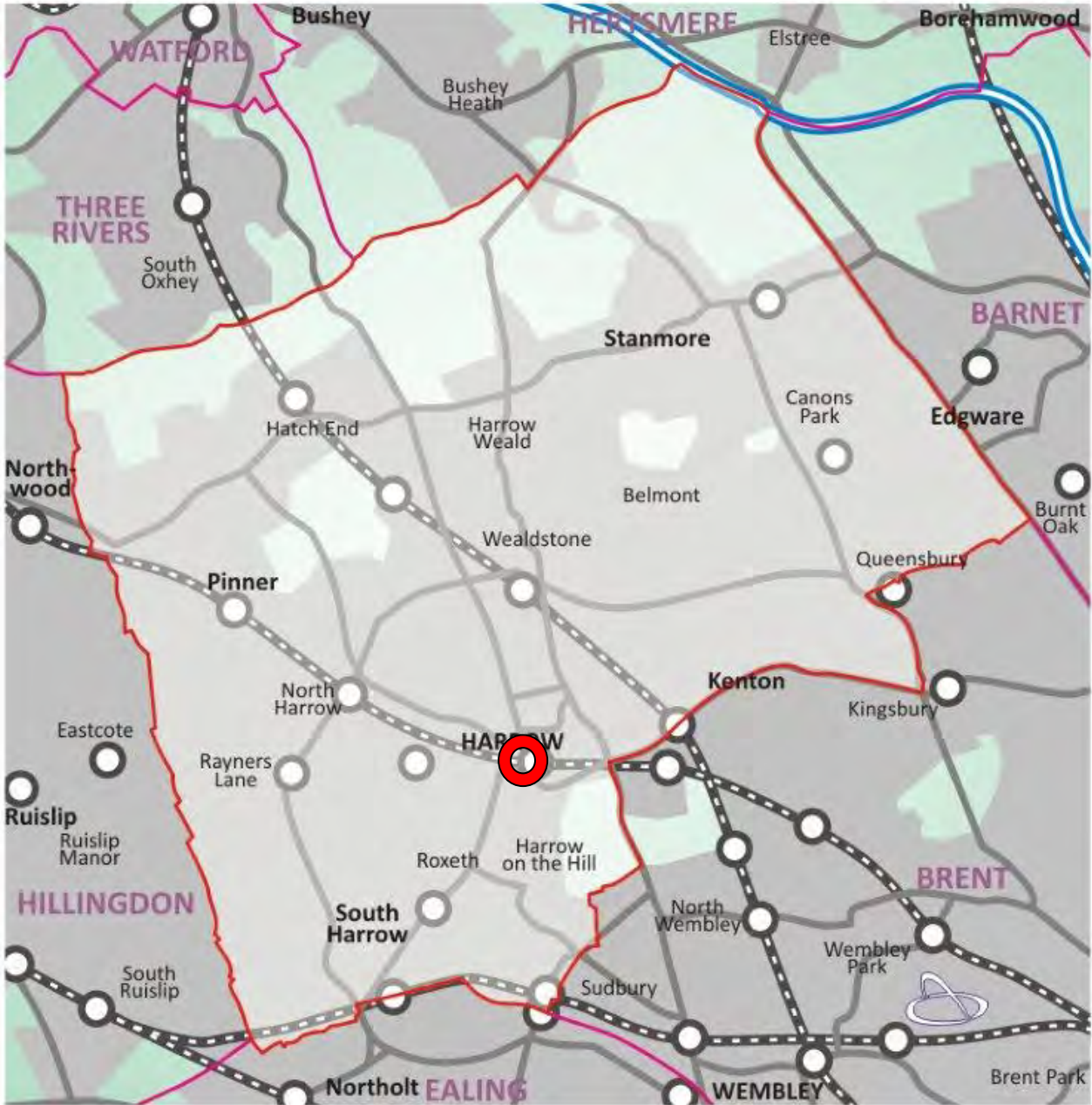
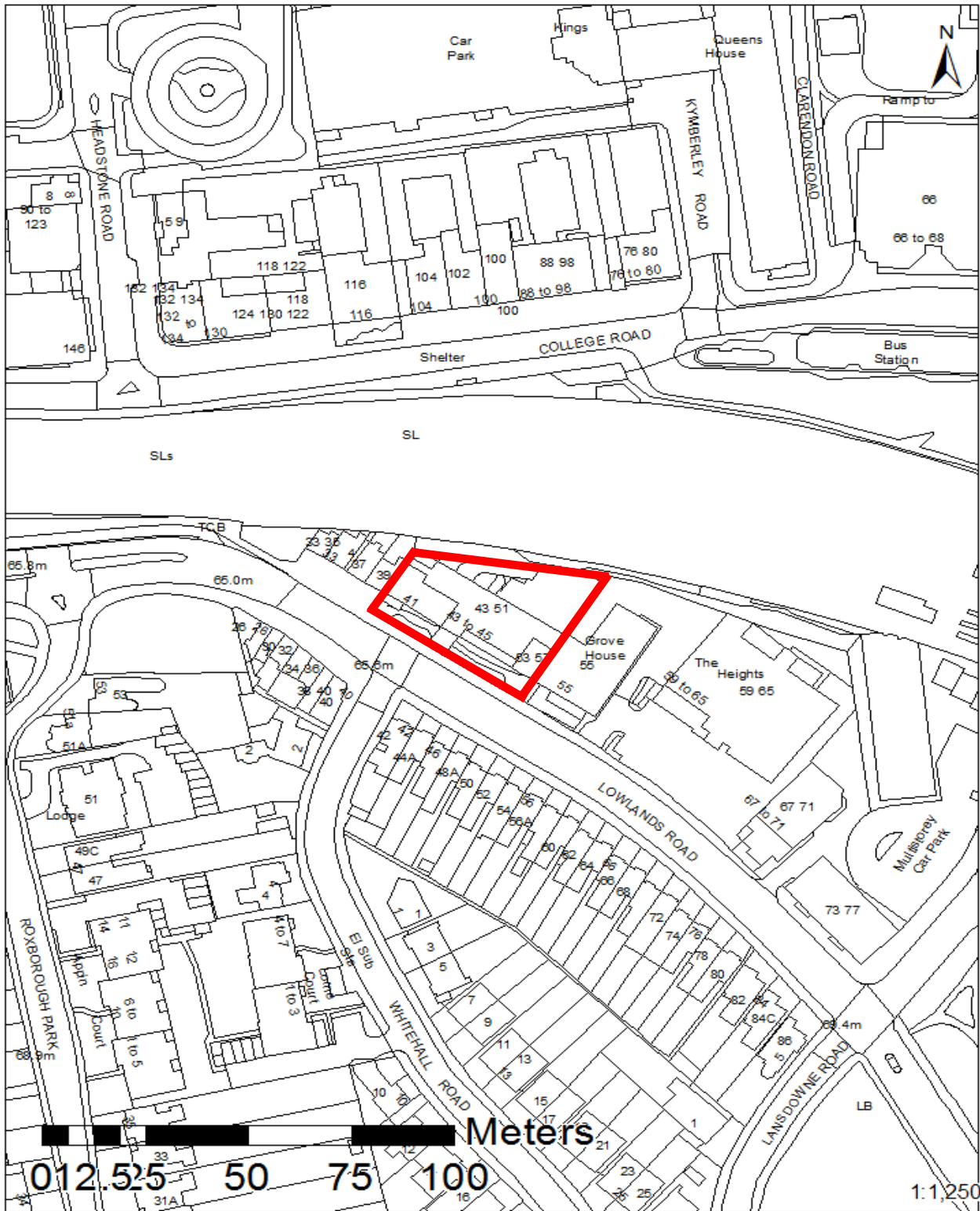


 = application site



43-51 Lowlands Road, Harrow

P/4494/15



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised Reproduction infringes Crown Copyright and may lead to prosecutions or civil proceedings. London Borough of Harrow LA.100019206. 2017. DIGITAL MAP DATA (C) COLLINS BARTHOLOMEW LTD (2017)



43-51 Lowlands Road, Harrow **P/4494/15**

LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

14th December 2017

APPLICATION NUMBER: P/4494/15
VALIDATE DATE: 13/10/2015
LOCATION: INTERSHOP HOUSE, LOWLANDS ROAD,
HARROW
WARD: GREENHILL
POSTCODE: HA1 3AW
APPLICANT: CASTLETON LIMITED
AGENT: S2 ASSET MANAGEMENT
CASE OFFICER: CALLUM SAYERS
EXPIRY DATE: 23RD SEPTEMBER 2016

PURPOSE OF REPORT/PROPOSAL

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

Redevelopment to provide a seven storey building with replacement employment commercial space of approximately 1058 Sqm on Ground floor level and First floor level (use class B1) and Forty-Eight flats (use class C3) with Landscaping, Access, Parking, Bin and Cycle Storage.

RECOMMENDATION

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

- i) To provide four (4) 1 x 1bed 1 person unit as Shared Ownership) units as an Affordable Housing Contribution. This Heads of Terms will also include a requirement for a viability review mechanism at 80% sales.
- ii) Harrow Employment and Training Initiatives: Contribution of £14,000 towards local training and employment initiatives prior to commencement of development
- iii) Local Good & Services Commitment Strategy
- iv) Parking permit restriction

- v) External materials strategy
- vi) Children's play space contribution - £5,320.00
- vii) Travel plan
- viii) Planning permission monitoring Fee of £5000
- ix) Legal Fees: Payment of Harrow Council's reasonable costs in the preparation of the legal agreement

REASON

The proposed development of the site would provide a quality development comprising of a satisfactory level of residential accommodation, inclusive of an affordable housing provision the Heart of Harrow. The housing development would be appropriate within the urban environment in terms of material presence, attractive streetscape, and good routes, access and makes a positive contribution to the local area, in terms of quality and character. The proposed development would furthermore provide for a replacement commercial floorspace, which is modern and functionable within a town centre location. The proposed commercial floorspace would continue to provide a satisfactory level of employment floorspace for the continued vibrancy and vitality of a town centre location.

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

The decision to **GRANT** planning permission has been taken having regard to the National Planning Policy Framework 2012, the policies and proposals in The London Plan 2016, the Harrow Core Strategy 2012 and the Development Management Policies Local Plan 2013, and to all relevant material considerations, and any comments received in response to publicity and consultation.

RECOMMENDATION B:

That if, by 30th March 2018 or such extended period as may be agreed in writing by the Divisional Director of Planning, the section 106 Planning Obligation is not completed, then delegate the decision to the Divisional Director of Planning to **REFUSE** planning permission for the appropriate reason.

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

INFORMATION

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

Statutory Return Type:	E(18) Major Application: All Other
Council Interest:	None
GLA Community Infrastructure Levy (CIL) Contribution (provisional):	£145,250.00
Local CIL requirement:	£456,500.00

HUMAN RIGHTS ACT

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

EQUALITIES

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

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

S17 CRIME & DISORDER ACT

Policies 7.3.B and 7.13.B of The London Plan and policy DM1 of the Development Management Policies Local Plan require all new developments to have regard to safety and the measures to reduce crime in the design of development proposal. It is considered that the development does not adversely affect crime risk.

