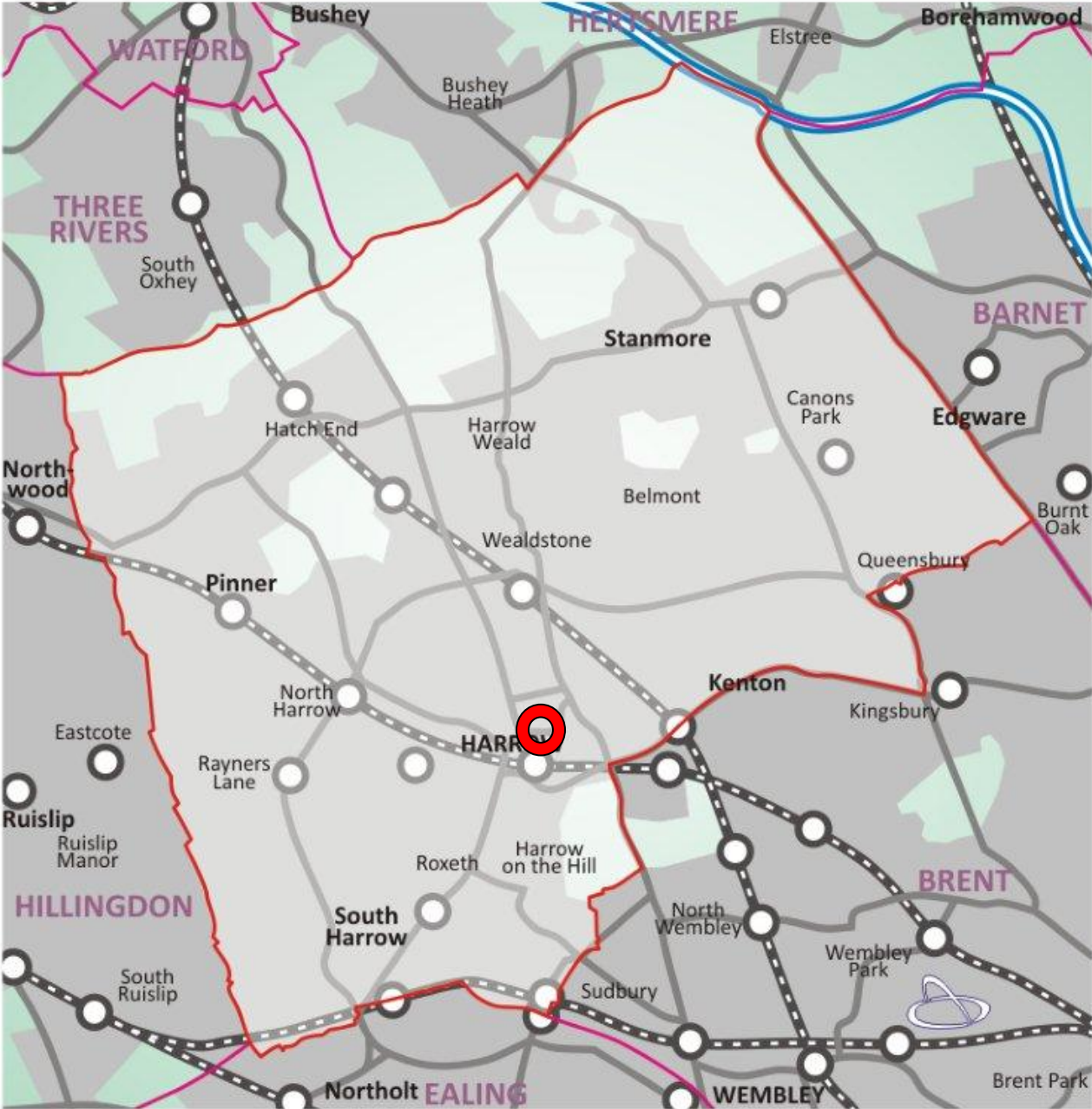
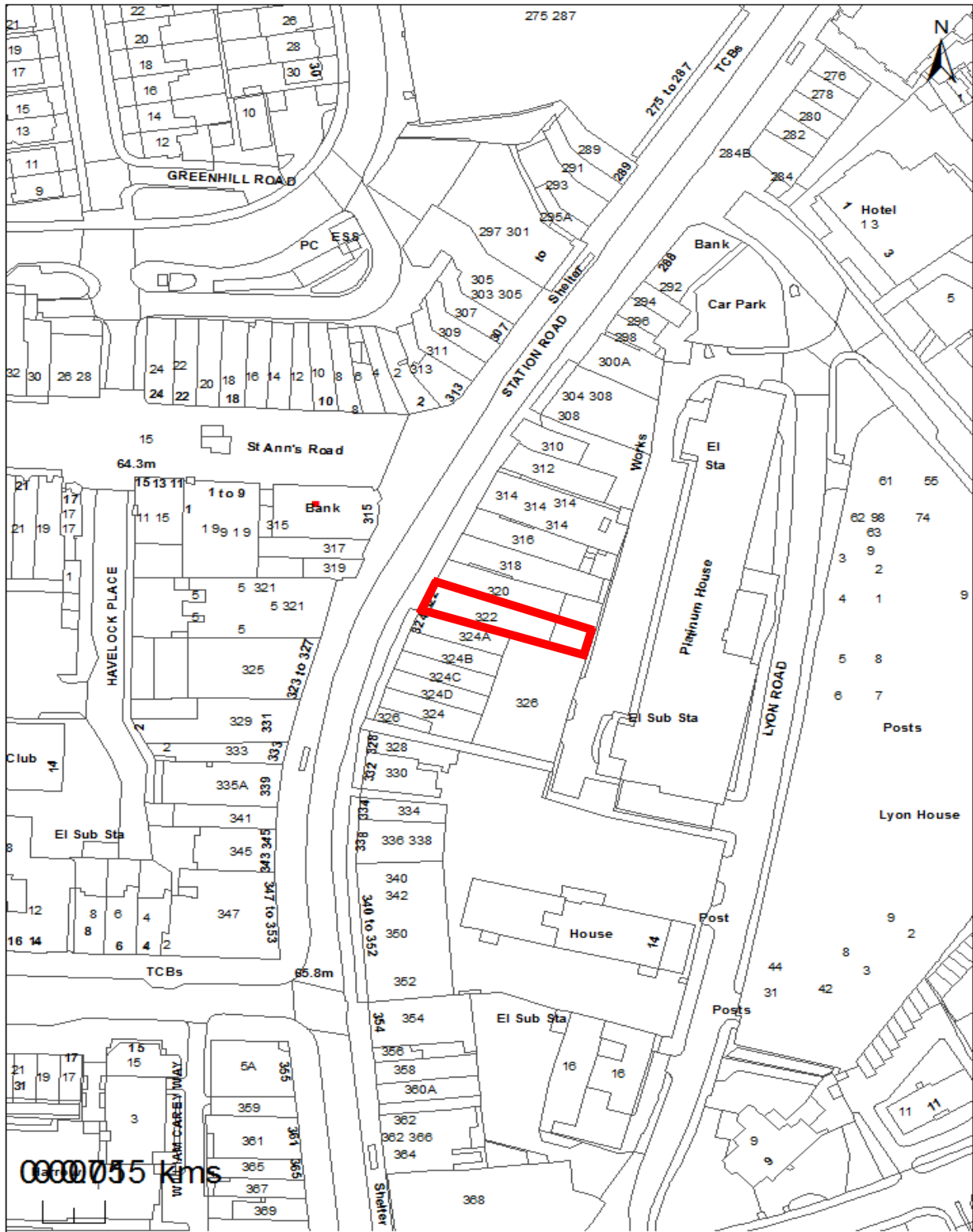


