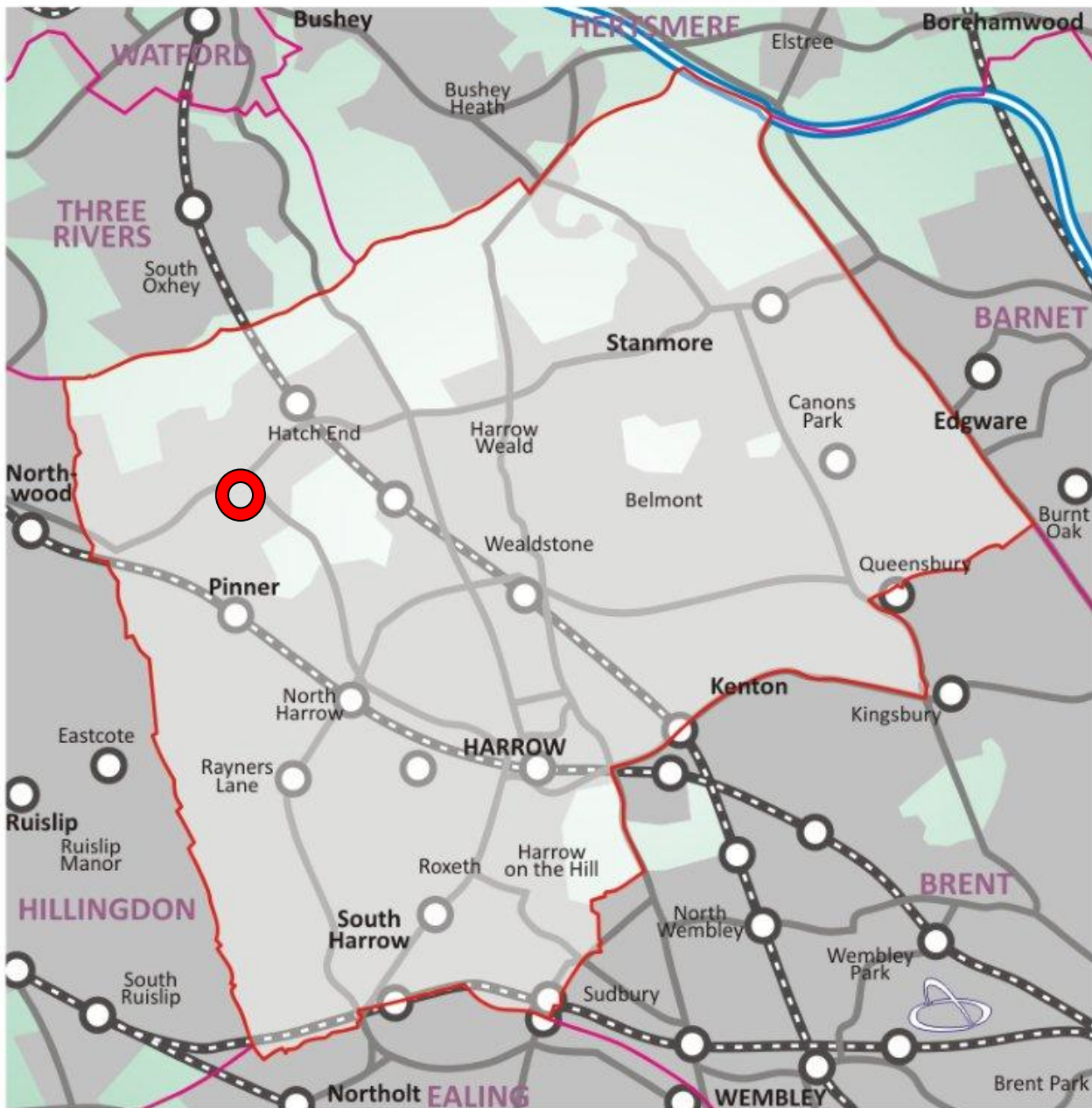
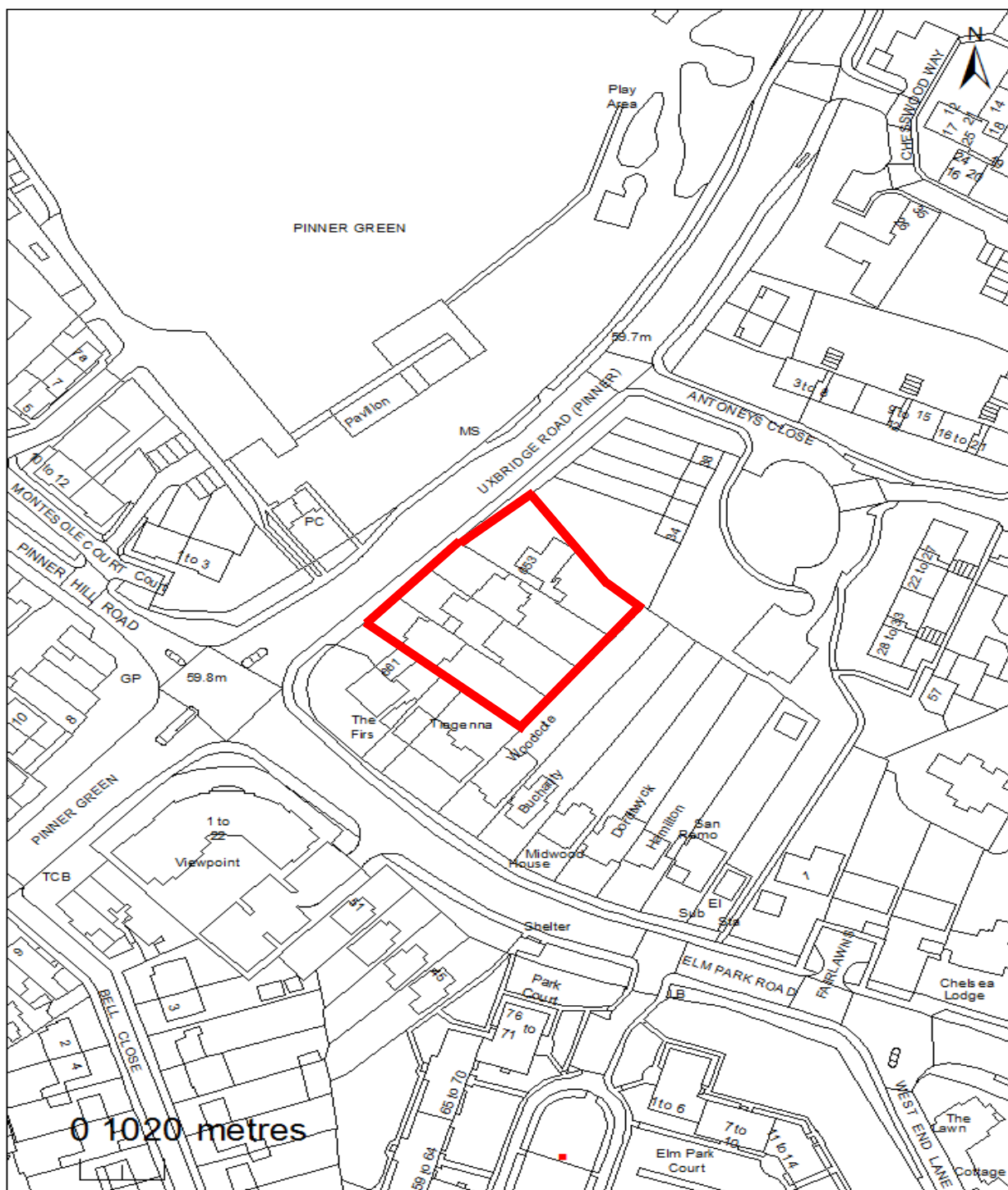


 = application site



653-659 Uxbridge Road, Hatch End, Pinner

P/1482/17



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**653-659 Uxbridge Road, Hatch End, Pinner**

**P/1482/17**

# **LONDON BOROUGH OF HARROW**

## **PLANNING COMMITTEE**

**27<sup>th</sup> September 2017**

**APPLICATION NUMBER:** P/1482/17  
**VALIDATE DATE:** 09/06/2017  
**LOCATION:** 653, 655, 657 & 659 UXBRIDGE ROAD, HATCH  
END, PINNER  
**WARD:** PINNER  
**POSTCODE:** HA5 3LW  
**APPLICANT:** MR ADRIAN BOHR, TROY HOMES  
**AGENT:** PRESTON BENNETT HAMPTONS  
**CASE OFFICER:** DAVID BUCKLEY  
**EXPIRY DATE:** 29/09/2017

### **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.

Demolition of existing 4 dwelling houses and redevelopment to provide four storey building to accommodate 26 flats, with underground parking to accommodate 23 parking spaces, 3 surface parking spaces, cycle and bin stores and 2 x vehicle access.