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

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

LIST OF ENCLOSURES / APPENDICES:

Officer Report:

Part 1: Planning Application Fact Sheet

Part 2: Officer Assessment

Appendix 1 – Conditions and Informatives

Appendix 2 – Site Plan

Appendix 3 – Site Photographs

Appendix 4 – Plans and Elevations

OFFICER REPORT

PART 1 : PLANNING APPLICATION FACT SHEET

The Site	
Address	Intershop House, 43 - 51 Lowlands Road, Harrow
Applicant	Castleton Limited
Ward	Greenhill
Local Plan allocation	n/a
Conservation Area	Setting of Roxborough Park and The Grove Conservation Area
Listed Building	n/a
Setting of Listed Building	Locally Listed Parade opposite
Building of Local Interest	n/a
Tree Preservation Order	n/a
Other	Harrow & Wealdstone Opportunity Area

Housing		
Density	Proposed Density hr/ha	876
	Proposed Density u/ph	369
	PTAL	6b
	London Plan Density Range	140-405 (hr/ha)
Dwelling Mix	Studio (none)	N/A
	1 bed (no./%)	32 (66%)
	2 bed (no./%)	14 (30%)
	3 bed (no./%)	2 (4%)
	4 bed (none)	N/A
	Overall % of Affordable Housing	4 (8%)
	Affordable Rent (no. / %)	N/A
	Intermediate (no. / %)	4 (8%)
	Private (no. / %)	44 (92%)
	Commuted Sum	N/A
	Comply with London Housing SPG?	Complies
	Comply with M4(2) of Building Regulations?	Secured by Condition

Non-residential Uses		
Existing Use(s)	Existing Use / Operator	Financial & Professional Services
	Existing Use Class(es) sqm	Use Class B1 2396.60sqm
Proposed Use(s)	Proposed Use / Operator	Commercial use on Ground floor and residential above
	Proposed Use Class(es) sqm	Use Class B1

		1058sqm (Ground & First Floor)
Employment	Existing number of jobs	Unknown
	Proposed number of jobs	83 (Potentially based on proposed floor space)

Transportation		
Car parking	No. Existing Car Parking spaces	40
	No. Proposed Car Parking spaces	6
	Proposed Parking Ratio	Residential: 0.15
Cycle Parking	No. Existing Cycle Parking spaces	None
	No. Proposed Cycle Parking spaces	65 (Residential) 9 (Commercial)
	Cycle Parking Ratio	Residential: 0.7 Commercial: 0.8
Public Transport	PTAL Rating	6b (Best)
	Closest Rail Station / Distance (m)	210m (Harrow on the Hill Station)
	Bus Routes	Several Along College Road. Bus Station at Harrow on the hill Station
Parking Controls	Controlled Parking Zone?	Zone E
	CPZ Hours	Non-Parking Permits
	Previous CPZ Consultation (if not in a CPZ)	N/A
	Other on-street controls	N/A
Parking Stress	Area/streets of parking stress survey	N/A
	Dates/times of parking stress survey	N/A
	Summary of results of survey	N/A
Refuse/Recycling Collection	Summary of proposed refuse/recycling strategy	Internal Refuse Storage accessed from front of building. Separate for residential and commercial

Sustainability / Energy	
Development complies with Part L 2013?	Secured by Condition
Renewable Energy Source / %	35%

PART 2 : ASSESSMENT

1.0 SITE DESCRIPTION

- 1.1 Five storey 1970s office building on north-east side of Lowlands Road, within Harrow town centre and the Harrow & Wealdstone Opportunity Area. The site is bounded by the Metropolitan line/Chiltern railway on the north side. Vehicular access is from Lowlands Road leading to a ground and mezzanine level parking area; the applicant advises that there are 41 car parking spaces.
- 1.2 Neighbouring buildings to south-east are 5, 4 and 3 storey office buildings probably dating from the 1980/90s. Neighbouring building to north-west (Lowlands Court) is a 1930s parade with shop units at ground floor level and maisonettes above. The opposite side of Lowlands Road is occupied by a parade of single storey shops (locally listed) and two storey Edwardian semi-detached dwellings.
- 1.3 The opposite side of Lowlands Road is within the Roxborough Park & The Grove Conservation Area. The Harrow-on-the-Hill Area of Special Character lies broadly to the south/south of east of the site.
- 1.4 The site is within a landmark viewing corridor from Old Redding viewpoint and within the wider setting consultation area of other protected views (as designated in the Local Plan).
- 1.5 The site has a public transport accessibility level (PTAL) of 6b and is within Flood Zone 1.
- 1.6 The site area (as stated on the application form) is 0.13 hectares.

2.0 PROPOSED DETAILS

- 2.1 Full planning application is sought for the redevelopment of the site to provide 1058 sq. metres B1 floorspace at ground floor level and 48 flats (32 x one-bedroom, 14 two-bedroom flats, and 2 x three-bedroom) on the upper floors.
- 2.2 The building would (as with the existing building) line up with the neighbouring buildings, leaving a forecourt of approx. 6 metres deep, and would fill most of the depth of the site up to the irregular site boundary with the adjacent railway.
- 2.3 The building would span a width of 42 metres leaving a gap of 0.7 metre on the south-east side and 1.0 metre on the north-west side.
- 2.4 The building would rise to 6 storeys (to 21 metres height) across its full width and to 7 storeys (to 24 metres height) across a width of 34 metres from the south-east flank elevation.
- 2.5 The building would incorporate 'inset' balconies on its north-east (rear) and

south-west (front) elevations and, additionally, roof gardens at sixth floor level and projecting balconies on the north-west (flank) elevation at seventh floor level

- 2.6 The submitted Design & Access Statement provides the following information on the proposed materials:
- Hanson Oakthorpe Red Multi-Stock or similar brick as the main facing material on the ground to fifth floors (i.e. the main 6 storey block)
 - Wienerberger Staffordshire Smooth Blue Facing Perf or similar brick as the accent brick for feature panels alongside windows/balconies and as the main ground floor facing material on the north-east (rear) and north-west (flank) elevations
 - Euroclad or Trespa cladding as the main facing material on the and seventh floors
- 2.7 The submitted Design & Access Statement also indicates soft landscaping (grass and tree planting) to sections of the forecourt area
- 2.8 6 'blue-badge' car parking spaces (with gated access from Lowlands Road), refuse storage, cycle storage, other storage and a plant room would be accommodated at ground floor level
- 2.9 The vehicular access from Lowlands Road would be relocated from its existing position approximately 17 metres from the north-west site boundary to a new location approximately 11 metres from the south-east site boundary

3.0 **HISTORY**

43-45 Lowlands Road		
LBH/8863	Demolition of Existing Houses and Erection of a Four Storied Building to Provide Showroom, Offices and Parking Area with Two Flats Over	Granted 16th June 1973
LBH/8863/5	Change of Use of Flat on 4th Floor to Office and Use of Building for Single Occupation	Granted 21st July 1977
47-51 Lowlands Road		
LBH/7730/2	Demolition of Existing Houses and Erection of a Four Storied Building to Provide Showroom, Offices and Parking Area with Two Flats Over	Granted 16th July 1973
Intershop House, 45 Lowlands Road		
EAST/1006/02/CON	Continued Use of 4th Floor as B1 Offices	Granted 14th October 2002
Intershop House, 43-45 Lowlands Road		
P/2571/13 (Prior Approval)	Conversion of Offices (Class B1a) to Twenty-eight Self-Contained Flats (Class C3);	Granted 4th October 2013

4.0 CONSULTATION

4.1 Since the submission of the application in September 2015, the application has been amended a number of times. The amendments took into account concerns that were raised by the Local Planning Authority and also external consultation responses. Each amendment to the scheme resulted in full consultation processes being undertaken.

4.2 Site Notices and advertisements in the local press were published. The application was advertised as being within the setting of a conservation area and the setting of a locally listed building, and the scheme is a major application.

4.3 A total of 170 consultation letters were sent to neighbouring properties regarding this application.

4.4 Adjoining Properties

Number of Letters Sent	170
Number of Responses Received	9
Number in Support	0
Number of Objections	9
Number of other Representations (neither objecting or supporting)	0

4.5 Summary of non-statutory consultation

Summary of Comments	Officer Response
First Round of Consultation: October 2015	
Number of residents in surrounding residential area with parking permits exceeds available car parking spaces. The proposal would exacerbate this.	Agreed: The application would be subject to a S.106 legal agreement ensuring future occupiers cannot apply for or obtain a Resident Parking Permit
Proposal has no architectural merit	The proposed development has been reviewed by the Urban Design Officer, with assessment of its appearance provided under Section 10
Considerably taller than neighbouring properties	Considered under Section 10
Total lack of parking spaces	Traffic & Highways matters are considered under Section 12
If permission granted, the development should be parking permit restricted	Agreed: S.106 legal agreement obligation attached to restrict this.

Proposed scale would dominate the streetscene, and detract from Roxborough Park Conservation area and view from Grove Hill and to St Marys Church.	Character and appearance is considered under Section 10 Impact on heritage assets and protected view re considered under section 9.0
Loss of mature trees	Limited trees are located on site, none of which are protected. However, a landscaping plan is secured by way of a condition
Noise impacts for future occupiers and privacy to them and adjoining occupiers	Noise report has been submitted, this and privacy issues are assessed under section 11
Second Round of Consultation	
Development description is incorrect, as it is a seven storey not a six storey	Agreed: Development description changed and re-consultations carried out.
Site assessment incorrect, as neighbouring properties are terraced dwellings, not semi-detached as stated.	Noted: Impacts on two-storey residential properties opposite are considered nonetheless.
Parking too low and no space for deliveries	Assessed under section 12
Inadequate stakeholder consultation	The applicant has stated that consultation has been undertaken with stakeholders, The Local Planning Authority has undertaken its statutory functions in terms of consultation.
Third Round of Consultation	
Parking for proposed flats	Assessed under section 12
Privacy issues	Residential amenity for future and existing occupiers is considered under Section 11
Unightly storage behind balconies – washing etc	The details of the balconies will be secured by of a condition, this way a balance between ensuring adequate light/outlook and also to provide screening.

Noise when windows open	Residential amenity for future and existing occupiers is considered under Section 11
Loss of sunlight/daylight	Residential amenity for future and existing occupiers is considered under Section 11

4.6 Statutory and Non Statutory Consultation

4.7 The following consultations have been undertaken:

LBH Environmental Health
 LBH Highways
 LBH Planning Policy
 LBH Design
 LBH Waste Officer

4.8 External Consultation

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

Consultee	Summary of contents	Officer Comments
Environment Agency	No comments received.	Noted.
Ministry of Defence	No objection from second round of consultation: subject to a condition regarding the use of cranes	Noted: Condition attached accordingly.
Thames Water	No Objection; Permission required from Thames Water	Noted.
Campaign for Better Harrow	<ul style="list-style-type: none"> • Adverse effects of height and appearance • Inappropriate housing mix, larger flats and affordable housing should be provided. • Poor internal layout and low levels of natural light 	<p>Development height has been reduced, and considered under Section 10</p> <p>Housing number has been reduced, and an appropriate mix of units is provided.</p> <p>Considered under Section 11</p> <p>Considered under Section 11</p> <p>Parking is considered under Section 12: D1 user has</p>

	<ul style="list-style-type: none"> • Unacceptable external noise • Unacceptable parking provision – for residential or especially D1. • Secure by Design issues, with only one access into the residential element. 	<p>been removed</p> <p>Development is required by condition to seek and obtain relevant secure by design certificate.</p>
Campaign for Better Harrow (Second Consultation)	Resubmission hardly differs from previous scheme. Same comments apply	Noted: points addressed within the report.
The Harrow Hill Trust	<p>Proposed development would impact on the Roxborough Park and the Grove Conservation Area</p> <p>The Eight storey building would be excessive and dominant in scale</p> <p>Proposal has no architectural merit</p>	<p>Considered under Section 9.0</p> <p>Building has been reduced to seven storeys and considered under Section 10 considered under Section 10</p>
Network Rail	No Objection	Noted

4.10 Internal Consultation

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

Consultee	Summary of contents	Officer Comments
LBH Design	The proposed development has been amended over the course of the application, and subject to further details is acceptable.	Noted: Conditions attached regarding materials/window details and landscaping
Highway Authority	No Objection; Subject to safeguarding conditions and a S.106 agreement	Noted

Harrow Drainage Team	No Objection: Subject to Conditions	Noted
Harrow Environmental Health Team	No Objection	Noted
Policy and Research	No Objection	Noted
Conservation Area Advisory Committee	The six floor balconies are very small. This will look like an 8 storey building. It would look much bulkier than the one that is there. This will look much like the town centre. The open railings would look like a mess like the Morrisons building on Roxborough Bridge. It would look like a shanty town. If they go for obscure glass then you get the daylight but none of the clutter. The 3D drawing is misleading in showing all the planting over the edge. The landscaping is important as what is there just now is very poor. They need to add value to the streetscene. Lowlands Road would need a new crossing.	Impacts on heritage assets and the character and appearance of the proposed development is assessed under sections 9 and 10

5.0 POLICIES

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that:

‘If regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations indicate otherwise.’

