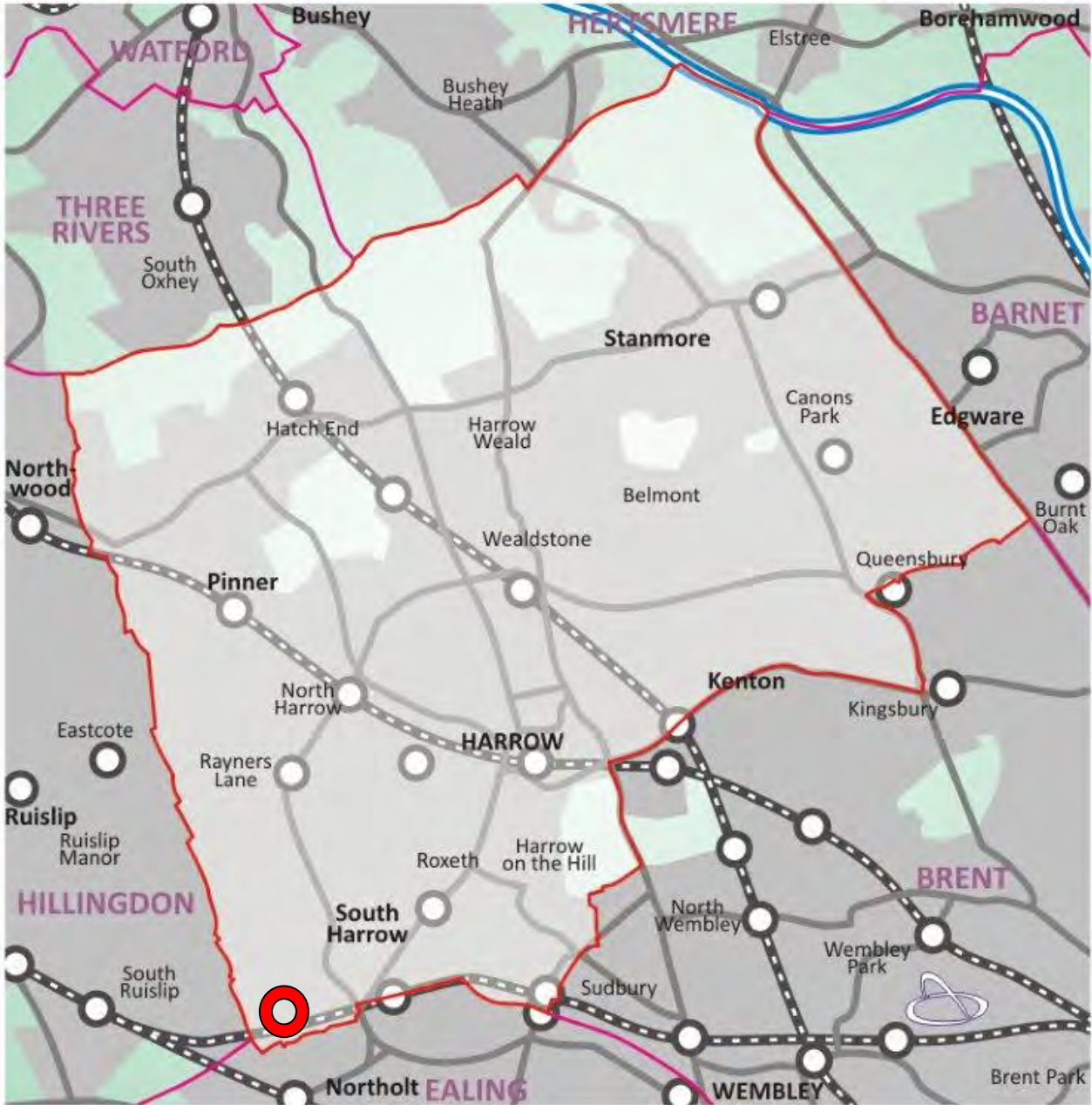
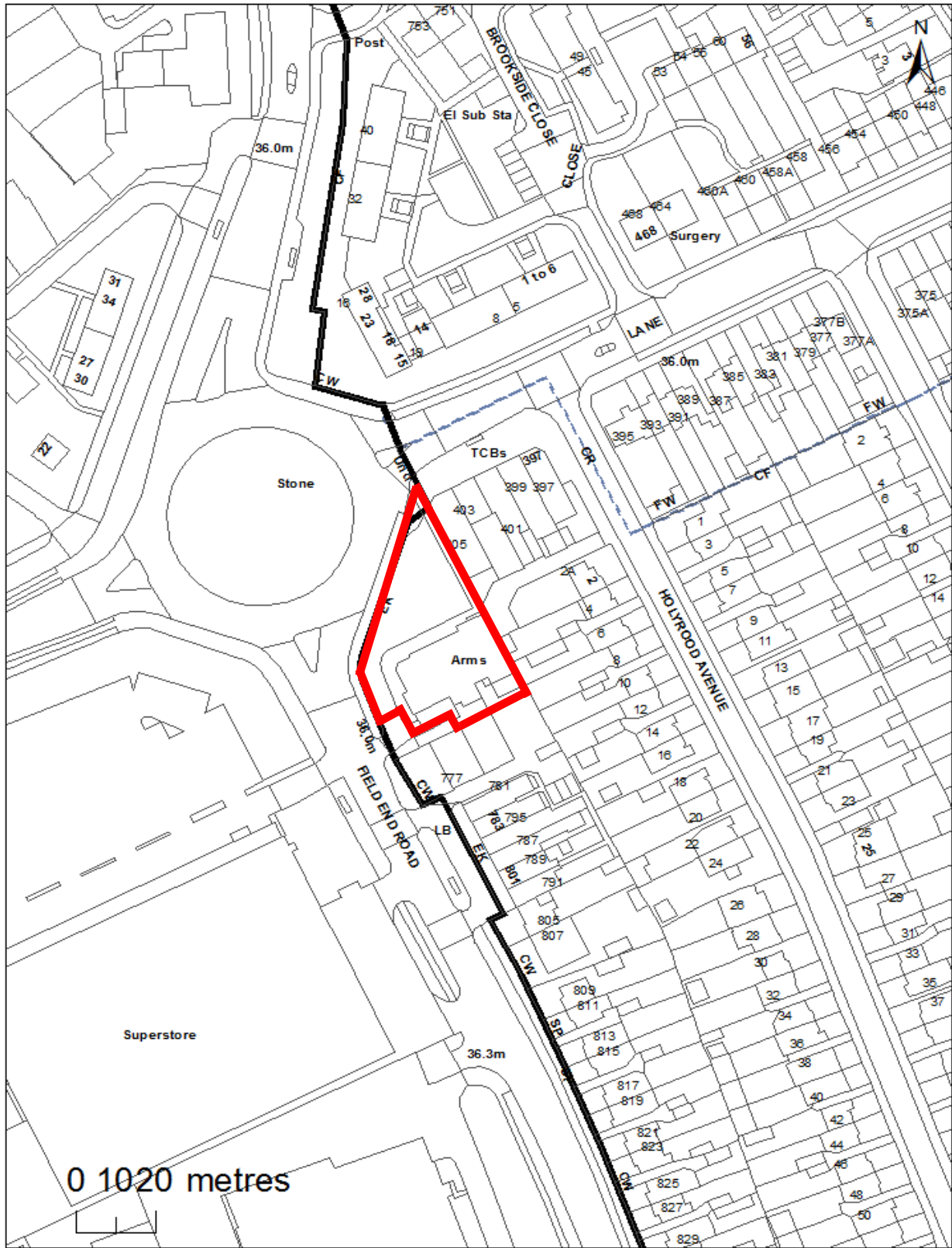


 = application site



<p>The Former Eastcote Arms Public House, Eastcote Lane, South Harrow</p>	<p>P/4866/16</p>
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<p>The Former Eastcote Arms Public House, Eastcote Lane, South Harrow</p>	<p>P/4866/16</p>
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LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

22nd March 2017

APPLICATION NUMBER: P/4866/16
VALIDATE DATE: 13/10/2016
LOCATION: THE FORMER EASTCOTE ARMS PUBLIC HOUSE,
EASTCOTE LANE, SOUTH HARROW, HARROW
WARD: ROXETH
POSTCODE: HA2 8SE
APPLICANT: HYCAN LTD
AGENT: RPS CGMS
CASE OFFICER: MONGEZI NDLELA
EXPIRY DATE: 12/01/2017 (STATUTORY)
APPLICATION SUBJECT TO PPA

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 a part two, four and five storey building to create 36 flats with amenity space; basement parking; landscaping and bin/cycle storage.

