in the context of the forecast growth across London and Harrow's spatial strategy for managing growth locally over the plan period to 2026. These are set out in the Principle of Development section of this report (above). The proposal's 42 home contribution to housing supply ensures that this strategic site makes an appropriate contribution to the Borough's housing need over the plan period to 2026 and to fulfilling the Core Strategy's target for the Harrow & Wealdstone sub area, as well as modestly exceeding the housing capacity figure attributed to the site in the Harrow & Wealdstone Rea Action Plan (2013).
- 6.4.14 London Plan Policy 3.4 seeks to optimise housing output from development by applying the sustainable residential quality density matrix at Table 3.2 of the Plan. Supporting text to the policy makes it clear that the density matrix is only the start of planning for housing development and that it should not be applied

mechanistically. Further guidance on how the matrix should be applied to proposals is set out in the Mayor's Housing SPG (2016).

6.4.15 The application site area is 0.19 hectares and it has a public transport accessibility level (PTAL) score of 5 indicating an excellent level of public transport accessibility. Within the definitions of the London Plan density matrix, the site is considered to have a central<sup>3</sup> setting. The proposal, taken as a whole, equates to a density of 181 units per hectare<sup>4</sup> and of 387 habitable rooms per hectare<sup>5</sup>. The densities fall well below the overall matrix ranges for central setting sites with a PTAL 5, being between 215-405 units per hectare and 650-1100 habitable rooms per hectare. However, as noted above, the matrix is only the starting point for considering the density of development proposals.

6.4.16 The following is a breakdown of the proposed housing mix across the scheme.

<b>Table 2: Detailed Housing Mix</b>		
<b>Unit Size</b>	<b>No. of Units (Total)</b>	<b>% of All Units</b>
1 Bed (1 Person):	2	5%
1 Bed (2 Person):	32	76%
2 Bed (4 Person):	8	19%
<b>Totals:</b>	<b>42</b>	<b>100%</b>

6.4.17 All the proposed residential units would be flats within the development. The table above demonstrates that there would be a satisfactory mix of housing types within the scheme.

6.4.18 The proposed housing mix within the development is noticeably weighted to lower occupancy levels, with the majority being one bedroom, 1 or 2 person units. A small percentage would provide two bedroom units, which are noted as being 4 person, and as such would at the very least provide maximum occupancy units. Whilst it is acknowledged that the amount of units is significantly weighted to the lower occupancy levels, the town centre location of the development would generally attract lower occupancy accommodation. It is considered that the proposed development would provide a satisfactory density and mix of residential accommodation within the site and within this town centre location. The proposed mix of occupancy levels across the entire scheme would provide a satisfactory level of housing choice to the Borough's housing stock. It is therefore considered that the proposal would accord with the policies and guidance listed above.

## **7.0 DESIGN, CHARACTER AND APPEARANCE OF THE AREA**

7.1 The National Planning Policy Framework (NPPF) was published by the Government on March 27<sup>th</sup> 2012. The NPPF does not change the law in relation to planning (as the Localism Act 2012 does), but rather sets out the Government's planning policies for England and how these are expected to be applied. It remains the case that the Council is required to make decisions in

<sup>3</sup> 'Central' is defined as: areas with very dense development, a mix of different uses, large building footprints and typically buildings of four to six storeys, located within 800m walking distance of an International, Metropolitan or Major town centre.

<sup>4</sup> Calculated as: 42 dwellings divided by 0.19ha.

<sup>5</sup> Calculated as: 387 habitable rooms divided by 0.19ha.

accordance with the development plan for an area, unless other material considerations indicate otherwise (S.38(6) of the Planning Act). The development plan for Harrow comprises The London Plan 2016 [LP] and the Local Development Framework [LDF].

- 7.2 The NPPF states (paragraph 64) that ‘permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions’. The NPPF continues to advocate the importance of good design though it is notable that the idea of ‘design-led’ development has not been carried through from previous national policy guidance to the National Planning Policy Framework.
- 7.3 The London Plan (2016) policy 7.4B states, inter alia, that all development proposals should have regard to the local context, contribute to a positive relationship between the urban landscape and natural features, be human in scale, make a positive contribution and should be informed by the historic environment. Core Strategy policy CS1.B states that ‘all development shall respond positively to the local and historic context in terms of design, siting, density and spacing, reinforce the positive attributes of local distinctiveness whilst promoting innovative design and/or enhancing areas of poor design’.
- 7.4 Policy DM1 of the DMP gives advice that “all development proposals must achieve a high standard of design and layout. Proposals which fail to achieve a high standard of design and layout, or which are detrimental to local character and appearance, will be resisted.” In allocating the site, the Harrow and Wealdstone Area Action Plan (2013) states that any future development for the site must address the curvature of Greenhill Way, in which it would front onto.
- 7.5 The application site is currently in use as a car park, although noted as having some car washing facilities in situ, and sits on the northern side of Greenhill Way. At this location, Greenhill Way has a pronounced curve in the highway, as it curves away from a northerly direction to the east. As mentioned above, any future development within the application site would need to address this curve within the highway, to ensure an appropriate relationship between the two.
- 7.6 The applicant has developed the design of the proposed scheme, using the previous inspector’s decision as a starting point. The inspector’s decision, as noted above, details where the two proposals subject to the appeals failed, both with regards to character and design matters. The Inspector’s decision concludes that the scale and massing of the proposed development would be dominant within the street scene, at odds with scale and character of the dwellings adjacent to it and as such would be harmful to the character and appearance of the area. In dismissing the previous two schemes at appeal, the inspector noted that there were minimal steps in terms of their width compared to the building as a whole, and would not be significantly lower than the ridge height of the joining property. As such, it was considered that the proposed designs would not satisfactorily reduce the bulk of the developments. As a result of the proposed height, width, bulk and design of the proposed scheme subject to the appeal, neither were considered to be appropriate, and such could not be supported. Furthermore, the Inspector stated that as a result of the above, there was no justifiable reason to depart from the aspirations for the

site as set down in the Harrow & Wealdstone Area Action Plan (2013) in terms of height.

- 7.7 Turning to the proposed scheme, the layout of the building would be located along the front boundary, and have a stepped footprint. It is proposed to provide three purposeful steps within the front elevation. Where the proposed building is located adjacent to 59 Greenhill Road, the building line would continue to be flush with this neighbouring property. As the proposed building travels west, it would step back into the site to allow for the curvature of the highway onto which it fronts. The stepped nature of the footprint of the proposed building, provides clear and purposeful steps within the front elevation, which allows the building to maximise the width of the property whilst ensuring that it does not present an overly dominant, blank wall adjacent to the public highway. The proposed building, in conjunction with the purposeful steps within the front elevation, would also make purposeful steps in height. At the western end of the site, the proposed building would be three storeys high, with a flat roof, adjacent to the two-storey dwelling at No. 59 Greenhill Road. It is noted as being situated lower than the roof ridge of No. 59 Greenhill Road. The proposed building would then make purposeful steps up to four storeys, then to a total of five storeys across the central part of the building when read from Greenhill Way. Where the proposed building is located on the eastern boundary, adjacent to the three storey hotel currently been erected, it would be four storeys. The proposed steps within the roof profile are purposeful and ensure that a linear and continuous roof profile is not created within the streetscene. Furthermore, the proposed steps would take into consideration the comments of the Inspector who refused the previous schemes, by ensuring purposeful steps that ensure the bulk of the development is proportioned more appropriately.
- 7.8 It is considered that the footprint and layout of the proposed building would be acceptable. The proposed breaks within the front elevation and the steps within the roof profile are both minimal in number and purposeful, which ensure that the bulk of the proposed building is satisfactorily broken up, without becoming overly fussy and confused. The footprint and profile of the proposed building ensure that appropriate articulation is provided and that the curvature of the public highway has been addressed.
- 7.9 The proposed roof profile and front elevation, in terms of their layout are considered to be acceptable, and in their own right provide a certain level of interest and articulation. However, further to this, the front elevation is also proposed to include features to further add visual interest. Each of the individual steps within the front elevation would be treated in two separate styles. Each step would have a higher half, which would be characterised by a winter garden, a full length window with a chamfered reveal, each framed by a slim brick detail. The lower half of each step would also have a winter garden with a planter box balustrade, with a much slimmer window that would not be full length. The winter gardens and windows within this element would framed by a different type/colour brick which would be laid in a more traditional style. Furthermore, the brick framing of these two elements would be noticeably thicker than that of the taller element. This would assist in providing the taller element with a sleeker appearance with a vertical emphasis, whereas the lower element would have a more horizontal emphasis.

