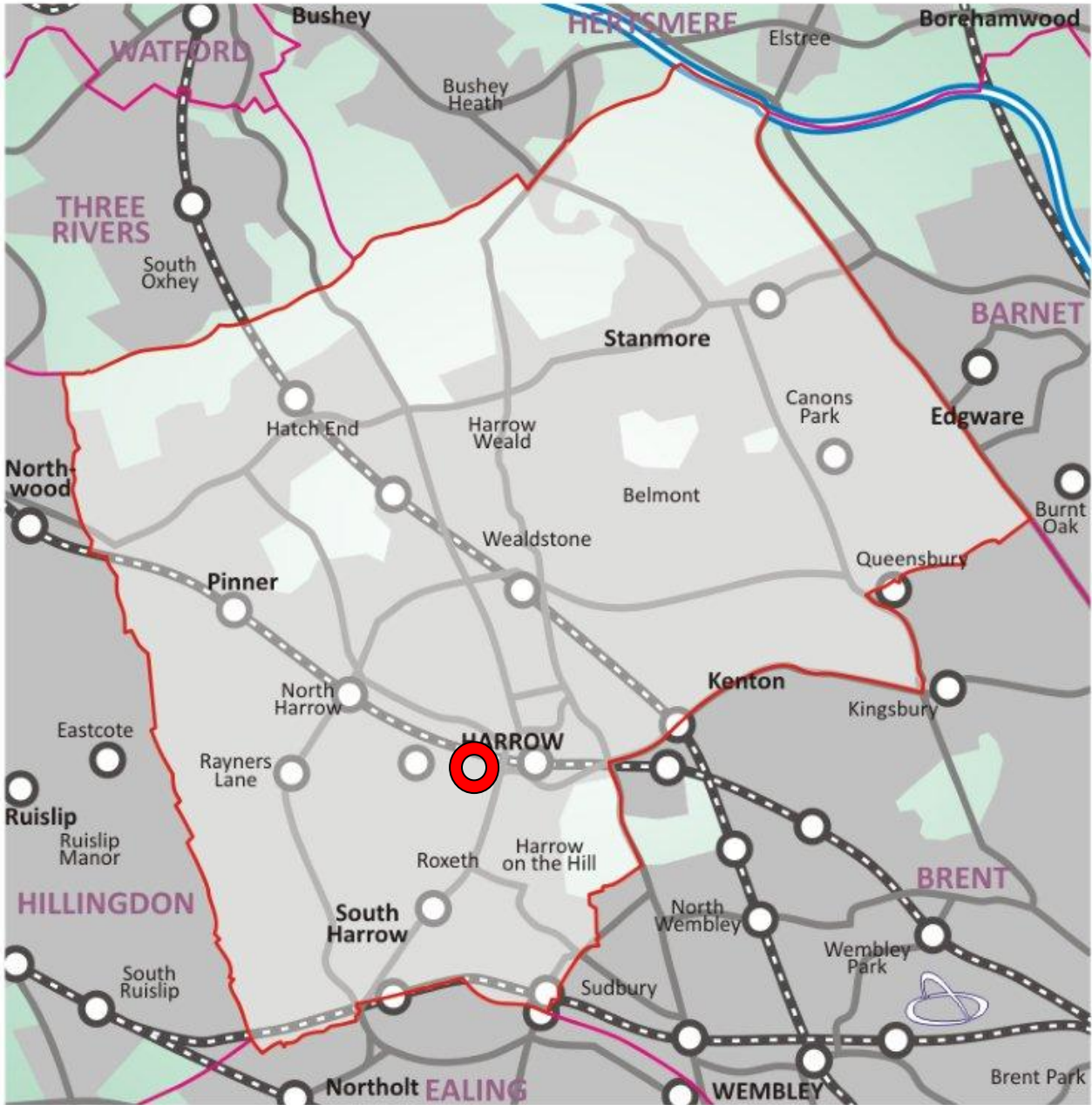
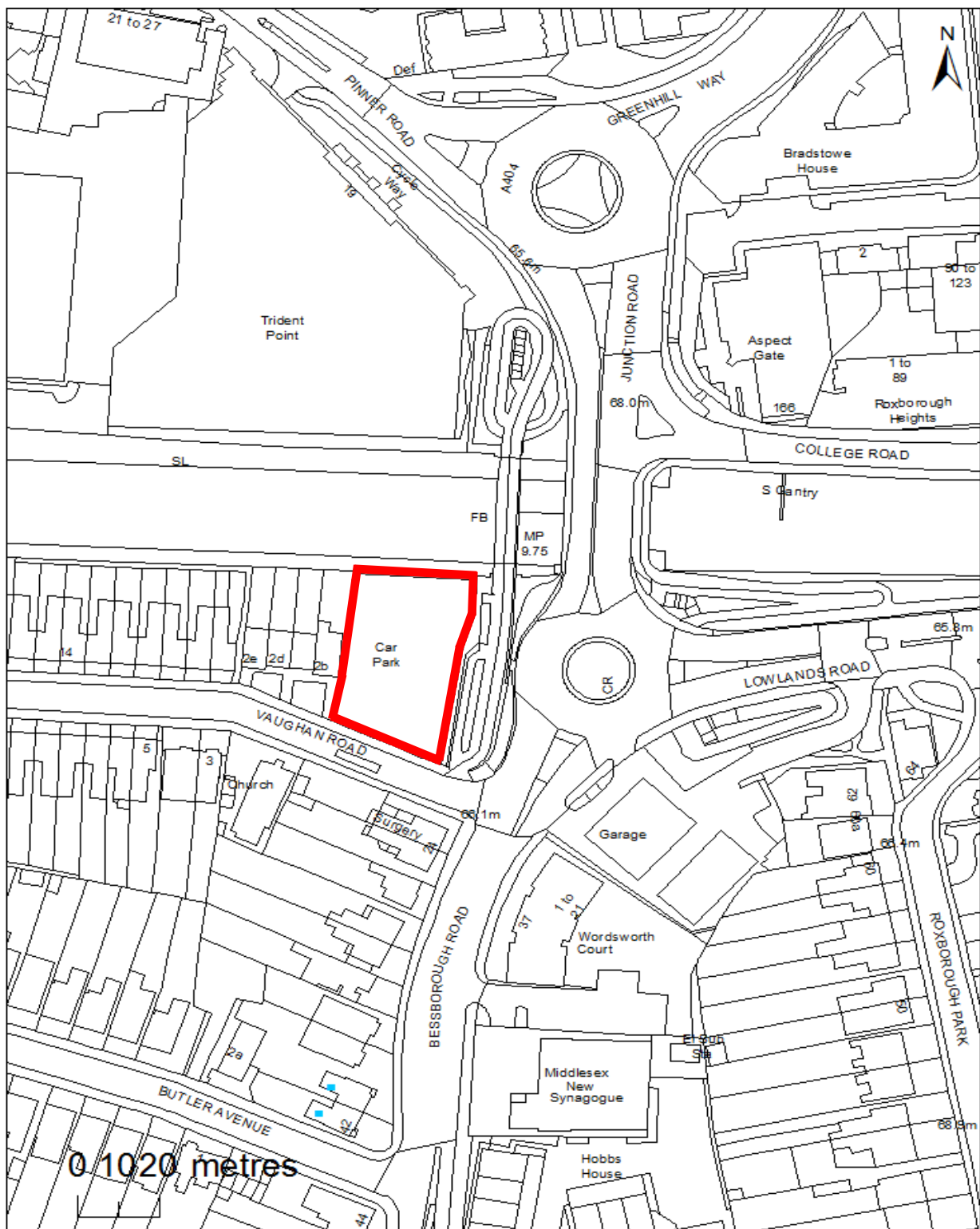


 = application site



Vaughan Road Car Park, Vaughan Road, West Harrow	P/3468/17
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Vaughan Road Car Park, Vaughan Road, West Harrow	P/3468/17
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LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

27th SEPTEMBER 2017

APPLICATION NUMBER: P/3468/17
VALIDATE DATE: 10/08/17
LOCATION: VAUGHAN ROAD CAR PARK, VAUGHAN ROAD,
WEST HARROW
WARD: WEST HARROW
APPLICANT: LONDON BOROUGH OF HARROW
AGENT: TIBBALDS PLANNING AND URBAN DESIGN
CASE OFFICER: JUSTINE MAHANGA
EXPIRY DATE: 25/10/17

PURPOSE OF REPORT/PROPOSAL

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

Redevelopment of car park to provide a four to eight storey building comprising 242sqm of workshop/commercial/community (Class A2/A3/B1/D1) space on the ground floor and 33 residential flats on the upper floors; amenity areas; landscaping with associated surface parking; bin and cycle storage; substation; and re-location of vehicle access on Vaughan Road.

The Planning Committee is asked to:

RECOMMENDATION A

The Planning Committee is asked to:

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

REASON FOR THE RECOMMENDATIONS

The proposed development of the site would provide new housing, including affordable housing to contribute towards the Council's housing targets, set out in the Development Plan. The development of the site would also secure a new commercial /community use which would activate the ground floor of the development and promote natural surveillance of the surrounding area. Overall, the building would provide a high quality of design and materiality, which has been carefully judged for the context. The proposal would provide good quality living conditions for all future occupiers, whilst the layout and orientation of the buildings to

neighbouring properties is considered to be satisfactory to protect the amenities of the surrounding occupiers. Mitigation measures would ensure that the safety and convenience of the road network of Harrow would be maintained, whilst encouraging a modal shift towards more sustainable modes of travel.

PRODECURAL ISSUES

The application is reported to the Planning Committee because the scale of the development exceeds criterion 1(c)(h) of the Scheme of Delegation dated 29/05/13. The application is also made under Regulation 3 of the Town and Country Planning Regulations 1992 (as amended). Regulation 3 permits a local authority to make an application to itself for planning permission to develop land within its area and to then also determine the application. In this case, the planning application has been developed and submitted by the Regeneration Unit within the Council.

The submission of the application by the local authority has another legal implication. Whereas, most applications of the scale described here would be accompanied by, or subject to, the completion of a s106 agreement, the local planning authority does not have the legal locus to enter in a legal agreement (such as a s106 agreement) with itself. Therefore, in order to secure safeguards, mitigation and maximise 'planning gain' for the redevelopment of the site, an alternative mechanism is required.

In this case, the revised strategy for securing these points has a number of strands:

1. Rather than financial contributions being secured through a legal agreement, they are reported here, through the Planning Committee Report – a public document of record. The Regeneration Unit will be required, as applicant, to allocated funding to the relevant stated departments to be spent on the required social or physical infrastructure improvements
2. Rather than including detailed obligations within a s106 agreement, conditions are recommended wherever these meet the required legal tests set out within the Planning Policy Guidance and Regulation 122 of the Community and Infrastructure Levy Regulations 2011 (as amended)
3. A 'shadow' s106 will be drafted to formally sit alongside the decision notice on the application, if planning permission were granted. The 'shadow' s106 would have 3 purposes: 1) to provide definitions that relate to planning conditions; 2) as a detailed informative on the obligations of the application in the exercise of conditions of development and; 3) in the event that the land was sold to someone with the legal locus to enter into a legal agreement, they would be legally bound (by way of a condition – see point 4) to enter into the legal agreement with the local authority
4. It is recommended that the decision notice is split in two parts in a format similar to the conditions at the end of this report i.e. conditions marked with a single asterix (*) are conditions that will always be binding through the decision notice and conditions marked with a double asterix (**) includes conditions that would be replaced by a legal agreement, were the land owner to have the legal locus to enter into the legal agreement. Condition 31 specifically refers to this approach.

Though the model for development is not entirely identical to other London authorities, a similar approach has been adopted in London Borough of Camden for the determination of Regulation 3 applications that might normally have s106 agreements without legal challenge. It is considered an appropriate approach in this instance and officers recommend that it is adopted, in order to ensure the maximum planning gain is secured.

FINANCIAL CONTRIBUTIONS

1. A carbon-offset contribution of £38,340 shall be paid to the relevant department of the Council prior to the commencement of the development. Should the final energy calculations submitted to the Council demonstrate that the carbon emissions from the residential element of the scheme exceeds 21.3 tonnes per annum, an additional carbon-offset contribution shall be paid to the Council at a rate of £1,800 per tonne of carbon in excess of 21.3 tonnes emitted from the scheme.
2. A contribution of £20,000 shall be paid to the Council's Highways Department prior to the commencement of development. This contribution will enable the required works to the highway (Vaughan Road), detailed within Condition 24.
3. Subject to the findings of the financial review, an affordable housing contribution of £45,000 should be paid to the Council's Housing Department in addition to the 3 affordable units.

BACKGROUND

In Spring 2015, following a consultation period, the *London Borough of Harrow Regeneration Strategy* was approved by Cabinet.

The Harrow Regeneration Strategy (2015-2026) is an ambitious blueprint designed to transform the borough by meeting three objectives around Place, People and Business, resulting in a wide array of improvements which will have significant benefits for residents, visitors, businesses and other stakeholders. This strategy commits to developing new homes for market sale and market rent alongside building Council homes across the Council's portfolio of sites. In addition to this, the Heart of Harrow Area Action Plan and Opportunity Area includes a £1.75bn investment programme into Harrow and Wealdstone Town Centres which will deliver 5,500 new homes, two new schools, a new library, around 3,000 new jobs and a new civic centre- all within the next decade.

In support of this regeneration agenda, Harrow Council undertook a site selection process for potential developments, across the Council's portfolio of sites. Surveys were undertaken in Town Centre car parks and on-street during November / December 2014 to inform this selection process. The most appropriate sites for development and associated budgets for developing planning applications for these sites was approved at Cabinet in September 2015. The Vaughan Road car park was one of the sites identified for redeveloped.

Extensive community consultation for the redevelopment of the Vaughan Road car park was carried out prior to the submission of this planning application. Consultation commenced in spring 2016, with initial notification letters and

stakeholder meetings. Over the next year, four design drop-in sessions were held, as well as three general public consultation events. Alongside the community consultation, the applicant engaged in pre-application discussions with the Local Planning Authority. The findings of the community events and the pre-application process have been documented within the applicant's Design and Access Statement.

The key findings of the community consultation in combination with the pre-application discussions held with the LPA have informed the detailed design process of the proposed development. The final proposal presented within the subject planning application has sought to balance the needs of the community members and other stakeholders with the overall brief, planning constraints and the project's viability.