RECOMMENDATION

The Planning Committee is asked to:

- 1) Delegate Authority to the Divisional Director of Regeneration, Enterprise, and Planning to determine the application subject to No Objection from RAF Northolt;
- 2) Agree a resolution to grant planning permission subject to authority being delegated to the Divisional Director of Regeneration, Enterprise and Planning in consultation with the Director of Legal and Governance Services for the continued negotiation and completion of the Section 106 legal agreement and issue of the planning permission and subject to minor amendments to the conditions (set out in Appendix 1 of this report) or the legal agreement. The Section 106 Agreement Heads of Terms would cover the following matters:

Heads of Terms for the Legal Agreement

- i) To provide an open book review of the scheme at 80% of the sales. The Council will seek to clawback 70% of any super profit (if any) generated by the scheme to reach a policy compliant scheme with regard to Affordable Housing.
- ii) Carbon offsetting payment in accordance with Policy 5.2 of the London Plan: Contribution of £38,907.68 towards carbon reduction programmes within the

Borough

- iii) Local Good & Services Commitment Strategy
- iv) External materials strategy
- v) Planning permission monitoring fee
- vi) Employment and Recruitment Plan; and
- vii) Legal Fees: Payment of Harrow Council's reasonable costs in the preparation of the legal agreement;

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 development would provide a meaningful contribution to the Boroughs housing stock, whilst ensuring a satisfactory mix of housing throughout the development. Whilst the development would not provide a contribution towards Affordable Housing within the Borough, a comprehensive Financial Viability Assessment, which has been robustly tested independently, has demonstrated a zero provision is the maximum reasonable. Notwithstanding this, a review mechanism by way of a S.106 obligation would ensure that a contribution may be captured if the financial situation of the development changes across its development lifespan.

The site is currently vacant and the proposal would enhance the urban environment in terms of material presence, attractive streetscape and makes a positive contribution to the local area in terms of quality and character. The applicant has submitted a Sequential and Exception Test in support of this application which demonstrates that there are no other sites available of comparable site area and location that can deliver the development.

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 23rd June 2017 or as such extended period as may be agreed by the Divisional Director of Regeneration, Enterprise and Planning in consultation with the Chair of the Planning Committee, then it is recommended to delegate the decision to **REFUSE** planning permission to the Divisional Director of Regeneration, Enterprise and Planning on the grounds that:

The proposed development, in the absence of a legal agreement to provide appropriate level of affordable housing and a by failing to off-set the carbon emissions of the proposed development, would fail to comply with the requirements of policies 3.11, 3.12, 5.2 of The London Plan 2016 and policy CS1.J/T of the Harrow Core Strategy 2012.

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)	£135,030.50
Contribution (provisional):	
Local CIL requirement:	£424,380.00

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	The Former Eastcote Arms Public House, Eastcote Lane, South Harrow, Harrow HA2 8SE
Applicant	Hygcan Ltd
Ward	Roxeth
Local Plan allocation	Non Allocated
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	N/A

Housing		
Density	Proposed Density hr/ha	456 hr/ha
	Proposed Density u/ph	225 u/ha
	PTAL	PTAL 2
	London Plan Density Range	Urban Setting: 200-450 hr/ha
Dwelling Mix	Studio (no. / %)	10 units / 28%
	1 bed (no. / %)	16 units / 44%
	2 bed (no. / %)	10 units / 28%
	3 bed (no. / %)	n/a
	4 bed (no. / %)	n/a
	Overall % of Affordable Housing	0%
	Affordable Rent (no. / %)	0%
	Intermediate (no. / %)	0%
	Private (no. / %)	36 units / 100%
	Commuted Sum	tbc
	Comply with London Housing SPG?	yes
	Comply with M4 ⁽²⁾ of Building Regulations?	Yes - The scheme will meet 10% accessible requirement; in additional, all units can accessed via lift, corridors are wide enough for wheelchair accessibility. Bathrooms are adjacent to bedrooms or further adaptability.

Non-residential Uses		
Existing Use(s)	Existing Use / Operator	Vacant (former public house) with HMO residential above
	Existing Use Class(es) sqm	A4/C3
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)

Transportation		
Car parking	No. Existing Car Parking spaces	20 car parking spaces
	No. Proposed Car Parking spaces	32 car parking spaces
	Proposed Parking Ratio	0.88 ratio
Cycle Parking	No. Existing Cycle Parking spaces	n/a
	No. Proposed Cycle Parking spaces	46 cycle parking spaces
	Cycle Parking Ratio	1.28 ratio
Public Transport	PTAL Rating	PTAL 2
	Closest Rail Station / Distance (m)	South Ruislip Rail Station/ 1.5km
	Bus Routes	Buses 114, 282
Parking Controls	Controlled Parking Zone?	No
	CPZ Hours	n/a
	Previous CPZ Consultation (if not in a CPZ)	n/a
	Other on-street controls	Double yellow line with loading restriction
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	Refuse storage located to the rear of the site; building management staff to wheel out the refuse bins via the existing access road to Holyrood Avenue

Sustainability / Energy	
Development complies with Part L 2013?	Yes
Renewable Energy Source / %	N/A

PART 2 : Assessment

1.0 SITE DESCRIPTION

- 1.1 The application site comprises the former Eastcote Arms Public House located at the southwest corner of the Borough, at is anchored by a roundabout situated on the on the corner of Eastcote Lane, Field End Road and Victoria Road. The site has an irregular triangular shape and is approximately 0.16ha in size.
- 1.2 The site is comprises a two storey interwar brick building located to the south and west of the site. The remainder of the sites consists of hardstanding which was formally used as a car park.
- 1.3 The site is bound by the roundabout to the northwest, beyond which are residential properties and Victoria Retail park which is located in the London Borough of Hillingdon. To the north and east of the site is a small parade of shops located on Eastcote Lane and residential properties that front on to Holyrood Avenue. The site is bound on its southern side by a fast food takeaway, beyond which is a small block of flats.
- 1.4 The site is located approximately 1 mile from Northolt station situated to the south of the site. As such, the site has a PTAL rating of 2.
- 1.5 The site does not benefit from a defined allocation. The site is not within Conservation Area nor is there a Listed Building. The site is however within Flood Risk Zones 3a and 3b of the Council's Strategic Flood Risk Assessment. Furthermore, the site is within a Critical Drainage Area.

2.0 PROPOSED DETAILS

- 2.1 It is proposed to erect a part one, part four and part five storey residential building, to comprise of 36 residential units, with a basement on the application site. The application seeks to provide basement car parking, cycle parking, amenity and landscaping
- 2.2 The application site is characterised by having boundary fronting onto a roundabout and as such the proposed building has curved and staggered front elevation. Its total width would be 61.4m. The rear elevation is also stepped and curved with the north elevation including a pronounced set back. The proposed building would have a maximum depth of 16.5m.
- 2.3 The building will be accessible via two main cores, located towards the north and south elevations of the building. The basement parking area will have a floorspace of 1,212m² and will provide car parking for 32 car parking spaces, 25 cycle parking spaces and 4 electric charging points. The basement will comprise of two main cores and two main car lift areas.