- 7.10 Each of the proposed units would have winter gardens to provide private amenity space for the future occupiers of the development. Winter gardens by their nature, are recessed behind the principal elevation in which they sit.
- 7.11 Within the recessed between the distinct blocks is full length glazing between the floors. This is not readily visible to the streetscene as a result of the set-back between the split blocks. However, these would assist in providing further light into the communal areas of the proposed development.
- 7.12 To the rear, there would be a less structured elevation, with more variation within the building line. Set within the rear facing units would be winter gardens for the amenity of future occupiers.
- 7.13 It is considered that the proposed layout, bulk, scale and height of the proposed development, notwithstanding the change in site levels to the public highway, would not result in an unacceptable impact on the character and appearance of the existing site, streetscene, or wider area.

### Materials

- 7.14 The Design & Access Statement notes that the proposed development would be constructed of a high quality brick, which would change in pattern in a legible manner. In conjunction with this it is proposed to utilise corten steel elements as well as slim frame windows. The images provided to show the window details indicate that these would be constructed of aluminium. It appears that a relatively simple materials palette is proposed as part of the development, which is encouraged. A simple palette that incorporates high quality materials ensures that the development would not have an overly fussy appearance within the streetscene. Furthermore, high quality materials that have a robust appearance ensure a high quality design within the site and the streetscene. In principle the materials proposed would be considered acceptable. Notwithstanding the submitted information, a condition has been attached to ensure that physical samples be submitted for further consideration of the appropriateness of the appearance and quality of the materials.

### Access

- 7.15 The proposed development would have two main entrances to the building, each being located either side of the central block. Each entrance would be accessed directly from Greenhill Way, and would be characterised by having full height glazing to assist in providing a legible entrance to the building. A lift is proposed to enable inclusive access to all floors within the development.
- 7.16 An access way is proposed along the western boundary between the new build and No. 59 Greenhill Road. This would provide access to some of the secure bicycle provision.
- 7.17 Parking and other traffic related matters are to be assessed under section 6 of this appraisal.



## Landscaping

- 7.18 The existing site is a car park and as such is primarily hardstanding. Whilst it is acknowledged that the proposal would result in a large building within the site, the development offers the opportunity to provide some meaningful landscaping across the site. This would include both hard and soft landscaping.

### Hard landscaping

- 7.19 As mentioned above, the existing site is predominantly hardstanding, of a very low quality, and detracts from the character of the site and wider area. The proposed development seeks to take the opportunity to improve the site. Outside of the footprint of the proposed building, it is attempted to use as much soft landscaping to improve the appearance of the development and site. The Design & Access Statement states that the hardstanding on the site would consist of Silver Grey Granite Plank. This would include the paving to the entrance ways, the on-site car parking spaces accessed from Greenhill Road, and also the pathway to the rear to the communal amenity space and secure cycle storage. The rear and flank boundaries would be a closed boarded timber panel fence.

### Soft Landscaping

- 7.20 Soft landscaping is an important element to the proposed development, as it assists in breaking up areas of hardstanding and improving the appearance of the development. As mentioned previously, the site is currently all but hardstanding. Along the front boundary facing onto Greenhill Way is hoarding and advertising for a carwash business in operation on the site. The existing property adds no value to the existing streetscene.
- 7.21 It is proposed to provide for soft landscaping to the front and rear of the site. Along the front boundary it is proposed to erect a dwarf wall. These dwarf walls would be punctuated by raised planting beds to provide rhythm and interest to the frontage. Birch trees are proposed along the rear of the dwarf wall, which will assist in softening the development. This would also provide a screen to the development which will assist in providing privacy to the occupiers along the front elevation. Set behind the dwarf wall and the front elevation would be a grassed area, which would also have a mix of taller perennial planting and some lower evergreen planting. It is considered that the proposed soft landscaping within the frontage of the building would provide a significant improvement to the existing site, which is dominated by hardstanding. Furthermore, the soft landscaping would assist in providing a setting for the proposed building when viewed from Greenhill Way.
- 7.22 To the rear, it is proposed to utilise the same landscape rationale as the front, albeit with no dwarf wall. A mix of taller perennial planting and some lower evergreen planting would be utilised, along with a number of new trees. The proposed soft landscaping would assist in providing defensible private amenity space for the future occupiers of the rear facing units, along with providing a setting for which the proposed building would sit. In the northwestern corner, it is proposed to provide an area for communal amenity space and play space.

- 7.23 It is proposed to provide communal amenity space on the third and fourth floor of the development, where there are flat roof areas available. Soft landscaping within these elements are crucial as they are proposed to both improve the quality of these areas for future occupiers, and to also provide screening to protect the amenity of neighbouring occupiers. The long term maintenance of these are important to ensure the on-going protection of neighbouring residential amenity, and it would be expected that the communal areas would be maintained by a management company.
- 7.24 It is considered that the proposed development would strike an appropriate balance between hard and soft landscaping within the site. The hardstanding provided for the car parking would be appropriately broken up with appropriate soft landscaping, and the remainder of the site would have a satisfactory level of soft landscaping. Had the scheme been considered appropriate in all other aspects, and notwithstanding the submitted information, a condition requiring further detail regarding both soft and hard landscaping, along with a long term maintenance plan, would have been attached.

Conclusion:

- 7.25 Subject to the conditions mentioned above, it is considered that the external appearance and design of the buildings together with the proposed landscaping scheme are consistent with the principles of good design as required by the National Planning Policy Framework (2012). The resultant development would be appropriate in its context and would comply with policies 7.4B and 7.6B of The London Plan (2016), Core Policy CS1(B) of the Harrow Core Strategy, policy DM1 of the Council's Development Management Policies Local Plan and the Council's adopted Supplementary Planning Document – Residential Design Guide (2010), which require a high standard of design and layout in all development proposals.

**8.0 RESIDENTIAL AMENITY**

- 8.1 London Plan Policy 3.5 *Quality and Design of Housing Developments* sets out a range of criteria for achieving good quality residential development. Part B of the policy deals with residential development at the neighbourhood scale; Part C addresses quality issues at the level of the individual dwelling.
- 8.2 Implementation of the policy is amplified by provisions within the Mayor's Housing SPG (2016). The amplification is extremely comprehensive and overlaps significantly with matters that are dealt with separately elsewhere in this report, particularly Lifetime Neighbourhoods. In response to a request for clarification about the detail internal arrangements of the proposed flats and houses the applicant has advised that the development has been designed to accord with the London Housing Design Guide. Furthermore, the Housing Standards Minor Alterations to the London Plan have now been adopted as at March 2016. Where relevant these are addressed in the appraisal below.