The subject application proposes the redevelopment of the existing car park to provide a four to eight storey building, comprising 242sqm of commercial/community (Class A2/A3/B1/C1) space on the ground floor and 33 residential apartments on the upper floors. The proposal involves landscaping and the provision of six surface parking spaces. The existing vehicle crossover would also be relocated along the Vaughan Road frontage.

INFORMATION

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

Statutory Return Type:	Large scale Major Development
Council Interest:	Council owned site
GLA Community	£109,025
Infrastructure Levy (CIL)	
Contribution (provisional):	
Local CIL requirement:	£340,2300

HUMAN RIGHTS ACT

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

EQUALITIES

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

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

S17 CRIME & DISORDER ACT

Policies 7.3.B and 7.13.B of The London Plan and Policy DM1 of the Development Management Policies Local Plan require all new developments to have regard to safety and the measures to reduce crime in the design of development proposal. It is

considered that the development does not adversely affect crime risk.

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

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

LIST OF ENCLOSURES / APPENDICES:

Officer Report:

Part 1: Planning Application Fact Sheet

Part 2: Officer Assessment

Appendix 1 – Conditions and Informatives

Appendix 2 – Site Plan

Appendix 3 – Site Photographs

Appendix 4 – Plans and Elevations

OFFICER REPORT

PART 1: Planning Application Fact Sheet

The Site	
Address	Vaughan Road Car Park
Applicant	Harrow Council Regeneration
Ward	West Harrow
Local Plan allocation	No allocation
Conservation Area	No. The site is 300 metres north west of the Roxborough Park Conservation Area.
Listed Building	No
Setting of Listed Building	Parish Church of St. Mary, Grade I The Old Schools, Harrow School, Grade 1 Church of Our Lady and St Thomas of Canterbury, Roxborough Park, Grade II Nos. 26 & 26a Crown Street, Grade II No. 56 Crown Street, Grade II Church of St John the Baptist, Grade II 315 Station Road, Grade II Nos. 3, 5, 7, 13, 31, 33, 35 West Street, Grade II Roxeth Farm, Bessborough Road, Grade II
Tree Preservation Order	Not applicable

Housing		
Density	Proposed Density hr/ha	645
	Proposed Density u/ph	263
	PTAL	6A
	London Plan Density Range	200-700 HR/HA
Dwelling Mix	Studio (no. / %)	2 (6.1%)
	1 bed (no. / %)	14 (42.4%)
	2 bed (no. / %)	17 (51.5%)
	3 bed (no. / %)	-
	4 bed (no. / %)	-
	Overall % of Affordable Housing	10%
	Social Rent (no. / %)	nil
	Intermediate (no. / %)	10%
	Private (no. / %)	90%
	Commuted Sum	
	Comply with London Housing SPG?	No
	Comply with London Housing SPG?	No
Comply with M4(2) of Building Regulations?	Yes, 90% of units will meet M4(2)	

Non-residential Uses		
Existing Use(s)	Existing Use / Operator	Council owned car park
	Existing Use Class(es) sqm	
Proposed Use(s)	Proposed Use / Operator	Flexible commercial / community /workspace
	Proposed Use Class(es) sqm	Class A2, A3, B1 and D1 (a, d, e, g)
Employment	Existing number of jobs	None
	Proposed number of jobs	TBC

Transportation		
Car parking	No. Existing Car Parking spaces	48
	No. Proposed Car Parking spaces	6
	Proposed Parking Ratio	0.18
Cycle Parking	No. Existing Cycle Parking spaces	None
	No. Proposed Cycle Parking spaces	60
Public Transport	PTAL Rating	6A
	Closest Rail Station / Distance (m)	Harrow on the Hill train and underground station, 400m. West Harrow Station (Metropolitan line), 800m
	Bus Routes	Harrow bus station (400m) Bus stops within 200m
Parking Controls	Controlled Parking Zone?	Yes
	CPZ Hours	10am-11am and 2pm-3pm
	Previous CPZ Consultation (if not in a CPZ)	N/A
	Other on-street controls	Double yellow lines in front of side on Vaughan Road

PART 2: Assessment

1.0 SITE DESCRIPTION

- 1.1 The application site sits immediately outside the AAP, Town Centre and Intensification Area boundaries, however displays a number of characteristics of central / urban locations.
- 1.2 The site comprises a 1254sqm parcel of land located on the corner of Vaughan Road and Bessborough Road. The Metropolitan railway adjoins the rear boundary.
- 1.3 The site is currently occupied by a Council owned car park (pay and display), providing 48 spaces, 3 of which are dedicated disabled bays.
- 1.4 There is a single vehicular access to the application site, at the eastern end of the Vaughan Road frontage. Pedestrian access to the site is also taken from Vaughan Road.
- 1.5 A single mature tree (not protected) is located along the site's frontage with Vaughan Road, with shrub planting extending along the eastern boundary.
- 1.6 The site is constrained by a 3.0m deep no-build zone from the railway boundary at the rear of the site and a Thames Water trunk surface drain which traverses the south-eastern corner of the site. A vehicular right of access also extend across the site from the crossover on Vaughan Road to the rear garden of the adjoining property at no. 2b Vaughan Road.
- 1.7 The site is located in the north west of West Harrow and is bounded by 2-3 storey residential development to the west, the metropolitan railway line to the north (rear), the intersection of the A312 and Lowlands Road with raised junctions, pedestrian underpasses and a staircase to the east, and Vaughan Road to the south.
- 1.8 North of the site and across the railway is a recently completed Morrisons/residential development reaching 9 storeys in height.
- 1.9 The site has a PTAL of 6A. The roads surrounding the site are included within a Controlled Parking Zone (CPZ).

2.0 PROPOSAL

- 2.1 Full planning permission is sought for the redevelopment of the car park to provide a four to eight storey building comprising 242sqm of commercial/community (Class A2/A3/B1/D1) space on the ground floor and 33 residential apartment on the upper floors; amenity areas; landscaping with associated surface parking; bin and cycle storage; substation; and re-location of vehicle access on Vaughan Road.

- 2.2 The footprint of the proposed building (670sqm) forms three distinct blocks (north, central (west) and south) with associated courtyard areas. The massing of the building is primarily oriented towards the north-eastern corner of the site.
- 2.3 The central (western) block of the building would be set a minimum distance of 3.4m from the common boundary with no. 2b Vaughan Road to the west and would extend marginally beyond the established front and rear elevations of this property.
- 2.4 The front (southern) and rear (northern) blocks would then extend towards the site's front and rear boundaries. The southern block would maintain a 2.3m setback from Vaughan Road and includes a curved design on the corner of Bessborough and Vaughan in response to the Thames Water tunnel. The rear block would be sited 2.0m from the rear boundary and would extend along the site's eastern boundary.
- 2.5 The height of the building facing Vaughan Road would be limited to five storeys. The height of the central block then reduces to four storeys in response to the sensitive relationship with the adjoining residential properties. The building rises to part seven / part eight storeys in the north-eastern block adjacent to the railway line.
- 2.6 The proposal makes provision for 242sqm of commercial / community / workspace, within use class A2, A3, B1 and/or D1a, d, e, g (Clinics, Health Centres, Museums, Public Hall / Exhibition Hall, Art Gallery) which would be distributed between three areas within the ground floor (northern and southern blocks).
- 2.7 The residential entrance lobby and supporting functions such as refuse store and bicycle parking would also be provided at ground floor.
- 2.8 The upper floors would provide 33 residential units, comprising 2 studio flats, 14 x 1 bed-2person units; 1 x 2bed-3person unit; and, 16 x 2bed-4person
- 2.9 3 (10%) of the proposed new homes would be affordable and 30 would be private. Of the 3 affordable homes, all of the units are proposed to be discounted market rent.
- 2.10 The existing vehicle dropped curve would be relocated to the eastern end of the Vaughan Road frontage.
- 2.11 6 on-site parking spaces are proposed at ground level in the rear north-western corner of the site. Three of these spaces would be wheelchair accessible bays.
- 2.12 It is noted that the proposal plan demonstrate the relocation of an existing traffic island and additional of 6 on-street parking spaces on Vaughan Road. However, it is noted that proposal plans are indicative of an achievable layout and any future works would be undertaken by the Harrow Council Highways Department.

- 2.13 52 cycle parking spaces are proposed within an internal cycle. An additional 8 spaces would be provided externally for the non-residential use. Refuse and recycling storage would also be located internally at ground floor.
- 2.14 Three lifts, one in each block, would provide access from the ground floor level for residents only.
- 2.15 The space around the building would serve as public realm and would include lighting, seating and planting. The proposal plans also demonstrate an indicative layout of proposed works to the adjacent underpass.
- 2.16 A communal amenity space would be located at fourth floor level and would include children's play facilities.

3.0 RELEVANT PLANNING HISTORY

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

Ref no.	Description	Status and date of decision
LBH/26014	Continued use of land for storage, repair, hire and sale of cars	Granted: 14/08/84
LBH/30437	Application under regulation 4 of T&CP Regs 1976: use of land as temporary car park	Granted: 31/07/86
WEST/67/94/LA3	Layout out of site as temporary public car park	Granted: 15/03/94

4.0 CONSULTATION

- 4.1 Three Site Notices were erected around the site on 18/08/17, expiring on 09/09/17.
- 4.2 Press Notice was advertised in the Harrow Times on the 17/08/17, expiring on 07/09/17.
- 4.3 The application was advertised as a major application.
- 4.4 A total of 253 consultation letters were sent to neighbouring properties regarding this application.

4.5 The overall public consultation period expired on 09/09/17.

4.6 Adjoining Properties

Number of letters Sent	253
Number of Responses Received	9
Number in Support	0
Number of Objections	9
Number of other Representations (neither objecting or supporting)	0

4.7 9 objections were received from the following residents:

Harrow Spiritualists National Union Church – 1 Vaughan Road
3 Vaughan Road
9a Vaughan Road
15a Vaughan Road
17a Vaughan Road
71 Vaughan Road
27 Butler Avenue
19 Pinner Road
38d Bessborough Road

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

Summary of Comments	Officer Comments
<p>Objects to the application due to:</p> <p><u>Design, Massing, Scale and Height</u></p> <ul style="list-style-type: none">• The building has no architectural merit and is not in keeping with the local street scene- particularly the roof line and colour;• The proposal is an excessive infill development.• The proposal will ruin the architectural skyline of Vaughan Road as it is out of keeping with the terraced houses.• The proposal would make the residential area seem like the city centre.• The development should be restricted to three storeys.	<p>Issues relating to design, scale and massing are assessed within section 6.7 of this report.</p>

<p><u>Traffic and Highways</u></p> <ul style="list-style-type: none"> • The proposed development would result in a significant increase in traffic and congestion in the area. • The removal of the car park and additional residents would exacerbate the existing pressure on street parking. • If car park is closed, the visitors to Harrow National Spiritualist Church, located on opposite side of Vaughan Road, would not have anywhere to park. • The car park is essential to the operation of the Church. • No bus stops close to the site. • Nearest town centre car park is not convenient for visitors to Harrow National Spiritualist Church. • There is limited possibility for blue badge holders to find parking on Vaughan Road. 	<p>Issues relating to traffic and highways are assessed within section 6.6 of this report.</p>
<p><u>Overdevelopment:</u></p> <ul style="list-style-type: none"> • The proposal would place additional pressure on refuse collection and surface water drainage; • West Harrow does not have the infrastructure to support this scale of development. • GP surgeries and schools in the area are at capacity. • There is not further investment in health, education or social activities to support the community. 	<p>As discussed within the body of this report, the proposal would introduce a maximum of 97 persons to the application site. The location of the site on the boundary of the town centre and the high PTAL rating is able to suitable accommodate a development of this scale.</p>
<p><u>Provision of Housing</u></p> <ul style="list-style-type: none"> • The very low provision of affordable housing does not justify the regeneration of the car park. • There are numerous developments going up in the surrounding area and as such, there is no demand for flats in 	<p>Issues relating to the provision of housing and affordable units are addressed within section 6.4 of this report.</p>

this area.	
<u>Amenity Impacts</u> <ul style="list-style-type: none"> Anything higher than 3 storeys would impact on light for all the surrounding buildings; 	Issues relating to neighbouring amenity are addressed within section 6.5 of this report.
<u>Consultation:</u> <ul style="list-style-type: none"> The developers have ignored all concerns of the local residents that were raised during consultation. 	The applicant carried out community consultation prior to the submission of the planning application. The details of the feedback and revisions to the proposal are detailed within the design and access statement.
<ul style="list-style-type: none"> The proposal would lead to the loss of value of surrounding properties. 	The LPA are not able to comment on this, nor does it form a material planning consideration.
<ul style="list-style-type: none"> Queried why house extensions are refused for 'over-development' when the proposal is allowed. 	Each planning application is considered on a case-by-case basis.

4.9 Statutory and Non Statutory Consultation

4.10 The following consultations have been undertaken on 28th April and on 17th August:

LBH Environmental Health
LBH Highways
LBH Planning Policy
LBH Design Officer
LBH Conservation Officer
LBH Landscape Architect
LBH Waste Management Officer
LBH Biodiversity Officer
LBH Housing Enabling
LBH Drainage Authority
LBH Tree Officer
LBH Drainage Officer

TFL
Environment Agency
Designing Out Crime Officer, Metropolitan Police Service
Affinity Water
Thames Water Authority
Ministry of Defence

Natural England
Historic England Archaeology

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

4.12 Internal Consultees:

Consultee	Summary of Comments	Officer Comments
LBH Environmental Health	No response received.	
LBH Highways	<p>Current parking situation</p> <p>The car park was previously surveyed in 2014 as part of the Harrow Town Centre Car Parking Future Options Study which concluded that the car park was never full to capacity and appears to be mainly used by commuters Monday to Friday. Further surveys were undertaken in 2016 for assessment within the Transport Statement submitted with this application and these reflect the same as the previous surveys. Vaughan Road was also surveyed and the results show that on-street parking has a higher demand in the evenings which is what we would expect for a residential street. The activities at the Church and Synagogue do not seem to have a significant impact on either the car park or on-street as there is still capacity for parking in both locations during service times. Commuters would be able to park in other public car parks in Harrow Town Centre.</p>	Noted. Conditions attached.