### **RECOMMENDATION A**

The Planning Committee is asked to:

- 1) Grant planning permission for the reasons set out below:
- 2) 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 completion of the Section 106 legal agreement and other enabling legislation and issue of the planning permission and subject to minor amendments to the conditions (set out in Appendix 1 of this report) or the legal agreement. The Section 106 Agreement Heads of Terms would cover the following matters:

#### **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 80% 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 £42,354.00 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; Projected cost £29,801 based on payment of £3,000/£1m of development cost.
- 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, thereby contributing to the Borough's housing stock. The housing development would be appropriate in terms of material presence, attractive streetscape, and good routes, access and make a 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 proposed redevelopment of the site would result in a modern 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 2016, the Harrow Core Strategy 2012 and the Development Management Policies Local Plan 2013, and to all relevant material considerations, and any comments received in response to publicity and consultation.

## RECOMMENDATION B

That if, by 28<sup>th</sup> March 2018 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, by reason of failure to demonstrate an acceptable review mechanism in relation to provision of an appropriate level of affordable housing and 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, policy DM50 of the Harrow Development Management Policies Local Plan (2013) and the Supplementary Planning Document: Planning Obligations and Affordable Housing (2013).

## **INFORMATION**

This application is reported to Planning Committee as the development would be for 26 new residential units and therefore falls outside Schedule 1 of the Scheme of Delegation.

Statutory Return Type:  
Council Interest:

(E) All Major Developments  
None

**Floor Area:**

3,180 sq m

**GLA Community Infrastructure (CIL) Contribution (provisional):** £ 111,300 (based on a £35 contribution per square metre of additional floorspace)

**Harrow Community Infrastructure (CIL) Contribution (provisional):** £349,800 (based on a £110 contribution per square metre of additional floorspace)

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	653, 655, 657 & 659 Uxbridge Road, Hatch End, Pinner, HA5 3LW
Applicant	Preston Bennett Hamptons
Ward	Pinner
Local Plan Allocation	No
Conservation Area	No
Listed Building	No
Setting of Listed Building	No
Building of Local Interest	No
Tree Preservation Order	No
Other	No

Housing		
Density	Proposed Density hr/ha	577 hr/ha
	Proposed Density u/ph	200 u/ha
	PTAL	PTAL 2
	London Plan Density Range	Urban Setting: 200-450 hr/ha
Dwelling Mix	Studio (no. / %)	0
	1 bed ( no. / %)	5 units/21%
	2 bed ( no. / %)	19 units / 71%
	3 bed ( no. / %)	2 units/8%
	4 bed ( no. / %)	n/a
	Overall % of Affordable Housing	0%
	Affordable Rent (no. / %)	0%
	Intermediate (no. / %)	0%
	Private (no. / %)	26 units / 100%
	Commuted Sum	TBC
	Comply with London Housing SPG?	yes
	Comply with M4 <sup>(2)</sup> of Building Regulations?	Yes Subject to a planning condition, the scheme will meet accessibility requirement; in addition, all units can be accessed via lift, corridors are wide enough for wheelchair accessibility. Bathrooms are adjacent to bedrooms or further adaptability.

Transportation		
Car parking	No. Existing Car Parking spaces	8
	No. Proposed Car Parking spaces	26
	Proposed Parking Ratio	1:1
Cycle Parking	No. Existing Cycle Parking spaces	0
	No. Proposed Cycle Parking spaces	48
	Cycle Parking Ratio	1.85:1
Public Transport	PTAL Rating	2
	Closest Rail Station / Distance (m)	Pinner Station 1.1km Northwood Hills Station 1.5km
	Bus Routes	H11, H12, H13
Parking Controls	Controlled Parking Zone?	No, site adjacent to CPZ Zone A as below.
	CPZ Hours	11am- 12pm Mon-Fri
	Previous CPZ Consultation (if not in a CPZ)	N/A
	Other on-street controls	N/A
Parking Stress	Area/streets of parking stress survey	N/A
	Dates/times of parking stress survey	N/A
	Summary of results of survey	N/A
Refuse/Recycling Collection	Summary of proposed refuse/recycling strategy	Large communal refuse bin integral to building.

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

## **1.0 SITE DESCRIPTION**

- 1.1 The site is located close to the junction of Uxbridge Road and Elm Park Road. The site consists of 4 detached dwellinghouses, consisting of No's 653, 655, 657 and 659 Uxbridge Road.
- 1.2 Prior notification applications have been undertaken on all of the houses on the application site. No's 653, 655 have prior approval for single storey rear extensions 8m in depth and No's 657 and 659 have prior approval for extensions 6m depth. There have not been any applications for a Certificate of Lawfulness in relation to any of these extensions.
- 1.3 The neighbours immediately adjacent to No. 653 to the west of the site are No. 661 Uxbridge Road which is a doctor's surgery and therefore not in residential use. To the south west are rear gardens of neighbours at 'The Firs' Tregenna and others on the near side of Elm Park Road.
- 1.4 The neighbour at Viewpoint Court on the south-west corner Uxbridge Road and Elm Park Road is a three storey residential development, while on the north-east corner are three storey flatted units at Montesole Court which front on to Pinner Hill Road, with the buildings set well back from Uxbridge Road. On the north-west corner of this junction are two storey retail units. Montesole's sports field is on the opposite side of the road to the north. The neighbours to the east are smaller houses on Antoneys Close which is a small cul-de sac, with the rear gardens of these houses adjoining Uxbridge Road. There are a number of TPO trees in the side/rear garden of No. 34 Antoneys Close which faces the application site.
- 1.5 There are no specific site designations at the application site. The PTAL level is 2, which is relatively low. The site is not located within a Critical Drainage Area or any type of higher risk flood zone.

## **2.0 PROPOSAL**

- 2.1 The proposal is to demolish the existing 4 houses on site and replace them with a part 3 storey, part 4 storey building with a basement, which would serve 26 flats.
- 2.2 There would be capacity for 23 car parking spaces at basement level and 3 spaces at ground floor level. Cycle parking has been indicated on the ground floor to the rear of the building, the Planning Statement states that this will be to meet London Plan standards. There are 5 electric parking spaces proposed and another 5 of the spaces would be electric enabled.
- 2.3 The height of the lowered section would be 9m in height and 10m in width and would be set 4m from the boundary with neighbours along Elm Park Road. The main roof would have a height of 12.20m and the front gables projecting above this to a height of 13.30m. The development as a whole would measure 40m in width across the front elevation, with a depth of 16m on the western side, increasing to 18m towards the centre of the building.

### **3.0 RELEVANT PLANNING HISTORY**

3.1 As separate dwellinghouses, each of the houses have prior approval for deeper rear extensions as follows:

- 653 Uxbridge Road: P/4239/16 - Single Storey Rear Extension: extending 8 metres beyond the original rear wall, 3 metres maximum height, 3 metres high to the eaves:  
Prior approval not required: 14/10/2016
- 655 Uxbridge Road: P/3136/16 - Single Storey Rear Extension: extending 8 metres beyond the original rear wall, 3 metres maximum height, 3 metres high to the eaves  
Prior approval not required: 01/08/2016
- 657 Uxbridge Road: P/3457/16 - Single Storey Rear Extension: extending 6 metres beyond the original rear wall, 3 metres maximum height, 3 metres high to the eaves  
Prior approval not required: 09/09/2016
- 659 Uxbridge Road: Single Storey Rear Extension: extending 6 metres beyond the original rear wall, 3 metres maximum height, 3 metres high to the eaves  
Prior approval not required 01/09/2016

### **4.0 CONSULTATION**

4.1 A total of 73 consultation letters were sent to neighbouring properties regarding this application. 3 site notices were displayed at the site and an advertisement was placed in The Harrow Times on 15<sup>th</sup> June 2017. The public consultation period expired on 3<sup>rd</sup> July 2017 for the letters and 6<sup>th</sup> July 2017 for the advertisements.

#### **4.2 Adjoining Properties**

Number of Letters Sent	73
Number of Responses Received	5
Number in Support	0
Number of Objections	5
Number of other Representations (neither objecting or supporting)	0

4.2 Names and addresses of neighbours who objected is listed in the box immediately below, while the box below that gives a summary of comments received with officer response.

4.3 The applicant has also responded separately to a number of neighbour concerns raised and those have been shown separately below.