- 8.3 Core Strategy Policy CS1 K requires a high standard of residential design and layout consistent with the London Plan and associated guidance. Policies DM1 *Achieving a High Standard of Development* and DM27 *Amenity Space* set out a number of privacy and amenity criteria for the assessment of proposals for residential development.

*Internal space*

- 8.4 The submitted Planning Statement confirms that all of the proposed dwellings have been designed to meet the London Plan's minimum space standards as set out in the Housing SPG (March 2016), which had the scheme been acceptable in all other aspects, would have been secured by way of a condition to ensure this is achieved. The submitted drawings show that the proposed layouts would make reasonable provision for the accommodation of furniture and flexibility in the arrangement of bedroom furniture.
- 8.5 It is noted on the submitted plans that the two studio flats fall marginally below the minimum floor standards as required by the London Plan Housing Standards (March 2016). For a studio flat, the GIA required is 39sqm, although can be reduced to 37sqm where the accommodation has a shower room rather than a bathroom. Each of the proposed units are 36sqm with bathroom facilities, and as such should meet the 39sqm minimum standard. Notwithstanding the shortfall of the GIA for these two flats, they both demonstrate a functionable and useable floor space. The proposed plans also demonstrate that each of these units would be able to provide everyday furniture, with a satisfactory amount of circulation space. Furthermore, each of the studio flats have an appropriate amount of storage space provided within the units, both which marginally exceed the 1.0sqm requirements. Whilst not part of the GIA calculation, each of these two flats would have a generous amount of private amenity space, with additional amenity space to utilise if desired. It is acknowledged that the two studios within the proposed development would be marginally short of the required Gross Internal Floor Area. However, each of the studio units would still provide a satisfactory level of accommodation for future occupiers for the reasons noted above.
- 8.6 The remaining units within the development, in almost all instances exceed the required GIA for the respective occupancy levels. Furthermore, the majority of the units demonstrate that a level of dedicated storage space for future occupiers. Whilst not all built in storage areas strictly accord with the minimum requirements for their respective occupancy levels, the fact that the majority of the units exceed the GIA required, results in a satisfactory level of space for future occupiers. The proposed units are therefore considered to provide an adequate level of accommodation for future occupiers that would not be cramped or contrived.

Amenity space

- 8.7 Policy DM27 Amenity Space of the Development Management Policies Local Plan document states that the appropriate form and amount of amenity space should be informed by the Mayor's Housing Design Guide (i.e. the SPG) and criteria set out in the policy
- 8.8 For private amenity space, the SPG requires a minimum of 5m<sup>2</sup> per 1-2 person

dwelling and an extra 1m<sup>2</sup> for each additional occupant, and for balconies the SPG specifies minimum dimensions of 1.5m x 1.5m. The proposed balconies would meet and exceed these minimum dimensions in terms of 1.5m x 1.5m. However, it is noted that a number of the private amenity spaces provided would fall short, albeit very marginally, of the 5sqm minimum standard (or greater for higher occupancy levels). However, it is noted that the proposed private amenity space for the balconies are of a functionable and useable layout. Furthermore, and specifically along the front elevation facing Greenhill Way, the balconies would be inset winter gardens, which provide a much more private, quieter balcony for the future occupiers. Level access onto the balconies would be secured as part of the proposed access conditions had the scheme been considered acceptable in all other aspects.

- 8.9 In addition to the private balconies occupiers of the flats would also have access to communal outdoor space which is located on the flat roof of the development. Specifically these are located on the third and fourth floor roof tops which are located either side of the 5<sup>th</sup> floor element. Furthermore, the rear of the development would remain as open space, which allows ground floor properties to have defensible open space, and also a quantum of communal open space.
- 8.10 These communal areas would supplement the private balconies and would provide a welcome additional component to the amenity afforded to future occupiers of the development. The SPG calls for adequate natural surveillance, wheelchair access and management of such areas. The proposed communal amenity space would be overlooked by the blocks that they serve. It is normal for the management of residents' communal areas in new development to be taken on by a private management company or the relevant registered provider; there is no reason to expect that these arrangements will not be on an adequate footing in respect of the proposed development.
- 8.11 The SPG also states that communal areas should be designed to take advantage of direct sunlight. The communal space provided within the roof elements of the building, would certainly ensure this to be the case. It is proposed to provide a large communal amenity space at the rear of the site, part of which would be utilised for children's play space. Given its location away from the proposed new buildings, and that the surrounding buildings are relatively low in height and scale, this amenity space would receive an adequate level of light for users of this space.
- 8.12 Although surrounding residential areas are predominantly characterised a traditional pattern of houses and private gardens, blocks of flats with communal gardens are not completely alien to this area. A Landscaping Strategy has been submitted and sets out some principles for the hard and soft landscaping of the whole site including the amenity spaces/roof gardens.

### 8.13 Privacy

- 8.14 The SPG seeks an adequate level of privacy to habitable rooms in relation to neighbouring property, the street and other public spaces. Policy DM1 *Achieving a High Standard of Development* in relation to privacy has regard to:
- the prevailing character of privacy in the area and the need to make effective use of land;
  - the overlooking relationship between windows and outdoor spaces;
  - the distances between facing windows to habitable rooms and kitchens; and;
  - the relationship between buildings and site boundaries.
- 8.15 The proposed site is situated within a transitional area, with low rise residential dwellings, moving into higher density commercial fronting onto Station Road and within the Harrow Town Centre. Generally speaking, the privacy of residential occupiers is as such protected being in an area, in residential terms, as low rise terrace/semi-detached style housing. The Harrow & Wealdstone Area Action Plan identifies, which is supported by previous planning inspectors decision for the site, confirm that a residential use of the site would be appropriate. The previous schemes which were all of a flatted nature with balconies and habitable rooms facing towards the rear and front of the site were considered acceptable in amenity terms, and as such there would be no objection to the current scheme in relation to this.

#### *Dual aspect*

- 8.16 The 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.
- 8.17 The orientation of the development results in north and south facing units. Where possible, north facing units have been designed to ensure that the majority of them are dual aspect. A small number of these are still single aspect, however, have ensured that the habitable spaces are located nearest the glazing. Furthermore, these units are not overly deep, and as such it is considered that the proposed units would receive a satisfactory level of light. Units that are south facing are where possible dual aspect. However, there are also a small number of units that are single aspect. These units would also be designed to ensure that habitable rooms are located nearest the glazing within this elevation. Furthermore, the southerly orientation of the units ensures that they would receive a greater exposure to sunlight in any case. Again, the flats are not overly deep so the proposed units would receive an adequate level of lights to ensure satisfactory amenities for future occupiers.
- 8.18 It is noted that the applicant has responded positively to requests to provide dual aspect flats wherever possible, and as such on balance it is considered that the proposal would provide an adequate level of light for future occupiers.

### *Internal noise*

- 8.19 The SPG seeks to limit the transmission of noise from lifts and communal spaces to sensitive rooms through careful attention to the layout of dwellings and the location of lifts. The SPG also recognises the importance of layout in achieving acoustic privacy. Both of these points are picked up by Policy DM1 *Achieving a High Standard of Development* which undertakes to assess amenity having regard to the adequacy of the internal layout in relation to the needs of future occupiers and, at paragraph 2.15 of the reasoned justification, echoes the SPG position on noise and internal layout.
- 8.20 It is noted that the proposed floor plans generally provide vertical stacking that is considered to be satisfactory. Notwithstanding this, any overlap is considered in this instance to be acceptable, as the proposed new build would be able to meet Building Regulation standards. Accordingly, it is considered that the vertical stacking of the proposed development is acceptable.