5.2 The Government has issued the National Planning Policy Framework [NPPF] which consolidates national planning policy and is a material consideration in the determination of this application.

5.3 In this instance, the Development Plan comprises The London Plan 2016 [LP] and the Local Development Framework [LDF]. The LDF comprises The Harrow Core Strategy 2012 [CS], Harrow and Wealdstone Area Action Plan 2013 [AAP], the Development Management Policies Local Plan 2013 [DMP], the Site Allocations Local Plan [SALP] 2013 and Harrow Local Area Map 2013 [LAP].

6.0 APPRAISAL

6.1 The main issues are:-

Principle of the Development
Regeneration
Heritage Assets
Design, Character and Appearance of the Area
Residential Amenity
Traffic, Parking, Access, Servicing and Sustainable Transport
Flood Risk and Development
Sustainability and Climate Change Mitigation
Ecology and Biodiversity
S17 Crime and Disorder Act
Consultation Responses

6.2 Principle of Development

Spatial Strategy

6.2.1 The adopted National Planning Policy Framework [NPPF] has brought forward a presumption in favour of “sustainable development”. The NPPF defines “sustainable development” as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The NPPF sets the three strands of sustainable development for planning to be; to play an economic, social and environmental role. The NPPF, following the deletion of the Planning Policy Statements and Guidance Notes, continues to encourage the effective use of land by reusing land that has been used previously, recognising that “sustainable development” should make use of these resources first.

6.2.2 Harrow’s Core Strategy establishes a clear vision for the management of growth in the Borough over the Local Plan period (to 2026) and a framework for development in each district of the Borough. Policy CS1(A) directs growth¹ to town centres and strategic, previously-developed sites and provides for that growth to be managed in accordance with the sub area policies. Policy CS2² C commits the Council through the Area Action Plan to *‘identify and allocate sufficient sites to deliver a minimum of 2,800 net new homes over the plan period, giving further clarity to the mix and density of housing, along with the quantum of other appropriate land use to be achieved on individual sites.*

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

² For the Harrow and Wealdstone Sub Area.

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

- 6.2.3 In terms of whether the principle of this development is considered acceptable, it is noted that The London Plan (2016) Policy 4.7 sets out that the Mayor supports a strong, partnership approach to assessing need and bringing forward capacity for retail, commercial, culture and leisure development in town centres. The policy sets out that in taking planning decisions on proposed retail and town centre development, the local planning authority should seek to ensure that the scale of retail, commercial, culture and leisure development should be related to the size, role and function of a town centre and its catchment; that retail, commercial, culture and leisure development should be focused on sites within town centres, or if no in-centre sites are available, on sites on the edges of centres that are, or can be, well integrated with the existing centre and public transport, and; that proposals for new, or extensions to existing, edge or out of centre development will be subject to an assessment of impact.
- 6.2.4 Strategic objective 11 of The Harrow Core Strategy (2012) identifies that the Council aspires to “Strengthen Harrow town centre and maintain or enhance the vitality and viability of all town centres...” The Harrow Core Strategy (2012) Core Policy CS1L states that “Harrow’s town centres will be promoted as the focus for community life, providing residents with convenient access to a range of shops, services, cultural and leisure facilities, as well as local employment opportunities and areas of good public transport.”
- 6.2.5 The unit is located in Harrow’s Metropolitan town centre but is not within a designated shopping frontage. Policy AAP1 and AAP4 of the Area Action Plan encourage provision of active used on the ground floor of premises within the Harrow town centre, and the proposed development would accord with these aims, providing an active frontage and greater vibrancy to this part of the town centre.
- 6.2.6 The site is not allocated in the Local Plan but, *in principle*, its mixed-use redevelopment as part of a spatial strategy for growth in this opportunity area is considered to be acceptable. It would further increase housing supply beyond minimum target levels within the opportunity area and, through consolidation and renewal of office floorspace on the site, has the potential to maintain and reinvigorate the site’s contribution to employment within the area.
- 6.2.7 Chapter 5 of the AAP (2013) breaks the opportunity area down into a series of sub areas and provides area specific objectives and guidance. The application site is within the Harrow Town Centre West sub area with objectives to:
1. Improve the image and create a clear town centre boundary edge; and
 2. Enhance the connectivity through and within the area through urban

realm improvements.

6.2.8 In terms of guidance, paragraph 5.23 of the AAP states that:

The area south of the railway line, though not currently identified for imminent development, should seek to establish a strong and direct relationship with the Town Centre should development sites come forward.

6.2.9 The redevelopment of the site has the potential to contribute to the above objectives and guidance (the design merit of the subject proposal is appraised below). Again, therefore, the redevelopment of the site is considered to be acceptable *in principle*.

6.2.10 In terms of the commercial element to the scheme, the existing property provides circa 2396sqm of commercial floor space. The current scheme has been amended to increase the amount of commercial floor space provided across the scheme. As proposed, the development will incorporate part of the ground floor and the entire first floor as commercial floorspace, which would result in 1058sqm being re-provided on site. The commercial element would take up half of the ground floor at the western end of the scheme, with the first floor being all commercial floor space also.

6.2.11 The proposed B1 use for part of the ground floor and all of the first floor, is noted that this would come forward with a lower floor space that what is currently providing for on-site. The proposed commercial floor pace would continue to provide an active function on the ground floor, a more modern offer of commercial floor space, and would continue to add to the vitality and vibrancy of a town centre location. The acceptability of the quantum of the proposed commercial floor space is assessed below.

6.2.12 The principle of the development is therefore considered acceptable.

6.3 Regeneration

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

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

- 6.3.2 Whilst it is acknowledged that the proposed development would not address all of the aspects noted in the above bullet points, it would achieve the overall aspiration of regeneration of the borough. Currently, the site is underutilised, and not the most efficient use of the site. The proposed development allows the site to be used in a much more efficient way, that would at least for the short term assist in providing employment for local trade workers. Furthermore, the construction of the site would result in some temporary jobs within the Borough, which would be throughout the duration of the construction process. This is to be secured by way of a S.106 obligation.
- 6.3.3 The proposed redevelopment, whilst resulting in a net loss of commercial floor space, would still nonetheless provide a partial re-provision. The proposed commercial floor space would provide a modern facility within the site and Town Centre Location. The proposed floor space would ensure employment floor space for up to 83 employees within this modern office space in a Town Centre location, which would further assist in meeting regeneration aspirations of the Borough.
- 6.3.4 Further to the proposed modern floor space to the Boroughs employment floor space stocks, the proposed development would provide for housing within the Heart of Harrow, whereby providing a much more attractive area to further promote growth into the area. Furthermore, the proposal would offer a provision of affordable housing as part of the development. The introduction of this housing quantum, in conjunction with the commercial floor space, assists in the creation of a more cohesive community within the Borough.
- 6.4 Housing Supply, Density and Overall Housing Mix
- 6.4.1 Paragraph 49 of the NPPF reminds local planning authorities that housing applications should be considered in the context of the presumption in favour of sustainable development.
- 6.4.2 London Plan and Local Plan policies on housing development must be viewed in the context of the forecast growth across London and Harrow's spatial strategy for managing growth locally over the plan period to 2026. These are set out in the Principle of Development section of this report (above). The proposal's 6 home contribution to housing supply ensures that this strategic site makes an appropriate contribution to the Borough's housing need over the plan period to 2026 and to fulfilling the Core Strategy's target for the Harrow & Wealdstone sub area, as well as modestly exceeding the housing capacity figure attributed to the site in the Harrow & Wealdstone Rea Action Plan (2013).
- 6.4.3 London Plan Policy 3.4 seeks to optimise housing output from development by applying the sustainable residential quality density matrix at Table 3.2 of the Plan. Supporting text to the policy makes it clear that the density matrix is only the start of planning for housing development and that it should not be applied mechanistically. Further guidance on how the matrix should be applied to proposals is set out in the Mayor's Housing SPG (2016).

6.4.4 The application site area is 0.13 hectares and it has a public transport accessibility level (PTAL) score of 6b indicating the best level of public transport accessibility. Within the definitions of the London Plan density matrix, the site is considered to have a central³ setting. The proposal, taken as a whole, equates to a density of 369 units per hectare⁴ and of 876 habitable rooms per hectare⁵. The densities fall within the overall matrix ranges for central setting sites with a PTAL 6, being between 215-405 units per hectare and 650-1100 habitable rooms per hectare. However, as noted above, the matrix is only the starting point for considering the density of development proposals.

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

Unit Size	No. of Units (Total)	% of All Units
1 Bed (2 Person):	32	66%
2 Bed (4 Person):	14	30%
3 Bed (5 Person):	2	4%
Totals:	48	100%

6.4.6 All the proposed residential units would be flats within the development. The table above demonstrates that there would be a satisfactory mix of housing types within the scheme for this town centre location.

Affordable Housing Provision

6.4.7 The NPPF defines affordable housing as: social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Intermediate housing is defined as homes for sale and rent provided at a cost above social rent but below market levels.

6.4.8 The strategic part of London Plan Policy (2016) 3.11 calls for 60% of affordable housing provision to be for social and affordable rent and for 40% to be for intermediate sale or rent, and gives priority to the provision of affordable family housing. However, London Plan Policy 3.12 – which is a planning decisions policy – requires the on-site provision of the maximum reasonable amount of affordable housing from private residential developments.

6.4.9 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

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

⁴ Calculated as: 48 dwellings divided by 0.13ha.

⁵ Calculated as: 114 habitable rooms divided by 0.13ha.

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.

- 6.4.10 Having regard to Harrow's local circumstances, Policy CS1 (J) of the Core Strategy sets a Borough-wide target for 40% of all homes delivered over the plan period (to 2026) to be affordable, and calls for the maximum reasonable amount to be provided on development sites having regard to the following considerations:
- the availability of public subsidy;
 - the housing mix;
 - the provision of family housing;
 - the size and type of affordable housing required;
 - site circumstances/scheme requirements;
 - development viability; and
 - the need to meet the 40% Borough-wide target.
- 6.4.11 Policy AAP13 (Housing within the Heart of Harrow) of the Harrow & Wealdstone Rea Action Plan (2013) supports proposals that secure an appropriate mix of housing on the site, and make provision for affordable housing in line with the Core Strategy (2012). The policy undertakes to have regard inter alia to the target mix for affordable housing set out in the Planning Obligations SPD and the priority to be afforded to the delivery of affordable family housing.
- 6.4.12 The proposed development would provide for 48 residential units within the site. Policy 3.13A (Affordable Housing Thresholds) of the London Plan (2016) requires that any development which has the capacity to provide 10 or more homes should provide an affordable housing contribution.
- 6.4.13 The development proposed here would contribute towards the housing stock and increase the choice of housing in the borough and would therefore find some support in policies 3.5 and 3.8 of The London Plan as detailed above. As mentioned previously, the site is allocated and as such is earmarked to bring forward a housing development.
- 6.4.14 The Council recognise that not in all circumstances is it viable to provide affordable housing targets within a scheme. Where this cannot be provided on site, a robust viability assessment must be provided to demonstrate that the proposed scheme cannot viably provide this requirement. The applicant has submitted a Financial Viability Appraisal to demonstrate the ability of the scheme to offer, or not, a provision of affordable housing to the boroughs stocks. The submitted information within the Financial Viability Assessment contains market sensitive information, and as such is unable to be assessed in a public forum. Notwithstanding this, the submitted information has been independently reviewed and tested to ensure that assumptions and with regard to affordable housing is the maximum reasonable affordable housing that can be made as part of the proposed scheme.