Details of Representation:

<b>Details of Respondents</b>	
<b>1.</b>	Owner -occupiers, The Firs, 46 Elm Park, Pinner
<b>2.</b>	Mr Urvesh Kotecha, San Remo, 30 Elm Park Road, Pinner
<b>3.</b>	Mr Simon Lewis, 34 Elm Park Road, Pinner
<b>4.</b>	Mr Kevin Johnson, 44 Elm Park Road, Pinner
<b>5.</b>	Mr Mark Hovey, 52 High View, Pinner

<b>Comments Objecting to the Proposal</b>		
<b>Subject of Comments</b>	<b>Summary of Comments</b>	<b>Officer Comments</b>
<b>Character of the Proposal</b>	<p>Unacceptably high density/overdevelopment in an open aspect of neighbourhood, which is generally 2 floors in this area, while the new proposal will be 4 storeys.</p> <p>Other much more modest householder extensions have been refused in the area for being disproportionate and in this context, the current proposal would be excessive.</p>	<p>The scale of the development on the character of the area is addressed in the 'Character and Appearance' section of the report below.</p> <p>For character issues see comment immediately above. It would not be possible to comment on a householder proposal made previously as each site has its own relevant circumstances.</p>
<b>Neighbouring Amenity</b>	<p>Harm to neighbouring amenity by reason of noise, disturbance, overlooking, loss of privacy, overshadowing, loss of existing view etc. Balconies could cause overlooking.</p>	<p>It is acknowledged that there would be some impact on the amenity of nearby neighbours. This is addressed in the 'Neighbouring Amenity' section of the report below.</p>
<b>Traffic and Parking</b>	<p>The block is close to the junction of Pinner Green</p>	<p>The existing traffic situation is</p>

	<p>lights junction on A1404 Uxbridge Road, which is busy most of day.</p> <p>Two lanes of traffic towards south west frequently form queues when waiting for the lights. Therefore flats at front would be subject to high levels of air pollution, diesel, etc.</p> <p>Vehicle access for car park would often be blocked by 2 lanes of traffic waiting for left turn. If the application were to be granted, a condition should be attached forbidding vehicles exiting the site to the right.</p>	<p>acknowledged. The proposal would increase both parking requirements and parking provision.</p> <p>The points made are addressed in the main body of the report below.</p>
<b>Refuse Storage and Servicing</b>	<p>Refuse concern that there is not sufficient provision for refuse storage nearby and that the increased housing density of the site is unacceptable due to the additional requirements for bin storage and parking areas as there is already heavy traffic in the area.</p>	<p>The proposal would increase the level of refuse storage. Refuse storage and servicing and traffic concerns are noted and are addressed within the main body of the report.</p>
<b>Construction Issues/Basement</b>	<p>Potential damage to the back of neighbour's property and damage to fence, etc.</p> <p>The construction period and the basement could cause harm to foundations as happened at Pinner Park School.</p>	<p>Noise, fumes and working hours during the construction period will be addressed through planning conditions via a Construction Management Plan/ Construction Statement. There are also environmental health regulations which apply to construction work, but are outside the remit of planning.</p> <p>Subsidence issues would be tackled through Building Regulations and are not a material planning consideration.</p>

<b>Other Issues</b>	Concerns it will devalue neighbouring property.	While this point is noted, this is not a material planning consideration in itself.
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#### 4.4 Statutory and Non Statutory Consultation

#### 4.5 The following consultations have been undertaken:

The following consultations have been undertaken:

- LBH Highways
- Planning Policy
- Drainage Engineering Officers
- Waste Management Officers
- Landscape Architect
- Design Officer
- Transport for London
- Met Police Designing Out Crime Officers
- Hatch End Association
- Pinner Association

#### 4.6 External Consultation

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

<b>Consultee</b>	<b>Summary of Comments</b>	<b>Officer Comments</b>
<b>Transport for London</b>	<ol style="list-style-type: none"> <li>1. The site of the development is on the A404/ Uxbridge Road which forms part of the Strategic Road Network (SRN). TfL have a duty under the Traffic Management Act 2004 to ensure that any development does not have an adverse impact on the SRN.</li> <li>2. The footway and carriageway should not be blocked during the construction of the development. Temporary obstructions during the conversion should be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the A404/Uxbridge Road. All vehicles should only park/ stop at permitted locations and within</li> </ol>	<p>The comments raised are all material planning considerations.</p> <p>Points 1-4 have been guaranteed by planning condition, while a revised plan has been submitted by the applicant to address electric charging points.</p>

	<p>the time periods permitted by existing on-street restrictions.</p> <p>3. The proposal should provide a minimum of 52 cycle parking spaces which should be located in a secure, sheltered and accessible location.</p> <p>4. Under London Plan 1 in 5 car parking spaces (20%) should be for electric vehicles with an additional 20% passive provision for electric cars in the future, there has been no mention of this in the proposal.</p>	
<b>The Pinner Association</b>	<p>1. The block is close to the junction of Pinner Green lights junction on A1404 Uxbridge Road, busy most of day. Two lanes of traffic towards south west frequently form queues when waiting for the lights. Therefore flats at front would be subject to high levels of air pollution, diesel, etc.</p> <p>2. Vehicle access for car park would often be blocked by 2 lanes of traffic waiting for left turn. If the application were to be granted, a condition should be attached forbidding vehicles exiting the site to the right.</p> <p>3. The developments size and scale would be overbearing on the adjacent residential properties.</p> <p>4. The proposed windows and balconies would lead to overlooking of neighbouring occupiers.</p> <p>5. The loss of the Wellingtonia tree on the Uxbridge Road boundary without any mitigating tree would be detrimental to the street scene and harmful in terms of loss of soft landscaping.</p> <p>6. The loss of 4 family sized houses to construct more flats in central Pinner where there have been 220 flats built or converted recently is</p>	<p>The comments made are all considered material planning considerations and have been addressed in the relevant sections of the report.</p>

	<p>excessive. This is causing an imbalance in the demographics of the community with Pinner becoming a dormitory town for those working elsewhere and straining local infrastructure.</p> <p>7. The proposal includes no provision of affordable housing which is a requirement under CS1J and Policy DM50B. If the Council is minded to grant the application, a condition should be imposed requiring funds to be allocated for affordable housing elsewhere in the borough.</p>	
<b>Met Police Designing Out Crime Officers</b>	No objection to the proposal. However, Officers have provided recommendations as to how the future development can be made more secure from crime and anti-social behaviour.	A condition has been attached to address this issue.

#### 4.8 Internal Consultation

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

<b>Consultee</b>	<b>Summary of Comments</b>	<b>Officer Comments</b>
Design Officer	No objection to the proposal, subject to condition requiring high quality materials to be approved prior to works.	Comments noted and are addressed in the relevant section of the report below.
Planning Policy Officer	No objection to the proposal in principle, subject to compliance with other material planning considerations.	Comments noted and are addressed in the relevant section of the report below.
Landscape Architect	No objection to the proposal, subject to landscaping conditions.	Comments noted, see relevant section of the report below.
LBH Highways	No objection to the proposal, detailed comments below:	Comments noted and are addressed in the relevant section of the

	<p><u>Refuse Servicing</u></p> <ul style="list-style-type: none"> <li>• In terms of refuse servicing, existing situation requires refuse vehicles to move slowly along until all addresses have been served whereas the current proposal requires a single stop with all refuse stored in one place which is an improvement.</li> </ul> <p><u>Parking</u></p> <ul style="list-style-type: none"> <li>• The proposed level of parking is high, but low PTAL (2) and limited public transport access. Similar proposals in similar locations have been approved with a parking ratio of 0.8.</li> <li>• The travel to work and car ownership data seems to indicate that the proposed level of parking is about right for this location.</li> <li>• The division of parking between basement and surface would work well as the basement being for residential parking and the surface being for visitors however some management of this would be required to prevent residents from using the surface parking.</li> <li>• It would also be necessary to set out how parking would be allocated; failure to do so may result in on-street parking which is something that we would wish to avoid at this location due to the strategic nature of Uxbridge Road.</li> </ul> <p><u>Disabled Parking</u></p> <ul style="list-style-type: none"> <li>• Two disabled bays are acceptable, however, it is necessary to ensure that this is sufficient for the needs of future residents; each wheelchair accessible unit should have a disabled parking space.</li> </ul> <p><u>Cycle Parking</u></p> <ul style="list-style-type: none"> <li>• The proposed level of cycle parking at 48 spaces is acceptable and meets the requirements of the London Plan. Details of the type of storage may be secured by condition.</li> </ul>	<p>report below.</p>
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	<p><u>Accident Data</u></p> <ul style="list-style-type: none"> <li>The details provided indicate that there is no immediate cause for concern.</li> </ul> <p><u>Trip Generation</u></p> <ul style="list-style-type: none"> <li>It is to be expected that there would be an increase in trips with this proposal as the number of dwellings and inhabitants rises. The statement that there is a 'slight increase' is downplaying an additional 48 daily vehicular trips somewhat, however, it is noted that the anticipated increase of 2-4 peak hour trips does appear minimal when considered in isolation.</li> <li>Overall, the effects on the surrounding network are not likely to be significant however there would still be a change from the current situation.</li> </ul> <p><u>Recommended Conditions</u></p> <ul style="list-style-type: none"> <li>Conditions requiring a construction logistics plan and details of cycle parking provision and motor cycle parking are required.</li> <li>Positioning an Electric Charging Point with one of the disabled parking spaces is also recommended.</li> <li>Car park management plan.</li> </ul>	
Drainage Engineering Officers	No objection to the proposal. Recommended conditions to be attached to address surface water disposal, run-off and attenuation.	Comments noted and are addressed in the relevant section of the report below.
Waste Management Officers	No objection to the proposal. Response recommends discussing refuse vehicle movements with Highways Authority on this point. Also states that the bins should be no further than 10m from where the vehicle can access.	Comments noted and are addressed in the relevant section of the report below.
Tree Officer	No objection to the proposal, subject to a condition guaranteeing tree protection measures as submitted and acceptable site levels.	Comments noted and are addressed in the relevant section of the report below.