### *Floor to ceiling heights*

- 8.21 The London Plan Housing Standards (March 2016) calls for a minimum floor to ceiling height of 2.3 metres across 75% of the GIA of a dwelling. The proposed plans (Sections) indicate that the proposal would achieve a floor to ceiling height of 2.5m. The proposed layouts are functionable and would continue to provide a satisfactory level of accommodation for future occupiers. However, in the event that the proposed development may require additional space between floors to provide essential services, this may result in an increase required to achieve this. The applicant is advised that if this has a follow impact to the overall height of the development hereby approved, then a new permission would be required to take account of any such change in height.

### *Daylight, sunlight and outlook*

- 8.22 The SPG establishes no baseline standard for daylight or sunlight. Policy DM1 *Achieving a High Standard of Development*, in seeking a high standard of amenity for future occupiers of a development, has regard to the adequacy of light and outlook within buildings (habitable rooms and kitchens).
- 8.23 Policy DM1 requires proposals to achieve a high standard of amenity and sets out the considerations for the assessment of amenity, of which light within buildings is one. The weight to be attached to this consideration, within the context of the whole amenity that would be afforded to future occupiers of the development, is ultimately a question of judgement. As mentioned previously, there are a number of north facing units within the development. However, where possible dual aspect units have been incorporated. Furthermore, whilst it is acknowledged that there are some single aspect north facing units, the floor plans indicate that they are not overly deep. As such, it is considered that they would receive a satisfactory level of daylight and sunlight.
- 8.24 The remaining habitable rooms all have provision of a window that would ensure a satisfactory level of sunlight and outlook. As such, it is considered that the proposed accommodation would provide acceptable living conditions in this regard.

## Residential Amenity of Neighbouring Occupiers

- 8.25 London Plan Policy 7.6 Architecture states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings in relation to privacy, overshadowing, wind and microclimate.
- 8.26 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.

### Daylight & Sunlight Report

- 8.27 The impact of the proposed development on the amenities of neighbouring occupiers is considered in detail below. However, it is noted that the applicant has submitted a Daylight & Sunlight Report in support of the planning application. Specifically, this assesses the impact on No. 2 Greenhill Way, No. 59 Greenhill Road, and No.s 27 – 45 Fairholme Road. The assessment also reviews the amount of daylight and sunlight for the future occupiers, which will be assessed later within the report.

### Properties along Fairholme Road

- 8.28 Both the previous proposals at the application site, considered under P/1653/13 & P/1654/13, were refused by the LPA for impact on the existing occupiers backing onto the site, and fronting onto Fairholme Road. Both schemes second reason for refusal stated that the proposals would be *'visually dominant, overbearing and create a sense of enclosure, and result in perceived overlooking from the upper levels'*. However, in dismissing both of the appeals, the Planning Inspectorate considered that *'in the context of an urban setting, and given the aims of the AAP for a building of greater than two storeys in height, the development of a five storey building to my mind would be no more significant in terms of being overbearing, or creating a sense of enclosure than would a three or four storey one'*. The Planning Inspector goes on to state that *'although the occupiers would be well aware of the development because of its proximity, I am not convinced that any perceived overlooking would result in harm to living conditions'*,
- 8.29 The proposed building to be located on the site would, in terms of the proximity to the common boundary with the properties fronting onto Fairholme Road to the north, would be based on the previously refused schemes. As noted above, in dismissing the previous two schemes, the inspector cited that the potential impact on neighbouring residential amenity by the two separate developments would be acceptable. Accordingly, the proposed development at its closest point, would be 6.1m, and would be three storey's high and 9.3m. It would then increase to 12.4m high (4-storey's) and be 9.6m away, and then 15.4m (5-storey's) and 12.3m away. Furthermore, it is noted that No. 29 Fairholme Road (Which was specially cited in the previous reason for refusal), would have a rear garden that is some 14m deep to the rear elevation. Again, the Inspector considered that the applications subject to those appeals would

not unacceptably harm the residential amenity of the properties fronting onto Fairholme Road.

- 8.30 It is considered that given that the proposed development would be located approximately within the same proximity to the common boundary with the properties fronting onto Fairholme Road, and would not be higher than that scheme (total height or at each finished roof level of each floor). Accordingly, it is considered that the proposed development would not result in a loss of light or outlook to the properties, namely 29 – 41, that front onto Fairholme Road to the north of the application site. Furthermore, the Daylight and Sunlight report in support of the application concludes that properties No.s 27 – 45 Fairholme Road would receive an appropriate level of light.
- 8.31 Both previous applications had private amenity space provided, which resulted in habitable windows facing rearwards, projecting balconies, and also roof terraces. In dismissing the previous two appeals at the application site, the Inspector considered that the development would not result in overlooking or a loss of privacy experienced by the occupiers of the properties fronting onto Fairholme Road, which would be detrimental to their amenities. The current scheme would continue to have habitable windows and balconies on the rear elevation, which would look out over the properties fronting onto Fairholme. However, it is considered that given the similarities in height and proximity to the previous schemes, which were found to be acceptable in neighbouring amenity terms, the proposed scheme would also be considered acceptable.
- 8.32 Notwithstanding the above, the proposed scheme differs by having substantially larger communal amenity spaces, which are provided by way of roof terraces at third floor and above. However, care has been taken to demonstrate that appropriately positioned screening would be located along the northern edge of the terraces. The submitted plans demonstrate that a relatively deep planter box would be located on the terrace edge, which would be planted with soft landscaping. The proposed depth of the planter box, in conjunction with the proposed soft landscaping, would ensure that future occupiers utilising the roof terrace would not have a clear line of sight down into the rear gardens of the properties fronting Fairholme Road. Subject to a condition ensuring further details of these are provided, and that the soft landscaping be appropriate and maintained long term, this would be considered acceptable. Furthermore, a planning condition has been attached to ensure the on-going management and maintenance of the hard and soft landscaping across the site.
- 8.33 Private and communal amenity space would be located to the rear of the new building, which would be similar to the previous scheme. It is proposed that a close boarded timber fence be used as boundary treatment along the rear and flank boundaries. The use of the private amenity space is considered to be acceptable, as this would be a residential use that would be similar to that as the adjoining properties facing Fairholme Road. However, it is noted that the communal amenity space located within the north western corner of the site, would provide for some children's play equipment. In principle this is considered acceptable. However, further detail as to the height, scale and appearance of this would be required to protect the amenities of the neighbouring residential amenities. Had the scheme been considered acceptable in all other aspects, a condition to secure further details of this



would be attached accordingly.

- 8.34 It is considered that the proposed development, subject to safeguarding conditions, would have an acceptable impact on the residential amenities of the existing occupiers fronting onto Fairholme Road.