- 6.4.15 The submitted financial viability assessment states that the proposal would not produce such a profit that a policy compliant affordable housing contribution could be made. Indeed, it goes onto state that the proposal would not be able to provide any affordable units. However, the applicant has proposed to offer four units as shared ownership units. These have been identified on plan 1318_PL_102 (REV E), and would comprise 3 x 1 bedroom 2 person units, and 1 x 2 bedroom, 4 person units. These four units would be located on the first floor of residential development (third floor of development).
- 6.4.16 The financial viability assessment submitted in conjunction with the latest amendments to the scheme this year (reduction of residential units and increase in commercial floor space) has been through robust testing of the information and assertions made by the applicant, who maintains a stance that the scheme is only able to provide four affordable housing units. The independent review of the viability assessment has concluded that the assumptions and most importantly the offer of affordable housing, is accurate and the maximum reasonable offer that the scheme can provide would be the four shared ownership units. The offer of affordable housing would be secured by a S.106 agreement.
- 6.4.17 The Planning Obligations SPD (2013) seeks that for schemes that are below a policy compliant Affordable Housing offer (ie: maximum reasonable with an aim of 40% with a 60/40 split), then a review mechanism ought to be applied. Whilst it is acknowledged that the proposed development is likely to be a single phased development, given the lifespan of the any permission (3 years), it is plausible that there could be a change in market circumstances prior to units being sold. Given this potential time lapse, what is the maximum reasonable offer now (ie; four units), may be somewhat different at the point of sale for the development. As such, it is considered reasonable that a review is added as an obligation to the S.106 to require an open book assessment at 80% of the sales. At this point, should there be a shift in market circumstances which allow a greater provision of Affordable Housing to be generate from the scheme, then the LPA would have the ability to seek an uplift to bring the scheme closer to a policy compliant development.
- 6.4.18 For these reasons, the proposed development would therefore met the strategic housing aim for the borough and accord with policy 3.13 of the London Plan (2016), Policy CS1.J of the Harrow Core Strategy, policies DM24 and DM50 of the Harrow Development Management Policies Local Plan (2013) and the Supplementary Planning Document: Planning Obligations and Affordable Housing (2013).

7.0 Employment

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

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

- 7.2 The NPPF states (paragraph 64) that ‘permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions’. The NPPF continues to advocate the importance of good design though it is notable that the idea of ‘design-led’ development has not been carried through from previous national policy guidance to the National Planning Policy Framework.
- 7.3 The application form states that there is 2,396sqm of B1(a) office floorspace at the site. The proposed development would result in a re-provision of 1058sqm of B1 uses across the ground and first floors. The proposal would result in a loss of at least 1,338sqm of office floorspace.
- 7.4 Paragraph 22 of the NPPF sets out national policy with regards to sites allocated for employment use and applications for alternative uses of land or buildings on allocated sites by making clear that they should not be safeguarded where there is no reasonable prospect of them being used for their allocated purposes. With regards specifically to offices, Policy 4.2 B of the London Plan (2016) directs boroughs’ Local Plans to, *inter alia*, encourage renewal and modernisation in viable locations and support changes of surplus office space to other uses. Policy 4.3 B of the London Plan goes on to direct boroughs’ Local Plans to develop local approaches to mixed-use development and office provision.
- 7.5 Harrow’s Local Plan is in conformity with the framework for employment land use management set out in the NPPF and the London Plan. Harrow’s Core Strategy (2012) is underpinned by an evidence base which includes a study of the supply and demand for employment land⁴. Pursuant to the spatial strategy, Policy CS 2 E commits the Council, through the Harrow & Wealdstone Area Action Plan (AAP), to consider the consolidation of the Wealdstone Strategic Industrial Location and to promote the consolidation and renewal of the office stock within Harrow town centre.
- 7.6 The site is not part of a designated business and industrial use area but does comprise an office building of more than 1,000 sq. metres floorspace. Therefore Policy AAP 16 C of the AAP (2013) applies. It states that:

Major mixed-use redevelopment or change of use of existing offices of 1,000 sq. metres or more of floorspace within Harrow town centre will be supported where the proposal provides viable new office floorspace at least equivalent in potential employment yield to the existing office floorspace.

⁴ The NLP Employment Land Review (2010).

- 7.7 Paragraph 4.128 of the reasoned justification to the policy explains how the policy is to be applied. Unless there is evidence to demonstrate a more suitable alternative, the employment yield of existing premises will be assessed using a ratio of 1 employee per 20.6 sq. metres. New office floorspace will be assessed using a ratio of 1 employee per 13.8 sq. metres.
- 7.8 Using these ratios, it is calculated that the existing office floorspace⁵ would yield 116 employees and the proposed floorspace (if put to be B1a office use) would yield 83 employees. Therefore, applying the AAP ratios, there would be a shortfall of 41 employees and so the proposal would not comply with Policy AAP 16 C in that it would not provide floorspace at least equivalent in potential employment yield.
- 7.9 Since the submission of the application in 2015, the commercial floorspace offer has been significantly increased, from 345sqm to 1058sqm. The amended proposed commercial floorspace goes a long way to bringing the offer closer to what would comply with a new build major scheme commercial floor space, being circa 1228sqm. It is clear that there is still a shortfall in the offer of commercial floorspace, however, it much more palatable than initially proposed. Given that there is a much higher employment yield that would be offered as part of the application, it is considered reasonable to then weigh up the development in relation to the remaining material considerations, and determine on balance if the failure to slavishly adhere to the required replacement floor space should result in a refusal of the scheme.
- 7.10 A covering letter submitted with the application states that the building no longer meets the requirements of businesses (and is vacant), that there is an oversupply of modern offices in the town centres, that it has proved difficult to let over the past two years and that it has been appropriately marketed for a period of more than 12 months without success. Further details about the marketing efforts and other available town centre office premises (as at July 2015) are provided at paragraphs 6.9 to 6.12 of the submitted Planning Statement.
- 7.11 Whilst issues of fitness for purpose, vacancy, marketing & etc are relevant to proposals for the redevelopment of offices of less than 1,000 sq. metres under Policy AAP 16 D, they are not relevant to the subject proposal which falls to be assessed under AAP 16 D. The site *is* within Harrow town centre and Harrow & Wealdstone opportunity area meaning that the relevant AAP policies apply, irrespective of the more residential nature of development on the opposite side of Lowlands Road (which are outside of the town centre and the opportunity area). Policy DM 32 is not relevant to proposals within the Harrow & Wealdstone opportunity area.
- 7.12 The subject application is a full planning application, the determination of which must be made in accordance with the relevant provisions of the development plan, unless material considerations indicate otherwise, and paragraph 12 of the NPPF re-affirms the primacy of the plan-led approach to

⁵ Based on the net internal area, as advised by the applicant, of 1,832 sq. metres.

decision making. It is acknowledged that prior approval has been granted⁸ pursuant to a permitted change of the whole building from office to residential use, the implementation of which would eliminate all potential employment generating activity from the site. However, given that the implementation period for this approval has now lapsed, this could not be considered as a 'fall back' position that the applicant could rely on to secure residential use on the site. Although it is likely that the applicant reapply and receive a favourable outcome to a resubmission of a prior approval, it is not currently in play and as such cannot be afforded any weight.

- 7.13 As a more intensive redevelopment of the site, which needs full planning permission, the starting point for the proposal is that it should fully comply with the relevant provisions of the up-to-date development plan for the area. The Council's Prior Approval for Change of Use from Office to Residential Briefing Note 8 (October 2015) states that 47,381 sq. metres office floorspace would be lost in the Harrow & Wealdstone Opportunity Area should all the prior approvals granted to date be implemented, and thus underscores the importance of securing an appropriate quantum of replacement office floorspace provision where opportunities arise.
- 7.14 The proposal would fail to meet the required amount of floorspace, as detailed under AAP16 by approximately circa 170sqm. However, in determining the overall acceptability of the scheme, it is important to balance the loss of overall floorspace against other material considerations. Firstly, it is noted that the application is an edge of town centre site, being located directly adjacent to a residential setting. Furthermore, the application site is segregated from the town centre by the railway line, which runs along the northern boundary. Given the location of the site, and the marginal shortfall in the re-provided employment floor space, it is considered not to result in a sustainable reason for refusal.
- 7.15 As mentioned above, the proposed re-provision would marginally fail to meet the required re-provision, as detailed under paragraph 4.128 of policy APP16. However, it is noted that the equation for calculating this (being a ratio of 1 employee per 13.8sqm) was evidenced and adopted in 2013. Since this date, further evidenced based research has been undertaken by the GLA, who within The London Office Policy Review (2017), it identifies 11.3sqm per worker as a more appropriate equation. Again, this helps to further reduce the marginal failure in floorspace provision. Lastly, in conjunction with the re-provision of a substantial amount of commercial floor space, the proposed development also provides a significant contribution to the Borough's housing stocks, including some affordable provision.
- 7.16 It is therefore considered that the proposed re-provision of employment floorspace would be acceptable. The proposal would provide a much more modern and functionable floorspace for future employees, and the failure to comply with the policy required re-provision would be marginal, and accordingly an unreasonable reason to refuse the scheme as a whole. The

⁸ The prior approval P/2571/13 was granted 4th October 2013 and expired on 4th October 2016.

remaining benefits of the scheme are considered below.

8.0 Density and Use of Development

- 8.1 The NPPF states (paragraph 64) that 'permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions'. The NPPF continues to advocate the importance of good design though it is notable that the idea of 'design-led' development has not been carried through from previous national policy guidance to the National Planning Policy Framework.
- 8.2 Policy 3.4 of the London Plan gives effect to a density range at Table 3.2 of the Plan. Policy AAP 5C of the Local Plan states that residential development proposals should achieve densities within the appropriate range set out in the London Plan. The proposed development would result in 369 units per hectare⁶ and 876 habitable rooms per hectare⁷. The densities fall well within the overall matrix ranges for central setting sites with a PTAL 6, being between 215-405 units per hectare and 650-1100 habrooms/per hectare.
- 8.3 The reasoned justification to London Plan Policy 3.4 is clear that the density ranges should not be applied mechanistically and the Mayor's Housing SPG⁹ identifies other issues, including residential quality and wider context, that may be taken into account when developments above the density range are proposed. However, it is noted that the revised scheme would sit comfortably within these set thresholds.
- 8.4 Part B of Policy AAP 5 requires proposals on non-allocated sites within the opportunity area to demonstrate the contribution they would make to the objectives for the opportunity area, whilst part E of the Policy undertakes that overdevelopments and proposals that fail to make an appropriate contribution to those objectives will be refused. Key objectives for the opportunity area are the accommodation of a minimum of 2,800 new homes and the creation of a minimum of 3,000 new jobs, as well as the renewal of Harrow town centre's office stock (see AAP paragraph 3.9). Whilst monitoring indicates that the plan target as regards the delivery of new homes is on track¹¹, as noted above, information shows that there has already been – and in the pipeline of prior approvals potential for substantial further – losses of office floorspace with no replacement provision.
- 8.5 Taking all of the above considerations into account, it is therefore considered that the proposed development would make an appropriate contribution to the AAP's employment objective.

⁶ Calculated as: 48 dwellings divided by 0.13ha.

⁷ Calculated as: 114 habitable rooms divided by 0.13ha.

⁹ See in particular paragraph 1.3.41

¹¹ See paragraph 3.105 of the AMR for 2014/15.