## **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].

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

## **6.0 ASSESSMENT**

6.1 The main issues are:

- Principle of the Development
- Regeneration
- Character and Appearance
- Amenity of Neighbouring Occupiers
- Amenity of Future Occupiers
- Development and Flood Risk
- Traffic, Parking, Servicing and Construction Issues
- Trees and Development
- Secure by Design Issues
- Affordable Housing
- Sustainable Development/Development and Flood Risk
- Community Engagement
- Section 106 Agreement

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 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 the proposal would make a contribution to forecasted requirements for new housing in the Borough over the plan period.

6.2.3 The application property currently consists of 4 detached dwellinghouses in separate ownership. The proposal would require the demolition of these existing homes. An objection has been made from the Pinner Association in regard to the loss of 4 family homes. However, there is no specific policy against this at national or local level, as these are not protected buildings. Comment from Planning Policy Team states that the principle of redeveloping the site with more residential accommodation would be acceptable in principle; subject to compliance with the Harrow Garden Land Supplementary Planning Document (SPD). The Council’s Garden Land Development Supplementary Planning Document contains a presumption against garden land development. However, paragraph 2.5 of the SPD states that schemes that involve some increase in the built footprint of the site, where it does not involve *substantial incursion* in to the garden would not be considered garden land development. Based on the existing footprint and the area where prior approval decisions have already been obtained, it is not considered that the footprint of the new building would result in substantial incursion.

6.2.4 Overall, in principle the proposal is considered acceptable, subject to the other main relevant material planning considerations.

### 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. 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 Character and Appearance of the Area

6.4.1 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].

6.4.2 The NPPF states (paragraph 64) that 'permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions'. The NPPF continues to advocate the importance of good design though it is notable that the idea of 'design-led' development has not been carried through from previous national policy guidance to the National Planning Policy Framework.

6.4.3 The London Plan (2016) policy 7.4B states, inter alia, that all development proposals should have regard to the local context, contribute to a positive relationship between the urban landscape and natural features, be human in scale, make a positive contribution and should be informed by the historic environment. Core Strategy policy CS1.B states that 'all development shall respond positively to the local and historic context in terms of design, siting, density and spacing, reinforce the positive attributes of local distinctiveness whilst promoting innovative design and/or enhancing areas of poor design'.

6.4.4 Policy DM1 of the DMP seeks to ensure that "proposals that would be detrimental to the privacy and amenity of neighbouring occupiers, or that would fail to achieve satisfactory privacy and amenity for future occupiers of the development, will be resisted".

6.4.5 The application site is currently in use as 4 detached dwellinghouses. The site fronts on to Uxbridge Road. The front gardens of the houses are a mixture with some soft landscaping, with the majority as hard landscaping/parking areas.

6.4.6 The proposal comprises of a part three, part four storey building to include provision for basement car parking and landscaping at the front and rear of the site. The building will be stepped down towards the western side, creating a

more sympathetic relationship with dwellinghouses along Elm Park Road. It would also be set in by several metres from the boundary at both sides, while at present the existing houses at either end, No's 653 and 659 Uxbridge Road, both abut their respective site boundaries.

### **Scale and Bulk**

- 6.4.7 The development has been designed as a single building of 4 adjoining blocks, with front gable design features in an attempt to replicate the character of the existing 4 detached houses, with the front building line broken up to avoid an overly stark front building line.
- 6.4.8 It is noted that there have been objections from both the Pinner Association and neighbouring occupiers in regards to the 4 storey height in relation to nearby two storey dwellinghouses. It is acknowledged that there is a clear pattern of development of two storey dwellinghouses to the west and south along Elm Park Road. However, along Uxbridge Road itself in the immediate vicinity, there is a varied pattern of development. Immediately to the east there is the far end of rear gardens on Antoney's Close, which from Uxbridge Road appear as an open space, while opposite is open space in the form of the cricket club, with the new nursery building immediate in front of this. On the western corner of the junction of Elm Park Road and Uxbridge Road, stands Viewpoint Court, at 3 storey height, plus the roof. Within the wider site context are flats along Pinner Hill Road at three storeys which are set back from the main road and further down Elm Park Road, is Elm Park Court, a purpose-built mansion house flatted development.
- 6.4.9 It should also be noted that while the building is four storeys, this includes the accommodation in the roof space, so the building would not appear significantly greater in height than Viewpoint Court, which as a corner property close to the main road and junction is far more imposing. The Council's Urban Design Officer has not raised any objection to the proposed height. The building would also be set back from the main road by 10m at the western edge and 3.5m at the eastern end, which allows for an area at the front of the site to create small garden areas.

### **Materials**

- 6.4.10 In terms of materiality, the proposal has followed the immediate context in terms of using a simple palette of materials. However, by using a primarily light coloured brick there is an attempt to define the proposal as a contemporary addition to the area and the brick would have a mottling of colour to prevent a flat and featureless appearance. The secondary material in cladding would be of a darker colour, again to break up the appearance of the façade.
- 6.4.11 Concerns have been raised by the Council's Design Officer in relation to the clear-blazed balconies proposed. A condition has been attached, with the applicant's agreement, requiring a replacement is a solid finish which would appear more attractive.
- 6.4.12 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, street scene, or wider area. Subject to planning conditions, the proposed materials are considered acceptable in principle.

### **Access**

- 6.4.13 In terms of access, the building would have one main core accessible from the front elevation, located in the centre of the building. This will also provide direct access to the rear communal garden. The main entry areas would be characterised by having full-length glazing to assist in providing a legible entrance to the building. A lift would be located in the main building core giving access to the upper floor units.
- 6.4.14 London Plan policy 3.8 which addresses housing choice, requires 90% of new housing to meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings' and 10% of new housing to meet Building Regulation requirement M4 (3) 'wheelchair user dwellings, i.e., is design to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. Applied to the current proposal this would require 2-3 dwellings to meet M4 (3) standards and the remainder to meet M4 (2) requirements. This applies to issues such as level access, ramps, door widths and services and controls. Detailed information related to this requirement has not been submitted, but in a new development on this scale, this is an important requirement. This should be shown on submitted plans due to the fact that wheelchair user accommodation is typically larger in terms of the floor plan.
- 6.4.15 Parking and other traffic related matters and waste management are to be assessed under the relevant section of this appraisal.

### **Landscaping**

- 6.4.16 Policy DM23 of the Harrow Development Management Policies Local Plan (2013) states that proposal should make appropriate provision for hard and soft landscaping of forecourts. The existing is finished primarily in hard landscaping, for use as parking; belonging to the four separate houses. Therefore the proposed development offers the opportunity to provide some meaningful landscaping across the site, to include both hard and soft landscaping.
- 6.4.17 Outside of the footprint of the proposed building, there would still be a considerable level of hard landscaping to allow for the two dropped kerbs and access points for the basement parking and ground level parking. 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. Private gardens at the front and other areas are indicated on the Design and Access Statement p.45 to be finished in soft landscaping and existing trees and soft landscaping would be retained in the rear garden.
- 6.4.18 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, as well as details of levels, is attached to the application. Details of boundary fencing will also be required by condition.

- 6.4.19 On this basis the scheme is considered acceptable in accordance with policy DM23 as highlighted above.

### **Conclusion**

- 6.4.20 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.