- 2.4 The ground floor will comprise of six residential units, 2 two bedroom units and 4 one bedroom units. Most of the ground floor units will benefit from winter gardens located at the front elevation and will be accessible directly from street level. Toward the rear will be an expansive communal garden with a floor area of approximately 380m². It is also proposed to locate 18 cycle storage spaces toward the rear of the site, as well as the refuse and recycling area.
- 2.5 The first, second and third floors are identical and will have 8 residential units each, consisting of 3 studio flats, 3 one bedroom units and 2 two bedroom units. Several of the units will include winter gardens.
- 2.6 The fourth floor will comprise 6 residential units each. This will consist of 1 studio flat, 3 one bedroom flats and 2, two bedroom flats.
- 2.7 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
- 2.8 The proposed building will include a landscaped roof garden above the single storey part of the development. Furthermore, it is proposed to have a sedum roof at the main roof level and above the three storey element of the scheme.

3.0 HISTORY

Ref no.	Description	Status and date of decision
LBH/36427	Change of use to estate agents office assistant	Granted: 30/08/1988
WEST/172/ 99/FUL	Porch at rear.	Granted: 12/04/1999
P/166/04/DAD	Two externally illuminated poster frames on wall; Non illuminated poster on wall and on post sign.	Granted: 07/04/2004
P/3646/06	Decking at front with access ramp, alterations and retractable canopy at rear.	Granted: 12/04/2007
P/2495/12	Removal of existing bollards and erection of 1.52m high metal fence and gates to front boundary.	Granted: 29/11/2012

P/0027/13	Change of use of first floor from ancillary residential accommodation for a public house (Use Class A4) to multiple occupancy for up to 9 persons (Use Class C4)	Granted: 11/09/2013
P/5784/15	Redevelopment To Provide A Four And Five Storey Building To Create 46 Flats With Amenity Space Basement Parking Landscaping And Bin/Cycle Storage	Withdrawn: 15/06/2016

4.0 **CONSULTATION**

4.1 Site Notices were erected on 31st October 2016, expiring on 21st November 2016.

4.2 Press Notice was advertised in the Harrow Times on the 27th October 2016 expiring on 17th November 2016.

4.3 The application was advertised as a major development.

4.4 A total of 102 consultation letters were sent to neighbouring properties regarding this application. The public consultation period expired on 16th November 2016.

4.5 Adjoining Properties

Number of Letters Sent	247
Number of Responses Received	6
Number in Support	0
Number of Objections	6
Number of other Representations (neither objecting or supporting)	0

4.6 6 objections were received from an adjoining resident.

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

Details of Representation and date received	Summary of Comments	Officer Comments
Gary Carey 60 Warwick Avenue South Harrow Harrow HA2 8RD	The proposal takes no account of the impact to the local traffic and environment and should therefore be rejected. The addition of 36 flats will be detrimental to the existing	The applicant has submitted a detailed Transport Statement (TS) which assesses the impact of the proposals on the local

	<p>highway network, in particular the junction at Eastcote Lane/Field End Road/Victoria Road</p>	<p>highway network. The TS demonstrates that the traffic generated from the proposed development will have minimal impact upon the surrounding network, with minimal levels of vehicular traffic generated throughout the day and during peak times. Furthermore, the TS vehicle trip modelling demonstrates that the proposed residential development will generate a smaller amount of vehicle traffic when compared with the site's lawful usage. The proposals therefore represent a de-intensification of use in traffic terms.</p>
<p>Mrs Bhudia 11 Holyrood Avenue Harrow HA2 8UD</p>	<p>The proposal may have a serious impact on the huge amount of additional traffic very close to a huge roundabout. There would be a worrying impact on the safety of an increased number of pedestrians given that the roundabout is already used by many HGV.</p>	<p>As stated above, the TS has demonstrated that the proposal will have a minimal impact on the surrounding traffic network. The TS notes that there have been five Personal Injury Accident (PIA) within the vicinity of the site over a 5 year period. The cause of the accidents does not indicate highway design issues as being the underlying cause. Furthermore, the accidents have occurred outside peak periods which would imply that generally congestion does not play a factor in accident causation.</p>

<p>Mr and Mrs Buga 7 Holyrood Avenue South Harrow Middlesex HA2 8UD</p>	<p>Object to the number of stories being built. The proposed height should be in line with surrounding properties. The height of the proposals will impact on the quality of light in the afternoon and early evening.</p>	<p>The site is located in a prominent location with the streetscene and therefore does justify additional height compared to the surrounding suburban character. It is noted that the building height is only marginally higher than the three storey buildings with pitched roofs located on Field End Road and Eastcote Lane. Furthermore, the proposed building is located approximately 40m from the nearest residential properties on Holyrood Avenue and therefore unlikely to result in overshadowing to the rear of those properties. In addition, the proposed building is located closer to the roundabout and therefore pulls away from the boundaries of properties on Holyrood Avenue which is an improvement on the current situation.</p>
<p>Mrs J H King Flat 2B Holyrood Avenue South Harrow HA2 8TP</p>	<p>Concerned about the disruption that will occur during the construction period and the impact on the already busy roundabout. There are also concerns about loss of outlook and privacy.</p>	<p>The applicant will be required to submit a Construction Method Statement which will outline the detail of how and when construction vehicles will access and egress the site. The Council will assess this Statement and ensure that disturbance to nearby residents is minimised as far as possible. As noted</p>

		above, the site is approximately 40m away from the nearest properties on Holyrood Road and therefore it is not considered that there will be a detrimental impact on amenity in terms of outlook and loss of privacy.
Miss Karen Anderson 2A Holyrood Avenue South Harrow HA2 8TP	The five storey height is too excessive. Overspill parking will be detrimental to surrounding roads. The parking for the retail outlets in the area could possibly be used as an overflow car park for the proposed new flats for visitors with second cars. The construction phase of the development would result in major disruption in the area particularly the roundabout. The proposal would impinge of sources of light	As noted above, the height of the proposal is considered acceptable given the prominence of the site. In addition, the TS has highlighted that the proposal would have a minimal impact on the surrounding traffic network. There is no evidence to suggest the adjacent retail park will become and overspill car park for visitors of the flats.
Mr Ravi Post Office 405 Eastcote Lane South Harrow HA2 8SE	The proposal will severely limit/block the amount of sunlight for the residential property located at first floor level. There will be greater strain on parking spaces around the site which will have a detrimental impact on the post office business. There will be additional noise pollution and the post office is likely to lose business during the construction phase of the development.	It is noted that the post office includes residential accommodation that faces toward the proposed building, however the building is single storey at this location and therefore does not have a detrimental impact on the residential windows adjacent. E car parking ration is consistent with planning policy and there is no suggestion that this will overspill into the surrounding network and harm the post office business. The construction phase

		of the development will limit any residual construction impacts to the local environmental quality and traffic generated by the construction activities.
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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.