9.0 Heritage Assets

- 9.1 Special duties are placed upon the Council, in terms of the desirability of preserving statutory listed buildings and of preserving or enhancing the character or appearance of conservation areas, by virtue of sections 66 and 72 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990. In this case, the opposite side of Lowlands Road is within the Roxborough Park & The Grove Conservation Area and the application has therefore been advertised as affecting the setting of the conservation area.
- 9.2 Paragraph 132 of the NPPF states that, when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation.
- 9.3 Also opposite the site is a parade of single storey shop units which is locally listed. As such, these constitute a non-designated heritage asset. The proposal is considered to be within the setting of this non-designated heritage asset.
- 9.4 Paragraph 135 of the NPPF confirms that the impact of an application proposal upon the significance of a non-designated heritage asset should be taken into account, and advises that a balanced judgement will be required having regard to the scale of any harm and the significance of the asset.
- 9.5 London Plan Policy 7.8 states, *inter alia*, that development should conserve, restore and re-use heritage assets, and that development affecting heritage assets and their setting should conserve their significance by being sympathetic to their form, scale, materials and architectural detail. Core Strategy Policy CS 1(D) undertakes to resist proposals that would harm the significance of heritage assets including their setting.
- 9.6 Policy DM 7 A of the Development Management Policies Local Plan (2013) states that proposals that secure the preservation, conservation or enhancement of a heritage asset and its setting will be approved. Part B of the Policy sets out the considerations for the assessment of impacts upon heritage assets; these include: adopted SPDs and character appraisals and management plans; and issues of design, appearance, use and relationship with adjacent assets. The Harrow-on-the-Hill Conservations Areas SPD and the Roxborough Park & The Grove Conservation Area Appraisal & Management Strategy were both adopted 2008 and provide detailed guidance in relation to the conservation area and other heritage assets within it.

Impact on Roxborough Park & The Grove Conservation Area

- 9.7 Policy DM 7 of the Local Plan undertakes (at Part D) to support the redevelopment of sites that detract from the character or appearance of the conservation area and to exploit opportunities to enhance the character of the conservation area. The Harrow-on-the-Hill Conservation Areas SPD (2008)

and the Roxborough Park & The Grove conservation area appraisal and management strategy (2008) are also material considerations. Paragraph 7.10 of the character appraisal recognises that Lowlands, Lansdowne and Whitehall Roads have a more urban character with a unified pattern and appearance of development, and identifies offices and commercial development outside of the conservation area along Lowlands Road as being a negative feature. In response to this negative feature, section 2.1 of the management strategy recommends that future development [along Lowlands Road] consider its impact on the setting of the conservation area and views into/out of the area.

- 9.8 The Council's Conservation Officer has advised that there is a clear visual distinction between the larger scale commercial development on the subject side of Lowlands Road and the more domestic scale and historic form of development on the opposite side. Noting that the proposal involves a difference in height, she concludes that the proposal would not harm the setting of the conservation area or any key views.
- 9.9 It is considered that details of the external materials to be used in the development (walls, boundary treatment, surface materials & etc.) and landscaping may be controlled as a condition of any planning permission. In agreeing to such details the Council can ensure that they contribute to ensuring that the development contributes positively to the setting of the conservation area.
- 9.10 Overall, taking into account the Conservation Officer's comments, it is concluded that the proposal would preserve the character and appearance of the neighbouring Roxborough Park & The Grove Conservation Area.

Impact upon locally listed buildings

- 9.11 As noted above, there is already a juxtaposition between the larger scale commercial buildings on the subject side of Lowlands Road and more historic development within the conservation area on the opposite side of Lowlands Road. The locally listed parade of shops, being single storey, and the proposed development which would be directly opposite would constitute the most acute juxtaposition. Nevertheless, it is concluded that the proposal would not be detrimental to the setting of that non-designated heritage asset.

Setting of Harrow-on-the-Hill

- 9.12 The Harrow-on-the-Hill Area of Special Character lies broadly to the south/south of east of the site. The site is within a landmark viewing corridor from Old Redding viewpoint and within the wider setting consultation area of other protected views.
- 9.13 In relation to the Area of Special Character, Policy AAP 8 A of the Harrow & Wealdstone Area Action Plan (2013) calls for development proposals within the opportunity area to: contribute to the formation of a coherent urban form; contribute to the formation of an urban silhouette that adds interest to the

skyline in long range views; not adversely affect views to/from Harrow Hill and St. Mary's Church; and, where relevant, realise opportunities to open-up new vistas of Harrow Hill and St. Mary's Church from within the Heart of Harrow. In these regards the proposal would, it is considered, re-affirm the juxtaposition that exists either side of Lowlands Road between historic development on Harrow Hill and modern/commercial development within Harrow town centre, and would maintain a consolidated skyline of larger buildings in this part of the town centre. It is not considered that there is any realistic opportunity to open up new views/vistas through the site.

9.14 In relation to the protected views, Policy DM 3 B of the Development Management Policies Local Plan (2013) states that development with the landmark viewing corridor should not exceed the threshold height (unless world class architecture/outstanding qualities) and that development within the wider setting consultation area should form an attractive element in its own right and preserve/enhance the viewers' ability to recognise and appreciate the landmark. Part G of the Policy calls for opportunities to create new local views to be exploited through the design and layout of new development.

9.15 Section 2.7 of the submitted Design & Access Statement states that the existing building on the site is 18 metres high. The main 6 storey component of the proposed building would be 21 metres high and the 7 storey component would be 24 metres height, representing height increases upon the existing building of +3 metres and +6 metres respectively. A cross-section at Section 2.5 of the Statement shows that the proposal would be no higher than existing office buildings fronting College Road¹², and Section 2.8 states that the existing site level is 65.55 metres AOD and that the height of the proposed development would be approximately¹³ 89.55 metres AOD. Using the proposed height AOD relative to the threshold height of the protected views, the Design & Access Statement provides the following analysis

Protected View	LVC/ WSCA	Threshold Range	Proposed	Difference (m)
Harrow View	LVC	90-95m AOD	89.55m AOD	- 0.45-5.45
Roxborough Road Bridge	WSCA	90-100m AOD		- 0.45-10.45
The Grove open space	WSCA	97-98m AOD		- 7.45-8.45
Old Redding	WSCA	95-100m AOD		- 5.45-10.45
Wood Farm	WSCA	95-100m AOD		- 5.45-10.45

¹² The Statement notes that this figure has been generated assuming 3 metre floor to floor heights.

- 9.16 During the course of the application the applicant was requested to carry out a more robust analysis in relation to the Harrow View landmark viewing corridor, as a result of which drawing numbered 1318_PL_060 (RE A) has been submitted. This shows that: the main six storey part of the proposed building (87.23m AOD) would be greater than 3.0m below the mid-point of the 90-91m AOD height range of the threshold of the viewing corridor over the site; and the seven storey part of the proposed building (89.56m AOD) would be 3.79m below the upper-half of the 90-91m AOD height range of the threshold of the viewing corridor over the site. In these circumstances, although extremely close to the thresholds, it is not considered that any further analysis is necessary.
- 9.17 However, for the avoidance of doubt, it is considered that any permission should be subject to a condition restricting the height of the relevant parts of the building to the heights shown on drawing numbered 1318_PL_060 (REV A), and a condition controlling any development (such as telecommunications) that could be added to the building to project above proposed heights. Any revised proposal with any increased height should, it is considered, be subject by an analysis including accurate visual representation (AVR) as required by the Mayor of London's London View Management Framework SPG.
- 9.18 In these circumstances it is not considered that the proposal would be detrimental to the setting of the Harrow-on-the-Hill Area of Special Character.

10.0 Design, Character and Appearance of the Area

- 10.1 The National Planning Policy Framework (NPPF) was published by the Government on March 27th 2012. The NPPF does not change the law in relation to planning (as the Localism Act 2012 does), but rather sets out the Government's planning policies for England and how these are expected to be applied. It remains the case that the Council is required to make decisions in accordance with the development plan for an area, unless other material considerations indicate otherwise (S.38(6) of the Planning Act). The development plan for Harrow comprises The London Plan 2016 [LP] and the Local Development Framework [LDF].
- 10.2 The NPPF states (paragraph 64) that 'permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions'. The NPPF continues to advocate the importance of good design though it is notable that the idea of 'design-led' development has not been carried through from previous national policy guidance to the National Planning Policy Framework.
- 10.3 The London Plan (2016) policy 7.4B states, inter alia, that all development proposals should have regard to the local context, contribute to a positive relationship between the urban landscape and natural features, be human in scale, make a positive contribution and should be informed by the historic environment. Core Strategy policy CS1.B states that 'all development shall

respond positively to the local and historic context in terms of design, siting, density and spacing, reinforce the positive attributes of local distinctiveness whilst promoting innovative design and/or enhancing areas of poor design'. The NPPF and policy 7.8.C/D/E of The London Plan 2016 set out similar aims. Policy DM7 of the Harrow Development Management Local Policies Plan (2013) provides further guidance on managing heritage assets and requires new development not to adversely affect the character or amenity of Conservation Areas, Listed Buildings or other heritage assets.

- 10.4 The unit is located in Harrow's Metropolitan town centre but does not form part of any designated shopping area or shopping frontage. Policy AAP1 and AAP4 of the Area Action Plan encourage provision of active used on the ground floor of premises within the Harrow Town Centre, and the proposed development would accords with these aims, providing an active frontage and greater vibrancy to this part of the town centre.
- 10.5 Policy DM1 of the DMP gives advice that "all development proposals must achieve a high standard of design and layout. Proposals which fail to achieve a high standard of design and layout, or which are detrimental to local character and appearance, will be resisted."
- 10.6 It is noted that the application property is located on the boundary of the identified Town Centre area. The property is located on the southern side of the railway line, and on the northern side of Lowlands Road. It sits within an irregular piece of land that runs from Lowlands Rec towards Bessborough Road, continually tapering as it heads west. To the south of Lowlands Road is a parade of shops, with residential properties spreading further south. Aside from the parade of shops directly opposite, the majority of development to the south is two-storey residential units (with some higher flatted developments). Accordingly, it is considered that the application site sits within a transitional area, whereby having the larger, commercial style buildings to the east, and with the much smaller, residential properties to the south.
- 10.7 The proposed development would sit higher than each of the buildings located on either side of the application site, with a three storey building to the west, and a five storey building to the east. The proposed building would have seven storeys, noting that the seventh storey would be a part floor, being set back from the front elevation and also off from the western elevation. The proposed replacement building would align with the existing building line along northern side Lowlands Road, especially in relation to the building either side. With regard to the relationship with the existing five storey building to the east, the proposal would be one storey higher on the front elevation, with the seventh storey being set back 1.0m from Lowlands Road. As such, the proposal would appear primarily as a six storey building in relation to the existing building with a subservient seventh floor. Accordingly, it is considered that the proposal would not have a discordant appearance with this existing property.