#### Properties along Greenhill Road

- 8.35 The properties located along the northern side of Greenhill Road are three pairs of semi-detached dwellings. No. 59 Greenwood Road has its flank elevation running parallel with the western flank elevation with the application property. It is noted that the current scheme in terms of the relationship with Greenhill Road, in so far as the flank elevation on the common boundary, is parallel with No. 59 and also sits deeper within the site.
- 8.36 The proposed elevation on this boundary would extend beyond the rear elevation of No. 59 Greenhill Road by 4.6m, which would result in the proposed development breaching the relevant horizontal 45 degree plane as detailed within paragraph 4.68 of the Residential Design Guide SPD (2010). This 45 degree plane seeks to protect the amenity of adjoining residential occupiers, by ensuring an appropriate set off and depth of developments adjacent to residential properties. The applicant has amended the proposed plans to demonstrate that the proposed development would meet a 45 degree plane when taken from the rear facing windows at No. 59 Greenhill Road. Compliance with this assists in ensuring that the proposed development would not result in an unacceptable loss of light, outlook or appear as an overly dominating structure on the common boundary with these occupiers.
- 8.37 Under the previous schemes, P/1653/13 & P/1654/13, the LPA considered that the proximity to the property known as No. 59 Greenhill Road would be '*visually dominant, overbearing and create a sense of enclosure and result in perceived overlooking form upper levels...*'. However, in dismissing the subsequent appeals on the site, the Inspector noted that the development would not be harmful to the amenity of the neighbouring occupiers in terms of perceived overlooking.
- 8.38 The proposed Daylight & Sunlight report submitted in support of the application states that 6 of the 7 windows within the assessment met the associated BRE criteria. One window is noted as falling below the prescribed targets but is identified as being mitigated by a fully compliant window and the room it serves. It concludes that this property would receive adequate daylight. The statement also confirms that this property would also receive adequate sunlight. Lastly, it is noted that the proposed building has been reduced in length when measured from the rear of the property at No. 59, which was to enable the proposal to comply with the 45 degree code. This amendment also assists in reducing any potential harm in terms of access to sunlight or daylight. In this regard, it is considered that the proposed development would have an acceptable impact on this neighbouring property.
- 8.39 Applications P/1653/13 and P/1654/13 both proposed terrace style amenity space, being set over the 3<sup>rd</sup> and 4<sup>th</sup> floors of the applications submitted. Each of the proposed terrace amenity spaces were located adjacent to the property boundary with 59 Greenhill Road, which the LPA considered to be in a position

and proximity to this property that would give rise to a perception of overlooking. However, notwithstanding the respective appeals being dismissed, the Inspector considered both schemes to be acceptable in terms of impacts on residential amenity. The proposed scheme currently under consideration has a number of terraces that are used for both private and communal amenity space, which are again located in relatively similar proximity to the previously refused schemes. Similarly to the previously refused schemes, the proposed terraces would be set back from the edges of the roof forms. Furthermore, the proposed plans indicate that landscape planters would be located around the edge of the amenity space (set off the edge of the roof still), which would provide a level of screening. It is considered that the proposed location of raised terraces, for the use as private/amenity space, given the previous Inspectors decision, would be acceptable. Furthermore, the setting off of the amenity space from the edge of the roof, in conjunction with the proposed landscaping would ensure that users of this would not have direct views into the rear of No. 59 Greenhill Road.

- 8.40 According to the submitted plans, private balconies that are located to the rear, and on the western end of the proposed new build, would be able to view into the rear of this property. It is therefore considered that privacy screens are able to be located within the flank of these flats to ensure that the amenities of the occupiers of No. 59 Greenhill Road would be protected. Subject to such conditions, the proposed development would not result in unacceptable harm to the occupiers of No. 59 Greenhill Road, or indeed residents further along the north side of Greenhill Road, by reason of a loss of privacy, overlooking or perceived overlooking. Had the scheme been considered acceptable in all other aspects, then the specific units requiring privacy screens, would be secured by way of a condition.
- 8.41 As with the previous schemes dismissed by the Inspector, and the aspirations of site through its allocation within the Harrow and Wealdstone Area Action Plan (2013) for the site to be in residential a residential nature, the principle of a flatted development is acceptable. The quantum of flats is marginally higher than that which is envisioned by the AAP (2013), however, would be of a residential nature that would be consistent with the neighbouring properties of a more sensitive nature. Whilst it is acknowledged that the proposal would of a much higher intensity to the adjoining residential properties, its residential use would ensure that it would not result in an unacceptable impact on the neighbouring occupiers by introducing a conflicting use.

#### 221 - 225 Station Road

- 8.42 Located to the east of the application is a currently vacant site. The previous building on this site has been demolished, as this property has permission to erect a Hotel on the site. Construction at the site has not commenced at the time of drafting this report. However, the approved plans indicate that the development would consist of a part two, part three and part four storey development, with a narrow frontage onto Station Road and extending west along Greenhill Way. At the western end of the proposal, it would be three storey's high and have a flat roof. The approved plans indicate that it would be located 1.4m off the common boundary with the application site, with the elevation fronting onto Greenhill Way angled towards the application site.

- 8.43 The approved plans indicate that the ground floor would have no flank habitable windows, with only the elevation facing onto Greenhill Way serving habitable rooms. The front elevation facing Greenhill Way would also have habitable rooms at first and second floor. As mentioned, this elevation would be angled in a south-western orientation, with the proposed building within the application site sitting some 4.6m forward of the hotel elevation in this corner. However, there would still be a relatively open southerly aspect to this elevation, and as such any occupiers would receive an adequate level of outlook and light.
- 8.44 A flank window is located near the southern end of the western elevation of the proposed new build, and would be a secondary window to a habitable room. This would result in some level of overlooking. However, given that the site is currently vacant, and that the permitted use of site would be as a Hotel, it is considered that this would not result in an unacceptable level of harm to the adjoining property.
- 8.45 The western flank elevation when viewed from Greenhill Way, the rooms located in the rear half (towards Fairholme Road), would have habitable windows facing out over the application site. The orientation of this elevation is noted as being in a more northerly direction, with direct views being towards the rear boundary. As such, it is considered that there would only be limited direct views into these habitable windows, with most views being oblique. In any case, on balance this would not be a sustainable reason for refusal.
- 8.46 It is proposed to have a terrace on the flat roof of the third floor element on the common boundary with 221 – 225 Station Road. This would provide private amenity space for one of the units on the fourth floor of the development. However, it is noted that the amenity space would be set back from the edge of the roof, and would have soft landscaping raised planter boxes on the edge of the amenity area. It is considered that the proposed mitigation measures would ensure that the amenity of occupiers of these rooms would be protected. The rear facing windows would be at an oblique angle and as such would not result in unacceptable harm through overlooking or loss of privacy.
- 8.47 It is noted on the submitted floor plans, that there is a balcony on the western flank elevation of the proposed building. This would be facing the rear elevation (flank elevation when viewed from Greenhill Way) of the approved hotel building at 221 – 225 Station Road. Within this elevation, and at a distance of approximately 14m, would be the primary window of rooms across the three floors of the hotel. Whilst it is acknowledged that this would result in direct overlooking into these windows, the use is noted as a hotel and as such would not be as a sensitive receiving environment as say a single family dwelling. It is therefore considered that the proposed balconies facing No. 221 – 225 Station Road would be acceptable.
- 8.48 The proposed terrace on this side of the new build and being on the common boundary. However, it is noted that it is designed in a manner that would see soft landscaping along the edge of the terrace, with the actual area to be stood on set back from the roof edge. This design ensures that views down would not be readily available from this elevated area, and would also be screened with the proposed vegetation. The on-going maintenance of the landscaping would likely be dealt with by a management company for the scheme.

## Debenhams Car Park

- 8.49 To the south of the site is the Debenhams car parking area. It is acknowledged that this site Council owned and is an allocated site within the Planning Context. However, there is no formal planning application submitted regarding this site. In any case, its lawful use is as a car park, which it is currently occupied as. The proposed development would have no unacceptable impacts on the current and lawful use of this site.

## Conclusion

- 8.50 Overall and subject to conditions, the proposed development is considered on balance to be acceptable in terms of the living conditions of neighbouring occupiers, and would meet the policy objectives of the relevant Development Plan policies.