Consultee	Summary of contents	Officer Comments
Transport for London	<ul style="list-style-type: none"> • The applicant has not provided the details of any signalling system which will help ensure safety regarding the car lifts. • It is acknowledged that the applicant has made use of Figure 4 of Traffic Advisory Leaflet (TAL) 5/95, published by the Department for Transport. In light of this and the explanation given, TfL are satisfied with the space standards for the proposed blue badge parking spaces. Regarding the location of these spaces, the London Plan states that blue badge spaces should be located as close as feasible to the accessible entrance to the building. Therefore, the applicant's explanation that 	<p>Noted. This can be secured via a planning condition.</p> <p>Noted. This can be secured via a planning condition.</p>

	<p>this accessibility requirement has been rejected in favour of additional parking spaces is unacceptable.</p> <ul style="list-style-type: none"> • The applicant has not addressed concerns relating to access for cyclists. In the initial response sent by TfL, it was recommended that push-button controls or a suitable alternative should be provided, as well as 5% of cycle spaces being able to accommodate larger or adapted cycles. • It is noted that the number of EVCPs has been increased from 4 to 7. Whilst TfL welcome this increase, it still falls short of the 20% active and 20% passive EVCP provision as required by the London Plan. • The applicant will need to ensure that a Construction Logistics Plan (CLP) is secured by condition. 	<p>Noted</p> <p>Noted</p> <p>Noted. A condition has been added to the application accordingly.</p>
RAF Northolt	Consultation Letter sent 06/03/2017	Awaiting response: Recommendation of proposal to members based on response

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.

Consultee	Summary of contents	Officer Comments
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 (Energy)	No Objection subject to conditions	Noted, conditions have been added accordingly.

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 2016 [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 to town centres and strategic, previously-developed sites and provides for that growth to be managed in accordance with the sub area policies. Policy CS4 H commits the Council to bring forward the 'Redevelopment of identified, previously developed sites to collectively contribute at least 406 homes towards the Borough's housing allocation, set out in CS1 H will be encouraged". To this end, the key diagram for South Harrow sub area identifies this location for future housing and the site is formally allocated as such in the Site Allocations Local Plan document".
- 6.2.3 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 South Harrow sub area and the proposal would make a contribution to forecasted requirements for new housing in the Borough over the plan period.
- 6.2.4 The application property is currently has a Public House located on it. However, it is noted that public house itself is not trading whilst the first floor of the premise is used as an authorised House of Multiple Occupancy. It is proposed to demolish the Public House and redevelop the property to provide for 36 units on site.
- 6.2.5 Policy DM47 of the Development Management Policies Local Plan (2013) provides guidance on the retention of existing community, sport and educational facilities, of which a Public House would fall within. In order for the proposal to be acceptable in principle, the proposal must comply with criterion a or b or c or d of Policy DM47(A). The supporting documentation notes that Policy DM47 is written in a manner where a proposal would need to only comply with one of the four criteria under DM47A. In light of this, the supporting information has attempted to demonstrate compliance with each of the four criteria.
- 6.2.6 In terms of criteria (a), the applicant has stated that the public house has been vacant for over four years and has failed to attract a lessee within that period. However no definitive evidence has been submitted with the application to demonstrate that the site has been actively marketed for a period of 12 months. As such, the proposals do not comply with criterion (a) of the Policy DM47. Notwithstanding this, the proposal does demonstrate compliance with other criterion within the policy.
- 6.2.7 The strongest argument that has been submitted regarding the acceptability of losing the Public House is put forward under Criteria B. The submitted information states that there are seven other Public Houses within a 2km radius of the site. Furthermore the report demonstrates that there are an additional 8 community facilities located within a 1.6km radius of the site. As such, it is considered that there is adequate community provision within the local area to justify the loss of the public house. On this basis, it is considered

that 'there are adequate similar facilities within walking distance which offer equivalent provision', thereby satisfying the policy requirement of policy DM47.

- 6.2.8 The supporting information also attempts to satisfy both Criteria (c) and (d) of DM47A. However, it is considered that the information submitted would not satisfactorily demonstrate compliance with the requirements set down by these two criteria. In terms of criterion (c) the applicant notes that the recent history of the public house was not consistent with creating acceptable living conditions for nearby residents, particularly in relation to a police raid that occurred prior to the closure of the public house. However, the use of the property as a Public House does not become incompatible with the surrounding area because of a police raid. A police raid could occur in any residential area, and may well, in this instance have been an isolated incident. The applicants go on to state that recent changes in technology and legislation have made some public house premises incompatible with public house uses. There the applicant argues that the decline of the Eastcote Arms was to an extent, inevitable, given its location. However, it is common through the Borough for Public Houses to be located within residential neighbourhoods, and subject to appropriate management, would not result in undue harm to neighbouring amenities. For these reasons, it is considered that the argument that the existing use is incompatible with the surrounding area, would hold limited weight.
- 6.2.9 In terms of criterion (d), the applicant argues that the proposal will result in an overwhelming public benefit through the enhancement of townscape and the delivery of high quality homes. However, the Council are currently exceeding the aggregated London Plan annual monitoring target for net new homes. As such, the delivery of private homes is not considered a public benefit in this instance. Were the proposals delivering a suitable amount of affordable housing, this criterion would be met. Notwithstanding this, overall the principle of the proposed development is acceptable.
- 6.2.10 In conclusion, it is acknowledged that the loss of the community facility is regrettable. However, it is considered that the policy requirements of the NPPF and policy DM47 have been met and a reason for refusal could not be sustained in this instance.

Functional Flood Plain

- 6.2.11 The site is located within Flood Risk Zone 2 on the Environment Agency's flood map and within Flood Zones 3a and 3b in the Council's Strategic Flood Risk Assessment the Council's Strategic Flood Risk Assessment. The site is therefore has a 'High Probability of Flood Risk.
- 6.2.12 Any development located within floodplains 3a and 3b requires a Sequential test to be applied as required by National Planning Policy Framework (2012), policy DM9 of the DMP and the adopted Strategic Flood Risk Assessment (Level 1 SFRA) Volume 1- Planning & Policy Report (2009). Following the Sequential test, it will also need to be demonstrated that the development would meet the Exception test as set out under the Technical Guidance to the

National Planning Policy Framework.

- 6.2.13 The scope of the Sequential Test is based on potential alternative sites; those of similar size and/or capacity, are based upon the following set of criteria:
- Sites with a site area ranging from 0.1 hectares to 0.2 hectares; or
 - Sites with a capacity to deliver 35 to 45 residential units.
- 6.2.14 The identified sites were selected from the allocated housing sites within the Harrow Site Allocations DPD 2013, Harrow & Wealdstone Area Action Plan (APP) 2013, and windfall sites with planning permission as identified within the latest Housing Trajectory and Five Year Housing Supply Tables (March 2015). The applicant identified 16 sites which were individually assessed to determine whether they were sequentially preferable when compared with the application site at Eastcote Arms. The Council's Planning Policy Officer has confirmed that there are no objections to the site exclusions and has concluded that the Sequential Assessment has passed.
- 6.2.15 In terms of the Exception Test (ET), the applicant has put forward some justification to the wider sustainable benefits of the development, which includes the provision of a high quality development in a sustainable location, delivery of new homes and has provided a site-specific flood risk assessment to demonstrate that the proposal would be safe and would not give rise to risk of flooding within the site and elsewhere. The Council's drainage authority is satisfied with the submitted flood risk assessment for the site. On this basis, the exception test has also been met.
- 6.2.16 In conclusion, the proposed redevelopment of the vacant site within a functional flood plain has met the requirements of the sequential and exception tests in line with the above policies. The site is regarded as previously developed land and the proposed development is considered to be acceptable within this context. On this basis, the proposal is considered to be acceptable with regard to the above policies.
- 6.2.17 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 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, which 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 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 36 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. However, the Mayor has recently highlighted that Harrow Council performs very well in terms of securing consents for additional housing however, has performed poorly in terms of securing affordable homes. The Mayor notes that the *“proportion of Harrow’s housing approvals during the last three years, the provision of net affordable housing units equates to just 10%”*. As such, there is an emphasis to secure additional affordable housing within the Borough.
- 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 offers 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 and a separate review of the construction costs, concluded that the proposed scheme could not reasonably provide an affordable housing contribution, as detailed within the applicant’s appraisal. The proposed offer of zero Affordable Housing units is therefore considered the maximum reasonable offer, and as such would accord with the Core Strategy (2012) in terms of securing Affordable Housing.
- 6.4.10 Notwithstanding the above, the Harrow Planning Obligations SPD (2013) provides a mechanism to review viability across the lifespan of a development, as there can be a period of time from when a development is permitted to when it is finally built out. Given that at this point in time there is no affordable housing contribution, this does not mean at a future time the market would not shift, which may allow for a surplus over what is detailed at the current time of writing this report. As such, it is considered reasonable that as part of the

S.106 legal agreement, a review mechanism is agreed to allow a review of the development, in this instance at the 80% of sales. An obligation is recommended accordingly.