 = application site



<b>322 Station Road, Harrow</b>	<b>P/3489/16</b>
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**322 Station Road, Harrow** **P/3489/16**

# LONDON BOROUGH OF HARROW

## PLANNING COMMITTEE

19<sup>TH</sup> OCTOBER 2016

**Application Number:** P/3489/16  
**Validate Date:** 03/08/2016  
**Location:** 322 Station Road, Harrow  
**Ward:** Greenhill  
**Postcode:** HA1 2DX  
**Applicant:** Kapash Properties Ltd  
**Agent:** Kenneth W Reed & Associates  
**Case Officer:** Callum Sayers  
**Expiry Date:** 23<sup>rd</sup> September 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.

Redevelopment to provide four storey building comprising 6 flats; flexible commercial use (classes A1, A2 & A) on ground floor; bin/cycle storage

### RECOMMENDATION

**GRANT** planning permission for the development described in the application and submitted plans, subject to conditions:

### REASON

The proposed development of the site would provide a quality development comprising of a satisfactory level of residential accommodation, within the Heart of Harrow. 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 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.

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 2016, 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.

## **INFORMATION**

This application is reported to Planning Committee as it is for the construction of more than two dwellings and therefore falls outside Schedule 1b of the Scheme of Delegation.

Statutory Return Type:	E(18) Minor Development: All Other
Council Interest:	None
GLA Community Infrastructure Levy (CIL) Contribution (provisional):	£13,300.00
Local CIL requirement:	£41,800.00

## **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	322 Station Road, Harrow, HA1 2DX
Applicant	Kapash Properties Ltd
Ward	Greenhill
Local Plan allocation	n/a
Conservation Area	n/a
Listed Building	Grade II Listed opposite (bank)
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	650-1100
	Proposed Density u/ph	187
	PTAL	6
	London Plan Density Range	215 – 405
Dwelling Mix	Studio (no. / %)	N/A
	1 bed (3no. / %)	3 (50%)
	2 bed (3no. / %)	3 (50%)
	3 bed ( no. / %)	N/A
	4 bed ( no. / %)	N/A
	Overall % of Affordable Housing	N/A
	Affordable Rent (no. / %)	N/A
	Intermediate (no. / %)	N/A
	Private (no. / %)	N/A
	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	Financial & Professional Services
	Existing Use Class(es) sqm	Use Class A2 195sqm
Proposed Use(s)	Proposed Use / Operator	Commercial use on Ground floor and residential above
	Proposed Use Class(es) sqm	Use Class A1/A2/A3 144sqm Use Class C3 380sqm

Employment	Existing number of jobs	Unknown
	Proposed number of jobs	Unknown

<b>Transportation</b>		
Car parking	No. Existing Car Parking spaces	3
	No. Proposed Car Parking spaces	1
	Proposed Parking Ratio	0.2
Cycle Parking	No. Existing Cycle Parking spaces	None
	No. Proposed Cycle Parking spaces	9
	Cycle Parking Ratio	
Public Transport	PTAL Rating	6
	Closest Rail Station / Distance (m)	250m (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 E
	CPZ Hours	Non-Parking Permits
	Previous CPZ Consultation (if not in a CPZ)	N/A
	Other on-street controls	N/A
Parking Stress	Area/streets of parking stress survey	N/A
	Dates/times of parking stress survey	N/A
	Summary of results of survey	N/A
Refuse/Recycling Collection	Summary of proposed refuse/recycling strategy	Internal Refuse Storage to rear of building. Separate for residential and commercial