### **6.5 Amenity of Neighbouring Occupiers**

- 6.6 Core Strategy Policy CS1 B requires development to respond positively to the local context in terms of design, siting, density and spacing. Policy DM1 Achieving a High Standard of Development sets out a number of privacy and amenity criteria for the assessment of the impact of development upon neighbouring occupiers. Harrow has also produced a Residential Design Guide SPD.
- 6.7 The site of the existing house on the application site at No. 659 is two storeys in height and directly abuts the boundary with the single storey dentist surgery at No. 661 Uxbridge Road, The Firs at No. 46 Elm Park Road, 44 Elm Park Road and Tregenna at No. 42. The height of the existing parapet wall on the flank is 5.50m; with a lower eaves of 5m adjacent to this and a pitched roofs sloping away from this house at a full height of 7.80m. The depth of the new building would project across the full width of the small rear garden at The Firs (46) and across half of the rear garden at No. 44.
- 6.8 Neighbour objections have been made that the proposal would result in a loss of light and outlook to these neighbouring properties. While it is acknowledged that there would be some degree of loss of outlook to the immediate neighbours at The Firs/46 and also No. 44, there are some mitigating factors. The Firs does not have any first floor windows facing towards the application site, with all upper floor windows facing north or south rather than east. No. 44, which has a kitchen rather than a habitable room facing towards the application site would only have the nearest part of the building across less than half the width of the rear garden, allowing outlook towards the south and east. This would further be mitigated by the fact that the proposal, while almost 9m in height, would be set 4m from the boundary, while the existing dwellinghouse directly abuts this side boundary. It is considered that these factors would offset the degree of harm in terms of outlook to a large extent.
- 6.9 In terms of sunlight, the application site is oriented to the north and east of these neighbours and so would not significantly impact on sunlight. The submitted Daylight and Sunlight report also states that there would not be a harmful impact in this regard and this has been confirmed by the independent appraisal.

- 6.10 Objections have been made by neighbours further to the south along Elm Park in terms of light and outlook. However, 'Woodcote' and other houses on Elm Park to the south of the site would be over 20m from the proposed new building and even further from the full height section of the building. Furthermore, these properties are oriented side on to the application site, which would reduce the impact in terms of light and outlook to an acceptable level.
- 6.11 While the proposal would be located to the south-west of houses on Antoneys Close, the distance from the new building to these houses would be a minimum of 20m, while the rear gardens are not oriented towards the application site, which is considered an acceptable relationship in terms of impact on light and outlook.
- 6.12 Neighbour objections have also been made in terms of overlooking and loss of privacy. In terms of the impact of windows on immediate neighbours, there are ground floor windows to habitable rooms proposed on the western side facing immediate neighbours on Elm Park Road. However, the distance of these windows to the boundary at 4m, would be sufficient to ensure that there would not be an unacceptable relationship in terms of overlooking and loss of privacy. There are no windows proposed at first or second floor level on this side. While there are third floor windows proposed that would serve a living room, these would be secondary windows located 15m from the nearest rear boundary fence at The Firs and over 22m from the ground floor windows at The Firs. As mentioned earlier, this neighbour has no first floor windows facing the application site. Other neighbours would be a distance of over 20m from these windows and the relationship would be considered acceptable in terms of overlooking and privacy.
- 6.13 Objections have also been made in relation to overlooking from the rear windows and balconies. There would be windows to habitable rooms at the rear/south elevation at all floors of the building. However, the lower section of the building which is closer to these neighbours only consists of a ground, first and second floor, with overlooking to immediate neighbours only from obtuse angles which would not result in harmful overlooking. While these windows would face more towards the neighbours to the south along Elm Park Road, such as Woodcote and those further south, the distance from the windows to the neighbouring houses would be over 20m and as such would not result in an unacceptable degree of overlooking.
- 6.14 Balconies are proposed in the full height section of the building. The nearest balconies would be a distance of 15m to neighbours to the side at Tregenna, while they would be facing south rather than west. As mentioned in the 'Character and Appearance' section above, the balconies will be finished in a solid material, which will help to reduce the sense of overlooking. The distance from the balconies to boundaries with neighbours further south who they would be facing more directly, such as 'Woodcote' would be a minimum of 23m which is considered sufficient to overcome unacceptable overlooking or loss of privacy.
- 6.15 While there is a balcony and higher level habitable flank windows proposed to the north-west elevation at first, second and third floor level, facing gardens on Antoney's Close, the distance to the houses, which would be a minimum of

15m. There is also heavy vegetation, including a number of trees designated with Tree Protection Orders, which cannot be lopped or felled without permission from the Council, which reduces overlooking impact and overall this is considered sufficient overcome harm in terms of overlooking and loss of privacy.

6.16 The front balconies would be facing toward Uxbridge Road and so would not be harmful to neighbouring amenity.

6.17 Overall, neighbour objections, particularly those related to loss of light and outlook are acknowledged, these are only considered to be of real significance in the case of No. 46/The Firs and No. 44 and while there will be some potential loss of outlook, the impact in terms of loss of daylight and sunlight would be considered acceptable. In other respects the proposal would be considered acceptable in terms of its impact on neighbouring amenity in accordance with policy and guidance cited above.

#### 6.18 **Future Occupier Amenity**

6.19 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.

6.20 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 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.

6.21 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

6.22 The submitted Planning Statement, Design and Access Statement and submitted plans confirms that all of the proposed dwellings have been designed to meet the London Plan's minimum space standards as set out in the Mayor of London Housing SPG (March 2016). The submitted drawings show that the proposed layouts would make reasonable provision for the accommodation of furniture and flexibility in the arrangement of bedroom furniture.

6.23 It is noted that within the development, in almost all instances exceed the required GIA for the respective occupancy levels. The proposed units are therefore considered to provide an adequate level of accommodation for future occupiers that would not be cramped or contrived.

### Privacy

- 6.24 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.
- 6.25 The proposed site is situated within a relatively low rise residential area with an acceptable distance from upper floors to nearby dwellinghouses and no higher rise residential buildings within the immediate vicinity. Therefore it is considered that the privacy of future occupiers will be at an acceptable level.

### Dual Aspect

- 6.26 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.
- 6.27 The orientation of the development results in north-west and south-east facing units and therefore the orientation of the units are considered acceptable. A number of the units that 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. The submitted Daylight and Sunlight report states that the level of light to all of the units would be acceptable and the independent appraisal of this report confirms this.
- 6.28 On this basis, it is considered that the proposal would provide an adequate level of light for future occupiers.

### Internal Noise

- 6.29 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.
- 6.30 It is noted that the proposed floor plans generally provide vertical stacking that is considered to be satisfactory. While there are two instances where living

room/kitchens are placed above bedrooms (on the ground floor on the western side and the second floor on the eastern side), which is not encouraged, this can be addressed through building control regulations and as aside from this the stacking is uniform with like for like rooms above each other, this would be considered acceptable on balance.

#### Floor to Ceiling Heights

- 6.31 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 over 2.5m throughout the building. The proposed layouts are functional and would continue to provide a satisfactory level of accommodation for future occupiers. As such, the floors to ceiling heights are considered acceptable in this instance.

#### Daylight, sunlight and outlook

- 6.32 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).
- 6.33 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 north-west facing or south-east facing. While single aspect north-west facing units would not allow the greatest degree of natural light, they would be considered acceptable in terms of policy and guidance. Moreover, the submitted Daylight and Sunlight report has stated that all of the units, including the north-west facing single aspect units, would have an acceptable degree of natural light and this has been confirmed by the independent assessment response. As such, it is considered that they would receive a satisfactory level of daylight and sunlight.

#### Outdoor Amenity space

- 6.34 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.
- 6.35 For private amenity space, the SPG requires a minimum of 5m<sup>2</sup> per 1-2 person dwelling and an extra 1m<sup>2</sup> for each additional occupant, and for balconies the SPG specifies minimum dimensions of 1.5m x 1.5m. The proposed balconies would meet and exceed these minimum dimensions in terms of 1.5m x 1.5m. Furthermore, the proposed private amenity spaces for the balconies are of a functional and useable layout. Level access onto the balconies will be secured as part of the proposed access conditions. While the front balconies are not ideal, due to the high intensity use of Uxbridge Road, in addition to the private balconies occupiers of the flats would also have access to the large

communal outdoor space which is located at the rear of the site, which will also provide amenity space for the 4 flats on the western side of the building that do not have private amenity space. The ground floor flats have acceptable private gardens. These will required some form of portioning and details of these will be required by condition.

- 6.36 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.