- 6.4.11 For these reasons, the proposed development would therefore meet 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 36 home contribution to housing supply ensures that this 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 borough.
- 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 0.16 hectares and it has a public transport accessibility level (PTAL) score of 2 indicating a poor level of public transport accessibility. Within the definitions of the London Plan density matrix, the site is considered to have an urban setting. The proposal, taken as a whole, equates to a density of 456 units per hectare and of 73 habitable rooms per hectare. The densities are therefore above the London Plan density matrix standards. The London Plan states that it is not appropriate to apply the density matrix mechanistically without consideration other factors. The GLA Housing SPG sets out exceptional circumstances where densities above the relevant density range may be appropriate, taking into account local context and character, infrastructure capacity, and where design is of an exemplary standard. It is considered that the proposal brings forward an innovative design that will enhance the character and appearance of the immediate area and rejuvenate an underutilised site. Notwithstanding this, 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.

Table 2: Detailed Housing Mix		
Unit Size	No. of Units (Total)	% of All Units
1 Bed (1 Person):	10	28%
1 Bed (2 Person):	16	44%
2 Bed (3 Person):	2	6%
2 Bed (4 Person):	8	22%
Totals:	36	100%

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 smaller percentage would provide two bedroom units, most of 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 Draft Annual Monitoring Report for Housing (2014-15) highlights that flatted developments of this type are significantly biased toward 1 & 2 bedroom units constrained by site size. As such, given the nature of the site, it is expected to cater more for lower occupancy levels. 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.

Design, Character and Appearance of the Area

6.5 The National Planning Policy Framework (NPPF) was published by the Government on March 27th 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].

6.6 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.

- 6.7 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’.
- 6.8 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.
- 6.9 The application site is currently in use as an HMO and a vacant public house. The remainder of the site is laid out to hardstanding. The site fronts onto a roundabout and therefore has a pronounced curve in the highway. The proposed development would need to be carefully designed to address this curve within the highway, to ensure an appropriate relationship between the two.
- 6.10 The site has an irregular shape and therefore the design of the scheme has proved challenging. Notwithstanding this, the applicants have brought forward a rational design approach which is considered acceptable.
- 6.11 The proposal comprises of a part one, part four, part five storey building to include provision for basement car/cycle parking, landscaping and green roofs. The building will be sited toward the roundabout, and angled accordingly thereby creating a curved and stepped frontage along the roundabout. Toward the north of the site, adjacent to the neighbouring shopping parade, the building will be single storey with a landscaped roof garden above. As the building moves toward the south, it becomes five storeys and sets in from the flank elevation. Toward the centre of the site, the building remains five storey and steps out before reducing to four storeys at the south of the site adjacent to the neighbouring property to the south. This series of steps creates the illusion of a curved building however the building is simply stepped inwards and outwards to create this type of curvature which is considered to result in a coherent and legible façade to the building adjacent to the roundabout. As such, the staggered form of the building relates well to the curvature of the roundabout.
- 6.12 Given the prominence of the site on a roundabout, its height is considered acceptable and would not detract from the character and appearance of the immediate area. It is noted that nearby buildings to the north and south of the site are three storeys with a pitched roof above. Furthermore, Victoria Retail Park which is located to the west of the site also has three storey buildings. Nonetheless the proposed development would be taller than those surrounding it, however the Council’s Urban Design Officer notes that the “*the corner site*

can take a taller building and the design has been carefully modulated to mediate with the lower neighbours. The environment is heavily trafficked and the streetscape would benefit from reinforcement with this type of strong, urban block in order to reduce the dominance of the large roundabout". The building will include a contemporary style, which includes a recessed flat roofed fifth floor.

- 6.13 The building is also well laid out in terms of the context of the site. The building is set back from the main road which allows for a generously portioned area at the front of the site to create small garden areas. Furthermore the building is also set back from the shopping parade on Eastcote Lane. The step back results in the ground floor units having individual front doors to the street and thereby giving a more defensible space. Above the ground floor, the setback allows for winter gardens to be created at the front elevation. Above ground floor, there is a generous solid to void ratio and legible pattern of fenestration which clearly helps to delineate each of the proposed storeys, while the use of winter gardens provides a degree of vertical emphasis to the proposal. Overall, it is considered that the pattern of fenestration and winter gardens would provide a sense of rhythm and legibility to the building. The proposed windows will be copper anodized aluminium framed fixed and opening panels. In addition, sliding glazed doors will also be metal framed along with the fixed core fenestration at the front elevation. Details have not been submitted to demonstrate the depth of the reveals to the windows or full-length doors. Providing depth to these elements is important as this ensures that there would be sufficient articulation within the elevations. It is therefore considered reasonable that a condition requiring details of the reveal depth of the proposed fenestration is attached to this decision.
- 6.14 It is considered that the footprint and layout of the proposed building would be acceptable. The proposed stepped breaks within the front elevation 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.

Materials

- 6.15 In terms of materiality, the proposed building seeks to use contextual materials where feasible. The applicants propose to use a combination of two external materials, namely a grey brick with varying bonds and tones, and copper metal trim frames and cladding. Each floor level will include a protruding set of courses to provide a linear ribbon around the building, the spacing increasing as the building gets higher. The windows will have a setback section of brick to frame them and to provide shadow and relief along the facade, this set back will be clad in the metal. The ground floor walls have more protruding brick course but with a closer spacing between protruding courses. The Grey brick is also used to wrap around the bottom of the front gardens. The Council Urban Design officer has confirmed that the proposed fenestration and principle elevations are acceptable. To this end, the Urban Design officer notes that the *"principle elevation has been carefully composed and will make a positive*

contribution to the street, which will be an improvement on the existing situation. Openings are generous and unified and a palette of high quality materials has been proposed – it will be a predominantly brick buildings which is appropriate for the context”.

- 6.16 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 be 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.
- 6.17 Each of the proposed units would have winter gardens at either the front or rear elevations 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. To the rear, there would be communal landscaped garden at ground floor whilst the principal rear elevation would also be stepped to continue the curved feature. It is also noted that several of the units are dual aspect which is a welcome feature to the proposals.
- 6.18 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, or wider area.

Access

- 6.19 In terms of access, the building would have two main cores, both accessible from the front elevation adjacent to the roundabout. Both these cores will also provide direct access to the rear communal garden. The main entry areas would be characterised by having full height glazing to assist in providing a legible entrance to the building. Each entrance has a covered area with a canopy and external lighting for clarity at night. Secure access and flat numbers along with buzzers will be located at the main entrance of each core on the wall opposite the doors.
- 6.20 A lift is proposed in each core, to enable inclusive access to all floors within the development.
- 6.21 Refuse and recycling storage is proposed to be located at the rear of the building, adjacent to the rear gardens of properties on Holyrood Avenue. The proposals currently show an access entryway directly from the bin store to the

rear alleyway servicing the parade of shops on Eastcote Lane. It is currently unclear as to whether the refuse will be collected via the rear access road. A condition will be attached to the application in relation to the submission of a waste management plan being agreed before the development commences.