- 10.8 Located to the east of the application site is a three storey building, which sits against the flank elevation of the existing five/six storey building on site. The proposed building would result in a six storey building directly adjacent to the three storey building to the east. It is acknowledged that the proposed building would be higher on this elevation, however, with careful detailing and articulation, the proposal would not appear as a blank and overwhelming elevation within the streetscene. The proposed elevations indicate articulation within the elevation, which would ensure that an uninteresting blank elevation is not left facing towards Bessborough Road. Furthermore, windows are able to be included within this elevation, along with differing use of material finishes. It is therefore considered that notwithstanding the notable change in building heights, the proposed development can be adequately treated in design terms to ensure it would appear satisfactory within the streetscene, and also in relation to the existing building located to the east.
- 10.9 Opposite the application site on the southern side of Lowlands Road, and outside of the Metropolitan Town Centre boundary, is a row of single storey shops. Beyond these, and further to the south is a residential area made up predominantly of two storey dwellings, along with some flatted developments of a slightly larger scale. It is acknowledged that the proposed development would result in a noticeable increase in height within the application site than that which exists, and also in relation to those properties to the south. In relation to the properties directly opposite, it is noted that for the majority of the application site, it would be opposite the two storey properties 42 - 50 Lowlands Road, and being approximately 20m away. The eastern end of the site, would be approximately 21m from the single storey commercial properties.
- 10.10 It is acknowledged that there is a distinct difference in the bulk and scale of the proposed development in relation to the properties to the south of Lowland Road. However, it is noted that the application is located within the Metropolitan Town Centre, and opportunity area of Harrow. As mentioned previously, the proposed building would have an acceptable appearance in relation to the properties on the northern side of Lowlands Road. The proposed development would result in a part six/seven storey building on the northern side of Lowlands Road. As mentioned previously, the application site is located within a transitional area, however, is considered most appropriately to be read in relation to the larger scale buildings along the northern side of Lowlands Road. Located between the properties and the smaller in scale properties to the south, is Lowlands Road, which provides an approximately 20m gap between the properties. The public highway provides a clear visual break between the two character areas, with larger scale to the north and lower scale to the south. Accordingly, it is considered that larger scale developments along the northern side of Lowlands would be appropriate, and have an appropriate relationship with the lower scale properties to the south. The proposed development, in terms of scale, would be six storeys on the front elevation, with a seventh floor set back from the edge of the sixth floor. Given the site circumstances of the application property, it is considered that the proposed increase in bulk and scale at the property would be appropriate within its context. It would continue to have an

acceptable impact on the smaller scale properties to the south, by reason of the existing set character and visual break between the two character areas.

- 10.11 The provision of a commercial use on the ground floor would continue to provide an active commercial function on the ground floor and would therefore continue to have a positive impact on the vitality and viability of the area. In order to comply with the employment space requirements (discussed in more detail above), the first floor of the development is also set aside as commercial/employment space, which again is appropriate. Located above the commercial floor space, would be five floor of residential accommodation. This would result in a distinct change in the design of the proposed building. However, it is considered appropriate to have residential accommodation located above commercial units.

Design

- 10.12 The proposed development of the site will result in further floors of residential use. The development of the site to provide for further residential above the commercial units, is considered to result in a more efficient and effective use of the site. The proposed height of the development would accord with the aspirations of the Harrow & Wealdstone Area Action Plan (2013), and impacts on the character of the area are considered below. The redevelopment of the site, in light of the previously developed nature of the land, would be acceptable in principle and it is considered that the proposed land uses i.e. retail with residential above, would be appropriate in this location.
- 10.13 The scheme has evolved from the originally submitted scheme, with each of the iterations of the proposal being submitted by the Urban Design Officer. The current application results in a six storey building on the western end of the site, and then stepping up to seven storeys, some 7.3m from the western elevation. The seventh floor would be flush with the eastern elevation, but marginally set back from the front elevation facing onto Lowlands Road.
- 10.14 As discussed above, the bulk, scale and siting of the proposed building is considered to be appropriate. However, the detailed design of the proposal is critical to ensure that the on-going success of the development. The existing building located on site provides a step up of two storeys (noting the fifth storey is set back from the front elevation, but a continuation of gable) above the existing property at No. 39 Lowlands Road, which is three storey with a pitched roof. The proposed development would result in a six storey building on the common boundary, with a deeper floor plan for the entire six floors than what exists. The detailing of the element is important to ensure that this elevation does not appear as a blank, uninteresting façade within the streetscene. The proposed elevations indicate that this elevation has been articulated to provide relief within this elevation. Each of the floor to ceiling heights along this elevation would be inset, which would result in a five separate insets for most of the depth of the elevation. Added to this, would be high level windows (secondary windows) and also a variations with the brick type (discussed below). It is therefore considered that this elevation would

have a satisfactory level of detailing to ensure an appropriate design and appearance within the streetscene.

- 10.15 The proposed front elevation would have a predominantly brick frontage, with larger fenestration along the ground and first floors to serve the commercial element, and more traditional residential windows above. The proposed ground and first floor elements would continue to have a commercial appearance, which is encouraged along this elevation, given the town centre location. Large glazed areas, with aluminium framed doors/windows are considered appropriate in achieving this appearance. Above, the residential element would have a relatively ordered repetition of windows and balconies, which would ensure that this elevation would not have a fussy or confused elevation. However, to ensure that the elevation would not appear as uninteresting, a variation of brick types would assist in breaking up any monotony within the residential element within the upper floors. The proposed seventh floor, being slightly set back from the sixth floor and comprised of a different material, would result in this element appearing subordinate.
- 10.16 The proposed rear elevation would have a similar composition as the front elevation. It is important that architectural care is taken on the rear elevation, as this is still highly prominent/visible from the wider area. This elevation is adjacent to the National Rail and London Underground Train Lines, with College Road to the north of this again. As mentioned above, the elevation is within the view corridor towards Harrow on the Hill and St Marys Church. Accordingly, a poorly designed and articulated elevation would be harmful to this view. The proposed, as detailed above, is considered to provide a satisfactory elevation in relation to the above.
- 10.17 The eastern flank elevation would be adjacent to the existing building at No. 55 Lowlands Road (Grove House), which is a five storey building. The proposed building would sit within the same front building line. The proposed building would be seven storeys on this common boundary, therefore a further two storeys higher than this adjacent building. It is acknowledged that the proposed building would be noticeably higher along the front elevation, although seventh floor would be marginally set back from the front elevation, which would assist in reducing the appearance of bulk of this element. As such, it is considered that that the proposed development would be largely screened by No. 55 Lowlands Road (Grove House) when viewed from the east of the site. The proposed development would have an acceptable relationship with the adjacent building and appearance within the streetscene.
- 10.18 It is considered that the proposed layout, bulk, scale and height of the proposed development, would not result in an unacceptable impact on the character and appearance of the existing site, streetscene, heritage assets or wider area. The proposed design of the building is a relatively simple and coherent approach, which would ensure that the building would not appear as an overly fussy or complicated addition to the streetscene.

Materials

- 10.19 The proposed plans note that the proposed development would be primarily be constructed of brick, which would be a suitable material when considered in relation to the existing built environment. In conjunction with the brick, it is proposed to utilise dark grey aluminium fenestration for the residential and the commercial elements. Glazed balconies are proposed as part of the residential element.
- 10.20 It appears that a relatively simple materials palette is proposed as part of the development, which is encouraged. A simple palette that incorporates high quality materials ensures that the development would not have an overly fussy appearance within the streetscene. Furthermore, high quality materials that have a robust appearance ensure a high quality design within the site and the streetscene. In principle the materials proposed would be considered acceptable. However, the submitted detail to date demonstrates that two very contrasting brick types would be utilised. It is considered for the success of the appearance of the development, these would appear to stark, and as such a more subtle contrast should be utilised. The seventh floor, which is recessed behind the sixth floor, is demonstrated on the submitted plans as being finished in cladding panels. Other than the grey that is shown on the submitted pans, there is little further information to consider. In principle, there is no objection to the use of such a material, however, further details are required to ensure an appropriate finish.
- 10.21 The proposed balconies would be enclosed with glazing. However, the Urban Designer considers that the finish of the balconies would be more appropriate as railings, which would provide better screening for the occupiers behind. Furthermore, this would also assist in the screening of any household storage that may be stored within the gardens. Whilst this is acknowledged from an urban design perspective, consideration also needs to be weighed against the amenity of future occupiers. In this instance, the habitable rooms are struggling to accord with required daylight/sunlight levels for future occupiers. As such, a glazed finish to the balconies in this instance would be a more appropriate finish, in terms of assisting in ensuring that future occupiers would continue to receive a satisfactory living environment. To assist in the screening of the amenity space (both for future occupiers and appearance), obscure glazing and/or a mixture of glazing and panelling could be incorporated. Accordingly, it is considered that details to the finish of the balconies could be secured by way of a planning condition, and is attached accordingly.
- 10.22 The proposed development would provide for some level of hardstanding in the front forecourt area. The layout of the development only enables hard and soft landscaping within the front forecourt of the site, and as such subject to details on material choice, is acceptable. A condition requiring details of the hard landscaping is therefore attached accordingly.
- 10.23 It is considered that the general approach to the materials of the proposed development are correct. However, further more detailed information is

required to ensure that the materials would be appropriate together and within the context of the wider built environment. Notwithstanding the submitted information, a condition has been attached to ensure that physical samples be submitted for further consideration of the appropriateness of the appearance and quality of the materials.

Access

- 10.24 The proposed development would retain an access directly from Lowlands Road, which would continue to provide a separate access to the commercial unit on the ground floor toward the western end. A second communal residential entrance would be located to the eastern end of the front elevation. Between these two access points, on the front elevation, entrance for cycle/refuse and car parking would also be provided.
- 10.25 The site is relatively level, and such access into the building should be able to be step-free. However, to ensure that this is achieved, a condition is recommended to be attached accordingly.
- 10.26 Parking and other traffic related matters are to be assessed under section 6 of this appraisal. However, it is noted that a revised plan has been provided to demonstrate a parallel loading/unloading bay for future occupiers of the site who may wish to receive deliveries.

Landscaping

- 10.27 The existing site is primarily hardstanding. The proposal would result in the proposed building infilling much of site. The application site offers little opportunity to provide some meaningful landscaping across the site.
- 10.28 The proposed front elevation fronts onto Lowlands Road, which is a Town Centre location. However, the distance back of the footpath and the front elevation would allow for an improvement to the existing harsh landscaping. The submitted information indicates that there would be revised hard standing implemented, which would utilise a higher level of material than currently in place. Furthermore, the landscaping plan allows for the implementation of further soft landscaping within the front forecourt. The submitted information would result in a higher level of hardstanding than soft landscaping. However, given the town centre location, and the character along the northern side of Lowlands Road, this would be a consistent rationale. It is therefore considered that the proposed balance between hard and soft landscaping within the front forecourt is considered appropriate, and subject to a condition requiring further details to both hard and soft landscaping, this would enhance the appearance of the development, and the wider streetscene.
- 10.29 To the rear of the application site, it is noted that this is a relatively urban environment landscape, with little soft landscaping, or the ability to provide soft landscaping within this area. The submitted information indicates that to the rear of the site would be a cycle store between the rear elevation and the

common boundary with the railway line. It is considered that subject to further detailing with regard to this ground surfacing, this quantum of hardstanding/soft landscaping would be acceptable.

Conclusion:

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

11.0 Residential Amenity

11.1 London Plan Policy 3.5 *Quality and Design of Housing Developments* sets out a range of criteria for achieving good quality residential development. Part B of the policy deals with residential development at the neighbourhood scale; Part C addresses quality issues at the level of the individual dwelling.

11.2 Implementation of the policy is amplified by provisions within the Mayor's Housing SPG (2016). The amplification is extremely comprehensive and overlaps significantly with matters that are dealt with separately elsewhere in this report. In response to a request for clarification about the detail internal arrangements of the proposed flats and houses the applicant has advised that the development has been designed to accord with the London Housing Design Guide. Furthermore, the Housing Standards Minor Alterations to the London Plan have now been adopted as at March 2016. Where relevant these are addressed in the appraisal below.

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

Internal space

11.4 The submitted Planning Statement confirms that all of the proposed dwellings have been designed to meet the London Plan's minimum space standards as set out in the nationally Described Space Standards (March 2015). The submitted drawings show that the proposed layouts would make reasonable provision for the accommodation of furniture and flexibility in the arrangement of bedroom furniture.

- 11.5 In addition to the satisfactory level of gross internal floor space for each of the proposed flats, the proposed plans indicate that the majority units would have policy compliant, dedicated storage space for the future occupiers. In some instances the quantum may not strictly accord with the minimum requirement, however, with the remainder of the space being functional and usable, would not be a sustainable reason to refuse the scheme.
- 11.6 On balance, it is considered that the proposed internal space provided for the proposed flats would be satisfactory in size, and each of them would provide acceptable layouts to ensure the habitable space is useable and functional.