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

- 6.38 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.
- 6.39 The application site is located in an area with a PTAL of 2 which is considered low. The current application proposes 23 car parking spaces at basement level which results in roughly 1 space per unit, with disabled spaces at ground floor level. The proposed parking provision would comply with the London Plan maximum standards. The basement is proposed to be accessed via a ramp on the eastern side of the site.
- 6.40 The proposed scheme was assessed by TFL, most importantly for the provision of sufficient passive and active electrical charging points. Amended plans submitted by the applicant address this. Furthermore, TFL also made comments in relation to highway safety and congestion during the construction period and cycle parking spaces. These issues will be addressed later in this section and have been guaranteed by condition.
- 6.41 The proposal has also been reviewed by the Council's Highways Engineer who made a number of comments which have been outlined in full earlier in the report. They have not objected to the proposal, but have made a number of comments and recommendations which will be addressed at the relevant points of this section.

### Access and Highways

- 6.42 The existing respective sites are all accessed from Uxbridge Road. This proposal would involve the closure of two of the existing dropped kerbs with two of the existing access points widened. Comments from Vehicle Cross Officers indicate that the applicant should contact them, assuming planning permission is granted for further guidance.
- 6.43 The response from the Highways Authority has stated that the accident data submitted in the Transport Statement, does not resulting in immediate cause for concern. In terms of trip generation, the Highways Authority acknowledged that there will be an increase, but that the effects on the surrounding network are not likely to be significant

### Parking

- 6.44 Onsite parking is proposed to be primarily within a basement car park. This is accessed via a ramp, with sufficient space for 2 vehicles to pass. 23 parking spaces are proposed in the basement, car spaces, along with electric vehicle charging points (20% active and 20% passive). This complies with the requirement of the London Plan that were highlighted in the TfL response. Motorcycle parking at 1 per 20 spaces is required in accordance with Development Management policies. The proposed parking ratio is acceptable in terms of London Plan and Development Management Policy compliance.
- 6.45 Neighbour objections have been made that the scheme would increase congestion, which would be exacerbated by existing heavy traffic and the nursery opposite which will open soon.
- 6.46 The submitted Transport Statement has been reviewed by the Highways Authority who considers that the proposed quantum of parking would be acceptable and would not unacceptably harm the safety or free flow of the public highway.
- 6.47 The response goes on to state that the division of parking between basement and surface would work well as the basement being for residential parking and the surface being for visitors. However some management of this would be required to prevent residents from using the surface parking. As per the Highways Authority response, a condition has been attached to require submission of a parking management plan.
- 6.48 However, the response does go on to state that it would also be necessary to set out how parking would be allocated; failure to do so may result in on-street parking which is something that we would wish to avoid at this location due to the strategic nature of Uxbridge Road. In addition the Highways response states that while two disabled bays are acceptable, it is necessary to ensure that this is sufficient for the needs of future residents; each wheelchair accessible unit should have a disabled parking space. Subject to submission of documents demonstrating this, the scheme is considered acceptable in terms of parking.

### Refuse, Servicing and Emergency Services Access

- 6.49 Refuse storage is proposed to be located within the ground floor of the development and would include 10 x 1100 litre/1280 litre bins which would meet the requirements of the Councils Code of Practice for Refuse Storage. Access will be from the communal hallway, ensuring that occupants will not have to carry refuse further than 25m. An amended floor plans and site plan show wider doors to the bins store to allow access and roadside collection and there is a collection point set away from the private garden at the adjacent ground floor flat. This collection point is within 10m, as recommended by the Refuse Officer response and also complies with other requirements of the Code.
- 6.50 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. Highways Officer and Refuse Officers have not objected to the proposed arrangement. The proposed arrangement would meet policy requirements in terms of refuse provision and servicing. The principle of the servicing from the site is considered acceptable, and sufficient detail has been submitted. It will be subject to a condition to ensure that the bins are placed in the collection point on collection day and are not in this location on any other days.

### Walking and Cycling/Motorcycle

- 6.51 The proposal includes 48 cycle parking spaces which be located 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. Although the TfL comment states that 52 spaces are required, the 48 provided complies with the London Plan requirements and is considered acceptable by the Highways Authority and is therefore acceptable, subject to a condition regarding the bicycle storage internal layout and provision of 1x motor cycle parking space. The Highways Authority also recommended one of the Electric Charging Points to be located at a disabled parking space which has been included in the condition.
- 6.52 The existing pedestrian arrangements of the houses on site are considered acceptable and while there would be increase occupancy there are no concerns related to pedestrian ingress and egress. In terms of walking, there are many facilities within a reasonable walking distance including schools, supermarkets, a pharmacy and retail parks.
- 6.53 It is considered that the proposed development would therefore accord with the relevant policies listed above with regard to walking and cycling.

### Construction Logistics Plan

- 6.54 The Highways Authority requires a construction logistics plan which has been addressed through a planning condition. This would address the concerns raised by TfL related to obstruction of the footway and carriageway during the development period.

## **Flood Risk and Development**

- 6.55 The Council's Strategic Flood Risk Assessment maps show that the site is not located in a Critical Drainage Area or a higher risk flood zone. The Drainage Authority has not raised an objection to the proposal in terms of the creation of a basement and has made a requirement of conditions related to surface water attenuation and run-off. Conditions with regard to these are attached to this report.
- 6.56 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 policy DM10 of the Harrow Development Management Policies Local Plan (2013).

## **Sustainability and Climate Change**

- 6.57 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
- 6.58 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.
- 6.59 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%.
- 6.60 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.
- 6.61 The strategy does not propose any on-site renewables, with the applicant stating that the energy efficiency measures and micro-CHP engine achieve a 35.30% 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 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 23.53 tonnes to be offset, the zero carbon payment is £42,354.00, which would be secured by way of a S.106 obligation.
- 6.62 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 the 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.

## **Affordable Housing Provision**

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

- 6.64 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.
- 6.65 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.
- 6.66 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.
- 6.67 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.
- 6.68 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.
- 6.69 The proposed development would provide for 26 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.
- 6.70 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 but, 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.

- 6.71 An objection has been made by the Pinner Association in relation to the lack of affordable housing provision. The Council recognise that it is not is it viable in all circumstances 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.
- 6.72 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.
- 6.73 However, the independent appraisal went on to state that given that the applicant is willing to proceed with the development it is currently unviable state it is reasonable to assume that the Applicant anticipates some form of growth in sales values over the construction period. The sensitivity analysis undertaken as part of the independent appraisal demonstrated 2.75% per annum growth in sales value over the construction period would result in a residual value of the development in excess of the site Benchmark Value. It was therefore recommended that the Council secure some form of review mechanism in order to capture any improving viability of the development programme.
- 6.74 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. As such, and based on the comments in the independent appraisal, 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.
- 6.75 For these reasons, the proposed development would therefore met the strategic housing aim for the borough and accord with policy 3.13 of the London Plan (2016), Policy CS1.J of the Harrow Core Strategy, policies DM24 and DM50 of the Harrow Development Management Policies Local Plan (2013) and the

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

- 6.76 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.
- 6.77 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 26 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.
- 6.78 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).
- 6.79 The application site area is 0.13 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 a suburban or urban setting. Although it does have lower density development it also has a number of mansion blocks and buildings of two to three storeys, along a main arterial route and located 800 metres from a District centre at Pinner. The proposal, taken as a whole, equates to a density of 200 units per hectare and of 577 habitable rooms per hectare. In the London Plan density matrix, in an urban setting an appropriate density in an urban area with units of this size is recommended to be up to 170 units per hectare. The densities do exceed the London Plan density matrix standards.
- 6.80 The London Plan states that it is not appropriate to apply the density matrix mechanistically without consideration of 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. While the site does have a relatively low PTAL rating, it is 0.7 miles to Pinner Underground Station, which is a 15 minute walk and a 10 minute walk to Pinner District Centre and is located on main road route on Uxbridge Road.. Therefore, it is relatively well placed in terms of local infrastructure. It is considered that the proposal will increase residential capacity on a relatively sparsely developed site. Notwithstanding this, the matrix is only the starting point for considering the density of development proposals.

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

Detailed Housing Mix		
Unit Size	No. of Units (Total)	% of All Units
1 Bed (2 Person):	5	21%
2 Bed (3 Person):	8	25%
2 Bed (4 Person):	11	46%
3 Bed (5 Person):	1	4%
3 Bed (6 Person):	1	4%
Total:	<b>26</b>	<b>100%</b>

6.82 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.

6.83 The proposed housing mix within the development is fairly evenly divided between 1 bed and 2 bed units and over half the units for 4 persons or more. A large number of the units provide maximum occupancy, i.e., containing double bedrooms. It is considered that the proposed development would provide a satisfactory density and mix of residential accommodation within the site. 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.