	<p><u>Sustainable travel</u> This site is within a PTAL 6A location meaning that there is excellent access to public transport which is further supported by the 2011 census data for the Harrow West ward showing 48% of residents travelling to work by public transport. The site is served by cycle routes immediately outside linking to other parts of the borough. There are 52 cycle parking spaces for residents and 8 for the commercial element. These must all be sheltered, secure and accessible.</p> <p>This is an ideal location for a car free/low car development. In order to support this, it will be necessary to apply a parking permit restriction which will prevent residents of the development from being able to obtain permits to park on-street during the operational hours of the surrounding CPZ.</p> <p><u>Servicing</u> The proposed arrangements for refuse collections appear to be satisfactory however this will need to be confirmed by the Waste team.</p> <p><u>Proposed Highway Alterations</u> In order to make this application acceptable it would be necessary to change the existing highway layout as this would no longer be fit for purpose. The one-way section on Vaughan Road would need to be removed and replaced with a point no-entry at the junction</p>	
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	<p>with Bessborough Road. Cyclists would be exempt. The relocation of this feature would leave a section of road with no parking provision, however it may be appropriate to consider introducing permit bays as part of the existing CPZ (zone V). One of the spaces could be a dedicated car club space as this would benefit residents of the development and the surrounding area who may wish to occasionally use a car. A contribution to have this work undertaken should be secured via condition.</p> <p><u>Trip Generation</u> The predicted vehicular trip rate is very low at 7 two-way AM trips and 5 two-way PM trips. We would not anticipate any noticeable impact on the surrounding highway network based on these figures.</p> <p><u>Proposed Parking</u> The development is intended to be low car, offering 6 parking spaces which includes 3 disabled parking bays. Whilst this is acceptable, it is still necessary to determine how the standard spaces are intended to be used.</p> <p>We have no objection to this proposal.</p>	
LBH Planning Policy	<p>The site is unallocated in the Local Plan but the proposed uses are considered appropriate given the site's location.</p> <p>The location is 'edge-of-centre' and the non-</p>	<p>On 18 August the applicant was requested to provide the above detail by way of an addendum to the Energy Statement.</p>

	<p>residential uses represent main town centre uses that should typically be located within a town centre or retail parades. The proposed non-residential uses are however modest in scale and will therefore have limited impact upon Harrow Metropolitan Centre and represent a logical extension of the centre. The usability and commercial attractiveness of the proposed ground floor non-residential uses needs to be considered but it is recognised that the immediate surrounds at ground level on the eastern boundary does not create a positive amenity for residential (as an alternative use at ground floor).</p> <p>The main issue of principle is the loss of the public car park. In this regard, the Harrow Local Plan does not explicitly seek to prevent the loss of existing public car parking.</p> <p>Further information required to justify the proposed use of the CHP. The energy statement should also respond to the potential Harrow and Wealdstone District Energy Network and should include details of carbon emission from the non-residential element.</p>	
<p>LBH Design Officer</p>	<p><u>Urban strategy and layout</u> The existing car park leaves Vaughan Road exposed to a heavily trafficked roundabout. The proposed development will bookend and screen Vaughan Road, having a beneficial impact on the</p>	

	<p>character of the street and outlook of the existing residents. The strategy for three interlocking blocks also works well – clearly defining three courtyard spaces and maximising the number of dual and triple aspect units.</p> <p><u>Height and massing</u> Height and massing is carefully judged for the context and is modulated to negotiate the current disparate relationship between the two storey residential terraces and the taller blocks (moving towards the town centre), with higher elements adjacent to the train line.</p> <p><u>Architecture</u> The scheme is of extremely high architectural quality and responds well to the character of the area. Elevations have been carefully composed and high quality materials and details employed. There is an excellent level of detail in the application, giving assurance that quality is locked into the scheme.</p> <p><i>Ground floor</i> Ground floor community space makes a positive contribution to the street. The arched openings highlight the difference in use and provide a generous relationship with the street - visibility of active space is maximised, while solidity of the arches provides a degree of enclosure to support flexible uses.</p> <p><u>Living space</u> Flat layouts are of very high quality. All units are either</p>	
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	<p>dual or triple aspect and individual units are well laid out with considerable thought given to the zoning and usage of living space. In my opinion these will make excellent homes.</p>	
<p>LBH Conservation Officer</p>	<p>The proposal is sited within the setting of the Roxborough Park and the Grove Conservation Areas.</p> <p>This proposal is sited within the town centre setting and so its scale and massing is appropriate in that context.</p> <p>Roxborough Park and the Grove Conservation Area is an attractive combination of high quality historic architecture and important public green open spaces, including the Grove Open Space and Church Fields, that serve to emphasize its distinction from the surrounding more modern commercial development of Harrow town centre and the other higher density urban sprawl'. Subject to the conditioning of high quality materials, this proposal would be appropriate.</p>	<p>Noted.</p>
<p>LBH Landscape Architect</p>	<p>As discussed, the drawings need to be adjusted to take account of the red line, Phase 1 of the development. Phase 2 is a useful proposal to have, but we need the information on how the landscape, levels, pedestrian and cycle routes would work within the red line Phase 1 development and this needs to be related to what remains of the existing features adjacent to / outside</p>	<p>Discussed within section 6.7.19. Suggested conditions of approval included.</p>

	<p>the red line. It would be helpful to show how the proposed changes to the cycle routes link to the existing cycle routes (extend the drawing). It would also be helpful to know the timeline for proposed works for Phase 1 and Phase 2.</p> <p>The proposed roof terrace, green roof on the fourth floor would be welcome. The proposal for any irrigation here in the metal planters and for other raised planters in the development is required (particularly where new trees are proposed).</p> <p>Floor 7, the Roof Plan, shows PV panels. Space could be allocated to a brown roof under and between the PV panels and also a brown extensive roof could be added to the roof above the seventh floor, to enhance the biodiversity of the area.</p> <p>If you are minded to approve this application the following hard and soft landscape conditions would be required:</p> <ul style="list-style-type: none">• <i>Landscaping to be Approved, including landscape masterplan, hard and soft landscape details and planting plans (at a scale not less than 1:100), written specification of planting and cultivation works to be undertaken and schedule of plants, noting species, plant sizes, plant container sizes (all at time of planting) and proposed numbers / densities and a landscape</i>	
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	<p><i>implementation programme. Details of the green and brown roofs and irrigation details for the proposed planters.</i></p> <ul style="list-style-type: none"> • <i>Hard landscape Material Details</i> • <i>Landscaping Scheme - Implementation including a period of 5 year period for replacements of soft landscape</i> • <i>Boundary Treatment</i> • <i>Levels, existing and proposed levels</i> • <i>Management and maintenance objectives and programme for all the landscape areas</i> 	
LBH Waste Management Officer	No response received.	
LBH Biodiversity Officer	<p>The Preliminary Ecological Appraisal and Tree Assessment for bats is acceptable and not further survey work would be required.</p> <p>The recommendations on the report should be followed. This could be achieved by Planning Conditions.</p>	<p>Noted. Conditions will be recommended for the following:</p> <ul style="list-style-type: none"> • Vegetation clearance works should be undertaken outside the bird nesting season; • Bird nesting and bat roosting provision should be incorporated into the new proposal; • Compensatory planting is required; and, • Details of the proposed brown roof are required. •
LBH Housing Enabling	Housing support the provision of discounted market rent units as the	

	affordable offer on this site, at 70% market rent.	
LBH Drainage Authority	The application can be conditioned for Surface Water Attenuation and Storage, Surface Water Disposal and Foul Water Disposal.	Noted.
LBH Tree Officer	As none of the trees are protected, there are no significant objections.	Condition attached.

4.13 External Consultees:

Consultee	Summary of Comments	Officer Comments
Transport for London	<p>TfL has no objection to the proposal.</p> <p>TfL notes that the proposed level of cycle parking is 60 spaces and the proposed level of Car parking is 6, TfL believes this is adequate for the site as this doesn't undermine walking, cycling or the use of public transport whilst the site is reducing car provision which is consistent with the objective to reduce congestion and traffic levels.</p> <p>The Mayor has a long term strategy that he is currently implementing known as 'Healthy Streets' with its aim to promote Londoners to cycle, walk and use public transport whilst reducing their reliance of driving, TfL believes this development 'buys-in' to the healthy streets approach.</p> <p>Standard conditions have been recommended due to the location of the site close to London Underground's railway infrastructure.</p>	Noted.

Designing out Crime Officer (MET Police)	Recommendations from pre-application discussions have been taken on board and incorporated within the proposal. Further recommendations have been recommended to achieve Secure By Design Accreditation.	A pre-occupation condition will be attached to the Decision Notice, requiring the applicant to achieve SBD Accreditation.
Thames Water	Recommended standard informative.	
Affinity Water	No response received.	
Ministry of Defence (Northolt Safeguarding)	<p>The MOD has no safeguarding objection to the application, providing the height of the proposed dwellings do not exceed 28m above ground level.</p> <p>The MOD has no objection to the application subject to a conditional requirement for the applicant to submit a bird management to ensure the long term management of the site, in regards to the proposed green roof.</p>	Condition attached.
Conservation Areas Advisory Committee	No objections in terms of impact on the conservation area.	
Design Review Panel	<p><u>7/11/16:</u> <u>Ground Floor:</u> The panel sought clarification of the design of the ground floor. Courtyard: Further definition of Bessborough Road courtyard is required. The success of the courtyard is reliant on the ground floor community uses activating it. Concerns were raised by the panel about the impact of noise from Bessborough Road and the proximity of the courtyard to the underpass. Entrance: The panel suggested that the location of the main entrance would benefit from</p>	Comments incorporated into redesign.

	<p>further exploration.</p> <p><u>Elevations:</u> The panel questioned the uniformity of the elevations. Thought should be to responding to the different environment qualities.</p> <p><u>Roof Terrace:</u> Disappointing that the roof terrace is only accessed via one core. This should be revised.</p> <p><u>Design Continuity:</u> Details are critical- depth of window reveal, handling or aches, scaling of windows and quality of materials.</p>	
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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
Housing
Residential Amenity
Neighbouring Amenity
Residential Quality of Proposed Development
Traffic, Parking and Servicing
Design Quality, Appearance and Layout
Lifetime Neighbourhoods
Impact on Protected Views
Landscape and Ecology Considerations
Climate Change and Environmental

6.2 Principle of Development

Loss of Public Parking Area

6.2.1 The proposed development forms part of Harrow Council's Regeneration Strategy, which commits to developing new homes for market sale and market rent, alongside building Council homes across the Council's portfolio of sites.

6.2.2 Following a rigorous site selection process of the Council's portfolio sites in 2014, the Vaughan Road car park site was identified as a suitable site for redevelopment. Specifically, within the selection process, the Council undertook surveys in Town Centre car parks and on-street spaces. The findings of these surveys were reported within the 'Harrow Town Centre Car Parking Future Options Study, final report. With regard, to the Vaughan Road car park, the report concluded the following:

'On weekdays accumulation reached 14 cars by 09:00 rising to 16 by 14:00. With an average duration of 5 hours and 18 minutes and a maximum cost of £4.20, it is likely that the car park is used for people working in Harrow. At no point did the car reach its capacity level of 48 spaces. It should be noted that during the time of the surveys, a works compound located at the car park would have reduced capacity by just under half (33% usage).'

'At weekends, peak accumulation was low at 7 cars which is likely to be attributed to the car parks' location away from the shopping centres in Harrow. The presence of a works compound during the survey period may have deterred some people from parking, but anecdotal; evidence suggests utilisation in this car park is generally low. At no point is the car park capacity of 48 spaces reached (15% usage).'

6.2.3 The findings of this study were assessed by the Council in terms of the overriding requirement to provide new housing within the Borough. As a result, the Vaughan Road car park site was included on a list of appropriate sites for redevelopment, which was approved by Cabinet in September 2015.

- 6.2.4 Additional parking surveys were undertaken by MLM Consulting Engineers as part of the Transport Statement in support of the planning application. The findings of these surveys compliment the previous assessments undertaken by the Council. Specifically, it was found that given the low intensity of the use of the car park, combined with the remaining capacity of the town centre car parks and the availability of car parking spaces on the surrounding street, the development would not have adverse impacts on the vitality of the town centre or the convenience of parking on the surrounding streets. The findings of the Transport Statement are discussed further in section 6.6 of this report.
- 6.2.5 There is no relevant policy relating to the loss of car parking within the borough and as such, the scheme is considered based on its merits within the current policy context. Policy DM43 (Transport Assessment and Travel Plans) requires transport assessments to be prepared for major developments. Such assessments should quantify the impacts of the proposal upon public transport and the highway network, which in this case includes the potential displacement of cars that currently use the car parking spaces proposed to be re-developed.
- 6.2.6 The Council's Highways Officer has confirmed that there is no objection to the loss of the car parking area. In this context, and also when considering the available survey data, the loss of the Vaughan Road car park is accepted.

Proposed Land Use

- 6.2.7 The current application seeks to deliver 33 residential units along with 242sqm of flexible commercial / community floorspace.
- 6.2.8 The proposed provision of residential units would support the London Plan Policy 3.3 'Increasing Housing Supply' and would make a valuable contribution towards achieving the Borough's housing targets, as required by the Mayor of London. Whilst it is noted that the site sits immediately outside of the Heart of Harrow Opportunity Area and the Housing Zone, given the proximity of the site to town centre services and public transport nodes, the site is considered to be appropriate to accommodate new housing.
- 6.2.9 The provision of private rental sector (PRS) housing and affordable units within the development are also considered to positively respond to the requirements of Policy 24 of the DMP, Policy 3.11 and Policy 3.8(a1) of the London Plan which seek to provide Londoners a choice of homes that they can afford and which meet their requirements for different sizes and types of dwellings.
- 6.2.10 In addition to the residential element, the proposal would deliver 242sqm of non-residential floorspace in three separate units within parts of the ground floor of the northern and southern blocks. As no end user has been identified prior to the grant of planning permission, the applicant wishes to retain a degree of flexibility around the future use of this space. In this context, approval is sought for flexible Class A2, A3. B1/ D1a, d, e, g uses.