- 6.22 Parking and other traffic related matters are to be assessed under section 6 of this appraisal.

Landscaping

- 6.23 The existing site wholly hardstanding and therefore the proposed development offers the opportunity to provide some meaningful landscaping across the site. This would include both hard and soft landscaping.
- 6.24 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 supporting documentation states that the development will comprise of grey brick porous paving. This would include the grey brick paving to the entrance ways, the on-site car lift waiting area accessed from the roundabout, and also the pathway to the rear to the communal amenity space and secure cycle storage.
- 6.25 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. It is considered that the existing property adds no value to the existing streetscene.
- 6.26 It is proposed to provide for soft landscaping to the front and rear of the site. Along the front boundary the site will be edged with a low brick wall and planter that hedgerow can grow from. The hedge will offer a visual buffer to the ground floor units and soften the edge of the site. Furthermore, the ground floor units will include a grass lawn and flower beds along the dividing walls. A small portion of the garden will also be paved to allow direct access from the adjacent highway. The proposed species of hedge may comprise of Himalyan cotoneaster from the Rosaceae family. The shrubs between gardens could be Star magnolia and California allspice.
- 6.27 The private rear gardens will also be separated from the communal areas with a low brick wall erect a dwarf wall. The ground floor units will also comprise of a grass lawn and flower beds aligning the dividing wall to the apartments. The proposed species could be cedar 'Hetzii', Great laurel-leaved magnolia, Persian ironwood, Star magnolia or California allspice. The rear communal gardens will be laid to lawn with planted edges and borders. In addition new trees will be planted to the boundary which will help make the garden more private. Ash tress could be planted along the rear wall.

- 6.28 The proposals also include the provision of a green roof. The main roof will comprise of a sedum roof which will also encourage biodiversity at the site. There are also green roof proposed at the single storey elevation and the four storey elevation. These are proposed to be inaccessible planted roof spaces. 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.
- 6.29 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 pedestrian footways would be appropriately broken up with appropriate soft landscaping, and the remainder of the site would have a satisfactory level of soft landscaping.
- 6.30 Given the level of landscaping proposed and the uncertainty of species, a condition requiring further detail regarding both soft and hard landscaping, along with a long term maintenance plan, is attached to the application. This has been confirmed by the Council's landscape officer who has reviewed the proposals.

Conclusion:

- 6.31 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.

Residential Amenity

- 6.32 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.
- 6.33 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.

- 6.34 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

- 6.35 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.

- 6.36 It is noted on the within the development, in almost all instances exceed the required GIA for the respective occupancy levels. Furthermore, the majority of the units demonstrate individual amenity areas in the way of winter gardens. This is complemented by the communal landscaped area. However it is noted that the proposed units do not show dedicated storage areas which is a requirement within the Housing SPG. Whilst the units do not comply with the storage area in respect of the SPG, 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

- 6.37 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

- 6.38 For private amenity space, the SPG requires a minimum of 5m² per 1-2 person dwelling and an extra 1m² 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. Furthermore, the proposed private amenity space for the balconies are of a functionable and useable layout. The balconies would be inset winter gardens, which provide a much more private, quieter balcony for the future occupiers. Level access onto the balconies will be secured as part of the proposed access conditions. In addition to the private balconies occupiers of the flats would also have access to 363m² of communal outdoor space which is located at the rear of the site. 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.

- 6.39 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.
- 6.40 The SPG also states that communal areas should be designed to take advantage of direct sunlight. The communal space would certainly ensure this to be the case given the sunrise coming in from the east. Given its location away from surrounding buildings, this communal space would receive an adequate level of light for users of this space.

Privacy

- 6.41 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.
- 6.42 The proposed site is situated within a transitional area, with low rise residential dwellings located to the east of the site, moving into higher density flatted development towards the south and north of the site and the commercial aspect of Victoria Retail Park. 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. It is under this context that the scheme is considered acceptable in amenity terms, and as such there would be no objection to the current scheme in relation to this.

Dual aspect

- 6.43 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.
- 6.44 The orientation of the development results in east and west facing units and therefore the orientation of the units are considered acceptable. A number of the units 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.

- 6.45 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

- 6.46 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.

- 6.47 It is noted that the proposed floor plans generally provide vertical stacking that is considered to be satisfactory. Accordingly, it is considered that the vertical stacking of the proposed development is acceptable.

Floor to ceiling heights

- 6.48 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 2.6m. The proposed layouts are functional and would continue to provide a satisfactory level of accommodation for future occupiers. As such, the floor to ceiling heights are considered acceptable in this instance.

Daylight, sunlight and outlook

- 6.49 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).

- 6.50 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 units are either east or west facing which allows the optimum level of sunlight and daylight. Furthermore, the proposal incorporates some dual aspect units. As such, it is considered that they would receive a satisfactory level of daylight and sunlight.

6.51 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.



Above: Sun path across site

Residential Amenity of Neighbouring Occupiers

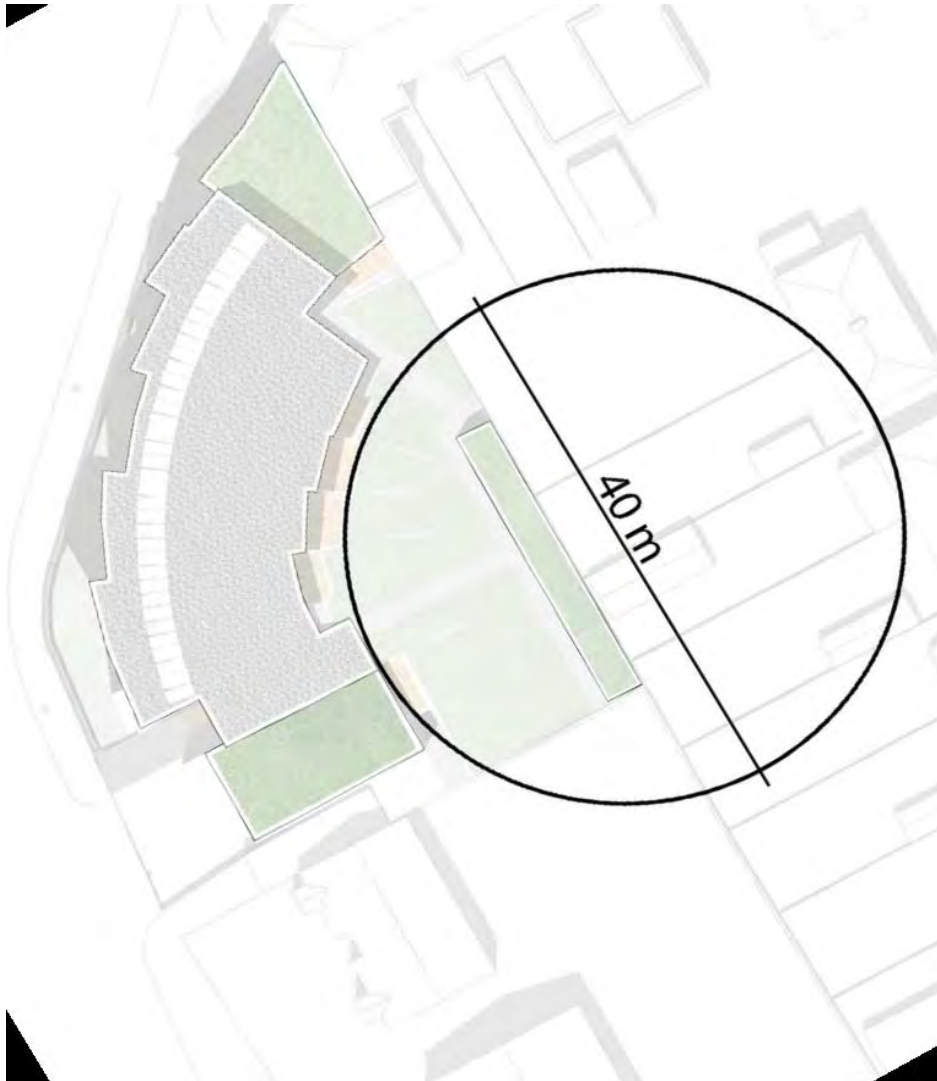
6.52 London Plan Policy 7.6 Architecture states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings in relation to privacy, overshadowing, wind and microclimate.