### **Trees and Development**

6.84 The site is located in relatively close proximity to Tree Protection Order (TPO) trees located outside the application site on Antoney's Close to the east. The applicant has submitted an arboricultural impact assessment & method statement, tree protection plan, tree survey and tree reference plan. There is no intention to remove any of these TPO trees, with one tree within the front of the site proposed to be removed. The Pinner Association have objected to this proposed tree removal. However, the Council's Tree Officer has stated that the principle is acceptable and that the draft protection details are acceptable. However, the tree report does not include details on level changes and levels plans. These points will be guaranteed by condition.

### **Conclusion**

6.85 The principle of providing a residential development on the application site has been considered as acceptable. 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.

- 6.86 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 Drawing and Documents**

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

Planning Statement dated March 2017; EL\_001 P01; EL\_002 P01; EL\_003 P01; EL\_004 P01; PL\_000 P02; PL\_001 P02; PL\_002 P01; PL\_003 P01; PL\_004 P01; PL\_005 P01; PL\_006 P02; PL\_007 P01; PL\_008 P01; PL\_009 P01; PL010 P01; SE\_001 P01; Design and Access Statement March 2017; Viability Study dated 28th June 2017 (Appendixes A-E); Viability Statement dated April 2017; Energy Statement dated May 2017; Arboricultural Impact Assessment & Method Statement dated 23/05/2017 PRI21205aia\_ams; PRI21205-03 Tree Protection Plan; Tree Survey PRI21205trA; Tree Reference Plan PRI21205-01; Transport Statement dated May 2017 ITR/HL/5011/TS1; 653\_003 01; 653\_003 01; 655\_002 00; 655\_003 00; 657\_003 00; 657\_002 00; 659\_002 00; 659\_003 00; Document Register 01; PL\_006 P02.

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

#### **3      Materials**

Notwithstanding the submitted details and approved plans, the development hereby permitted shall not commence beyond damp proof course level, until samples of the materials to be used in the construction of the external surfaces noted below have been submitted to, and approved in writing by, the local planning authority:

- a) Facing materials and roof
- b) Windows and doors;
- c) Rainwater goods
- d) Boundary treatment
- e) Hardsurfacing

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

REASON: To safeguard the appearance of the locality

#### 4 Construction Logistics Statement

No development shall take place, including any works of demolition, until a Construction Logistics 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 highway safety and the amenities of the existing occupiers of the properties adjacent to the site.

#### 5 Landscape Management

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.

#### 6 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.

#### 7 Flood risk and Development

Notwithstanding the approved plans, the development hereby permitted shall not commence 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.

8      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.

9      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.

10     Site Levels

No site works or development shall commence, excluding any works of demolition, 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 approved 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.

11     Secure by Design

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

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

12 Revised Balcony Materials

Notwithstanding the submitted details and approved plans, the development hereby permitted shall not commence beyond damp proof course level, until revised balcony details and sample materials have been submitted to, and approved in writing by, the local planning authority. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

REASON: To safeguard the appearance of the locality.

13 Sustainability and Energy

The development hereby permitted shall be built in accordance with approved documents Sustainability Statement (Dated 5 October 2016). 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.

14 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 front elevations of the buildings hereby approved.

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

15 Communal Television Equipment

The development hereby approved shall not progress beyond damp course level until additional details of a strategy for the provision of communal facilities for television reception (e.g. aerials, dishes and other such equipment) have been 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.

16 Window Detail

Notwithstanding the details shown on the approved drawings, the development hereby permitted shall not progress above ground floor damp proof course level 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.

17 Cycle Storage

Notwithstanding the approved plans, prior to occupation of the development hereby approved details shall be provided of safe and secure cycle storage for 48 x bicycles and 1 x motorcycle. The bicycle storage shall be implemented and shall thereafter be retained.

REASON: To provide sufficient bicycle and motorcycle parking space for the use of future occupiers.

18 Car Park Management Plan

Notwithstanding the approved plans, prior to occupation of the development hereby approved, details shall be provided of a car parking management plan to clarify how parking would be allocated 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 provide an acceptable car parking situation for the use of future occupiers and to avoid congestion in surrounding streets.

19 M4 (2) Accessibility

In addition to the details submitted demonstrating the provision of wheelchair accessible units to M4(3), 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.

## **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):**

- 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

## Development Management Policies Local Plan 2013

DM1 Achieving a High Standard of Development

DM2 Achieving Lifetime Neighbourhoods

DM10 On Site Water Management and Surface Water Attenuation

DM12 Sustainable Design and Layout

DM22 Trees and Landscaping

DM23 Streetside Greenness and Forecourt Greenery

DM24 Housing Mix

DM27 Amenity Space

DM42 Parking Standards

DM43 Transport Assessments and Travel Plans

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 £ 111,300 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 £ 111,300 for the application, based on the levy rate for Harrow of £35/sq m and the stated increase in floorspace of 3,180 sq m.

You are advised to visit the planning portal 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: £349,800

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

#### 5 CONSIDERATE CONTRACTOR CODE OF PRACTICE

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

#### 6 PARTY WALL ACT:

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

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

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

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

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

Please quote Product code: 02 BR 00862 when ordering

Also available for download from the CLG website:

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

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

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

## 7 COMPLIANCE WITH PLANNING CONDITIONS

**IMPORTANT:** Compliance With Planning Conditions Requiring Submission and Approval of Details Before Development Commences

- You will be in breach of planning permission if you start development without complying with a condition requiring you to do something before you start. For example, that a scheme or details of the development must first be approved by the Local Planning Authority.
- Carrying out works in breach of such a condition will not satisfy the requirement to commence the development within the time permitted.
- Beginning development in breach of a planning condition will invalidate your planning permission.
- If you require confirmation as to whether the works you have carried out are acceptable

## 8 **INFORMATIVE:**

Notwithstanding the details set out in condition 16 above, the Construction Management Plan should also be produced in accordance with Transport for London guidance. Further information can be found at: <https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/guidance-by-transport-type/freight>