- 6.2.11 The site is unallocated in the Local Plan, however the proposed uses are considered appropriate given the site's location. The location is 'edge-of-centre' and the non-residential uses represent main town centre uses that should typically be located within a town centre or retail parades. The proposed non-residential uses are however modest in scale and would therefore have limited impact upon Harrow Town Centre and represent a logical extension of the centre. The usability and commercial attractiveness of the proposed ground floor non-residential uses needs to be considered but it is recognised that the immediate surrounds at ground level on the eastern boundary does not create a positive amenity for residential (as an alternative use at ground floor).
- 6.2.12 In this regard, it is considered that the type and scale of proposed employment floorspace would be suited to the location of the site. Notwithstanding this, any future use would be subject to a condition of approval relating to the installation of future flues and ventilation.

Conclusion

- 6.2.13 The proposed loss of the existing parking area and provision of residential accommodation and employment use is considered to be acceptable and in compliance with the Development Plan for Harrow.

6.3 Regeneration

- 6.3.1 The NPPF reaffirms the Government's commitment to securing economic growth. Paragraph 21 of the NPPF advises that, when drawing-up Local Plans, local planning authorities should (amongst other things):
- *set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth;*
 - *set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period; and*
 - *identify priority areas for economic regeneration, infrastructure provision and environmental enhancement.*
- 6.3.2 A site selection process for potential developments was undertaken across the Councils portfolio of sites. Given the highly sustainable location, the site is currently considered to be underutilised and appropriate for development.
- 6.3.3 The proposed development would provide for a range of discounted market rented units and market rented housing that would be managed by a council owned company. The proposed housing would constitute an increase in housing stock within the Borough in terms of unit numbers. In addition to the mixed type and tenure of the proposed residential units, the development would provide a range of studio flats, one and two bedroom units. The proposal is therefore considered to respond to the needs of different demographic groups within the community, seeking social housing or rental accommodation. In this respect, the proposed development would meet the overarching *Place* principle of regeneration into the area.

- 6.3.4 The proposed development would provide a flexible commercial / community use at ground floor level. The proposal for the ground floor units is to provide contemporary, flexible workspace for individuals, small businesses or start-up companies. In addition to job creation, this proposal has the potential to cater for a need that is not currently provided within the surrounding area. Overall, it is considered that the inclusion of this component of the development would create opportunities for local business whilst stimulating an active ground floor element to the building.
- 6.3.5 In addition to the creation of jobs associated with the ground floor units, the proposed development would also result in the creation of temporary jobs, arising from the construction process.
- 6.3.6 As a whole, it is considered that the proposed development will deliver a scheme that will accord with the core objectives of the Regeneration Strategy (2015 - 2026) and the Local Development Plan, and it is envisaged that this will ultimately act as a catalyst for regeneration in the Harrow Town Centre and surrounding areas.

6.4 Housing, Supply, Density and Overall Housing Mix

Affordable Housing

- 6.4.1 London Plan Policy 3.12 *Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes* states that the maximum reasonable amount of affordable housing should be sought from individual proposals and negotiations should take account of the circumstances of the proposal including viability. The policy also establishes a clear expectation that affordable housing would be provided in the following sequential approach: on-site; off-site; or cash in-lieu contributions. Cash in-lieu contributions should only be accepted where this would demonstrably further the Plan's affordable housing and other policies.
- 6.4.2 The London Plan's housing policies are supplemented by the Mayor's *Housing SPG* (2016). In relation to affordable housing policies, the tone of the SPG is to further emphasise the need for policies to be applied in a manner that maximises output and, having regard to viability, to encourage not restrain housing development.
- 6.4.3 The proposal is for 3 of the proposed 33 homes to be provided as affordable homes equating to a proportion of 10%. Specifically, the proposal would provide 3 affordable discounted rented units, 1 x 1bed 2 person and 2 x 2bed 4 person.

Consideration of Proposal's Affordable Housing Offer

- 6.4.4 The applicant has submitted a Viability Assessment in support of the proposal's affordable housing offer. The Assessment indicates that should the development be built as a private rental scheme (i.e. no market sale flats) the appraisal demonstrates a significant shortfall against the net yield. In this context, it could be strongly and objectively argued that no affordable housing can be viably delivered for the PRS proposal. Alternatively, should the proposal consist of entirely market sale flats, the analysis conclude that three affordable housing units could be sustained. The report concludes that while it is the Council's intention to build the scheme out as 'Build to Rent' (PRS), the Council is committed to delivering wider social and economic objectives. Accordingly, three affordable units (discounted market rent / intermediate) are proposed to be incorporated in the scheme.
- 6.4.5 The applicant's assessment has been the subject of independent appraisal by consultant BNP Paribas Real Estate on behalf of the Council ("the Council's independent appraisal"). BNP Paribas has scrutinised the applicant's Viability Assessment. Further to this, WT Partnership were appointed to scrutinise the construction costs. As such, a robust assessment of the viability information has been undertaken.
- 6.4.6 The Council's independent consultant has reviewed the scheme for the private market sale proposal and considered that the proposed development would deliver a surplus of approximately £45,000 over and above the site benchmark value. Accordingly, it has been agreed that a contribution of £45,000 should be paid in addition to the 3 affordable units. The trigger point for this payment will follow the financial review, as should any additional surplus be identified above the £45,000, it might be possible to provide an additional unit on site, rather than a financial contribution.
- 6.4.7 London Plan Policy 3.12 makes reference to the re-appraisal of scheme viability and the Mayor's SPG provides further amplification, referring to such provisions as contingent obligations. Harrow's SPD also sets some expectations as to the use of such review mechanisms. It is considered necessary to require a review of scheme viability at an appropriate point in the development programme, and to seek additional contributions to affordable housing provision if appropriate in light of that review. Planning obligations to this effect are recommended.
- Proposed size and tenure of affordable housing*
- 6.4.8 The development would deliver the proposal's affordable housing contribution on-site, in accordance with the expectations of the London Plan. The proposed provision of contemporary flats within close proximity to Harrow Town Centre would make a welcome addition to affordable housing stock by extending choice to those seeking an affordable home within an urban environment.

6.4.9 In terms of the proposed affordable housing tenure, paragraph 4.19 of the Mayor's Housing SPG indicates that when a developer is proposing a Build to Rent development, the affordable housing offer can be entirely discounted market rent (DMR), managed by the Build to Rent provider and delivered without grant. In accordance with this requirement, the proposal would deliver 3 discounted market rent units (intermediate) which would be managed alongside the private rented units. The housing enabling team have indicated that these units would be utilised as 'affordable rented' units to house residents on the housing register, including small families. In this respect, the housing enabling team are in support of the proposed affordable housing offer.

Conclusion

6.4.10 Subject to the above mentioned financial contribution (£45,000); officers consider that the proposed affordable housing offer is the maximum that the site can support at the present time. The proposal would deliver much needed Discount Market Rented units. To this end, the development would accord with the aims and objectives of the Development Plan in respect of affordable housing.

Market Housing

Density

6.4.11 London Plan Policy 3.4 Optimising Housing Potential seeks to optimise housing output from development by applying the sustainable residential quality density matrix at Table 3.2 of the Plan. The site is located in an urban area with an excellent public transport accessibility rating (6a) and, therefore, housing output at the upper end of the density matrix (200 to 700 habitable rooms per hectare) is to be expected.

6.4.12 The applicant's planning statement advises that the density of the proposed development would be 645 habitable rooms per hectare. Accordingly, the proposed density sits within the expected density range of the London Plan and is therefore accepted.

Housing Type

6.4.13 Paragraph 50 of the NPPF states that local planning authorities should plan for a mix of housing, based on demographic and market trends, and the needs of different groups, and that they should identify the size, type, tenure and range of housing that is required in particular locations. This approach is reflected by Policy 3.8 of the London Plan 'Housing Choice' and Policy DM24 of the DMP 'Housing Mix'.

6.4.14 In addition to this, the Mayor's Homes for Londoners SPG (2016) provides guidance on the emerging private rented sector (PRS). It notes that the Government and Mayor support the provision of more high quality private rented homes. In the absence of a distinct planning use class, the SPG provides a clear definition of Build to Rent for planning purposes (Page 26 of the SPG).

6.4.15 It is the intention of the applicant to build out the proposed scheme as part of its 'Build to Rent' programme. The proposed development would provide a total of 3 affordable rented (discounted market rent) units and 33 private rented units. Given the highly sustainable location of the site, the close proximity to the town centre and the one and two-bedroom size of the residential units, the proposal for private rented accommodation is supported.

6.4.16 Within the Mayor's definition of Build to Rent, it is noted that the new homes should be held as Build to Rent under a covenant for at least 15 years. Notwithstanding this, and as discussed above, as the affordable housing offer has been based on the proposal providing market sale units 'build for sale' (maximum reasonable), there is no requirement for a covenant requiring the PRS element of the scheme to remain for a set period of 15 years. On this basis, the acceptability of the proposal has been considered for both 'Build to Rent' and 'Build for Sale' proposals. Whilst it is understood that it is the applicant's intention to operate the development as PRS, should the development, in part or in full, be sold as market sale units, this would remain to be acceptable and would contribute to the overall housing need within the Borough.

Dwelling mix

6.4.17 The Council has not prescribed a housing mix for market housing in the Local Plan, preferring instead to advocate flexibility to respond to circumstances including the location and nature of proposed developments. The applicant's Planning Statement includes details of the proposed market dwelling mix, which are as follows:

Table 1: Dwelling Mix

Type	Number
Studio	2 (6.1%)
1 Bedroom	14 (42.45)
2 Bedroom	17 (51.5%)
Totals	33 (100%)

6.4.18 The absence of three bedroom flats is noted. However, given the accessible location of the proposal, a substantial proportion of one and two bedroom flats is accepted. Such homes would be suitable for young professionals and small families.

Conclusion

6.4.19 Whilst it is noted that the proposal would not strictly comply with the Mayor's definition of Build to Rent, in that a 15 year covenant would not be secured, the proposal secures the maximum reasonable amount of affordable housing (market sale or PRS) and in this respect, both private rental or market sale developments can be supported.

6.5 Residential Amenity

Residential Quality of the Proposed Development

6.5.1 London Plan Policy 3.5 Quality of Design and Housing Developments sets out several criteria for achieving good quality residential development. The policy aims to ensure that developments enhance the quality of local places and create homes that reflect the minimum space standards and are fit for purpose in other respects. The policy also provides a commitment that the Mayor will issue guidance on implementation of the policy, and this commitment is fulfilled by the publication of the Mayor's Housing SPG (2012).

Space Standards, Storage and Flexibility of Layouts

6.5.2 As demonstrated within the applicants schedule of accommodation (Design & Access Statement, page 69), each of the proposed flats would meet the minimum floor space standards for their respective dwelling size and occupancy. All of the proposed flats incorporate an element of storage in excess of the minimum standards within Table 3.3 of the London Plan. Notwithstanding this, it is considered necessary to secure this as a condition of any planning permission.

6.5.3 In terms of individual room size, the proposed single and double bedrooms would also meet the minimum GIA requirements.

6.5.4 In terms of the flexibility and adaptability of the proposed flat layouts, in accordance with the requirements of the Nationally Described Standards all of the proposed units would include a double bedroom, capable of providing either a double bed or two single beds.

6.5.5 Accordingly, the proposed flats would be of an acceptable size and layout, in accordance with the standard of accommodation required by the London Plan policies.

Entrances, Floor to Ceiling Heights & Shared Circulation

6.5.6 The upper floor residential accommodation would be accessed via two cores (northern and southern). The maximum number of units accessed from one core would be four per floor (first, second, third floor). Three lifts would also be provided, one in each block. A review of the plans also demonstrates that each internal corridor would receive natural light and ventilation. Accordingly, the proposed development complies with the requirements of the Mayor's Housing SPG in terms of shared circulation space.

6.5.7 The SPG seeks a minimum floor to ceiling height between finished floor level and finished ceiling height in habitable rooms of 2.5 metres. Cross sections shown on the application drawings confirm that this would be achieved.

Outlook, Daylight & Privacy

- 6.5.8 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. The definition of a dual aspect dwelling is one with openable windows on two external walls, which may be opposite (i.e. front and back) or around a corner (i.e. front and side) and the SPG calls for development to maximise the provision of dual aspect dwellings.
- 6.5.9 The layout of the proposed units ensures that all of the residential units have been designed as either dual or triple aspect and are served by generously proportioned windows and glazed inset balconies, which allow light deep into all dwellings. In this respect, each flat would have views in two directions, opportunities for better daylight, more direct sunlight and cross ventilation. Furthermore, all of the internal corridors would receive natural light.
- 6.5.10 The applicant has provided a Daylight / Sunlight Report which assesses the Average Daylight Factor (ADF) and Annual Probable Sunlight Hours (APSH) for the proposed units. This report concluded that all habitable rooms on all floors meet and in most cases exceed the BRE Guidance for daylight.
- 6.5.11 Whilst it is noted that an existing public stairwell directly adjoins the eastern boundary of the site, given the increased height of the ground floor commercial use, the proposal plans indicate that the top of the stairwell landing would sit 2.2m lower than the bottom of the adjacent first floor windows and amenity space. Accordingly, no overlooking or noise nuisance would occur in this respect. Furthermore, whilst the western boundary adjoins a residential property, no flank wall windows face the application site and any views from the rear windows would be at oblique angles.
- 6.5.12 In terms of the relationship within the development, the windows facing the central courtyard would have the greatest potential to result in mutual overlooking between the units. However, as the minimum distance between facing windows would be 10.6m and also considering the elevations of the building do not sit directly parallel to each other, any overlooking would be minimal and would be at oblique angles.

Private Open Space

- 6.5.13 The proposal plans confirm that each flat would benefit from private amenity space in the form of a recessed balcony. With the exception of the studio flat on the fourth floor, and the two-bed units type C and D (6 units), the proposed balconies meet the minimum floorspace as required by the London Plan. All balconies meet the minimum depth requirement. However, given the minor shortfall is also justified due to the fourth floor communal amenity space available to these residents.

Communal Amenity Space and Outdoor Play Space

- 6.5.14 London Plan Policy 3.6 deals with the provision of children and young people's play and informal recreation facilities and required that children and young have safe access to good quality, well-designed, secure and stimulating play and informal recreation provision.
- 6.5.15 The proposals incorporate a children's playspace of 46sqm as part of a communal roof terrace of 112sqm at fourth floor level. The location and provision of play area is considered to be appropriate for the scale of the development. Whilst no play equipment or specific detail has been provided in terms of the use of this area, as the location and scale of the identified area is acceptable, it is considered that these details could be secured at a later date by way of a condition of approval.