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

## **PART 2 : ASSESSMENT**

### **1.0 SITE DESCRIPTION**

- 1.1 Property is a single-storey building fronting onto Station Road, and is located in a designated secondary shopping frontage in Harrow Metropolitan Centre
- 1.2 The building is currently occupied by a financial services use fronting onto Station Road. It has permission for a residential unit above.
- 1.3 The adjacent properties from 316 – 320 are all single storey at the front with shops on the ground floor and residential above at first floor level set back.
- 1.4 The properties to the south are a three-storey parade constructed in the 1970s, while there is a taller 1920's building to the north of the two pairs of semi-detached properties
- 1.5 To the rear of the site is a service lane which connects to Lyon Road. On the eastern side of the service lane is Platinum House, a large part 6 and part 7 storey building in residential use.

### **2.0 PROPOSED DETAILS**

- 2.1 It is proposed to redevelop the site to erect a four storey building. It would have a commercial unit on the ground floor with 6 residential units located in the three floors above.
- 2.2 The proposed development would be 29.6m deep at the ground floor and would infill the complete 7.8m width of the site. It would have a maximum height of 13.9m. The three storey element would be 11.8m, which would align with the existing roof form at No. 324 – 326 Station Road. The fourth floor element fronting onto Station Road would be set back from the principal front elevation by 1.9m.
- 2.3 The ground floor of the proposed development would be a flexible A1/A2 & A3, and would front onto Station Road. This would have a traditional street frontage. To the rear of the site at ground floor, it is proposed to have designated refuse storage areas for the ground floor commercial unit and the residential element. The rear elevation would also provide for access to the residential element and to the enclosed cycle storage.
- 2.4 The upper three floors would be constructed in a crescent shape, which would allow for middle element of the development to provide for windows facing rear and forward from the proposed residential units.
- 2.5 Each of the three upper floors would provide for two residential units, each being served by their own individual private amenity space.
- 2.6 To the rear of the application site, and accessed via the service lane would be one disabled car parking space.

### 3.0 **HISTORY**

LBH/22301

Change of use from retail to restaurant single storey rear extension and parking assistant

Grant: 10/11/1982

P/2124/07

Internally illuminated advertisement panels on rear of replacement public telephone kiosks

Registered: 03/09/2007

P/2853/16

Display of 1 x internally illuminated logo sign on non-illuminated fascia, 1 x internally illuminated projecting box sign 1 x non-illuminated wall mounted sign and 1 x non-illuminated vinyl sign.

Grant: 20/12/2012

P/1321/13

Installation of a cash machine (ATM) in shopfront; associated external alterations

Grant: 19/07/2013

P/1456/13

Display of internally illuminated cash machine signage

Grant: 19/07/2013

### 4.0 **CONSULTATION**

4.1 Site Notices were erected on 25<sup>th</sup> August 2016, expiring on 15<sup>th</sup> September 2016.

4.2 Press Notice was advertised in the Harrow Times on the 25<sup>th</sup> August 2016, expiring on 15<sup>th</sup> September 2016.

4.3 The application was advertised as being within the setting of a listed building. The NatWest Bank opposite is a Grade II Listed building.

4.4 A total of 98 consultation letters were sent to neighbouring properties regarding this application. The public consultation period expired on 24<sup>th</sup> August 2016.

#### 4.5 Adjoining Properties

Number of Letters Sent	98
Number of Responses Received	0
Number in Support	0
Number of Objections	0
Number of other Representations (neither objecting or supporting)	0

#### 4.6 Statutory and Non Statutory Consultation

4.7 The following consultations have been undertaken:

LBH Environmental Health



#### 4.8 External Consultation

4.9 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.

#### 4.10 Internal 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>
LBH Design	No Objection	Noted
Highway Authority	No Objection	Noted
Harrow Drainage Team	No Objection: Subject to Conditions	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  
Design, Character and Appearance of the Area  
Heritage Assets  
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 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 In terms of whether the principle of this development is considered acceptable, it is noted that The London Plan (2016) Policy 4.7 sets out that the Mayor supports a strong, partnership approach to assessing need and bringing forward capacity for retail, commercial, culture and leisure development in town centres. The policy sets out that in taking planning decisions on

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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.

proposed retail and town centre development, the local planning authority should seek to ensure that the scale of retail, commercial, culture and leisure development should be related to the size, role and function of a town centre and its catchment; that retail, commercial, culture and leisure development should be focused on sites within town centres, or if no in-centre sites are available, on sites on the edges of centres that are, or can be, well integrated with the existing centre and public transport, and; that proposals for new, or extensions to existing, edge or out of centre development will be subject to an assessment of impact.