Floor to ceiling heights

- 11.7 The National Described Space Standards (March 2015) calls for a minimum floor to ceiling height of 2.5 metres across 75% of the GIA of a dwelling. The proposed plans (Sections) indicate that the proposal would achieve a floor to ceiling height of 2.5m. The proposed layouts are functional and would continue to provide a satisfactory level of accommodation for future occupiers. However, in the event that the proposed development may require additional space between floors to provide essential services, this may result in an increase required to achieve this. The applicant is advised that if this has a follow impact to the overall height of the development hereby approved, then a new permission would be required to take account of any such change in height.

Privacy

- 11.8 The SPG seeks an adequate level of privacy to habitable rooms in relation to neighbouring property, the street and other public spaces. Policy DM1 *Achieving a High Standard of Development* in relation to privacy has regard to:
- the prevailing character of privacy in the area and the need to make effective use of land;
 - the overlooking relationship between windows and outdoor spaces;
 - the distances between facing windows to habitable rooms and kitchens; and;
 - the relationship between buildings and site boundaries.
- 11.9 The proposed site is situated within a town centre location, with many examples of residential accommodation located above commercial units, along with purpose built flatted developments. Generally speaking, future occupiers seeking to live in town centre locations would be more likely to have different aspirations to the amount of privacy as would, say future occupiers to a suburban area. Given that there are many examples of residential accommodation above commercial units, it is reasonable to conclude that this is an acceptable use.
- 11.10 The ground and first floor of the development would be utilised as commercial floor space, with the remaining floors above utilised as residential properties.

It is noted that the northern elevation would be overlooking the train line to the rear of the site, and the properties to the south are of a single storey nature. Given the elevated nature of the residential properties being on the third floor and above, and the incorporation of winter gardens, the future occupiers would be afforded an appropriate level of privacy.

Dual aspect

- 11.11 The SPG seeks to avoid single aspect dwellings where: the dwelling is north facing (defined as being within 45 degrees of north); the dwelling would be exposed to harmful levels of external noise; or the dwelling would contain three or more bedrooms. Policy DM1 *Achieving a High Standard of Development* undertakes to assess amenity having regard to the adequacy of the internal layout in relation to the needs of future occupiers.
- 11.12 The orientation of the development results in north and south facing units. Where possible, the proposed residential accommodation is dual aspect. However, it is noted that by reason of the site constraints, achieving dual aspect units are not always possible. The properties fronting onto Lowlands Road are all south facing, with those fronting the railway line north facing.
- 11.13 The failure to provide dual aspect units often impacts on the residential amenity of future occupiers, specifically with relation to levels of light and outlook. Whilst this is appraised in more detail later within this report, the internal layouts of the development have been revised to assist in ensuring the highest quality of residential accommodation is provided. Specifically, it is noted that the depth of winter gardens have been reduced (whilst not falling short of amenity space standards), and further windows within the flank return walls of the winter gardens. Whilst it is acknowledged that the proposed development provides a less than satisfactory number of dual aspect units, this must be weighed up against the impacts of the accommodation on future occupiers.

Daylight, sunlight and outlook

- 11.14 The SPG establishes no baseline standard for daylight or sunlight. Policy DM1 *Achieving a High Standard of Development*, in seeking a high standard of amenity for future occupiers of a development, has regard to the adequacy of light and outlook within buildings (habitable rooms and kitchens).
- 11.15 Policy DM1 requires proposals to achieve a high standard of amenity and sets out the considerations for the assessment of amenity, of which light within buildings is one. The weight to be attached to this consideration, within the context of the whole amenity that would be afforded to future occupiers of the development, is ultimately a question of judgement. As mentioned previously, the proposed development would have a number of north facing units. Given that these are not encouraged, the applicant has submitted a Daylight & Sunlight report, in an attempt to demonstrate that the proposed accommodation would ensure adequate residential amenity for future occupiers in this regard.

11.16 The proposed development, supported by the Daylight & Sunlight Assessment, has been independently reviewed by a suitably qualified professional to ensure that the conclusions and recommendations are reasonable. The submitted information has provided an analysis of the development in terms of daylight calculated by

1. Vertical Sky Component (VSC); and
2. No Sky Lone/Contour (NSL)

And for sunlight the Annual Probable Sunlight Hours (APSH) should be calculated.

11.17 The supplementary daylight report includes results for the daylight to the new residential units to be provided within the development. This results from changes in the internal design of the proposed rooms, amendment and addition of windows, and modifications to balconies. For large rooms designed as living room/kitchens, the internal kitchen areas have been omitted from the analysis to treat them as internal rooms and identify the daylight available to the living room areas alone.

11.18 The results have been provided for VSC, daylight distribution and average daylight factor. The average daylight factor results are the principal ones that should be used for assessing daylight to new residential rooms.

11.19 The ADF results that show that 90% of the living rooms will now meet the required levels for ADF. Only five will not meet their target value and four of these will have ADF values between 1.16% and 1.43%. One living room on the 6th floor will be left with an ADF of 0.77% and this is a particularly narrow and deep room in the centre of the south elevation.

11.20 All of the proposed rooms will have very good levels of daylight distribution, except for one and this does mean that the perception of sky visibility within the rooms will be good even to those rooms that have levels of ADF below the recommended minimum. In addition, with the current design, it would only be practically possible to increase the sky visibility by reducing internal room sizes and that would itself potentially compromise amenity.

11.21 For the sunlight results, only those windows that face within 90° due south have been assessed. Six rooms on each of the second, third, fourth and fifth floors and one room on the sixth floor will have some light levels below the BRE recommended minimum. The sunlight results for the proposed living room/kitchen/dining rooms however are relatively low when south facing windows could be expected to have very good levels of sunlight. The report argues that the low sunlight levels are caused by the generous balconies and it is also the case that the lowest sun levels are to those windows that are set back from projecting elements, and therefore have a more limited feel to sky visibility. The sunlight levels that will be left, however, are not in keeping with an urban location and winter sunlight levels are very good, when the sun is able to penetrate beneath the balconies from a lower sky angle

- 11.22 In relation to the daylight and sunlight to the new units being created within the development, the revised design results in much better levels of daylight, although this is also the result of the living room areas being assessed without the internal kitchen areas forming part of the calculations. Whilst there is not full compliance with the recommended ADF standard, the daylight levels will generally be good.
- 11.23 The scheme does not meet the required standards for annual sunlight for a number of the rooms on each floor and this is primarily a result of the building design including lengths of elevation that are set back, and projecting balconies. The sunlight is, however, at a level that would not be unusual for an urban location and winter sunlight levels are good.
- 11.24 In conclusion, it is noted that the proposed development would provide a level of accommodation that would fall short of target daylight/sunlight levels, to some habitable rooms. However, it is acknowledged that by reason of the site circumstances, which dictate the layout of the residential units, and the urban location, on balance it is considered that future occupiers would receive a satisfactory level of daylight and sunlight.
- 11.25 The submitted plans indicate that the western elevation would have a number of high level windows, which are noted as being secondary windows to the rooms that they serve. This being the case, it is considered that should the adjacent property come forward for development, then the location of these windows should not prejudice the development of that site. Given that the proposed flank windows are secondary in nature, it is considered that the loss of the light/outlook from these windows in the event of a neighbouring development would not be detrimental to the living conditions of future occupiers of this development. Accordingly, it is considered appropriate that a condition be added to this permission, which does not allow for these identified windows on the western flank elevation to be considered as protected, whereby prejudicing the ability of a comprehensive scheme to come forward on the adjacent to the western boundary of the application site.

Internal noise & Vibration

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

acceptable.

- 11.28 The applicant acknowledges that the application property is in a location where noise nuisance to future occupiers may be of concern. Specifically, Lowlands Road is a relatively busy road, and located along the northern boundary is the National Rail and London Underground tracks. Supporting the application is a Noise Attenuation Report. The submitted report notes that recommended noise levels in relation to outdoor amenity spaces so not exceed 50dB, with an upper guidance level of 55dB. Having undertaken a number of measurements across the site, it is concluded that the balconies facing onto Lowlands Road and the railway lines will experience day time noise levels of approximately 70 and 65 dB.
- 11.29 It is clear that the proposed outdoor amenity would exceed the guidance set out in the relevant BRE Standards. However, the guidance does go on to say that the set guidelines are not always achievable, specifically where an application site may sit within a highly urbanised area, and/or adjacent to strategic transport links. In this instance the application site is located within a highly urbanised area, identified as being located within the Harrow Metropolitan Centre. Furthermore, the National Rail and London Underground tracks run along the rear (northern) boundary. As with all residential accommodation provided within an urbanised location, amenity expectations would differ to those, say within suburbia. Levels of overlooking, privacy, and noise are all matters that would have a different threshold. In this instance, the proposed development would be located between a main road and a mainline railway, making it difficult to meet external noise limits. However, it is noted that the proposed balconies would be winter gardens, which would assist in providing a higher quality of amenity space than cantilevered balconies, which would provide a much more exposed amenity space.
- 11.30 Based on the external levels within the submitted noise report, noise mitigating measures can be introduced to reduce the internal noise for future occupiers, which would ensure a satisfactory level of accommodation in this regard. The submitted Noise Report provides recommendations with regard to glazing to the property, mechanical ventilators, and external wall/cladding. Subject to the use of the specific materials, the internal noise experienced by future occupiers is able to be reduced to meet design criteria set out within the relevant British Standard. It is considered reasonable that a condition be imposed to ensure that further detailed specifications are provided as part of the physical makeup of the building, which would achieve an acceptable level of internal noise for future occupiers.

Vibration

- 11.31 The submitted noise report has provided details of measured vibration levels during both day time and night time periods. The evidence suggests that there would be a low probability of would give rise to an adverse impact on future occupiers.

- 11.32 The proposed development indicates that the proposed ground and first floor would be utilised as a B1 use class, although no actual use has been proposed. Notwithstanding this, it is reasonable to assume that the proposed use of these floors with a B1 use would be compatible with the residential located above.

Amenity space

- 11.33 Policy DM27 Amenity Space of the Development Management Policies Local Plan document states that the appropriate form and amount of amenity space should be informed by the Mayor's Housing Design Guide (i.e. the SPG) and criteria set out in the policy
- 11.34 For private amenity space, the SPG requires a minimum of 5m² per 1-2 person dwelling and an extra 1m² for each additional occupant, and for balconies the SPG specifies minimum dimensions of 1.5m x 1.5m. The proposed balconies would for the most meet or exceed these minimum dimensions in terms of the required quantum and also the required depth. Where there are some shortfalls in the amenity space, these would be negligible. Furthermore, the balconies would be inset winter gardens, which provide a much more private, quieter balcony for the future occupiers. Level access onto the balconies would be secured as part of the proposed access conditions.

Play Space

- 11.35 Local Plan Policy AAP 11 requires all major development to provide sufficient play space on site to meet the needs of the development, whilst Policies AAP 13 and DM 28 *Children and Young People's Play Facilities* reiterate the need for children's play space. The Council's Planning Obligations SPD, informed by Harrow's PPG 17 Study, sets a quantitative standard of 4 square metres play space per child.
- 11.36 The current application fails to provide any communal amenity space or play space to meet any of the targeted age groups, which is predominantly 'door step' play space. Given the nature of the site circumstances, it would appear difficult to provide a meaningful contribution on site for this typology. As such, in order to provide a contribution to play space, a financial contribution can be made to be utilised to enhance play space within the vicinity of the development site. The Harrow Planning Obligations SPD (2013) states that a contribution would be acceptable where creations of new children's play space or improvement to existing provision can be undertaken within 100m of the development site. It is noted that there is no known dedicated children's play space within 100m of the development site. However, approximately 150m to the east is located Lowlands Recreation Ground, which is noted as having children's play facilities within it.
- 11.37 Whilst the development site is slightly outside of the stated 100m distance from the identified play space location, it is considered that this is only marginally outside of the threshold set. Furthermore, the location of the site is

easily accessible to the development site, being on the same side of Lowlands Road, back towards the Harrow on the Hill Train Station. Having identified a suitable location to contribute an obligation to, the Planning Obligations SPD (2013) provides an equation to determine the child yield of a development, and what level of financial obligation should be sought and obtained.