Amenity of Neighbouring Occupiers

- 6.5.16 In terms of potential amenity impacts of the proposed development, the nearest properties to the site are as follows:
- The site is bounded to the north by the Metropolitan railway line.
 - North of the railway line, approximately 35.0m from the site boundary is the Morrison's development which comprises retail at the ground floor with residential above. The building reaches a maximum height of 9 storeys. Given the separation distance to this property, the proposal would have a negligible impact on the amenity of the occupiers.
 - The intersection of the A312 and Lowlands Road is located to the east of the site. A pedestrian and cyclist underpass and staircase providing access to a raised walkway directly adjoins the eastern boundary.
 - The site is bounded to the south by Vaughan Road. The flank elevation of a two-storey semi-detached property (no. 24 Bessborough Road) sits adjacent to the front boundary of the site, on the opposite side of Vaughan Road.
 - The western boundary of the site adjoins a row of two-storey terraced properties (nos. 2b-2e Vaughan Road).

Outlook

- 6.5.17 The proposed development would represent a distinctive new addition to the area. It would, by reason of its height, be visible to occupiers of premises over a wide area. However, the impacts would be most pronounced for the residential occupiers at the eastern end of Vaughan Road.

6.5.18 The height of the building along Vaughan Road is five storeys (approximately 17.0m). The building is setback from the pavement along Vaughan Road and would maintain an 8.8m setback from the side (western) boundary. It is acknowledged that the presence of a five storey building in this location would bring about significant visual change at the eastern end of Vaughan Road and also from the rear gardens of properties on Bessborough Road. Notwithstanding this, the architectural features and massing of the building are considered to be appropriate for the corner location and specific characteristics of the site. Specifically, the five storey height compliments development on Bessborough Road, while the siting and setback of the building ensures an open street profile and follows the curve in Vaughan Road. Design features such as the two-storey cut outs for balconies and changes in roof profile reduce the overall perception of massing within Vaughan Road. Accordingly, whilst the concerns raised by surrounding residents regarding the visual impacts on Vaughan Road are acknowledged, on balance, the proposal is considered to provide an appropriate visual termination to Vaughan Road, providing a clear distinction and somewhat of a visual barrier between Vaughan Road and the overpass.

Overlooking & Privacy

6.5.19 The front elevation of the proposed development would be located a minimum distance of 14.5m from the side boundary of the property at 24 Bessborough Road. Whilst it is noted that there are window openings within the flank wall of this neighbouring property, these windows are either obscurely glazed, high level or secondary windows, owing to their relationship with Vaughan Road. Notwithstanding this, the front elevation of the proposal would align with the rear garden of no. 24 Bessborough Road and as such, any overlooking to these windows would be at an angle, rather than directly facing each other. No objections have been received from the occupiers of no. 24 or those properties along Bessborough Road, in terms of overlooking or loss of privacy.

6.5.20 The western flank elevation of the rear block would include windows directly facing the rear of the adjoining properties on Vaughan Road. Given this relationship, the proposal has been carefully designed to limit primary windows and restrict roof terraces along this elevation. Any overlooking from these windows would be restricted to the rear amenity space. Given the compact nature of the urban built form, it is acknowledged that some degree of mutual overlooking to rear gardens is not common, in this context and also considering the separation distance (13.0m minimum) between the properties, the occupiers of the adjoining properties would not experience undue loss privacy. Additionally, it is noted that no objections have been received from the occupiers of these properties.

Daylight Sunlight

- 6.5.21 The applicant has provided a Daylight and Sunlight Assessment, demonstrating that the proposed development would not have a harmful impact on surrounding residents. The Council has engaged the services of a specialist consultant to provide independent appraisal of the applicant's daylight and sunlight assessment. The specialist consultant notes that the submitted report does not contain any significance criteria, stating that this is normally expected. Notwithstanding this, the general methodologies employed to assess daylight and sunlight is endorsed.
- 6.5.22 Whilst the specialist consultant has raised concerns regarding the accuracy of the technical analysis, using the experience of similar sites, it is considered that a more detailed analysis would still show compliance with the daylight and sunlight standards and therefore have no reason to doubt the report's conclusion that the relevant planning policy is met.

Amenity Impacts of the Proposed Commercial Uses

- 6.5.23 It is considered necessary to exercise control of certain aspects of the retail / commercial / community uses to ensure reasonable compatibility between those uses and the living conditions of occupiers residing within and surrounding the development. To this end, a condition is recommended that would require the Council's prior approval of: the use of amplified sound; any plant and/or other machinery (including but not limited to air condition units and air extraction units); and the provision of furniture and/or equipment associated with the extension of commercial activity outside of the building. It is also considered necessary to control the hours of use of the ground floor commercial premises as a condition of any planning permission.
- 6.5.24 Overall, the proposed development would have an acceptable impact on the amenities of neighbouring occupiers, and would therefore accord with the aims and objectives of policies 7.4B and 7.6B of The London Plan (2016), Core Policy CS1B of the Harrow Core Strategy (2012), policy DM1 of the Harrow Development Management Policies Plan (2013), and the adopted SPD: Residential Design Guide (2010).

6.6 Traffic, Parking and Servicing

Loss of Parking

- 6.6.1 The proposal would result in the loss of a 48 space off-street public car park near Harrow town centre. In this regard, the Harrow Local Plan does not explicitly seek to prevent the loss of existing public car parking. Consequently, the main consideration is the impact of the loss of the car parking rather than the principle itself. Policy DM43 (Transport Assessments and Travel Plans) requires transport assessments to be prepared for major developments. Such assessments should quantify the impacts of the proposal upon public transport and the highway network, which in this case includes the potential displacement of cars that currently use the car parking spaces proposed to be re-developed.

- 6.6.2 As previously discussed within section 6.2.10 of this report, the car park was previously surveyed in 2014 as part of the Harrow Town Centre Car Parking Future Options Study which concluded that the car park was never full to capacity and appears to be mainly used by commuters Monday to Friday. Further surveys were undertaken in 2016 to support the Transport Statement submitted with this application and these reflect the same as the previous surveys. Vaughan Road was also surveyed and the results show that on-street parking has a higher demand in the evenings which is what we would expect for a residential street.
- 6.6.3 In light of the above, the proposal is considered to satisfy the intent of Policy DM43. In addition to this, the Council's Highways Officer has not objected to the loss of the parking area.
- 6.6.4 Notwithstanding this, it is noted that concerns have been raised from the surrounding residents regarding the impacts associated with the loss of the parking area. Specifically, surrounding residents have indicated that the loss of the parking area would place additional strain on the street parking, which the residents consider to already be at capacity. Further concerns were raised in regards to the additional strain on parking from the future residents of the development and their visitors. Whilst these concerns are acknowledged, the parking surveys aforementioned indicate that the car parking area was rarely at full capacity and was generally used by commuters. In this respect, the loss of the parking should not place significant strain on the street parking at the required times of use by surrounding residents. Commuters would be able to park in other public car parks in Harrow Town Centre. In addition, it is noted that the proposed development would result in additional capacity for on-street parking, as a result of the relocation of the traffic island. These spaces, and also the existing spaces along the surrounding roads, would not be available to the future occupiers of the development as the development would have a restriction regarding parking permits.
- 6.6.5 In addition to this, Harrow Church, located on the opposite side of Vaughan Road, considers that the existing car park is essential to support the visitors and congregation attending the services and community events. The Council's Highways Officer has confirmed that, based on the parking surveys, the activities at the Church do not appear to have a significant impact on either the car park or on-street parking as the surveys show that there was still capacity for parking in both locations during service times. Whilst concerns have been raised in regards to wheelchair accessible bays, it is noted that there are 6 on-site parking spaces at the church which could accommodate these spaces. Given the high PTAL level of the area, it would be expected that visitors to the church would utilise the various modes of public transport available.

Sustainable Travel and Parking Provision

- 6.6.6 This site is within a PTAL 6A location meaning that there is excellent access to public transport which is further supported by the 2011 census data for the Harrow West ward showing 48% of residents travelling to work by public transport. The site is served by cycle routes immediately outside linking to other parts of the borough. In accordance with Policy 6.9 of the London Plan the development is required to provide 51 cycle spaces for the residential component and 8 spaces for the non-residential (based on the maximum requirement).
- 6.6.7 In accordance with the above, the proposed development includes 52 spaces within an internal secure space on the ground floor and an additional 8 spaces for the commercial use within 4 Sheffield stands. This provision is considered acceptable.
- 6.6.8 The proposed development would also provide for 6 parking spaces, 3 of which would be wheelchair accessible bays, within the rear courtyard. Whilst concerns have been raised by surrounding residents in regards to the limited amount of on-site parking, the provision complies with Table 6.2 of the London Plan which states that developments in areas of good transport accessibility should aim for significantly less than 1 space per unit. Notwithstanding this, a car parking management plan is required by way of a condition, to determine how the standard spaces are intended to be used.
- 6.6.9 Both the Council's Highways Officer and TFL Travel Planner have expressed that this is an ideal location for a car free/low car development and have supported the proposed amount of on-site parking. Notwithstanding this, in order to support the proposed development, it will be necessary to apply a parking permit restriction which will prevent residents of the development from being able to obtain permits to park on-street during the operational hours of the surrounding CPZ.

Access and Highways

- 6.6.10 The existing vehicular access, located towards the eastern end of the Vaughan Road frontage would be relocated to the western end of the frontage. This access would provide access to the small car parking area at the rear of the site. This access would also maintain a right of way to the rear garden of the adjoining property.
- 6.6.11 In order to make this application acceptable it would be necessary to change the existing highway layout as this would no longer be fit for purpose. The one-way section on Vaughan Road would need to be removed and replaced with a point no-entry at the junction with Bessborough Road. Cyclists would be exempt. The relocation of this feature would leave a section of road with no parking provision, however it may be appropriate to consider introducing permit bays as part of the existing CPZ (zone V). One of the spaces could be a dedicated car club space as this would benefit residents of the development and the surrounding area who may wish to occasionally use a car. A contribution to have this work undertaken is secured via condition.

- 6.6.12 Whilst the proposal plans demonstrate that the relocation of the traffic island could accommodate 8 additional on street parking spaces, this is only an indicative plan of what could be achieved. Any alterations to the highway would be completed by the highways department. Surrounding residents would be informed of any alterations to the CPZ prior to the commencement of works. A financial contribution is necessary to facilitate the required highways works. This will either be secured by way of an internal transfer between Council department, or through the shadow 106, should the site be sold.

Delivery and Servicing

- 6.6.13 It is proposed that an internal refuse storage area is located within the front (southern) block. The refuse store is accessible internally and externally by residents. In accordance with Harrow Council's 'Code of Practice for the Storage and collection of Refuse and Materials for recycling in domestic properties', the refuse storage would be located within 10.0m from Vaughan Road. This document was also consulted to determine the amount of space needed for the refuse room. Due to this, the size and location of the proposed refuse storage reflects the capacity required for this development and complies with Policy DM45 of the Development Management Plan policies. Whilst the Council's Waste Department have not commented on the proposed arrangements, the Highways Department have confirmed that the refuse collection appears to be satisfactory.

- 6.6.14 Refuse collection and servicing of the development will be via Vaughan Road. Loading and unloading is permitted on single and double yellow lines on Vaughan Road for a maximum of 40 minutes. This arrangement is considered acceptable.

External Lighting

- 6.6.15 The applicant has provided an External Lighting Strategy, prepared by MLM. In addition to this, drawing no. 267_010 rev P2 indicates the proposed location of the external lighting. Specifically, lighting columns would be provided within the courtyard areas and along the eastern boundary of the site, adjacent to the public realm. The lighting strategy indicates that the external lighting would be automatically switched off between 2300 and 0700hrs. However, where safety and security lighting is to provided between these hours, the lighting system would comply with the lower levels recommended in ILE's Guidance notes. Accordingly, the proposed development is not considered to result in a nuisance to surrounding residents.

6.7 Design Quality, Appearance and Layout

Surrounding Area

- 6.7.1 The application site is located in an urban area, immediately adjacent to the Harrow Town Centre and Harrow and Wealdstone Opportunity Area (AAP) boundary. Whilst Vaughan Road is predominantly characterised by residential development, the surrounding area has a variety of building styles of varying heights and sizes, and a variety of land uses. As such, the character of the wider surrounding area is mixed.

- 6.7.2 The area directly surrounding the application site on the western side of Bessborough Road, including the properties on Vaughan Road. This area is predominantly characterised by residential development, constructed between 1900 and 1912. The majority of the buildings are two storey Victoria or Edwardian terraces, constructed of redbrick. Further west along Vaughan Road the use of render has been incorporated within the rows of terraces.
- 6.7.3 To the north of the site, across the rail line and road, lies Harrow Town Centre where the townscape is of a larger grain and greater in height. Land uses include both commercial and residential. The architecture is predominantly contemporary but otherwise diverse in materiality, scale and appearance. Building heights range from 5-10 storeys. Recently approved developments include the Morrison's residential development, adjoining the northern side of the railway, which reaches a maximum height of 9 storeys and Bradstowe House, located on the Junction Road roundabout, which reaches a maximum height of 10 storeys.
- Proposed Development:*
- 6.7.4 The proposed architectural design has evolved during intensive discussion with the applicant during the pre-application proposal. The applicant's design team attended 5 pre-application meetings with the LPA and also presented the design at a Design Review Panel in November 2016.
- Siting, Height and Massing of the Proposed Building*
- 6.7.5 The final design, scale and layout of the building has been informed by the character of the surrounding area and the comments received during pre-application consultation. As previously discussed, the building comprises three joined-up buildings with associated courtyard areas. The building would range in height from four to eight storeys. The site coverage of the proposal would be 51%.
- 6.7.6 It is acknowledged that various concerns have been received from surrounding residents regarding the overall massing and height of the proposal. These concerns consider that the scale of the proposal is not in keeping with the low-scale character of the residential development on Vaughan Road.
- 6.7.7 As previously discussed, the application site is located on a prominent corner, making the change from the busy fly-over and Harrow Town Centre into the quiet and low rise residential area of West Harrow. The disparity between the small urban grain of West Harrow and the larger development within the town centre is demonstrated on page 59-61 of the applicant's Design and Access Statement, which provides existing views from the town centre and also from the junction of Butler Avenue and Bessborough Road. The scale of the proposal seeks to mediate between the two scales of the surrounding property.