6.53 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.

Impact on neighbouring properties

- 6.54 The site is immediately adjacent to nos: 2, 4 and 6 Holyrood Avenue. These are suburban semi-detached properties orientated at a right angle with the application site and as such, the rear gardens of these properties abut the proposals site. However, the site boundary is located approximately 21m from the rear elevations of these properties. Furthermore, the site building itself is located an additional 15.8m from the boundary and therefore, there is a distance of approximately 36.8m between the proposed building and the adjacent properties. Given this distance, it is considered that the upper floor of the proposed development will be located sufficiently far away from the adjacent properties and therefore will not result in any overlooking or loss of privacy.

Below: Plan showing proposed adjacencies with neighbouring properties on Holyrood Avenue.



- 6.55 It is noted that there are habitable room windows located at the adjacent shopping parade that directly face the application site. However the proposal remains single storey adjacent to these habitable room windows before rising to four storeys. These habitable windows will be approximately 8m from where the buildings jut up to four storeys. This has the potential of being overbearing to the occupants of the neighbouring property. However, it is noted that between these windows at the building will be a landscaped roof garden which will present a pleasant green view immediately adjacent to those windows. Furthermore, these windows will continue to benefit from a direct view toward the roundabout and beyond.

Adjacent Properties along Field End Road

- 6.56 The site directly abuts a fast food takeaway to the south, beyond which is a three storey building with a pitched roof. The proposed scheme is not considered to have a detrimental impact on these buildings in massing and siting of the building. In addition to this, the proposal meets the 45 degree horizontal and vertical splay, in accordance with paragraph 4.68 of the SPD. In this respect, the amended scheme is not considered to result in an undue loss of light to the habitable room windows of the neighbouring buildings to the south.

Conclusion

- 6.57 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.

Traffic, Parking, Access, Servicing and Sustainable Transport

- 6.58 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.
- 6.59 The application site is located in an area with a PTAL of 2 which is considered low. The current application proposes 32 car parking spaces at basement level which results in roughly 1.1 spaces per unit. The proposed parking provision would comply with the London Plan maximum standards. 32 on-site car parking spaces are proposed to serve the development, at basement level.

The basement is proposed to be accessed via two car lifts located at the south of the site. The application also includes six disabled parking spaces for the wheelchair accessible/adaptable units. Furthermore, the proposals have included six electrical charging points.

- 6.60 The proposed scheme was assessed by TFL who had several comments (as set out in section) which were subsequently addressed by the applicant. Furthermore, TFL requested that the Council add conditions to the application in relation to the maintenance and safety of the car lifts (including a signalling system. TFL also sought that the disabled parking bays were of a sufficient size to allow the driver to get in and out of the vehicle and access the boot safely. TFL also sought that the proposals should ensure that a further 20% are allocated as passive Electrical Vehicle Charging Points in accordance with the London Plan. The applicant addressed these points and amended the basement parking layout to incorporate TFL's advice. The
- 6.61 The proposal has also been reviewed by the Council's Highways Engineer who makes the following comments:

Access and Highways

- 6.62 The existing site has two accesses; one from Eastcote Lane at the roundabout and another on Field End Road (Hillingdon). This proposal includes the closures of the access on Eastcote Lane and the Field End Road access becomes the main vehicular entrance and exit to the basement car park. The closure of the access at Eastcote Lane is welcomed as this reduces conflict at the roundabout junction. The proposed new entrance/exit is in the location of an existing access point. Whilst there may be some conflict between the exit for the retail park opposite the site, it is expected that the frequency of access to and from the site would be relatively low.

Trip Generation

- 6.63 The assessment considers the vehicular trip generation for 40 units. The analysis indicates that there would be an overall reduction in peak hour vehicle trips when compared with the existing permitted use. The assessment does not consider other modes of transport.

Parking

- 6.64 Onsite parking is proposed to be within a basement car park. This is accessed via a car lift; one for entry and one for exit. This arrangement is acceptable provided a suitable signalling system is installed. 32 car spaces, 44 cycle spaces and 6 disabled bays are accommodated here along with electric vehicle charging points (20% active and 20% passive). Motorcycle parking at 1 per 20 spaces is required in accordance with Development Management policies. A marked pedestrian walkway is required from the disabled bays to the lift cores. The proposed parking ratio at 0.8 is acceptable in terms of London Plan and Development Management Policy compliance. In discussions with the developer Highways have resisted any reduction in this

level of provision in a bid to safeguard the surrounding environment. The site has a poor PTAL level of 2 and car ownership in this area is high. From observations it is noted that residential streets are often heavily parked.

- 6.65 The submitted Transport Statement has been reviewed by the Highways Authority who consider that the proposed quantum of parking would be acceptable and would not unacceptably harm the safety or free flow of the public highway. Accordingly, it is considered that notwithstanding the objections received, the proposed development would have an acceptable impact on the local parking and highways conditions.

Refuse, Servicing and Emergency Services Access

- 6.66 Refuse storage is proposed to be located within the basement of the development. It is proposed that residents of the flats carry their waste to the refuse storage room. In terms of waste removal from the site, the only safe collection point is from Field End Road, outside of the chicken shop. This location ensures that the refuse lorry would be within a 10m distance for the operators to collect the waste, and to do so in a safe and efficient manner. This scenario would rely on the management company for the development bringing the waste and recycling up from the basement (via the car lift), and then having it ready on the kerbside for collection. Once the waste has been removed from site, the management company would then return the bins to the basement.
- 6.67 Whilst the principle of the servicing from the site is considered acceptable, further detail on how this would be physically achieved is required. As such it is considered reasonable that a condition be imposed to demonstrate how the servicing would be undertaken. Furthermore, a condition is recommended to ensure that bins etc are only at the kerbside on collection days to protect the character of the streetscene.

Walking and Cycling

- 6.68 The proposal includes 43 cycle parking spaces which be located in the basement and to the rear of the site adjacent to the eastern boundary of the site. Policies 6.9 and 6.10 relate to the provision of cycle and pedestrian friendly environments. This quantum of cycle parking provision complies with the London Plan requirements and is therefore acceptable, subject to a condition regarding the bicycle storage internal layout.
- 6.69 There are pedestrian crossing points on three arms of the roundabout fronting the development site. Victoria Road has a refuge island with tactile paving; Eastcote Lane has a refuge island without tactile paving but there is a zebra crossing to the east of the junction; Field End Road (north) has dropped kerbs adjacent a central island but no specific refuge or tactiles although there is a zebra crossing to the north; Field End Road (south) there is a single dropped kerb but no other crossing facilities. It would be beneficial to improve the crossing facilities at this location, in particular at the Field End Road (south) junction however this is within the borough of Hillingdon.

- 6.70 In terms of walking, there are many facilities within a reasonable walking distance including schools, supermarkets, a pharmacy and retail parks.
- 6.71 It is considered that the proposed development would therefore accord with the relevant policies listed above with regard to walking and cycling.