## **9.0 TRAFFIC, PARKING, ACCESS, SERVICING AND SUSTAINABLE TRANSPORT**

- 9.1 The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also contribute to wider sustainability and health objectives. It further recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas. London Plan policy 6.3 states that 'development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed'. Policies 6.9 and 6.10 relate to the provision of cycle and pedestrian friendly environments, whilst policy 6.13 relates to parking standards. Core Strategy policy CS1.Q seeks to 'secure enhancements to the capacity, accessibility and environmental quality of the transport network', whilst policy CS1.R reinforces the aims of London Plan policy 6.13, which aims to contribute to modal shift through the application of parking standards.
- 9.2 As with the previous two applications for the site, P/1653/13 and P/1654/13, two car parking spaces are proposed to serve the development. Both of the car parking spaces would be designated as disabled parking bays. The current application proposes the same quantum of residential units and also the car parking spaces. It is noted that under the previous schemes, notwithstanding each of them being refused and subsequently dismissed at appeal, there was no objection on the parking quantum. Given this, and the highly sustainable location of the application site, in relation to accessibility to public transport, the car parking is considered acceptable.
- 9.3 Since the determination of the previous two schemes on the site, the quantum for cycle storage has increased. London Plan (2016) requires 1 space for studios and 1 bedroom units and 2 spaces for all other units. As such, the development requires 50 long stay spaces to comply with London Plan (2016). In addition to the long stay secure cycle parking, London Plan (2016) also requires that 1 space per 40 units is provided for short stay cycle parking. It is proposed to provide 50 spaces, which conforms with the policy requirements. These spaces are located both in the basement of the development, and also within the rear amenity space. Both locations are considered to be appropriate.

However, it is considered appropriate that details of the proposed secure cycle storage in the rear amenity space be secured by way of conditions, which ensure that it has a satisfactory within the site and would not unacceptably harm neighbouring amenity. Had the scheme been considered acceptable in all other aspects, a condition would be attached accordingly to secure this detail.

- 9.4 London plan requires that 1 in 5 spaces are electric car charging points. The implementation of one of the parking spaces would, if the other elements were acceptable, be able to be secured by way of a condition.

#### Travel Plan

- 9.5 A Travel Plan has not been provided as part of the proposed scheme, which would aim to promote sustainable modes of transport, and a shift away from the reliance on the private vehicle. However, this would be able to be secured by condition, had the scheme been considered acceptable in all other aspects.

#### Refuse storage

- 9.6 Waste and recycling has been provided by way of underground system that is located between the front elevation of the western most block and the back of the footpath of Greenhill Way. It is proposed to locate within the back of the footpath a 'perma mechanical' system. This proposed system would allow for the required bin storage for the development to be located underground, and also in a location close to the public highway, thereby enabling ease of access for it to be serviced. The proposed refuse facilities would be in an appropriate location for the servicing of the development. However, further detail would be required as to the appearance of the facilities that would be located above ground, so that the Local Planning Authority would be confident that this element would have an appropriate appearance within the streetscene. Had the scheme been considered acceptable in all other aspects, then this would have been secured by way of a condition.

### **10.0 FLOOD RISK AND DEVELOPMENT**

- 10.1 The site is not located within a flood zone. However, is located within a Critical Drainage Area and given the potential for the site to result in higher levels of water discharge into the surrounding drains, could have an impact on the capacity of the surrounding water network to cope with higher than normal levels of rainfall.
- 10.2 The Drainage Authority has reviewed the proposal and does not raise as objection to it. However, the proposed development would be required to submit further information in relation to connections from the site to Thames Water Connections within the public realm. Furthermore, details in relation to Floodwater Disposal, Surface Water Disposal and Storm Water Attenuation would need to be provided. However, the Drainage Authority consider that subject to safeguarding conditions requiring this information prior to commencement, the scheme would be broadly acceptable and would not result in flood risk within the area. Had the scheme been considered acceptable in all other aspects, a condition would have been attached accordingly.

10.3 Subject to safeguarding conditions the development would accord with National Planning Policy, The London Plan policy 5.12.B/C/D, and policy DM10 of the DMP.

## **11.0 SUSTAINABILITY AND CLIMATE CHANGE**

11.1 Paragraphs 96-98 of the NPPF relate to decentralised energy, renewable and low carbon energy. Chapter 5 of the London Plan contains a set of policies that require developments to make the fullest contribution to the mitigation of, and adaptation to, climate change, and to minimise carbon dioxide emissions. Specifically, policy 5.2 sets out an energy hierarchy for assessing applications, as set out below

- 1) *Be lean: use less energy*
- 2) *Be clean: supply energy efficiently*
- 3) *Be green: use renewable energy*

11.2 Policy 5.3 seeks to ensure that future developments meet the highest standards of sustainable design and construction, whilst policies 5.9-5.15 support climate change adaptation measures.

11.3 The applicant has submitted an Energy Statement, which details the likely energy demands of the proposed development and proposed a strategy to increase energy efficiency. The Energy Statement goes on to investigate measures to reduce the carbon emissions by 35%.

11.4 The methodology for the proposed Energy Strategy accords with the hierarchy set out within the London Plan and demonstrates how the minimum savings in carbon emissions against Building Control targets would be achieved on site. The Energy Statement provides a number of options that could be utilised on site to meet the 35% carbon reduction. It is concluded that a mixture of both fabric first and the use of Photovoltaic Panels would be used to ensure that this reduction would be met by the development. Officers consider that the findings of the Energy Strategy are fair and would accord with development plan policies.

11.5 It is therefore considered that subject to a condition requiring the recommendations within the Sustainability and Energy Statement reports to be implemented within the development, the proposal would accord with the policies listed above. Conditions to this effect have been recommended.

## **12.0 ECOLOGY AND BIODIVERSITY**

12.1 The application site is located within a predominantly urbanised area and predominantly hardstanding, with no recognised biodiversity or ecological value. The proposed development would provide an opportunity to enhance the soft landscaping within the application site, which would in turn provide an enhancement of the existing biodiversity capabilities of the site. Notwithstanding the improvements based purely on the scheme as it stands, there is the potential to provide further biodiversity enhancements by providing a built structure that incorporates features such as bird/bat boxes within the fabric of the building. A condition to ensure that further detail on how this would be achieved on site has been attached accordingly.

## **13.0 CONCLUSION**

- 13.1 The principle of providing a residential development on the application site has been firmly established by identifying the site as an Allocated Site within the Borough. The proposed housing development would bring forward housing provision of a satisfactory mix to provide housing choice to the borough and of an adequate level to ensure suitable accommodation for future occupiers. Furthermore, it would provide the maximum reasonable contribution to affordable housing, with a satisfactory mix of tenures. It is considered that the proposed building would have an acceptable design and external appearance and would not have an undue impact on the character and appearance of the area or the residential amenity of neighbouring occupiers. The proposal would provide appropriate living conditions for the future occupiers of the development. In addition to this, the details submitted in relation to landscaping, boundary treatment, levels, the environmental enhancement scheme and cycle parking are considered to be acceptable.
- 13.2 For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation as set out above, this application is recommended for grant.

## APPENDIX 1: CONDITIONS AND INFORMATIVES

### Conditions

#### 1 Timing

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

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

#### 2 Approved Plans and documents

The development hereby permitted shall be carried out in accordance with the following approved plans and documents: AL(01)001, AL(01)099, AL(01)100 (REV B), AL(01)101 (REV A), AL(01)102 (REV A), AL(01)103 (REV A), AL(01)104 (REV A), AL(01)105 (REV A), AL(02)240, AL(02)260 (REV A), AL(03)320, AL(03)340, AL(03)360 (REV A), AL(03)380 (REV A), Daylight & Sunlight Report, Sustainability Statement, Energy Statement (3x Worksheets), Transport Statement (INFRAPB4610-100-100 (REV 01/Final), Design & Access Statement (REV A), Planning Statement.