- 6.7.8 The central block of the proposed development is the lowest in height at four storeys, in response to the height of the adjacent Victorian Housing along Vaughan Road. The siting of this block also takes reference from the front and rear building lines of the adjacent properties. Whilst the front building line of this block angles towards the Vaughan Road frontage and as such, projects slightly forward of the adjacent front building line, this siting is considered acceptable due to the curvature in Vaughan Road. The use of inset corner balconies on the front elevation of this block acts to provide articulation and soften the bulk of this part of the building.
- 6.7.9 The southern block, located on the corner of Bessborough Road and Vaughan Road, is one storey higher (fiver storeys) in response to the positioning adjacent to Bessborough Road. Following a site visit, it is confirmed that in the context of the existing development along Bessborough Road and also by nature of the intensity of Bessborough Road, that a five storey height could be supported. Notwithstanding this, given the positioning of this block, it is considered to be most prominent within the Vaughan Road streetscene. In this context, various options were explored during pre-application discussions. The final proposal maintains a 1.5m setback from Vaughan Road and incorporates a curved 'cut-out' on the corner with Bessborough Road. These elements are considered to facilitate an open street profile and maintain a sufficient space between the building and the pedestrian footpath, whilst providing an appropriate termination to Vaughan Road. The addition of the two-storey cut-out to the elevation facing Vaughan Road is considered to reduce the overall bulk of this element of the building when viewed from Vaughan road.
- 6.7.10 The bulk of the massing has been provided in the north-eastern corner, where the site adjoins the railway line to the rear and the overpass to the east. The building in this location reaches a maximum height of 8 storeys. Whilst it is acknowledged that this block would be visually prominent within the wider context, the 8 storey height is considered acceptable when considering the location of the railway at the rear and the proximity to the town centre. Specifically, it is considered that the proposal provides a step between the nine storey height of the Morrisons's building on the opposite side of the railway line and the lower heights along Bessborough Road. Furthermore, the part eight storey / part seven storey nature of this block acts to reduce the overall massing by providing articulation to the roofline.
- 6.7.11 Overall, the sculpted massing of the three interlocking blocks, variation in height and careful consideration of the distribution of massing is considered to result in a development which appropriately responds to both the low-density residential development within West Harrow and the emerging town centre development to the north-east of the site.

Standard of Architectural Design

- 6.7.12 The proposal incorporates a clear distinction between the non-residential use on the ground floor and the residential accommodation above. Specifically, the ground floor commercial use includes a higher floor to ceiling height and also incorporates arches, of varying height and depth, along the Vaughan Road and Bessbororugh Road frontages. The residential entrance at ground floor has been given prominence by its increased height and parabolic shape. The applicant has indicated that these features take reference from the arched entrances of the Victorian properties along Vaughan road. This design feature, which would include glazing below the arches, is considered to result in an active and visually interesting ground floor façade for the non-residential use.
- 6.7.13 Overall, careful consideration has been paid to the architectural specification of the upper floors. Specifically, the facades incorporate recessed balconies (some of which are positioned on corners to add emphasis to the recess), a cut-out double height terrace, and variation and detail to the roof line. A slim line aluminium frame will ensure a clean finish to the openings. Each opening will maintain a sufficient full brick deep reveal. Whilst the development includes a combination of window and door sized and types, the combination of the proposed fenestration is considered to sit comfortably within the facades.
- 6.7.14 The building is proposed to be constructed of a red-brown unsanded brick. At the base of the building the bricks would be glazed to provide a distinction between the uses. The columns of the inset balconies would be constructed of terracotta tiles with a high quality glazed finish, and the window and door opening would be slim aluminium frames (colour tbc). The Council's urban design officer has confirmed that the proposed palette of materials would sit comfortably within the surrounding development. Notwithstanding this, a condition of approval will require the submission and approval of proposed materials.

Site Layout and Landscaping

- 6.7.15 Page 96 of the design and access statement demonstrated a phased approach to the public realm / landscaping strategy. Specifically, the works which would be completed with the proposed development (phase 1), include the landscaping and surfacing within the site boundary (redline) and the removal of the existing fence along the eastern boundary and extension of the brick courtyard. Substantial level changes would be required to facilitate access from the courtyard to the underpass. Phase 2, involves wider improvement works to the underpass. Whilst it is the applicant's intention to implement phase 2 of the landscape strategy, it is not envisaged that these works would not come forward at the time of construction. Whilst these works would be a welcomed addition to the area, they are not required to justify or enable the proposal.

- 6.7.16 In line with the intent of London Plan policies 5.10 and 5.11, the front courtyard on Vaughan Road offers an opportunity for soft landscaping within the streetscene. A group of stemmed trees would be located in a brick paved courtyard behind a low brick wall along Vaughan Road. The provision of these trees seeks to integrate planting within the space around the building but also help to separate the vehicular access which runs parallel to the western boundary from the pedestrian access on the eastern side of these trees. The use of the brick paved forecourt would extend along the front of the building to distinguish the entrances to the ground floor non-residential space.
- 6.7.17 The most prominent public realm to the project is the pedestrian underpass network which sits adjacent to the eastern boundary. The applicant has acknowledged that concerns were raised during public consultation regarding the anti-social behaviour associated with this area. At present, a fence and low level planting separates the site from this area. It is also noted that there is a change in level, with the site sitting slightly higher than the adjoining public realm. As discussed above, the applicant is proposing to undertake upgrade works to the adjoining public realm. Whilst these works would be welcomed, they are not considered necessary to enable the redevelopment of the site.
- 6.7.18 The proposed courtyard works which would be undertaken with the proposed development are shown as 'phase 1' on page 96 of the Design and Access Statement. The low level planting along the eastern boundary would be removed. The new courtyard on the eastern side of the building would be treated as a semi-public space, which would be overlooked by the two commercial units and the residential flats above. This area provides the primary residential entrance to the development. A large tree would be pushed towards the eastern boundary, to provide a sense of separation between the development and the public underpass. The proposal plans do not demonstrate the installation of a security gate to this boundary.
- 6.7.19 Whilst it is understood that a section of the existing fence, separating the site from the underpass, would be removed to allow for the brick paving surrounding the circular planter, little information has been provided in terms of how the levels, pedestrian and cycle routes would be between the development site and what remains of the existing features outside the site boundary. Whilst the principle of opening the courtyard area onto the overpass is considered to activate and provide natural surveillance to the adjacent public realm, a condition of approval would require further detail regarding this relationship, to ensure the successful integration between these areas.

Roof Terrace

- 6.7.20 The proposed development includes a communal roof terrace at fourth floor level. The terrace includes a garden courtyard, with central paved area, surrounded by a brick paved promenade. The Council's Landscape Architect welcomes the proposed roof terrace in this location. Notwithstanding this, further details are required in terms of planting and irrigation.

- 6.7.21 Whilst the applicant has indicated that requirement for children's play space could easily be accommodated on the roof terrace, no details have been provided regarding the specific layout or equipment. A condition is attached in this respect. Notwithstanding this, the proposed playspace is considered to meet the requirement of Policy 3.6 of the London Plan.
- 6.7.22 Whilst further information is required regarding the relationship between the eastern courtyard and the public realm, the Council's Landscape Architect is satisfied with the proposed hard and soft landscaped works. Notwithstanding this, standard conditions have been suggested.

Conclusion

- 6.7.23 The existing car park leaves Vaughan Road exposed to a heavily trafficked roundabout. The proposed development will bookend and screen Vaughan Road, having a beneficial impact on the character of the street and outlook of the existing residents. The height and massing is carefully judged for the context and is modulated to negotiate the current disparate relationship between the two storey residential terraces and the taller development within the town centre. The architectural quality and public realm / landscape strategy has been well considered and provides confidence that the scheme would be delivered to a high standard. Overall, the proposal is considered to represent high quality design that complies with policies 7.4.B and 7.6.B of the London Plan, policy CS1.B of the CS and policy DM1 and DM3 of the DMP.

6.8 Lifetime Neighbourhoods

Location & Accessibility of Non-Residential Development

- 6.8.1 The proposed commercial/community work spaces would be accessed via four entrances, located along the eastern courtyard area and also from the frontage along Vaughan Road. As stated, the site slopes west to east, towards the underpass. The submitted drawings indicate that this change in levels has been considered as part of the public realm proposal within the development. Specifically, the applicant has provided drawing 267_012 rev P1 which demonstrates the associated change in ground levels. This plan indicates that an area of temporary poured asphalt would be located adjacent to the eastern side of the building, to provide levelled access from Vaughan Road. These details are considered to be sufficient in demonstrating that levelled access would be provided to the commercial / community units in compliance with Local Plan Policy DM2 'Achieving Lifetime Neighbourhoods'.
- 6.8.2 The commercial / community uses applied-for include A2, A3, B1 and D1 uses. The submitted floorplans drawings show the general internal configuration of these proposed uses, but detailed layouts have not been provided. Notwithstanding this, no issues are raised in regards to accessibility.

Location & Accessibility of Residential Development

- 6.8.3 Occupiers of the proposed flats would enjoy good access to the services and facilities available within Harrow Town centre, including those to be provided on the site, and those elsewhere via public transport routes serving nearby Harrow on the Hill Station. Whilst it is noted that a number of concerns have been raised in regards to the ability of the surrounding services to accommodate the future occupiers, it is noted that the wider area includes a number of places of worship, schools and health care facilities. As the proposal would only introduce a maximum of 97 additional residents, the development would not place a significant strain on established facilities.
- 6.8.4 The submitted application documents advise that 3% of the units as part M4(1), 88% of the units as part M4(2) and 9% of the units as part M4(3). The schedule of accommodation indicates 3 x 2bed 4person units, on the first, second and third floors would be wheelchair user dwellings. Whilst the shortfall below 10% is noted, this is very marginal (1.9%) and considered reasonable given the overall quality of the units.. A condition is recommended requiring the internal layout of the buildings and its external spaces to meet these standards. Subject to this condition, officers consider that the proposed development would comply with the policies outlined above.
- 6.8.5 Three 'blue badge' car parking spaces for disabled users would be provided within parking area. Levelled access from the surface level parking at the rear of the site would be provided. Whilst no details have been provided regarding the distribution of these spaces between the residential and non-residential uses, a condition of approval will require further detail in this respect.

Secured by Design

- 6.8.6 Policy 7.3 of The London Plan (2016) and core policy CS1 E of the Harrow Core Strategy 2012 seek to ensure that developments should address security issues and provide safe and secure environments.
- 6.8.7 The application is accompanied by a Secured By Design Statement (section 8.4 of the Design and Access Statement) and it is noted that the applicant has reviewed their proposal with the Design Out Crime Officer. Whilst the Designing out Crime officer has not raised any objections to the proposal, recommendations have been provided relating to the types of windows and doors, the mail delivery system and the location of utility meters, communal areas and bin and cycle stores. It is noted that the proposed development is capable of complying with these recommendations, but that some further detail is required from the application. A suitable condition is therefore recommended as set out at the end of this report to ensure that the development will achieve Secured by Design (SBD) certification prior to occupation.

- 6.8.8 Given the location of the site adjacent to an underpass, there is strong potential for pedestrian activity through the eastern section of the site, from Vaughan Road. It is envisaged that the ground floor commercial / community uses would generate an increased level of daytime / evening activity within the development. The layout and nature of the proposed development is such that the new public realm areas and adjacent underpass would be overlooked by the new flats and would be activated at ground floor level by the proposed non-residential uses, providing high levels of natural surveillance. The activation and natural surveillance of this area would help to alleviate any anti-social behaviour, or perception of anti-social behaviour associated with the underpass.
- 6.8.9 It is noted that the proposal would not seek to control access to the eastern courtyard by security gates. Whilst the absence of any clear boundary would result in a fluid relationship between the semi-private nature of the courtyard and the underpass, it is noted that this complies with policy DM2.A.d, which seeks to resist gated developments. Furthermore, it is considered that fencing along this boundary would undermine the accessibility / permeability which is sought for the eastern part of the development. Subject to the abovementioned condition requiring SBD accreditation, this relationship is considered to be acceptable.
- 6.8.10 As a whole, it is considered that the proposal would accord with the principles of Lifetime Neighbourhoods and in this regard is considered to be acceptable.

6.9 Impact on Protected Views

- 6.9.1 Policy DM3 Protected Views and Vistas states that views identified within Schedule 3 will be safeguarded in accordance with the Harrow Views Assessment (2012) and the London Views Management Framework. Specifically, and development within the wider setting consultation area should form an attractive element in its own right and preserve or enhance the viewer's ability to recognise and to appreciate the landmark.

Impact on Locally Protected Views, Setting of Harrow on the Hill and St Mary's Church

- 6.9.2 Whilst the site does not lie within the immediate vicinity of any designated Conservation Areas or Listed Buildings, given the sitting in the Borough, the proposed development has the potential to impact on the setting of Harrow on the Hill, a designated Area of Special Character (ASC) with numerous Conservation Area designations and the Grade I listed St Mary's Church, which is recognised within the Core Strategy as an important local landmark.
- 6.9.3 As demonstrated within Schedule 3 of the DMP, the application site is located within the Old Redding, Harrow Recreation Ground and Wood Farm viewing corridors. The applicant has submitted a views assessment as part of the Design and Access Statement

6.9.4 Given the location of the site within the outer areas of the aforementioned views corridor and also when considering the acceptable scale of the proposed development within the context of surrounding town centre development, the proposal would preserve the protected views and their landmark elements. The proposed development would therefore comply with Policy DM3 of the DMP.

6.10 Trees and Ecology

6.10.1 London Plan Policy 7.19 Biodiversity and Access to Nature echoes the need for development proposals to make a positive contribution to biodiversity, to protect statutory sites, species and habitats, and to help achieve Biodiversity Action Plan targets. The applicant has submitted a Preliminary Ecological Appraisal and Tree Assessment for bats. This Council's Landscape Officer has reviewed this document and confirmed that Preliminary Ecological Appraisal and Tree Assessment for bats is acceptable and not further survey work would be required. The recommendations of this report should be followed.