Flood Risk and Development

- 6.72 As noted above, the Council's Strategic Flood Risk Assessment maps show that the site is located within floodplain zone 3a and 3b. The site therefore has 'high probability of flooding'. The applicant has successfully demonstrated the acceptability of the use of the site for residential development insofar as the sequential and exceptions test, as detailed above under Sections 6.2.11 – 6.2.17. In support of the application, the applicant has submitted a Flood Risk Assessment, in an attempt to demonstrate that the proposed development would not lead to, or exacerbate flood risk with the site or surrounding area.
- 6.73 The Drainage Authority has reviewed the submitted Flood Risk Assessment to ensure it is successful in mitigating flood risk within the development site and wider area. The Drainage Authority has concluded that the submitted FRA is acceptable. However, have suggested a number of conditions in relation to Foul and Storm Water Disposal and Storm Water Attenuation. Conditions with regard to these are recommended accordingly.
- 6.74 Subject to the conditions securing the above, it is considered that the proposed development would accord with policy 5.2 of London Plan (2016) and policies DM9 and DM10 of the Harrow Development Management Policies Local Plan (2013).

Sustainability and Climate Change

- 6.75 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*
- 6.76 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.
- 6.77 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%.

- 6.78 The energy strategy proposes a strategy that follows the energy hierarchy outlined in the London Plan, namely prioritising energy efficiency measures first, followed by 'clean' (low carbon) technologies and followed by 'green' technologies i.e. renewables. The proposal achieves compliance with the 2013 Building Regulations through energy efficiency / 'be lean' measures alone (achieving a 0.85% reduction below the 2013 Building Regulations 'Baseline'), which meets the requirements in the London Plan with respect to energy efficiency. The strategy then proposes a communal heating system, powered by a micro-Combined Heat and Power engine backed-up by gas fired Condensing Boilers. This approach is consistent with the Mayor's preference for communal heating systems powered by clean heat sources; the energy statement is correct in stating that there is limited opportunity / proposals for a broader district heating network. The micro-CHP engine reduces carbon emissions by 36.44% against the 2013 Building Regulations, with a cumulative reduction of 37.5%.
- 6.79 The strategy does not propose any on-site renewables, with the applicant stating that the energy efficiency measures and micro-CHP engine achieve a 37.5% reduction in carbon emissions and this is sufficient to meet the London Plan requirement for 'on-site' carbon reductions of 35%. The energy strategy proposes to offset the remaining emissions (i.e. 65% / 22.2 tonnes of carbon) through a carbon offsetting payment based on the Mayor's rate of £1,800 per tonne (£60 / tonne / year over 30 years); this is the rate used by the Council. At 22.2 tonnes to be offset, the zero carbon payment is £39,907.68, which would be secured by way of a S.106 obligation.
- 6.80 London Plan Policy 5.2 requires that whilst there is a mechanism for carbon offsetting payments, carbon reduction targets (including zero carbon) should be met on-site. The energy strategy suggests that there is scope for on-site renewables, but discounts this as 'the scheme has already achieved in excess of the 35% CO₂ reduction no further onsite energy generation from renewable energy is required'. Consequently, before the energy strategy / condition can be discharged, the applicant should amend the strategy to incorporate the maximum amount of solar PV on-site that is possible on the site or is necessary to achieve carbon zero. Should carbon zero not be achievable on-site, any remaining emissions should be offset by way of an amended carbon offset payment, which is in accordance with paragraph 2.3.58 of the Mayors Housing SPG (March 2016).
- 6.81 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. Furthermore, an obligation with eh S.106 shall also be agreed to capture the cash in lieu payment as detailed above. An obligation and conditions to capture this has been recommended.

Ecology and Biodiversity

- 6.82 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.

Conclusion

- 6.83 The principle of providing a residential development on the application site has been considered as acceptable as the site would redevelop a brownfield site. 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. 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.
- 6.84 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: Site Location Plan, A001-00 Existing Site Plan , A100-00 Existing Ground Floor Plan, A101-00 Existing First Floor Plan, A102-00 Existing Roof Plan, A103-00 Existing Basement Plan, A110-00 Existing Field End Road Elevation, A111-00 Existing Eastcote Lane Elevation, A112-00 Existing Elevations General, A310-05 Proposed Elevation I – Field End Road, A311-05 Proposed Elevation II – Eastcote Lane, A320-05 Proposed Section AA, A321-05 Proposed Section BB, A300-07 Proposed Ground Floor, A301-06 Proposed First Floor, A302-06 Proposed Second Floor, A303-06 Proposed Third Floor, A304-06 Proposed Fourth Floor, A305-06 Proposed Roof Plan, A306-06 Proposed Basement

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 plan and 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 plan and 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 foul water, 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 27th 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. This document shall demonstrate (but not be limited to), how waste and recycling would be collected from the site, and include detail of kerbside collection. 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

Local Development Framework

Harrow Core Strategy 2012

CS1 Overarching Policy

CS4 South 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 £135,030.50 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 £135,030.50 for the application, based on the levy rate for Harrow of £35/sqm and the stated increase in floorspace of 3,858sqm.

You are advised to visit the [planningportal](http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil) 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:

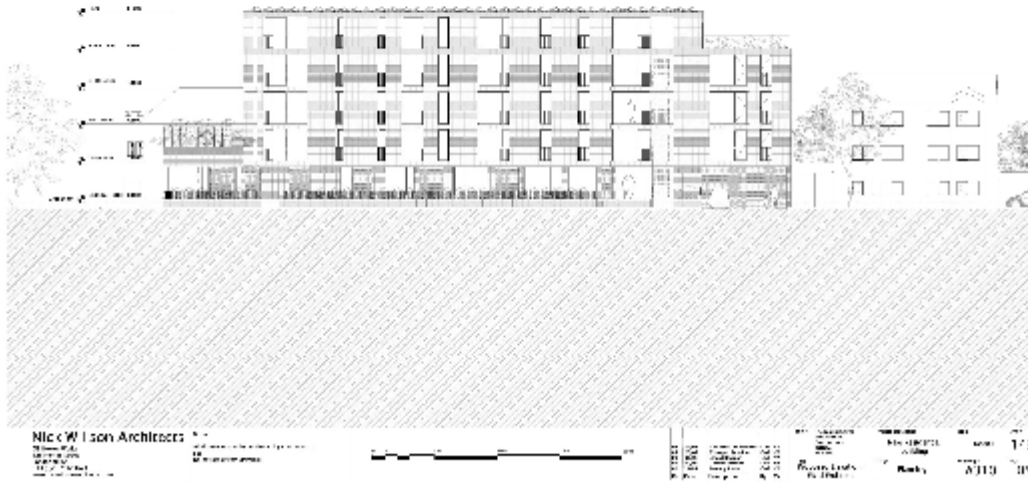
Residential (Use Class C3) - £110 per sqm;
Hotels (Use Class C1), Residential Institutions except Hospitals, (Use Class C2),
Student Accommodation, Hostels and HMOs (Sui generis)- £55 per sqm;
Retail (Use Class A1), Financial & Professional Services (Use Class A2),

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: £424,380.00

Plan Nos: Site Location Plan, A001-00 Existing Site Plan , A100-00 Existing Ground Floor Plan, A101-00 Existing First Floor Plan, A102-00 Existing Roof Plan, A103-00 Existing Basement Plan, A110-00 Existing Field End Road Elevation, A111-00 Existing Eastcote Lane Elevation, A112-00 Existing Elevations General, A310-05 Proposed Elevation I – Field End Road, A311-05 Proposed Elevation II – Eastcote Lane, A320-05 Proposed Section AA, A321-05 Proposed Section BB, A300-07 Proposed Ground Floor, A301-06 Proposed First Floor, A302-06 Proposed Second Floor, A303-06 Proposed Third Floor, A304-06 Proposed Fourth Floor, A305-06 Proposed Roof Plan, A306-06 Proposed Basement

APPENDIX 1



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