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

#### 3 Materials

Notwithstanding the details shown on the approved plans, the development hereby permitted shall not proceed above ground floor damp proof course level until samples of the materials to be used in the construction of the external surfaces noted below (but not limited to) have been submitted to, and approved in writing by, the local planning authority:

- a: External appearance of the building
- b: Refuse and cycle storage area
- c: Boundary treatment
- d: Ground treatment

The development shall be carried out in accordance with the approved details and shall thereafter be retained.

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

#### 4 Flues and Pipework

Other than those shown on the approved drawings, no soil stacks, soil vent pipes, flues, ductwork or any other pipework shall be fixed to the elevations of the buildings hereby approved.

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



## 5 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.

## 6 Window Detail

Notwithstanding the details shown on the approved drawings, the development hereby permitted shall not commence until there has been submitted to and approved in writing by the Local Planning Authority detailed sections at metric scale 1:20 through all external reveals of the windows and doors on each of the elevations. The development shall be completed in accordance with the approved details and shall thereafter be retained.

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

## 7 Landscape

A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all communal landscape areas other than small, privately owned, domestic gardens, shall be submitted to, and approved in writing by, the local planning authority prior to the occupation of the development. The landscape management plan shall be carried out as approved.

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

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

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

## 9 Flood Risk and Development

Before the hard surfacing hereby permitted is brought into use the surfacing shall EITHER be constructed from porous materials, for example, gravel, permeable block paving or porous asphalt, OR provision shall be made to direct run-off water from the hard surfacing to a permeable or porous area or surface within the curtilage of the site. Please note: guidance on permeable paving has now been published by the Environment Agency on

<http://www.communities.gov.uk/publications/planningandbuilding/pavingfrontgarden>  
S.

Reason: To ensure that adequate and sustainable drainage facilities are provided, and to prevent any increased risk of flooding.

## 10 Flood risk and Development

Notwithstanding the approved plans, the development hereby permitted shall not commence beyond damp proof course until details for a scheme for works for the disposal of surface water and surface water attenuation and storage works on site as a result of the approved development shall be submitted to the local planning authority to be approved in writing. The development shall be completed in accordance with the approved details and shall thereafter be retained.

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.

11 Prior to the construction of any dwellings hereby permitted, details relating to the long term maintenance and management of the on-site drainage shall be submitted to and approved in writing by the Local Planning Authority. Details thereby approved shall be retained thereafter. Such a management/maintenance document shall fall with a 'Owners Manual' to provide greater long term functionality and should include (but not limited to):

- Location of all SudS techniques on site
- Summary of how they work and how they can be damaged
- Maintenance requirements (a maintenance plan) and a maintenance record
- This will be determined by the type of SuDS but should include Inspection frequency; debris removal; vegetation management; sediment management; structural rehabilitation / repair; infiltration surface reconditioning
- Explanation of the consequences of not carrying out the specified maintenance
- Identification of areas where certain activities which might impact on the SuDS are prohibited
- An action plan for dealing with accidental spillages
- Advice on what to do if alterations are to be made to a development if service companies undertake excavations or other works which might affect the SuDS

The manual should also include brief details of the design concepts and criteria for the SuDS scheme and how the owner or operator must ensure that any works undertaken on a development do not compromise this.

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.

## 12 Sustainability and Energy

The development hereby permitted shall be built in accordance with approved documents Sustainability Statement (Dated 27<sup>th</sup> October 2015). The details approved within these documents shall be implemented and retained thereafter. Within 3 months (or other such period agreed in writing by the Local Planning Authority) of the first occupation of the development a post construction

assessment shall be undertaken for each phase demonstrating compliance with the approved Sustainability Strategy which thereafter shall be submitted to the Local Planning Authority for written approval.

REASON: To ensure the delivery of a sustainable development in accordance with PPS1 and its supplement Planning and Climate Change.

### 13 Communal Television Equipment

Prior to the construction of the building hereby approved on site beyond damp course level, additional 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.

### 14 Site Levels

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

### 15 Secure by Design

Prior to occupation of the development hereby permitted, measures to minimise the risk of crime in a visually acceptable manner and meet the specific security needs of the application site / development shall be installed in accordance with details to be submitted to and approved in writing by the local planning authority. Any such measures should follow the design principles set out in the relevant Design Guides on the Secured by Design website: <http://www.securedbydesign.com/guides/index.aspx> and shall include the following requirements:

1. all main entrance door sets to individual dwellings and communal entrance door sets shall be made secure to standards, independently certified, set out in BS PAS 24-1:1999 'Security standard for domestic door sets';
2. all window sets on the ground floor of the development and those adjacent to flat roofs or large rainwater pipes (downpipes), balcony pole supports, shall be made secure to standards, independently certified, set out in BS.7950 'Security standard for domestic window sets'.

Following implementation the works shall thereafter be retained.

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.

16 Construction Management Plan

Notwithstanding the information submitted, no development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials
- iii. storage of plant and materials used in constructing the development
- iv. measures to control the emission of dust and dirt during construction
- v. a scheme for recycling/disposing of waste resulting from demolition and construction works

Reason: To ensure that the construction of the development does not unduly impact on the amenities of the existing occupiers of the properties on the site.

17 Accessibility

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.

18 Delivery & Service Plan

Prior to the occupation of the development hereby permitted, a full Delivery and Service Plan shall be submitted to and approved in writing by the Local Planning Authority. The Delivery and Service Plan thereby approved shall be adhered to thereafter.

Reason: To ensure that the development does not harm the safety and free flow of the public highway.

19 Travel Plan

Notwithstanding the submitted information, prior to the commencement of development beyond damp proof course, a framework travel plan, including a detailed scheme for vehicle pick up and drop off times for the development shall be submitted to, and approved in writing by the local planning authority. The travel plan shall be implemented in accordance with the approved details from the commencement of the use on site and retained thereafter.

Reason: To safeguard the amenities of neighbouring residents and to ensure that highway safety is not prejudiced.

## 20 Hours of Construction

No construction / works in connection with the proposed development shall be carried out before 0800hrs or after 1800hrs on weekdays and Saturdays or at any time on Sundays or Bank Holidays.

Reason: To safeguard the amenity of the neighbouring occupiers.

## 21 Land Contamination

Notwithstanding the submitted Geo-Environmental Report, a further (Phase II) investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
  - human health,
  - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
  - adjoining land,
  - groundwaters and surface waters,
  - ecological systems,
  - archeological sites and ancient monuments;
- (iii) The results of the site investigation and detailed risk assessment and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- (iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

No development shall commence on site until details of the scheme of remedial action is submitted to the Council, for approval in writing, and completed on site as approved.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

- 22 Prior to occupation of the development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a 'long term monitoring and maintenance plan') for longer-term

monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To protect groundwater and future end users of the site, in accordance with the Environmental Impact Assessment.

## 23 Biodiversity

Notwithstanding the submitted information, prior to the commencement of development beyond damp proof course, a biodiversity strategy to improve the biodiversity quality of the site, shall be submitted to and approved in writing by the local planning authority. The biodiversity strategy shall be implemented in accordance with the approved details from the commencement of the use on site and retained thereafter.

Reason: To improve the biodiversity quality of the site and the wider area.