6.10.2 The proposal would result in the loss of an existing tree, located adjacent to the front boundary, and also the removal of low level shrubs along the eastern boundary. A tree report has accompanied the planning application. It is noted that the existing tree is not protected by a Tree Preservation Order. Whilst the loss of this tree is regrettable, it is considered that there is scope to plant new trees as part of the landscaping scheme that is required to come forward by planning. Accordingly, the proposal complies with policy DM22, relating to hard and soft landscaping.

6.10.3 The applicant's landscape strategy proposes the use of brown roofs on the northern and southern blocks. Whilst this is acceptable in principle, the Ministry of Defence has concerns that this would have the potential to increase birdstrike risk to aircraft strategy. In this respect, further details are required regarding the brown roof, including a bird management plan.

6.11 Climate Change and Environmental

Development and Flood Risk

6.11.1 The application site is not located within a critical drainage area or flood zone. As such, a Flood Risk Assessment has not been provided with the application. Notwithstanding this, the Council's Drainage Department has reviewed the proposal and requested that standard conditions are attached, requiring details of disposal of foul and surface water and the surface water attenuation.

Air Quality

6.11.2 The whole of the Borough has been designated as an Air Quality Management Area (AQMA), due to exceedances of the annual mean objective levels for nitrogen oxide (NO₂) and particulates (PM₁₀).

6.11.3 An Air Quality assessment has been provided as part of the applicant's submission. The assessment considers the air quality implications of the proposal during the demolition and construction phase and following the completion of the development. The assessment concludes that all the residential dwellings would meet the current air quality objectives. The emissions from both transport and building uses will meet corresponding benchmarks and therefore, no mitigation measures are required. Whilst as assessment of the construction phase also indicates that there would be negligible to low impacts, this will be subject to the submission of a Construction Method Statement.

Noise & Vibrations

6.11.4 London Plan Policy 7.15 Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes sets out criteria by which development proposals should manage noise. In addition to this, Local Plan Policy DM 1 requires a high standard of amenity taking into account, inter alia, noise, hours of operation, and vibration.

6.11.5 An assessment of the noise impacts upon the proposed development have been submitted with the planning application. The report concludes that due to the external sound levels, a ventilation strategy based on the use of open windows for the majority of the year would not be suitable. As such, a mechanical ventilation system should be required for the flats. In terms of the external amenity spaces, no mitigation methods were considered necessary for the proposed terraces. Whilst the report concluded that the outer edge of the roof garden is expected to exceed the noise limit, this area would be restricted for use and as such, noise mitigation is not necessary.

Carbon Dioxide Emissions Reductions

6.11.6 Under the London Plan (Policy 5.2), new residential development is expected to be zero carbon. At least a 35% reduction in carbon emissions (relative Part L Building Regulations 2013) is required to be achieved on site (the London Plan still refers to the 2010 Building Regulations, with an equivalent target of 40% reductions in carbon emissions). The balance emissions to achieve zero carbon are required to be offset through a monetary contribution to be used on carbon reduction measures within the borough. The Council applies the offset rate of £60 / tonne over 30 years (i.e. £1,800 per tonne) adopted in the London Plan. For non-residential, a 35% reduction against Part L Building Regulations 2013 is required on-site.

6.11.7 The energy strategy submitted with the application follows the energy hierarchy (Be Lean – energy efficiency, Be Clean – low carbon energy, and Be Green – renewable energy) and the relevant GLA guidance.

6.11.8 The strategy indicates that a 13.59% reduction in carbon emissions will be achieved through energy efficiency measures (Be Lean - the first element of the energy hierarchy) for the residential element and this is welcomed. For the non-residential element, a 19.95% reduction is achieved.

- 6.11.9 In terms of the second element of the energy hierarchy (Be Clean), there is no existing district energy network within the area. In 2016 the Council completed an Energy Masterplan (EMP) that considered the technical and economic feasibility of a district energy network (DEN) serving Wealdstone / Kodak, and Harrow Metropolitan Centre / Northwick Park Hospital / University of Westminster campus, as well as the Council's Grange Farm regeneration project in South Harrow. Were such a network to include Grange Farm, it would pass the subject site. The EMP however found that the connection to Grange Farm is not financially feasible, but two clusters (Wealdstone / Kodak, and Harrow Metropolitan Centre / Northwick Park Hospital / University of Westminster campus) were technically and financially feasible and the Council is progressing these clusters to more detailed financial feasibility. Consequently, whilst there are currently no district energy networks available, the energy strategy indicates that provision will be made for the potential connection of the site to a network in the future. In the meantime, the proposal for an on-site gas-fired CHP as a form of low-carbon energy is welcomed. This measure will reduce carbon emissions by a further 18.78%. The CHP energy will only serve the residential element.
- 6.11.10 In terms of the third element of the energy hierarchy, namely renewable energy (Be Green), the applicant solar PV panels, which will produce 17kW peak of electricity and equate to approximately 88 sqm of photovoltaic panels. The strategy indicates that there is sufficient space on the roof of the southern part of the development. These solar PV panels will reduce carbon emissions by a further 13.20% for the residential element of the scheme. An air source heat pump will provide renewable energy to the non-residential element of the scheme and reduce those carbon emissions by 11.86% .
- 6.11.11 As a result of the above measures, overall carbon emissions from the residential element of the development are reduced from the Part L Building Regulations baseline of 39.12 tonnes / annum down to 21.3 tonnes / annum. The proposed reductions equate to a 45.56% reduction on-site, which is significantly better than the London Plan's minimum of 35% reductions being achieved on-site. It is considered that there are no realistic further measures that could be undertaken to reduce emissions further on-site. For the non-residential element, carbon emissions are reduced from 5.35 tonnes / annum to 3.66 tonnes / annum, a 31.45% reduction; which is below the 35% target. However, overall on-site reductions (residential and non-residential) total 43.86%, which is a positive outcome.
- 6.11.12 Compliance with the energy strategy and carbon emissions reductions / measures contained within should be secured by way of condition on any planning permission.

6.11.13 The remaining carbon emissions from the residential element that cannot be reduced on site (21.3 tonnes / annum) need to be off-set by way of monetary contribution in order to achieve zero carbon. The required offset contribution is £38,340 (i.e. 21.3 tonnes / year x £60 / year x 30 years); this figure is reflected in the revised energy strategy. This amount would be secured internally within the Council. However should the site be sold, this contribution will be secured within the shadow 106 agreement.

Sustainability

6.11.14 The applicant has submitted a Sustainability Statement. The site is considered to be in a very sustainable location, close to public transport and the services / facilities within Harrow Metropolitan Centre. The sustainable design and construction principles outlined in the statement (water efficiency, materials, waste, nature conservation / biodiversity), climate change adaptation and pollution all appear reasonable.

6.11.15 A condition should be imposed requiring the submission of a water strategy demonstrating that the mains water consumption of the proposed development will not exceed 105 litres per person per day (excluding an allowance of 5 litres or less per person per day for external water consumption).

7.0 CONCLUSION AND REASONS FOR APPROVAL

7.1 The proposed development of the site would provide new housing, including affordable housing to contribute towards the Council's housing targets set out in the Development Plan. The redevelopment of the site would also secure new commercial /community use which would activate the ground floor of the development and promote natural surveillance of the surrounding area. The height and massing of the building has been carefully judged for the context and is modulated to negotiate the current disparate relationship between the two storey residential terraces and the taller development within the town centre. Overall, the building would provide a high quality of design and materiality within the surrounding context, whilst providing good quality living conditions for all future occupiers of the development. The layout and orientation of the buildings to neighbouring properties is considered to be satisfactory to protect the amenities of the neighbouring occupiers. Mitigation measures would ensure that the safety and convenience of the road network of Harrow would be maintained, whilst encouraging a modal shift towards more sustainable modes of travel.

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

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:

Drawings: AKA_063_P_L_001; AKA_063_P_L_002; AKA_063_P_L_003;
AKA_063_P_L_004; AKA_063_P_L_100; AKA_063_P_L_101;
AKA_063_P_L_102; AKA_063_P_L_103; AKA_063_P_L_104;
AKA_063_P_L_105; AKA_063_P_L_106; AKA_063_P_L_107;
AKA_063_P_L_108 rev A; AKA_063_P_L_200; AKA_063_P_L_201;
AKA_063_P_L_300; AKA_063_P_L_301; AKA_063_P_L_302;
AKA_063_P_L_303; AKA_063_P_L_400; AKA_063_P_L_401;
AKA_063_P_L_402; AKA_063_P_L_403; AKA_063_P_L_404;
AKA_063_P_L_405; AKA_063_P_L_406; AKA_063_P_L_407;
AKA_063_P_L_408; AKA_063_P_L_409; AKA_063_P_L_410;
AKA_063_P_L_411; AKA_063_P_L_412; AKA_063_P_L_413;
AKA_063_P_L_414; AKA_063_P_L_600; AKA_063_P_L_601;
AKA_063_P_L_602; AKA_063_P_L_603; AKA_063_P_L_604;
AKA_063_P_L_605; AKA_063_P_L_606; AKA_063_P_L_607; 267_002 rev P1;
267_010 rev P1; 267_011 rev P1; 267_020 rev P1; 267_030 rev P1; 267_031
rev P1; 267_032 rev P1

Supporting Documents: Air Quality Assessment (ref: 773666-REP-ENV-001);
Acoustic Design Report; Foul Sewage and Utilities Statement (ref:
MDSE/714649); External Lighting Strategy (ref: MDSE/714649/GRH rev 01);
Arboriculture Survey Report; Preliminary Ecological Appraisal and Tree
Assessment For Bats; Daylight and Sunlight Assessment (ref:
CTN/7133506/LM rev 03); Infrastructure Report (ref: AHR/667372/JJB rev 3);
Transport Statement (ref: 617518 Rep. 903 rev f); Energy Statement for
Planning, dated 6 September 2017 (ref: 714655-MLM-ZZ-XX-RP-Y-0001).

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

3 Restricting Non-residential Use*

Notwithstanding the details shown on the approved drawings, the 242sqm of non-residential floor space on the ground floor, shall only be used for the following purposes without the prior written approval of the local planning authority; Use Class A2 (Professional and Financial Services); A3 (Restaurant and Cafes); B1 (Business); and D1a, d, e, g (Clinics, Health Centres, Museums, Public Hall / Exhibition Hall, Art Gallery); of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that class in any statutory instrument revoking and re-enacting that order with or without modification).

Reason: To protect the amenity of future and existing residential occupiers, and to protect the use of the ground floor of the approved development as commercial floor space.

4 Non-residential opening hours*

Unless otherwise agreed in writing by the local planning authority, the non-residential premises hereby approved shall only be open to the public between: 7:00am and 22:00pm on Mondays to Saturdays and between the hours of 10:00am and 18:00pm on Sundays and Bank Holidays, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that the operation of the ground floor uses is compatible with residential amenity.

5 Affordable Housing**

No more than 75% of the Private Rented Units shall be occupied until: 3 Discounted Market Rent Units (one (1) no. 1-bedroom 2-person unit, one (1) no. 2-bedroom 4-person unit and one (1) no. 2-bedroom unit 4-person wheelchair unit); have been completed (completion being the issuing of a certificate of completion by the developer's architect, agent, civil engineer or chartered surveyor) in accordance with the details of the Planning Permission. From the date of completion, the Discounted Market Rent Units shall not be occupied for any other purpose unless otherwise agreed in writing with the local planning authority. The Discounted Market Rent Units shall be available for rent only at 70% of Market Rental Levels.

Reason: To ensure the Affordable Housing units are delivered and tenures secured.

6 Quantum of Wheelchair Homes**

At least one of the Discounted Market Rent Units shall be constructed and completed to Building Regulation standard M4(3)(2)(b) of the Building Regulations 2010 (as amended).

REASON: To ensure the development provides accessible homes for all users.

7 Part M dwellings*

A minimum of 3 of the units shall be built in accordance with Building Regulation standard M4 (3) 'Wheelchair User Dwellings'. All other residential units in this development (with the exception of the 7/8th storey duplex unit), as detailed in the submitted and approved drawings, shall be built to Building Regulation Standard M4 (2) 'Accessible and adaptable dwellings'. The development shall be thereafter retained to those standards.

Reason: To ensure provision of 'Wheelchair and Accessible and adaptable' housing.

8 Refuse Collection*

The refuse bins shall be stored at all times in the designated refuse storage area, as shown on the approved drawing plans.

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

9 Storage *

The residential premises hereby approved shall each be provided with a storage space in accordance with the Mayor of London's Housing SPG (2016) unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that the development achieves a high standard of residential quality for future occupiers of the development.

10 Construction Method Statement and Logistics Plan*

No development shall take place until a Construction Method Statement & Logistics Plan has been submitted to, and approved in writing by, the local planning authority. The Method Statement shall provide for:

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

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

Reason: To minimise the impacts of construction upon the amenities of neighbouring occupiers.

11 Levels*:

No site works or development shall commence until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s), and any other changes proposed in the level of the site, has first been submitted to the Local Planning Authority in writing to be agreed. The development shall be carried out in accordance with the details so agreed.

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

12 Surface Water Drainage and Attenuation*:

No development shall take place until details of works for the disposal of surface water, including surface water attenuation and storage, has first been submitted to the Local Planning Authority in writing to be agreed. The submitted details shall include measures to prevent water pollution and details of SuDS and their management and maintenance. The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

Reason: To ensure that the development achieves an appropriate greenfield run-off rate in this critical drainage area and to ensure that sustainable urban drainage measures are exploited.

13 Foul Water Drainage*:

No development shall take place, until a foul water drainage strategy, detailing any on and / or off site works that may be needed to dispose of foul water from the development and to safeguard the development from foul water flooding, has first been submitted to the Local Planning Authority in writing to be agreed. The development shall not be occupied until the agreed drainage strategy has been implemented.

Reason: To ensure that there would be adequate infrastructure in place for the disposal of foul water arising from the development.

14 Materials*

Notwithstanding the details shown on the approved drawings, the development hereby approved shall not progress beyond 150mm above ground level until sample panels of the following materials are provided on site and agreed in writing by the local planning authority:

- a) All facing materials for the building, including brickwork,
- b) Spandrel detail, coping.