- 6.2.4 Strategic objective 11 of The Harrow Core Strategy (2012) identifies that the Council aspires to “Strengthen Harrow town centre and maintain or enhance the vitality and viability of all town centres...” The Harrow Core Strategy (2012) Core Policy CS1L states that “Harrow’s town centres will be promoted as the focus for community life, providing residents with convenient access to a range of shops, services, cultural and leisure facilities, as well as local employment opportunities and areas of good public transport.”
- 6.2.5 The unit is located in Harrow's Metropolitan town centre and is part of the designated secondary shopping area and secondary shopping frontage. Policy AAP1 and AAP4 of the Area Action Plan encourage provision of active used on the ground floor of premises within the Harrow town centre, and the proposed development would accord with these aims, providing an active frontage and greater vibrancy to this part of the town centre. Policy AAP2 requires development within the Station Road sub area to make a positive contribution to its environment and identity.
- 6.2.6 The site constitutes previously developed land and the application seeks to extend the existing building to provide further residential flats, whilst retaining the commercial uses on the ground floor.
- 6.2.7 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).
- 6.2.8 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.
- 6.2.9 Notwithstanding the above, it is noted that the proposed development would result in a complete re-development of the site, and sits within a parade of properties that are not of equal scale and mass. As such, by allowing a development that would significantly change the relationship with the neighbouring properties (with bulk, scale & design being discussed later within this report), consideration must be taken to ensure that the proposed development would not prejudice development at neighbouring sites. Whilst sitting outside of the Harrow & Wealdstone Area Action Plan (2013), Policy DM1E of the Harrow Development Management Policies Local Plan (2013), states inter alia, that developments that would prejudice future developments on adjoining land would be resisted.

- 6.2.10 It is noted that whilst there is a planning permission granted at No. 320 Station Road (P/0629/14), it has i) not been implemented, and ii) permits only a first floor addition to the existing dwelling. As such, the proposed development at the application site would extend significantly beyond the rear elevation of this property, and also have flank windows facing it. Whilst design & character are considered in further detail below, it is noted that the proposed staggered footprint of the development and the positioning of the windows, would still allow a design solution to come forward at this property should it become available for development.
- 6.2.11 To the south of the application site is No. 324 – 326 Station Road. This site has already been through the prior approval process to convert the property into a residential use. Furthermore, P/2854/12 which permitted a further floor to this site, which has now expired.
- 6.2.12 In terms of the proposed A1/A2/A3 use for the ground floor unit, it is noted that this would come forward with a lower floor space than what is currently providing for on-site. However, it is noted that the proposed loss of floor space would be to facilitate access to the residential element and the ancillary servicing area. Lastly, the proposed floor space would be legible and functional and would ensure that a future occupiers of this unit would have a satisfactory floor space to work with. It is therefore considered that notwithstanding the minor decrease in the overall floor space on site, it would nonetheless not compromise the function or the vibrancy and vitality of the town centre location.
- 6.2.13 It is therefore considered that the proposed development, should it be brought forward, would not prejudice the potential development of the adjoining sites. As such, the proposed development would not conflict with policy DM1E of the Harrow Development Management Policies Local Plan (2013).
- 6.2.14 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 plan's life, which include;
- **Place;** Providing the homes, schools and infrastructure needed to meet the demands of our 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. 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 **Housing Supply, Density and Overall Housing Mix**

- 6.4.1 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.

- 6.4.2 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 6 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).

- 6.4.3 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).

- 6.4.4 The application site area is 0.032 hectares and it has a public transport accessibility level (PTAL) score of 6 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 187 units per hectare<sup>4</sup> and of 468 habitable rooms per hectare<sup>5</sup>. The densities fall well below the overall matrix ranges for central setting sites with a PTAL 6, 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.

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<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: 6 dwellings divided by 0.032ha.

<sup>5</sup> Calculated as: 15 habitable rooms divided by 0.032ha.

6.4.5 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 (2 Person):	3	50%
2 Bed (3 Person):	3	50%
Totals:	<b>6</b>	<b>100%</b>

6.4.6 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 for this location.

## **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 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'. The NPPF and policy 7.8.C/D/E of The London Plan 2016 set out similar aims. Policy DM7 of the Harrow Development Management Local Policies Plan (2013) provides further guidance on managing heritage assets and requires new development not to adversely affect the character or amenity of Conservation Areas, Listed Buildings or other heritage assets.

7.4 The unit is located in Harrow's Metropolitan town centre and is part of the designated secondary shopping area and secondary shopping frontage. Policy AAP1 and AAP4 of the Area Action Plan encourage provision of active used on the ground floor of premises within the Harrow Town Centre, and the proposed development would accords with these aims, providing an active frontage and greater vibrancy to this part of the town centre.

- 7.5 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.”
- 7.6 The application property is currently in use as a Financial Services (Use Class A2), with one floor of residential above.
- 7.7 It is noted that along the eastern side of Station Road, there is no defined or dominant form of development. The proposed replacement building would replace the existing two-storey building with a four storey development. It is noted that the fourth floor would be set back from the front elevation by some 1.9m. To the south of the application property is 324 – 326 Station Road, which is noted as being a three storey building. The proposed development would, to the top of the third floor, align with the top of the exiting adjacent property. Whilst being a further storey higher, it is noted that the proposed fourth element would be set back from the front elevation. The proposed development would have an acceptable relationship with this property.
- 7.8 Located to the north of the application property is a single storey building with a mock-Georgian façade. This building in and of itself is an anomaly within the streetscene. The front façade of this property is hipped away from the application property. The proposed development would result in flank elevation being constructed directly adjacent to this single storey building fronting Station Road. Whilst it is noted that the proposed building would result in a different form of development and a noticeable change in height, given the eclectic forms of development and variations in heights, it would not sit uncomfortably with this adjoining property.
- 7.9 Given the siting of the proposed building within the site, and being adjacent to the single storey building at No 320 Station Road, it would be highly visible within the streetscene. This would be particularly noticeable when viewing the site from the north. However, it is considered that given that there is already a three storey building at No. 324 – 324 Station Road, the proposed development would for the most part bring this elevation further northward. As such, it must be then considered would the extra height, by reason of the fourth floor, would be unacceptable in terms of its impact on the streetscene. The proposed elevations have been amended to have the brickwork within the northern flank elevation continue to form the flank elevation of the fourth floor element, rather than the different material initially submitted. However, it is noted that the set back from the front elevation is retained. The proposed fourth floor element would be 9.4m deep before the set in for a depth of 10.2m occurs. The proposed set in, amongst other things, provides a useful break in the elevation. This break ensures that the flank elevation would not result in an overly dominating expanse of elevation when viewed from the north. Lastly, it is noted that the amended plans have included a line of soldier course at internal floor level, which further assists in providing some visual interest to this elevation.
- 7.10 The proposed front elevation at ground floor would be a traditional commercial frontage that would not be out of place within the existing primary shopping area and parade. Above, the proposed brick built residential element with winter gardens would be considered to be appropriate. A simple and yet