## Informatives

### 1 Policies

The following policies and guidance are relevant to this decision:

#### **National Planning Policy and Guidance:**

National Planning Policy Framework (2012)

#### **The London Plan (2016):**

2.13 Opportunity Areas and Intensification Areas

3.1 Ensuring Equal Life Chances for All

3.3 Increasing Housing Supply

3.4 Optimising Housing Potential

3.5 Quality and Design of Housing Developments

3.6 Children and Young People's Play and Informal Recreation Facilities

3.7 Large Residential Developments

3.8 Housing Choice

3.9 Mixed and Balanced Communities

3.11 Affordable Housing Targets

3.12 Negotiating Affordable Housing on Individual Private Residential and Mixed Use

Schemes

3.13 Affordable Housing Thresholds

5.2 Minimising Carbon Dioxide Emissions

5.3 Sustainable Design and Construction

5.6 Decentralised Energy in Development Proposals

5.7 Renewable Energy

5.9 Overheating and Cooling

5.12 Flood Risk Management

5.13 Sustainable Drainage

6.3 Assessing Effects of Development on Transport Capacity

6.9 Cycling

6.10 Walking

- 6.12 Road Network Capacity
- 6.13 Parking
- 7.1 Building London's Neighbourhoods and Communities
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.8 Heritage Assets and Archaeology

### **Local Development Framework**

#### Harrow Core Strategy 2012

- CS1 Overarching Policy
- CS2 Harrow and Wealdstone

#### Harrow & Wealdstone Area Action Plan (2013)

- AAP1 Development within Harrow town centre
- AAP4 Achieving a High Standard of Development throughout the Heart of Harrow
- AAP5 Density and Use of Development
- AAP6 Development Height
- AAP13 Housing within the Heart of Harrow
- AAP19 Transport, Parking and Access within the Heart of Harrow

#### Development Management Policies Local Plan 2013

- DM1 Achieving a High Standard of Development
- DM2 Achieving Lifetime Neighbourhoods
- DM12 Sustainable Design and Layout
- DM20 Protection of Biodiversity and Access to Nature
- DM22 Trees and Landscaping
- DM45 Waste Management

### **Supplementary Planning Documents**

- Mayors Supplementary Planning Guidance: Housing (2016)
- Harrow Supplementary Planning Document: Residential Design Guide 2010
- Harrow Supplementary Planning Document: Planning Obligations 2013

## 2 Grant with pre-application advice

Statement under Article 31 (1)(cc) of The Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended)

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 Mayor CIL

Please be advised that approval of this application by Harrow Council will attract a liability payment £119,840.00 of Community Infrastructure Levy. This charge has been levied under Greater London Authority CIL charging schedule and s211 of the Planning Act 2008.

Harrow Council as CIL collecting authority on commencement of development will be collecting the Mayoral Community Infrastructure Levy (CIL).

Your proposal is subject to a CIL Liability Notice indicating a levy of £119,840.00 for the application, based on the levy rate for Harrow of £35/sqm and the stated increase in floorspace of 3424m<sup>2</sup>

You are advised to visit the planningportal website where you can download the appropriate document templates.

<http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>

#### 4 Harrow CIL

Harrow has a Community Infrastructure Levy which will apply Borough wide for certain uses of over 100sqm gross internal floor space. The CIL has been examined by the Planning Inspectorate and found to be legally compliant. It will be charged from the 1st October 2013. Any planning application determined after this date will be charged accordingly.

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 Harrow CIL Liability for this development is: £376,640.00



## APPENDIX 2: SITE PLAN



## APPENDIX 3: SITE PHOTOGRAPHS





















# APPENDIX 4: PLANS AND ELEVATIONS





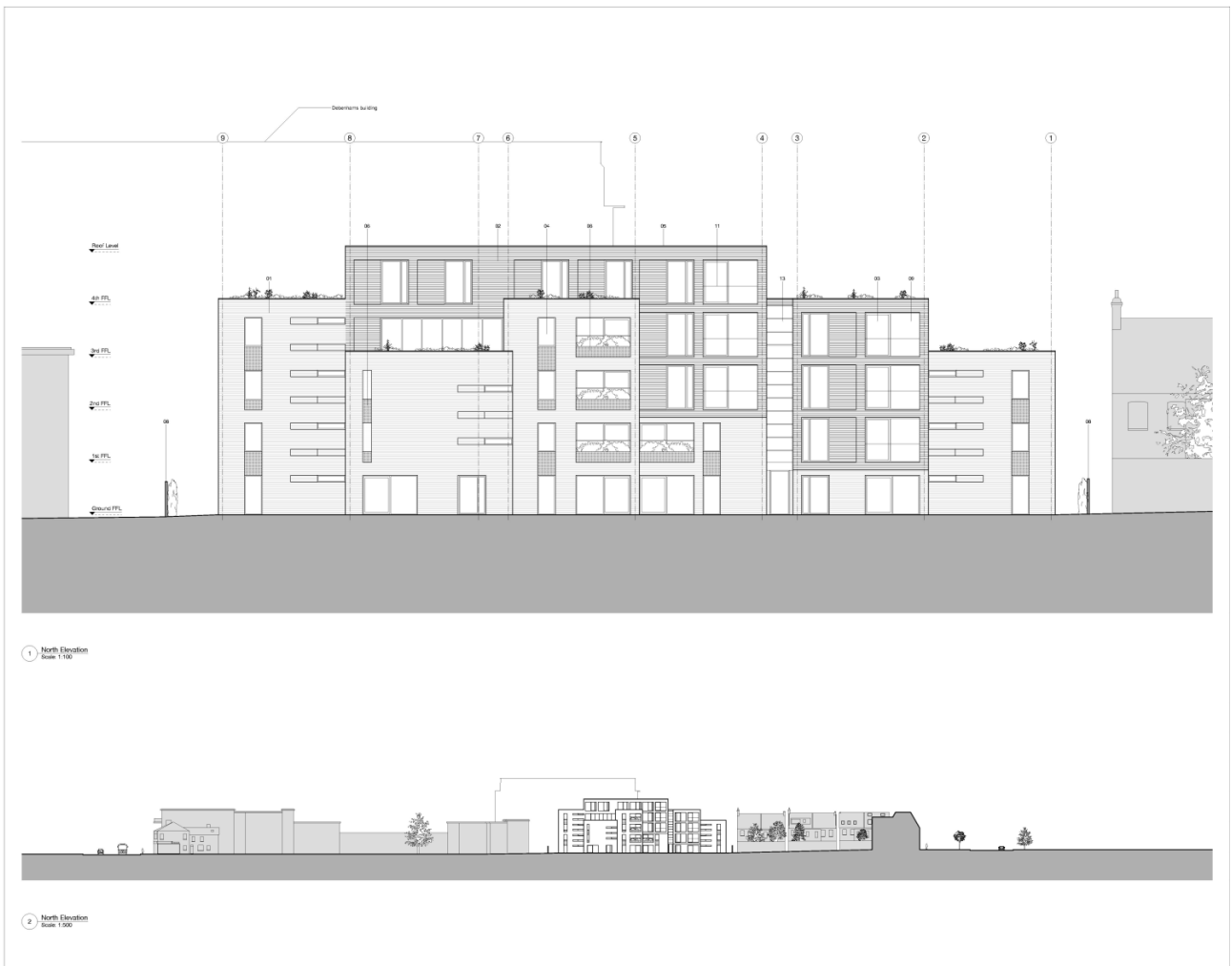




1 South Elevation  
Scale 1:50



2 South Elevation  
Scale 1:50



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