- c) Windows/ doors
- d) Balcony screening
- e) Boundary fencing including all pedestrian/ access gates

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

Reason: To safeguard the appearance of the locality and to ensure a satisfactory form of development.

15 Landscape Strategy*

The development hereby approved shall not progress beyond 150mm above ground level until a scheme for the hard and soft landscaping of the development, to include details of the planting, hard surfacing materials, raised planters and external seating, has been submitted to, and agreed in writing by, the local planning authority. Soft landscaping works shall include: planting plans (at a scale not less than 1:100), written specification of planting and cultivation works to be undertaken and schedules of plants, noting species, plant sizes and proposed numbers / densities and an implementation programme. The hard surfacing details shall include samples to show the texture and colour of the materials to be used and information about their sourcing/manufacturer. The hard and soft landscaping details shall demonstrate how they would contribute to privacy between the approved private terraces and the public pedestrian footpath, and communal areas. The development shall be carried out in accordance with the scheme so agreed and shall be retained as such thereafter.

Reason: To ensure that the development makes provision for hard and soft landscaping which contributes to the creation of a high quality, accessible, safe and attractive public realm and to ensure a high standard of design, layout and amenity.

16 Landscape Implementation*:

All hard landscaping shall be carried out prior to the occupation of any part of the development or in accordance with a programme that has been submitted to the Local Planning Authority in writing to be agreed. All soft landscaping works including planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out no later than the first planting and seeding season following the final occupation of the residential parts of the buildings, 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, diseased or defective, 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.

17 Relationship with adjacent Public Realm*:

Notwithstanding the details shown on the approved drawings, the development hereby approved shall not progress beyond 150mm above ground level until the following details have been provided to demonstrate the relationship between the application site and 'phase 1' of the public realm works, demonstrated on 267_012 rev P1:

- a) a cross section and details regarding the change in ground level between the eastern section of the site and the adjacent the public access way
- b) any planting or boundary treatment;
- c) details of ground surfacing and materials;
- d) levels; and,
- e) pedestrian routes.

The proposed works shall be carried out prior to the occupation of the residential development and shall retained as such thereafter.

Reason: To safeguard the appearance of the premises and the character of the immediate area and to ensure community safety.

18 Combined heat and power plant testing*

The development hereby approved shall not progress beyond 150mm above ground level until a specification of the combined heat and power plant, and arrangements for testing the emissions from the plant, has first been submitted to the Local Planning Authority in writing to be agreed. The aforementioned arrangements shall include a timetable for testing the plant and for reporting the test results to the local planning authority for the authority's approval in writing. The combined heat and power plant shall be installed and thereafter retained in accordance with the specification so agreed, and the testing shall be carried out in accordance with the arrangements so agreed. In the event that the local planning authority does not approve the test results, such remedial action as shall be specified in writing by the local planning authority shall be carried out no later than a date as shall be specified in writing by the local planning authority.

Reason: To ensure that the emissions from the combined heat and power system comply with the standards published at Appendix 7 of the Mayor of London's Sustainable Design & Construction supplementary planning document (2014).

19 Combined heat and power plant testing specification *

The development hereby approved shall not progress beyond 150mm above ground level until a specification and drawings of the external part of the flue of the combined heat and power system has first been submitted to the Local Planning Authority in writing to be agreed. The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

Reason: To ensure that the external part of the flue of the combined heat and power system complies with the standards published at Appendix 7 of the Mayor of London's Sustainable Design & Construction supplementary planning document (2014).

20 Noise mitigation *

The development hereby approved shall not progress beyond 150mm above ground level until a report identifying those residential premises within the development that require mitigation of external noise levels and detailing the mitigation required to achieve satisfactory noise levels within those premises (and to their private balcony areas, where relevant) has first been submitted to the Local Planning Authority in writing to be agreed. The report shall also detail the arrangements for ventilating the residential premises so identified. The development shall be carried out in accordance with the report so agreed, and shall be retained as such thereafter.

Reason: To ensure that potential adverse noise impacts to residential premises within the development are mitigated in accordance.

21 Non-Residential Premises*

The non-residential premises hereby approved shall not be first occupied and used without the local planning authority's prior agreement, in writing, of the following details:

- a) notification of any proposed use within Class D1 (not hereby approved) and D2 of the Town and Country Planning (Use Classes) Order 1987, as amended;
- b) any equipment for the projection of amplified sound to customers and other members of the public inside and (where relevant) outside of the building;
- c) any externally situated plant and/or other machinery;
- d) any externally situated temporary or permanent furniture, means of enclosure and other equipment associated with the extension of commercial activity outside of the building.

The occupation and use of the ground floor, including any part thereof, shall be carried out in accordance with the notification and details so agreed until such time as a material change of use occurs that is authorised either by any statutory instrument, local development order or by the local planning authority granting of planning permission.

Reason: To ensure that the operation of the ground floor uses and any associated equipment, plant, machinery and/or outdoor activity is compatible with residential and visual amenity.

22 Communal Facilities*

Prior to the occupation of the development hereby permitted, additional details of a strategy for the provision of communal facilities for television reception (eg. aerials, dishes and other such equipment) shall be submitted to and approved in writing by the Local Planning Authority.

Such details shall include the specific size and location of all equipment. The approved details shall be implemented prior to the first occupation of the building and shall be retained thereafter. No other television reception equipment shall be introduced onto the walls or the roof of the building without the prior written approval of the Local Planning Authority.

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

23 CPZ restrictions**

No residential occupation of the development hereby permitted shall occur until arrangements, to be submitted to the local planning authority (Transportation Department) for approval in writing, are put in place to ensure that, with the exception of disabled persons, no resident of the development shall obtain a resident's parking permit within the Controlled Parking Zone. These arrangements to include:

Details of the residential tenancy management programme which includes information informing residents they are not eligible for a resident's parking permit

Reason: To encourage sustainable modes of travel and ensure the surrounding road network does not experience undue levels of parking stress.

23. Highways Works**

No residential occupation of the development hereby permitted shall occur until the works to the highway, have been implemented, completed and the car parking spaces made available for use. These works to include:

- Existing site access closed and new access created
- The removal of the parking car island restrictor and instatement of new restriction
- The creation and marking out of new street-side car parking spaces
- Any kerbside realignments and making good of the highway

Reason: To ensure the car parking spaces proposed as part of the development are made available for use.

24 Rooftop Amenity Space*

Notwithstanding the details shown on the approved plans, the residential premises hereby approved shall not be first occupied until details for the approved roof terrace has first been submitted to the Local Planning Authority in writing to be agreed. The revised details shall include:

- Hard and soft landscaping details;
- Play space equipment details;
- Details of proposed safety railings
- Details of how inclusive access to and within communal rooftop gardens is achieved;

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

Reason: To ensure that the development achieves safe, comfortable and attractive amenity spaces.

25 Living Roofs*:

No residential occupation of the development hereby permitted shall occur until details of the provision of green/brown roofs within the development has first been submitted to the Local Planning Authority in writing to be agreed. The green roofs shall be designed to contribute to the creation of appropriate habitats targeted in Table 7.3 of the London Plan 2016 and/or the Harrow Biodiversity Action Plan 2015-2020. The details to be submitted shall comprise:

- a) identification of the roof areas to be used for the provision of green roofs;
- b) details of the planting to be used; and
- c) details of the maintenance, including irrigation and bird management

Reason: To ensure that the development makes appropriate provision for the protection, enhancement, creation and management of biodiversity.

26 Parking Management Plan*

No residential occupation of the development hereby permitted shall occur until a Parking Management Plan has first been submitted to the Local Planning Authority in writing to be agreed. The plan shall: identify the electric vehicle charging point spaces that are to be provided within the car park as 'active' spaces and those as 'passive' spaces; detail the allocation of a disabled person's parking space within the car park to each wheelchair home within the development; detail the allocation of general parking spaces within the development; detail the management of general vehicle access across the site; detail the allocation of cycle parking for residents/staff/visitors of the development;. The development shall be carried out in accordance with the plan so agreed and shall be retained as such thereafter.

Reason: To ensure that the development provides sufficient electric vehicle charging points and adequate, secure and (where appropriate) weather protected cycle parking.

27 Non-residential Delivery and Servicing Plan*

No residential occupation of the development hereby permitted shall occur until a revised Delivery and Servicing Plan has first been submitted to the Local Planning Authority in writing to be agreed. The revised Delivery and Servicing Plan shall include full details of the onsite Refuse Management Strategy. The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

Reason: To ensure that the transport network impact of deliveries associated with non-residential uses within the development is managed; the development achieves a high standard of residential quality for future occupiers of the development and provides a high quality, safe and attractive public realm.

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

29 Financial Viability Review*

Three months prior to the anticipated date of Practical Completion, the developer shall submit a Financial Review of the scheme, for agreement in writing by the local planning authority, to identify whether the scheme could support a higher level of Affordable Housing. Notwithstanding the requirements of Condition 5, where the Financial Review demonstrates a higher level of Affordable Housing can be supported, the developer and local planning authority shall agree a revised scheme of Affordable Housing, in accordance with the mechanism set out in the Informative xx of this planning permission.

Reason: To capture any potential uplift in the value of the scheme and ensure the scheme delivers the maximum reasonable amount of affordable housing.

30 Water Strategy*

No residential occupation of the development hereby permitted shall occur until a Water Strategy, demonstrating that the mains water consumption of the proposed development will not exceed 105 litres per person per day (excluding an allowance of 5 litres or less per person per day for external water consumption), has first been submitted to the Local Planning Authority in writing to be agreed. The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

Reason: To ensure that the proposed development has an acceptable impact on water network.

31 Legal Agreement Required*

In the event that any owners of the land have the legal locus to enter into a Section 106 Agreement, no works (or no further works if development has commenced) shall be commenced on site until such time as they have entered into such an Agreement incorporating obligations in respect of the matters covered by conditions marked with ** in the planning permission granted on 28/09/17 (Harrow Reference P/3468/17) and those obligations shall apply to all conditions above marked with ** which supersede those of permission P/3468/17.

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

Informatives

1 Policies

The decision to grant permission has been taken having regard to the policies and proposals in the London Plan and-or the Harrow Local Plan set out below, and to all relevant material considerations including any comments received in response to publicity and consultation, as outlined in the application report:

London Plan: 3.1, 3.3, 3.5, 3.6, 3.8, 3.9, 3.11, 3.12, 4.12, 5.2, 5.3, 5.5, 5.6, 5.7, 5.10, 5.11, 5.12, 5.13, 5.14, 5.15, 6.3, 6.9, 6.10, 6.13, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.8, 7.14, 7.15, 7.19, 7.21.

Harrow Local Plan:

Core Strategy: CS1, CS2;

Development Management Policies: DM 1, DM 2, DM 3, DM 7, DM 10, DM 12, DM13, DM 14, DM 21, DM22, DM24, DM27, DM 28, DM44, DM 45.

2 Pre-application engagement

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

This decision has been reached 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 Wheelchair Homes

The applicant is encouraged to liaise with the Council during the construction of the development to ensure, insofar as possible, that the wheelchair homes are fitted-out to meet the needs of their first occupiers.

4 Thames Water

Approval should be sought from Thames Water where erection of a building or underpinning work would be over the line of, or within 3m of a public sewer.

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 Resident's parking permits

The relevant traffic order will impose a restriction making residential occupiers of this building ineligible for resident's parking permits in the surrounding controlled parking zone.

7 Compliance With Planning Conditions Requiring Submission and Approval of Details Before Development Commences

You will be in breach of planning permission if you start development without complying with a condition requiring you to do something before you start. For example, that a scheme or details of the development must first be approved by the Local Planning Authority.

- Carrying out works in breach of such a condition will not satisfy the requirement to commence the development within the time permitted.
- Beginning development in breach of a planning condition will invalidate your planning permission.
- If you require confirmation as to whether the works you have carried out are acceptable, then you should apply to the Local Planning Authority for a certificate of lawfulness.

8 Mayoral Community Infrastructure Levy

Please be advised that this application attracts a liability payment of £574,217 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 upon the grant of planning permission will be collecting the Mayoral Community Infrastructure Levy (CIL). Your proposal is subject to a CIL Liability Notice indicating a levy of £109,025 for the application, based on the levy rate for Harrow of £35/sqm.

9 Harrow Community Infrastructure Levy

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

Harrow's Charges are:

Residential (Use Class C3) - £110 per sqm;
Hotels (Use Class C1), Residential Institutions except Hospitals, (Use Class C2), Student Accommodation, Hostels and HMOs (Sui generis) - £55 per sqm;
Retail (Use Class A1), Financial & Professional Services (Use Class A2), Restaurants and Cafes (Use Class A3) Drinking Establishments (Use Class A4) Hot Food Takeaways (Use Class A5) - £100 per sqm
All other uses - Nil.

The Harrow CIL Liability for this development is: £340,230

10 Approved Plans and Documents

Unless otherwise agreed in writing by the local planning authority, the development hereby permitted shall be carried out in accordance with the following approved plans and documents:

11 Definitions

Required definitions (e.g. discounted market rent; market rent) will be detailed within the shadow S106 legal agreement.

APPENDIX 2: SITE PLAN



Do not scale from this drawing. Verify all dimensions on site. Drawing should be read in conjunction with information from all other design consultations and contracts. All drawings in digital format are for reference only, paper copies are available on request.

PLANNING
For Information

Rev. Details
Draw. Date

Vaughan Road
Client: Harrow Council Regeneration Ltd
File: 016 Vaughan Road
Scale: 1:100 @ A3
Date: 13.07.2017

AKA-063-P-L 003

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APPENDIX 4: PLANS AND ELEVATIONS



Do not scale from this drawing. Verify all dimensions or sets. Drawing should be used in conjunction with information from all other design consultants and contractors. All drawings in digital format are for reference only. Paper copies are available on request.

PLANNING For Information

Flat Type/Size	Discount Market Rent
Studio	£10p
1Bdr	£20p
2Bdr	£30p
3Bdr	£40p

Commercial space
Commercial space
Substation
Plant/Service Rooms

Rev: Details
 Draw: Date

Vaughan Road
 Client: Havering Council Regeneration Unit
 Title: Ground Plan
 Scale: 1:200 (A3) / 1:100 (A4)
 Date: 05.08.2017

AKA-063-P-L 100

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APPENDIX 4: PLANS AND ELEVATIONS



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