unfussy elevation would overlook Station Road, and this is considered to be acceptable.

- 7.11 The proposed development would be opposite the listed NatWest Building at 315 Station Road. Furthermore, a parade of locally listed buildings are also located on the northern side of St Ann's Road and onto Station Road. In weighing applications that affect designated heritage assets directly or indirectly, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. It is considered that the proposed development, by reason of its proportionate scale and height within the existing streetscene, would appear as an appropriate and acceptable addition to the streetscene. Furthermore, it would utilise an appropriate palette of materials so as not to ensure that the level of harm to heritage values or loss would be minimal, therefore it is considered that there would be no unacceptable impacts on the setting of the listed building.
- 7.12 The provision of a commercial use on the ground floor would continue to provide an active retail function on the ground floor and would therefore have a positive impact on the vitality and viability of the area. The first floor of the existing property on the site is currently used as residential. The proposed development of the site will result in further floors of residential use. The development of the site to provide for further residential above the commercial units, is considered to result in a more efficient and effective use of the site. The proposed height of the development would accord with the aspirations of the Harrow & Wealdstone Area Action Plan (2013), and impacts on the character of the area are considered below. The partial redevelopment of the site, in light of the previously developed nature of the land, would be acceptable in principle and it is considered that the proposed land uses i.e. retail with residential above, would be appropriate in this location.
- 7.13 The proposed rear elevation would, at ground floor provide a residential access to the development, and also waste and recycling storage for both the residential and commercial element. Above, the residential element would be located with a rear elevation characterised by projecting balconies. The proposed residential nature of the rear elevation would not be at odds with the pattern of development within the environment in within this elevation would face. Located on the opposite side of service lane is Platinum House, which is a purpose built residential development, which amongst other things, characterised by having projecting balconies. Furthermore, the property known as 314 Station Road (Time Building) has been converted into residential use in the first and second floors, with an additional third floor with residential accommodation. This building has recessed balconies overlooking the rear service lane. It is therefore considered that the proposed redevelopment would, in terms of its impact on the rear service lane and environment, be acceptable in terms of appearance.
- 7.14 It is considered that the proposed layout, bulk, scale and height of the proposed development, would not result in an unacceptable impact on the character and appearance of the existing site, streetscene, heritage assets or wider area.



## Materials

- 7.15 The proposed plans note that the proposed development would be primarily be constructed of brick, which would be a suitable material when considered in relation to the existing built environment. In conjunction with the brick, it is proposed to utilise dark grey aluminium fenestration for the residential and the commercial elements.
- 7.16 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

- 7.17 The proposed development would retain an access directly from Station Road, which would continue to provide access to the commercial unit on the ground floor. This would be consistent with the remainder of the primary shopping frontage.
- 7.18 To the rear of the site, it is proposed to provide the residential access to the development. This would be accessed via the service lane. Permeable paving would be located between the rear elevation and the service lane, and would incorporate the proposed car parking space. Given that the rear service lane is a relatively well used public space, insofar as pedestrian and vehicular traffic and suitably tar sealed, access from this location would not be objected to.
- 7.19 The site is relatively level, and such access into the building should be able to be step-free. However, to ensure that this is the achieved, a condition is recommended to be attached accordingly.
- 7.20 Parking and other traffic related matters are to be assessed under section 6 of this appraisal.

## Landscaping

- 7.21 The existing site is primarily hardstanding. The proposal would result in the proposed building infilling much of site. The application site offers little opportunity to provide some meaningful landscaping across the site.

## Hard landscaping

- 7.22 The proposed front elevation fronts onto Station Road, which is a Town Centre location and within a primary shopping frontage. By reason of this, it has a set character, which does not allow much opportunity to provide any hardstanding other than that which is already present within the Station Road highway.

- 7.23 To the rear of the application site, it is noted that this is a relatively urban environment landscape, with little soft landscaping, or the ability to provide soft landscaping within this area. Between the rear elevation and the service lane, it is proposed to provide permeable paving which would provide inclusive access to the main residential element. The proposed car parking space would be constructed of porous tarmac. It is considered that subject to further detailing with regard to this ground surfacing, this quantum of hardstanding/hard landscaping would be acceptable.
- 7.24 A low level brick planter is proposed between the car parking space and the rear elevation, this is an acceptable addition that would allow for some soft landscaping, which his discussed below.