## 9 **INFORMATIVE:**

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

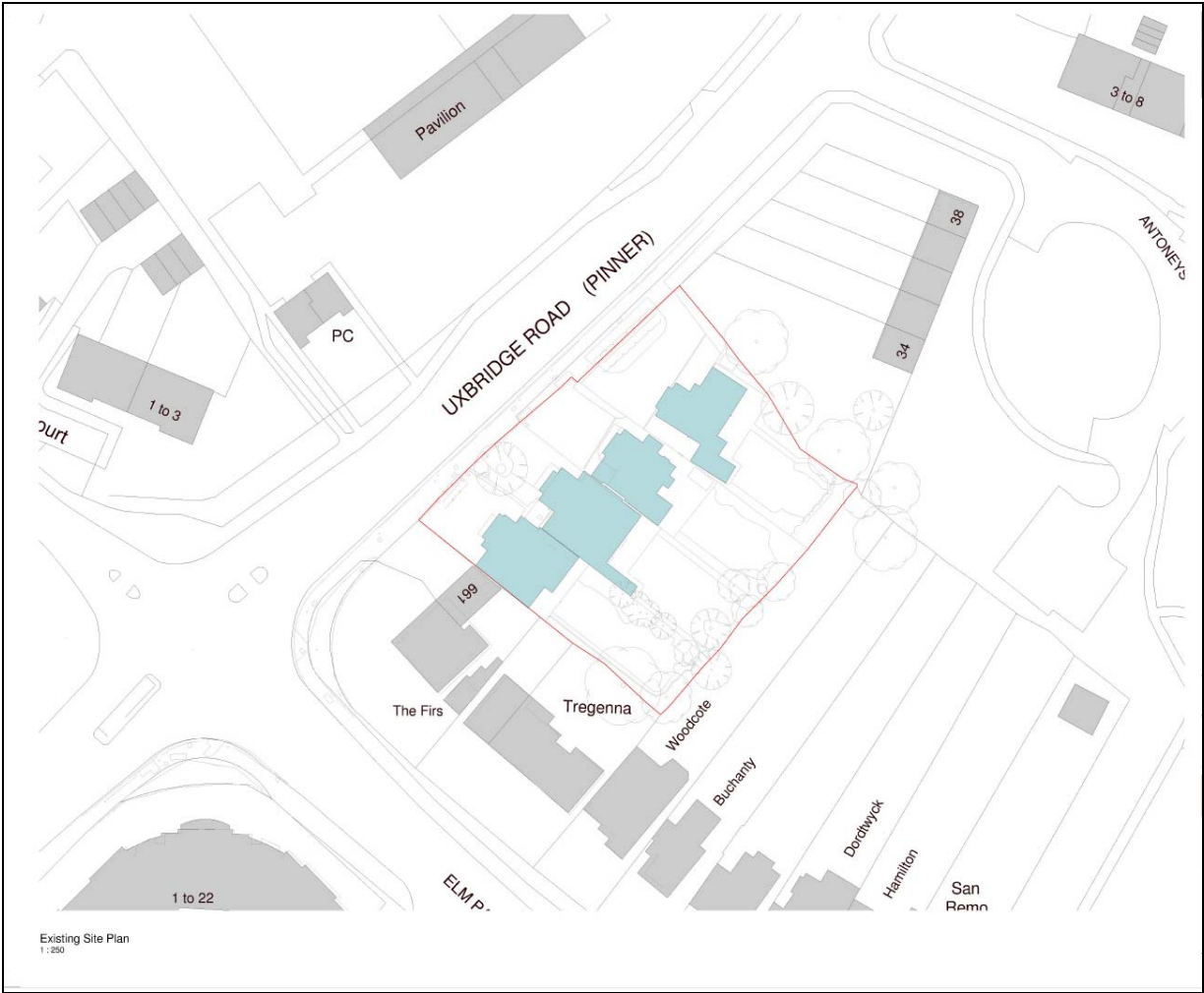
## 10 STREET NAMING AND NUMBERING

Harrow Council is responsible for the naming and numbering of new or existing streets and buildings within the borough boundaries. The council carries out these functions under the London Government Act 1963 and the London Building Acts (Amendment) Act 1939. All new developments, sub division of existing properties or changes to street names or numbers will require an application for official Street Naming and Numbering (SNN). If you do not have your development officially named/numbered, then then it will not be officially registered and new owners etc. will have difficulty registering with utility companies etc.

You can apply for SNN by contacting [technicalservices@harrow.gov.uk](mailto:technicalservices@harrow.gov.uk) or on the following link.  
[http://www.harrow.gov.uk/info/100011/transport\\_and\\_streets/1579/street\\_naming\\_and\\_numbering](http://www.harrow.gov.uk/info/100011/transport_and_streets/1579/street_naming_and_numbering)

Plan Numbers: Planning Statement dated March 2017; EL\_001 P01; EL\_002 P01; EL\_003 P01; EL\_004 P01; PL\_000 P02; PL\_001 P02; PL\_002 P01; PL\_003 P01; PL\_004 P01; PL\_005 P01; PL\_006 P02; PL\_007 P01; PL\_008 P01; PL\_009 P01; PL010 P01; SE\_001 P01; Design and Access Statement March 2017; Viability Study dated 28<sup>th</sup> June 2017 (Appendixes A-E); Viability Statement dated April 2017; Energy Statement dated May 2017; Arboricultural Impact Assessment & Method Statement dated 23/05/2017 PRI21205aia\_ams; PRI21205-03 Tree Protection Plan; Tree Survey PRI21205trA; Tree Reference Plan PRI21205-01; Transport Statement dated May 2017 ITR/HL/5011/TS1; 653\_003 01; 653\_003 01; 655\_002 00; 655\_003 00; 657\_003 00; 657\_002 00; 659\_002 00; 659\_003 00; Document Register 01; PL\_006 P02.

**APPENDIX 2: SITE PLAN**



## APPENDIX 3: PHOTOGRAPHS

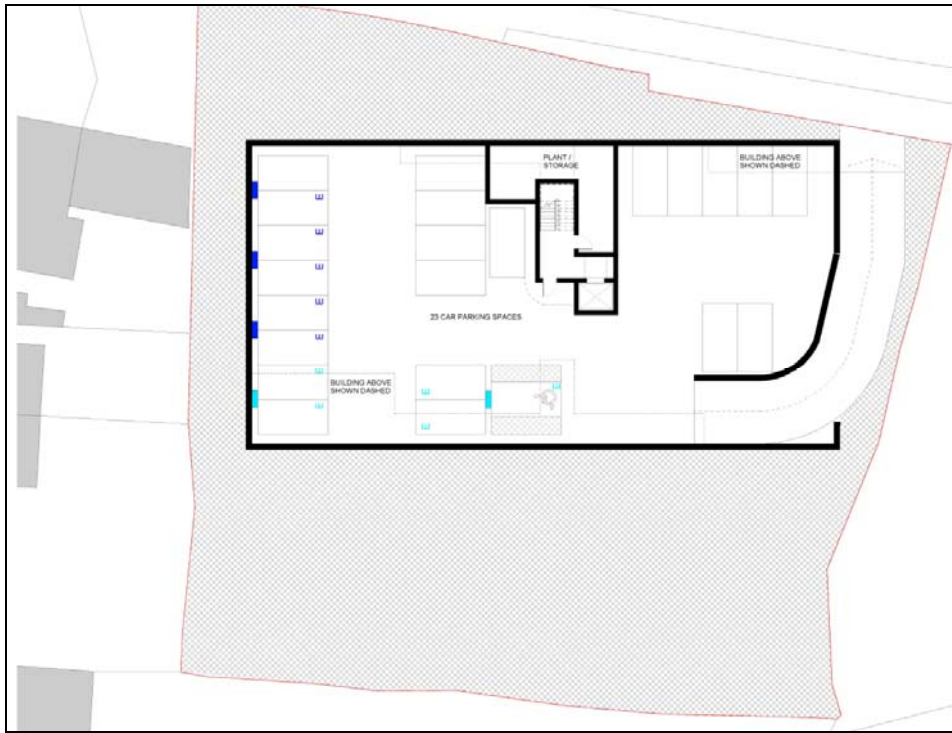


Front Elevation No's 653-659, left to right



Aerial View

## APPENDIX 4: PLANS AND ELEVATIONS



Proposed Basement Floor



Proposed Ground Floor



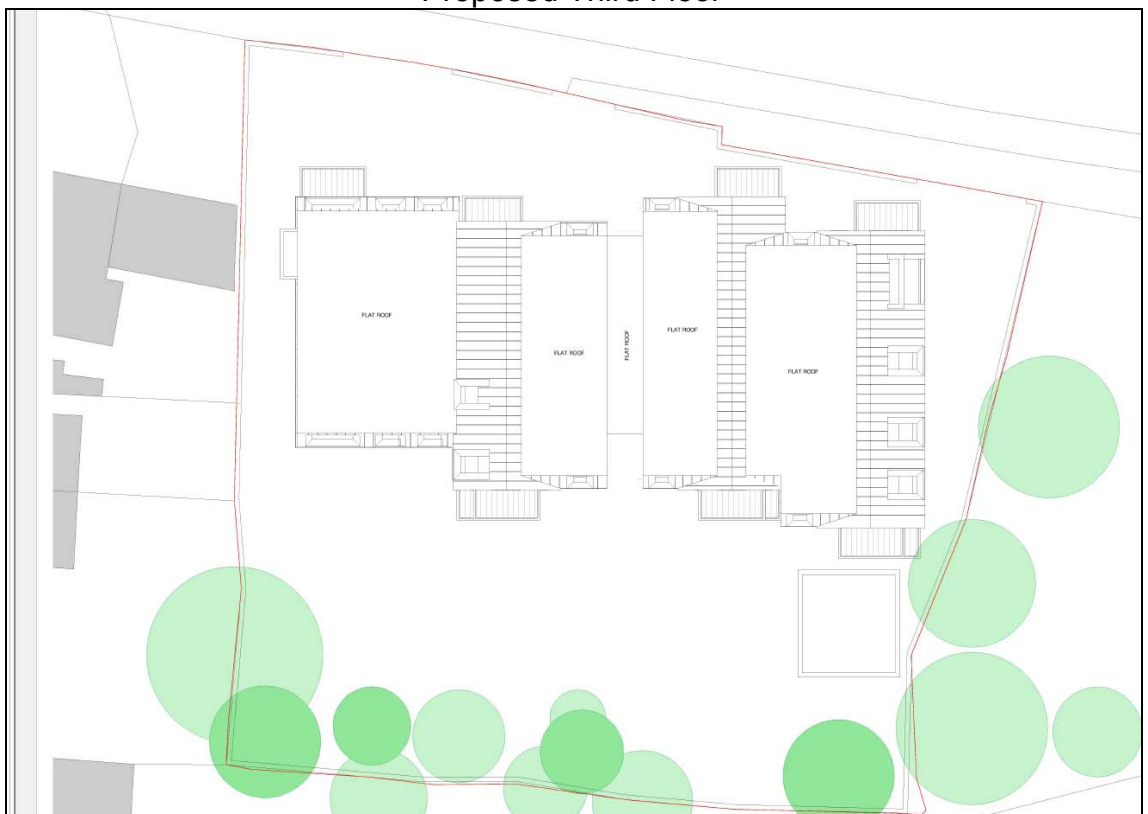
Proposed First Floor



Proposed Second Floor



Proposed Third Floor



Proposed Roof Plan



Proposed Front Elevation



Proposed Rear Elevation



Proposed Side Elevation (East)



Proposed Side Elevation (West)

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