#### Soft Landscaping

- 7.25 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. The application site does not lend itself to providing much scope for soft landscaping, by reason of the location and the proposed development. As such, the proposed planter box identified above is realistically all that the site can accommodate. Furthermore, given the town centre location, in particular the character of the properties along Station Road, anything further is considered unlikely.
- 7.26 Notwithstanding the above, the proposed planter bed would provide some relief between the service land and the rear elevation. A landscape condition is considered reasonable to ensure that appropriate plant species are proposed for this element and that it would be maintained to ensure its on-going success.

#### Conclusion:

- 7.27 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). 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 In addition to the satisfactory level of gross internal floor space for each of the proposed flats, the proposed plans indicate that all units would have dedicated storage space for the future occupiers. Whilst it is noted that the designated storage space for the 3 person would only be 1.5sqm, rather than the 2.0sqm required under the Housing Standards, further storage space is indicated externally, but within the winter gardens for each of these flats.

- 8.6 On balance, it is considered that the proposed internal space provided for the proposed flats would be satisfactory in size, and each of them would provide acceptable layouts to ensure the habitable space is useable and functional.

*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 exceed these minimum dimensions in terms of the required quantum and also the required depth. Furthermore, and specifically along the front elevation facing Station Road, 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 *Privacy*

8.10 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.

8.11 The proposed site is situated within a town centre location, with many examples of residential accommodation located above commercial units, along with purpose built flatted developments. Generally speaking, future occupiers seeking to live in town centre locations would be more likely to have different aspirations to the amount of privacy as would, say future occupiers to a suburban area. Given that there are many examples of residential accommodation above commercial units, it is reasonable to conclude that this is an acceptable use.

8.12 The residential units located on the front elevation would look out towards St Ann's Road, and properties on the opposite on Station Road. To the rear of the site, the properties would face out towards the Platinum House development. The proposed development would be approximately 18.0m to the properties fronting Station Road opposite, and 18.5m to the nearest elevation of Platinum House to the east. It is considered that this separate distance would be acceptable, especially given the town centre location. The proposed future occupiers of the development would therefore have an adequate level of privacy afforded to them.

### *Dual aspect*

8.13 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.

8.14 The orientation of the development results in east and west facing units. Where possible, the proposed residential accommodation is dual aspect. However, it is noted that by reason of the site constraints, achieving dual aspect units are not always possible. To the rear of the site which are east facing, the proposed units would be one bedroom units. However, the proposed living/dining/kitchen area would be dual aspect, with a westerly facing window. It is noted that this second west facing window would be obscurely glazed (to ensure privacy for the Station Road facing units), but would nonetheless provide further access to light for this habitable room.

8.15 The proposed west facing flats towards Station Road would not be dual aspect. However, these units are not overly deep so the proposed units would

receive an adequate level of lights to ensure satisfactory amenities for future occupiers.

#### *Internal noise*

- 8.16 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.
- 8.17 It is noted that the proposed floor plans provide vertical stacking that is considered to be satisfactory. Notwithstanding this, 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*

- 8.18 The London Plan Housing Standards (March 2016) calls for a minimum floor to ceiling height of 2.5 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 functional 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*

- 8.19 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).
- 8.20 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, the proposed development would not have any north facing windows. Each of the units would be east or west facing, and where possible would be dual aspect. Furthermore, it is noted the units that are not dual aspect do not have overly deep floor plates.
- 8.21 It is noted that Bedroom 2 located within the proposed flats that would front onto Station Road, would be westerly facing towards the rear elevation of the flats facing the service lane to the rear. This window would be located some

10.2m from the opposite elevation, with the central courtyard allowing some light into this area. Whilst this is not the most ideal situation in terms of outlook an access to light, it is considered that on balance this would be acceptable. As such, it is considered that the proposed flats would each receive adequate levels of daylight.

### **Residential Amenity of Neighbouring Occupiers**

- 8.22 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.
- 8.23 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.
- 8.24 The proposed building would be four storeys in height, would be flush with the front elevation of No. 324 – 326 Station Road. It is noted that this would sit further to Station Road than the first floor element of No. 320 Station Road. Whilst it is noted No. 320 Station Road has permission (P/0629/16) for a two bedroom flat located at first floor and at second floor. The approved plans indicate habitable rooms facing forward and rearward within the site. However, it is noted that the time of preparing this report, the scheme has not been implemented and therefore holds limited weight. As the property at No. 320 is still a single storey building with commercial, then the proposed development would not be harmful to the occupiers of this property.
- 8.25 Further north of the application site is 318 Station Road, which is also noted as having ground floor commercial with flats located above. This property is noted as appearing similar to a pair of semi-detached houses, albeit with a ground floor front extension to provide a shopping parade. This building would be 7.6m from the application property, and as such it is considered that the habitable windows of this property would continue to receive adequate light and outlook.
- 8.26 Located to the south of the application property is No. 324 – 326 Station Road, which is a three storey building fronting Station Road. At ground floor this property has a commercial use. It is noted that the second floors of both these properties have been through the Prior Approval process (P/0604/15) to provide 9 flats. However, there is no evidence to confirm that this permission has been on implemented on site. A site visit to the property could not conclude works had commenced, nor has a building notice been submitted to confirm internal works are underway. Notwithstanding this, it is noted that the proposed second floor plan shows that the nearest habitable room would be some 2.5m from the common boundary.
- 8.27 At ground floor, the proposed replacement building would project 8.0m beyond the rear of No. 324 – 326. However, by reason of the upper floors of this property being shallower within the property, the upper floors of the proposed building would extend up to 16.8m beyond the rear elevation of No. 324 – 326 Station Road. As mentioned above, the officer site visit was not able to

conclude that the prior approval for this site had been implemented. It is also noted that the second condition if Prior Approval permission (P/0604/15) has not yet been approved by the LPA, nor has a Building Notice (Noting this could go through an Approved Inspector) been submitted to the Council. Lastly, the Prior Approval monitoring as at the 30<sup>th</sup> September 2016 have this property recorded as having not implemented the Prior Approval. Accordingly. The property is still in a commercial use.

- 8.28 It is therefore considered that the proposed development would not unacceptably harm the amenity of existing occupiers of the property known as 324 – 326 Station Road.
- 8.29 To the rear of the site is Platinum House, which has balconies and habitable windows facing towards the application site. However, it is considered that the proposed height and proximity of the development, being some 18m to the east of Platinum House, would ensure that it would not result in a loss of light or outlook. Whilst it is noted that the proposed development would have rear facing balconies and would introduce some overlooking between the two properties, this is a similar relation to the existing situation at the Time Building (No. 314 Station Road. Furthermore, it is considered that the distance of 18m would be an acceptable relationship between the properties given this central, town centre location.
- 8.30 As mentioned previously, the proposed development would result in further habitable windows fronting onto Station Road, where it is noted that there are shops with residential units above on the opposite side of the road. Again, the relationship across the Station Road would be considered to be acceptable in this town centre location. Residential occupiers opposite the application site would continue to have an acceptable outlook, access to light, and not be unacceptably impacted upon in terms of privacy and overlooking.

### Conclusion

- 8.31 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 The application site proposes 6 further residential units, with a marginally reduced commercial floor space on the ground floor. The application has a Public Transport Accessibility Level of 6, which is excellent. As such, it is considered that the provision of one car parking space for the development, in this location would be acceptable. Furthermore, it is noted that the application site is located within a non-permit area, which results in residential occupiers not being able to apply for obtain resident parking permits. Accordingly, it is considered that the quantum of parking for the proposed development in this location, being one, would be acceptable.
- 9.3 The proposed development would provide 9 secure cycle storage spaces within the ground floor of the development. These would be accessed via the rear access to the residential. This location and quantum are considered to be acceptable for the residential space. The proposed commercial use on the ground floor would require one short stay and one long stay space. Whilst it is noted that the proposed plans do not specifically show where this would be located, there is sufficient space on site to provide for this quantum. Accordingly, a condition is included for details to be submitted for approval by the Local Planning Authority.

#### Refuse storage

- 9.4 The waste for each of the residential and commercial elements would be separate, and accessed via the rear elevation of the property. The proposed arrangements and access points are considered to be acceptable.

### **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 CONCLUSION**

- 11.1 The principle of providing a mixed use development with commercial on the ground floor with residential above on the application site is considered to be acceptable in principle. 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. 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.

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: 1906/01 (REV A), 1906/02 (REV A), 1906/12 (REV E), 1906/14 (REV C), 1906/50, 1906/51, 1906/52, Design & Access 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: All external appearance of the building
- b: Boundary treatment
- c: 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/pavingfrontgardens>.

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 Flood risk and Development

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 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.

### 13 Restriction to Telecommunication Items

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

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

### 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 Secure by Design

The installation of the shopfront hereby permitted shall not commence until details of works required to ensure the safety and integrity of the shop front from hostile

activities have been submitted to, and approved in writing by, the local planning authority. The works shall be implemented in accordance with the approved details and shall thereafter be retained.

REASON: To allow the Council to meet its responsibility for ensuring the safety of the public.

#### 17 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.

#### 18 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.

#### 19 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.

## **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

3.8 Housing Choice

3.9 Mixed and Balanced Communities

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

AAP2 Station Road

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

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 £13,300.00 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 £13,300.00 for the application, based on the levy rate for Harrow of £35/sqm and the stated increase in floorspace of 380m<sup>2</sup>

You are advised to visit the [planningportal](http://www.planningportal.gov.uk) 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: £41,800.00

### 5 CONSIDERATE CONTRACTOR CODE OF PRACTICE

The applicant's attention is drawn to the requirements in the attached Considerate Contractor Code of Practice, in the interests of minimising any adverse effects arising



from building operations, and in particular the limitations on hours of working.

## 6 PARTY WALL ACT:

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

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

Procedures under this Act are quite separate from the need for planning permission or

building regulations approval.

“The Party Wall etc. Act 1996: Explanatory booklet” is available free of charge from: Communities and Local Government Publications, PO Box 236, Wetherby, LS23 7NB Please quote Product code: 02 BR 00862 when ordering

Also available for download from the CLG website:

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

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

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

## 7 COMPLIANCE WITH PLANNING CONDITIONS

**IMPORTANT: Compliance With Planning Conditions Requiring Submission and Approval**

of Details Before Development Commences

- You will be in breach of planning permission if you start development without complying with a condition requiring you to do something before you start. For example, that a

scheme or details of the development must first be approved by the Local Planning Authority.

- Carrying out works in breach of such a condition will not satisfy the requirement to commence the development within the time permitted.

- Beginning development in breach of a planning condition will invalidate your planning permission.

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

## 8 SUSTAINABLE URBAN DRAINAGE

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

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

groundwater recharge, and improving water quality and amenity. Where the intention is to use soak ways they should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365. Support for the SUDS approach to managing surface water run-off is set out in the National Planning Policy Framework (NPPF) and its accompanying technical guidance, as well as the London Plan. Specifically, the NPPF (2012) gives priority to the use of sustainable drainage systems in the management of residual flood risk and the technical guidance confirms that the use of such systems is a policy aim in all flood zones. Policy 5.13 of the London Plan (2012) requires development to utilise sustainable drainage systems unless there are practical reasons for not doing so. Sustainable drainage systems cover the whole range of sustainable approaches to surface drainage management. They are designed to control surface water run-off close to where it falls and mimic natural drainage as closely as possible. Therefore, almost any development should be able to include a sustainable drainage scheme based on these principles. The applicant can contact Harrow Drainage Section for further information.

#### 9 REQUEST TO REMOVE SITE NOTICE

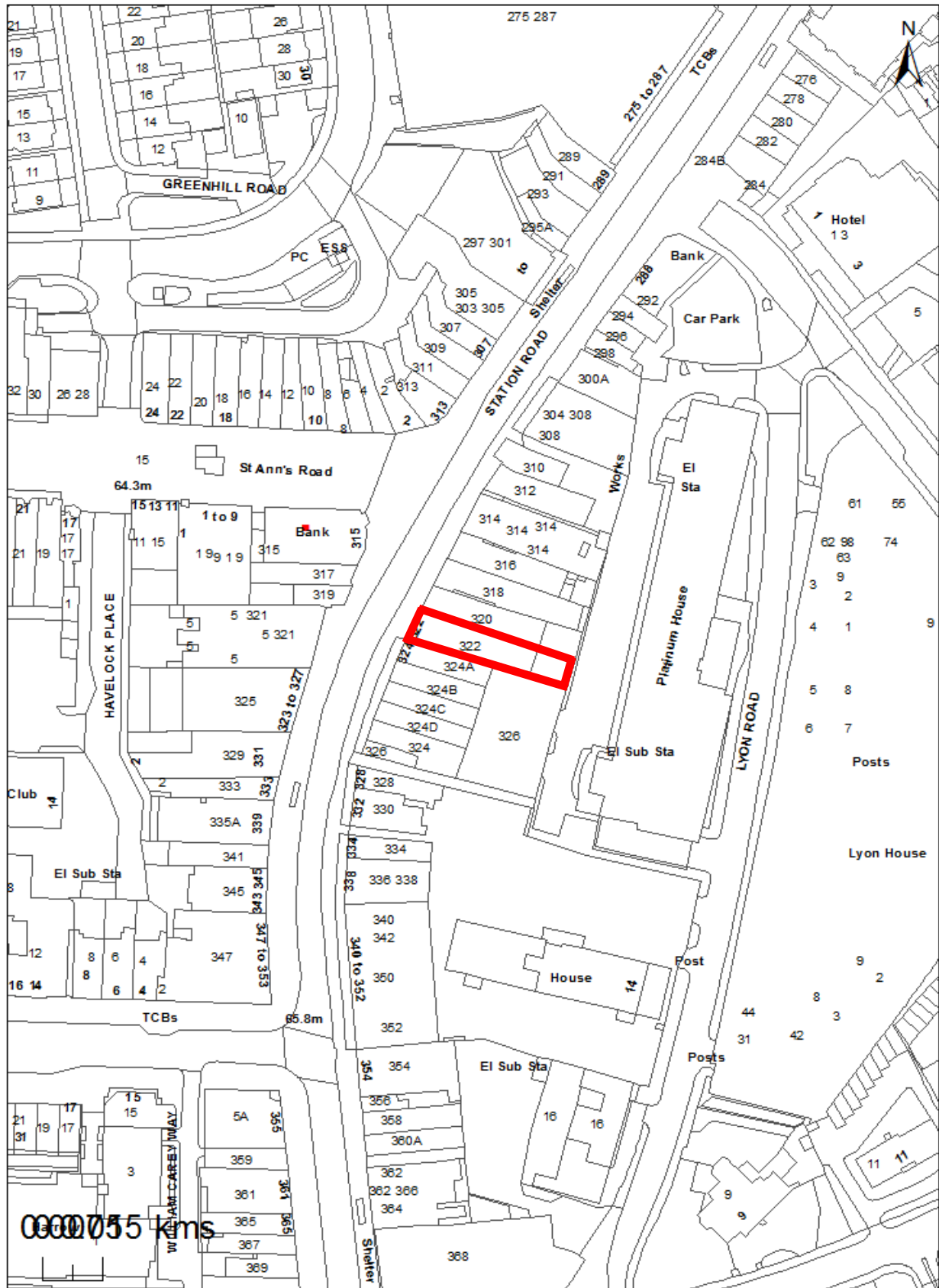
A yellow Site Notice relating to this planning application describing the development and alerting interested parties of the development has been placed in the vicinity of the application site. You should now REMOVE this Site Notice.

#### 10 Approved Plans and documents

The development hereby permitted shall be carried out in accordance with the following approved plans and documents: 1906/01 (REV A), 1906/02 (REV A), 1906/12 (REV E), 1906/14 (REV C), 1906/50, 1906/51, 1906/52, Design & Access Statement.

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

# APPENDIX 2: SITE PLAN



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 DIGITAL MAP DATA (C) COLLINS BARTHOLOMEW LTD (2010)  
 Cities Revealed® aerial photography copyright The GeoInformation® Group, 2010



APPENDIX 3: SITE PHOTOGRAPHS

















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