- 11.38 Based on the child yield of the development (Calculated under Appendix A of the Planning Obligation SPD (2010)m the development would yield seven children. In accordance with the calculation provided under paragraph 11.9 of the Planning Obligation (SPD (2013), the yield (7), is calculated by the play space provision (4sqm) and multiplied by £95 (average cost per sqm of provision). Based on this, the obligation required to be paid for off-site improvements would be £2,660.00. It is considered that the proposed development, subject to a S.106 obligation being imposed to secure the above contribution to nearby play space, would be acceptable.

Residential Amenity of Neighbouring Occupiers

- 11.39 London Plan Policy 7.6 Architecture states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings in relation to privacy, overshadowing, wind and microclimate.
- 11.40 Core Strategy Policy CS1 B requires development to respond positively to the local context in terms of design, siting, density and spacing. Policy DM1 *Achieving a High Standard of Development* sets out a number of privacy and amenity criteria for the assessment of the impact of development upon neighbouring occupiers. Harrow has also produced a Residential Design Guide SPD.

Use of the property

- 11.41 The existing property has an authorised use as an office use (Use Class B1), although as noted within the supporting documents as having been vacant for some time. Whilst the site has in the past received Prior Approval to be converted to resident, this has now lapsed. The proposed development would change the use of the site from a commercial unit to a mixed use development, with two floors of commercial with the remainder of the floors in residential use. In principle, residential above commercial premises in a Town Centre location is accepted. Furthermore, the application property sits directly on the edge of the identified Town Centre, where it begins to transition into a more residential character. Accordingly, it is considered that a mixed use development in this location would be acceptable in terms of the use, and would not be harmful to the amenity of the existing residents within the vicinity.

Outlook

- 11.42 As mentioned previously, the proposed development at the western end, would be located opposite the 34 – 40 Lowlands Road, which are part of a

single storey parade. These properties are commercial in nature, and as such, the proposed development would not be harmful to the amenity of these occupiers. To the eastern end of the site, beyond Whitehall Road, the properties known as 42 – 50 Lowlands Road would be directly opposite the site. Currently these properties, which are two storey dwellings, look out towards the application site and Grove House, both which are four storey buildings with a recessed fifth floor element. As mentioned previously, these properties are separated by approximately 20m by Lowlands Road itself. The proposed development would result in a taller building on the opposite side of Lowlands Road, by an extra two floors. Whilst it is acknowledged that the proposed development would be noticeable taller within the site, and within the prevailing pattern of development along the northern side of Lowlands Road, it is considered that the extra height for the length application site, would not result in a demonstrably worse level of outlook that what is currently experienced by the existing occupiers of these properties. It is considered that the proposed development would ensure a satisfactory level of outlook is maintained for the occupiers along the south side of Lowlands Road.

- 11.43 55 Lowlands Road (Grove House) is located on the adjacent eastern boundary. This building is of a similar size, and appears to be in use as office space. Accordingly, the proposed development would not have an unacceptable impact on the amenity of these occupiers.
- 11.44 On the western end of the site, and directly adjacent to the development is 39 Lowlands Road. This property is part of a parade (33 – 39), which is comprised of commercial units on the ground floor and flats located above. The existing relationship between this parade and the existing building on site, is that the existing building projects significantly beyond the rear elevation of the parade at No. 33 – 39 Lowlands Road. The proposed development would continue to project to the rear of the site, in a similar manner to the existing, albeit set off the common boundary by 1.0m. The most significant difference on this boundary is that the replacement building would be six floors on this common boundary, rather than the five storeys currently in place. In determining the potential harm to the occupiers of No. 33 – 39 Lowlands Road, it is the extra floor on this common boundary over and above the existing building, which must be considered in assessing any harm. Lastly, it is noted on site that the rear most part of the ground floor on this common boundary is not a complete elevation, insofar as this area open to a car parking provision below the first floor. The proposed development would result in this elevation projecting for the entire elevation.
- 11.45 In terms of the outlook from the proposed outlook from the property known as 33 – 39 Lowlands Road, the ground floor of the parade is not residential, with a number of commercial units along the parade. Accordingly, it is considered that the proposed development would have an acceptable impact on these properties. The first and second floors of 33 – 39 Lowlands Road are noted as being residential in nature. The proposed development would project 6.0m beyond the rear elevation, and would be six storeys on this common boundary. However, it is considered that given the existing five storey

building (18.2m), the extra height of a six storey building (21.8m) would not be demonstrably worse than the existing situation on site. Furthermore, the site circumstances are such that 33 – 39 Lowlands Road does not have any properties to its west, and as a result of the presence of the Railway to the north, the rear facing windows would continue to have an open aspect, and therefore maintaining a satisfactory outlook to these occupiers.

Daylight & Sunlight

11.46 The proposed development, supported by the Daylight & Sunlight Assessment, has been independently reviewed by a suitably qualified professional to ensure that the conclusions and recommendations are reasonable. The submitted information has provided an analysis of the development in terms of daylight calculated by

1. Vertical Sky Component (VSC); and
2. No Sky Lone/Contour (NSL)

And for sunlight the Annual Probable Sunlight Hours (APSH) should be calculated.

11.47 In terms of impacts on neighbouring properties, this is effectively limited to 39, 42, 44, 48 and 52 Lowlands Road. The results for these properties show full compliance with the BRE standards for VSC. No daylight distribution results have been provided, presumably on the basis that internal layouts of the neighbouring properties are not known. However, the results show that for most of the windows the retained VSC levels are also very high. For these properties therefore the impact is negligible. At each of 46 and 50 Lowlands Road there is one window which does not meet the BRE criteria. These experience a reduction in VSC of 30% at No. 46 and 14% at No. 50. However, in both cases these are the side window to a bay window which has been calculated as three separate windows. I do not believe that it is necessary to calculate this window separately and as the bay itself will clearly meet the BRE requirements, consider that the impact on these two properties is also negligible.

11.48 The development site is located to the north of the neighbouring residential properties and as a result will not affect the sunlight to those properties. No sunlight analysis has been provided and this is agreed as the correct approach.

11.49 In respect of the impact of the development on daylight to neighbouring residential properties, the submitted daylight assessment indicates that the proposal would have a negligible impact. The independent review of this assessment confirms that this is an accurate assumption, and would continue to provide a satisfactory level of daylight to adjoining residential occupiers.

11.50 As mentioned previously, the proposed development would result in further habitable windows fronting onto Lowlands Road, where it is noted that there are shops and also residential units on the opposite side of the road. Again,

the relationship across the Lowlands Road would be considered to be acceptable in this town centre location. Residential occupiers opposite the application site would continue to have an acceptable outlook, access to light, and not be unacceptably impacted upon in terms of privacy and overlooking.

Conclusion

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

12.0 Traffic, Parking, Access, Servicing and Sustainable Transport

12.1 The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also contribute to wider sustainability and health objectives. It further recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas. London Plan policy 6.3 states that 'development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed'. Policies 6.9 and 6.10 relate to the provision of cycle and pedestrian friendly environments, whilst policy 6.13 relates to parking standards. Core Strategy policy CS1.Q seeks to 'secure enhancements to the capacity, accessibility and environmental quality of the transport network', whilst policy CS1.R reinforces the aims of London Plan policy 6.13, which aims to contribute to modal shift through the application of parking standards.

12.2 The application site proposes 48 residential units, with a marginally reduced commercial floor space on the ground and first floor. The application has a Public Transport Accessibility Level of 6b, which is excellent. As such, it is considered that the provision of 6 car parking spaces for the development, in this location would be acceptable. Furthermore, it is noted that the application site is located within a non-permit area, which results in residential occupiers not being able to apply for obtain resident parking permits. Accordingly, it is considered that the quantum of parking for the proposed development in this location, being one, would be acceptable.

12.3 The proposed development would provide 64 secure cycle storage spaces for the residential element within the ground floor of the development. A further space would be provided for visitor parking for the residential element also. These would be accessed via the front access to the residential element. This location and quantum are considered to be acceptable for the residential space. It is not clear where the visitor cycle parking would be located, however, it is considered that this can be secured by way of a condition. The proposed commercial space, at 1058sqm, would require 7 long stay spaces for the future occupiers. Over and above this, a further 2 spaces would be required for short term visitors. Whilst there is some space shown on the revised ground floor plan (1318_PL-100 REV F), further details on this would

be required, which is considered appropriate to be secured by way of a condition. The proposed cycle storage is considered appropriate.

- 12.4 The Highways Authority has requested that given the physical ability to provide a parallel loading/unloading bay within the footpath area, this should be included as part of the development, as this would enable deliveries to be made both to the residential and commercial element of the proposal. The applicant has submitted a revised site location plan which demonstrates that this element has been proposed, which is considered a benefit to the development and future occupiers.
- 12.5 As mentioned previously, the proposed development would be car free, with the exception of disabled car parking spaces. Given its sustainable location, this is considered to be acceptable. However, to assist with ensuring a more sustainable development, and assisting in a modal shift away from the private motor vehicle, a Travel Plan has been provided. This document would need to be for both the commercial floor space and also the residential. This document would be secured by way of a S.106 agreement.

Refuse storage

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

13.0 Flood Risk and Development

- 13.1 The site is not located within a flood zone. However, is located within a Critical Drainage Area and given the potential for the site to result in higher levels of water discharge into the surrounding drains, could have an impact on the capacity of the surrounding water network to cope with higher than normal levels of rainfall.
- 13.2 The Drainage Authority has reviewed the proposal and does not raise as objection to it. However, the proposed development would be required to submit further information in relation to connections from the site to Thames Water Connections within the public realm. Furthermore, details in relation to Floodwater Disposal, Surface Water Disposal and Storm Water Attenuation would need to be provided. However, the Drainage Authority consider that subject to safeguarding conditions requiring this information prior to commencement, the scheme would be broadly acceptable and would not result in flood risk within the area. Had the scheme been considered acceptable in all other aspects, a condition would have been attached accordingly.
- 13.3 Subject to safeguarding conditions the development would accord with National Planning Policy, The London Plan policy 5.12.B/C/D, and policy DM10 of the DMP.

14.0 Sustainability and Climate Change Mitigation

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

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

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

14.3 The applicant has submitted an Energy Statement, which details the likely energy demands of the proposed development and proposed a strategy to increase energy efficiency. The methodology for the proposed Sustainability and Energy Strategy accords with the hierarchy set out within the London Plan and demonstrates how the minimum savings in carbon emissions against Building Control targets would be attempted to be achieved on site. The submitted information demonstrates that the proposed development would achieve a reduction of 35.1% over Part L (2013), therefore meeting the target standards for on-site. Given the date of this application being made in 2015 prior to change in carbon savings set out in the London Plan 2015, the scheme had been designed and brought forward under the requirements at the time. As such, it is considered that the compliance with the post London Plan amendments in 2015 to only require 35% reductions to be in meet in this instance.

14.4 Subject to safeguarding conditions the development would accord with National Planning Policy, The London Plan 2016 policy 5.12.B/C/D, and policy DM10 of the DMP.

15.0 Ecology and Biodiversity

15.1 The existing site is urban in nature, and as such offers little in terms of ecological and biodiversity benefits. The proposed development offers the opportunity to increase the ecological and biodiversity of the site. The submitted information does not provide any commentary or measures to improve the existing ecological and biodiversity capacity of the site. It is noted that the proposal would result in further soft landscaping within the frontage of the site, there is the ability to incorporate such measures into the fabric of the design.

15.2 It is considered that notwithstanding the failure to provide details on biodiversity and ecological improvements within the submitted scheme, such detail can be secured by way of a safeguarding condition. Subject to such

safeguarding conditions, it is considered that the proposed development would accord with policy DM21 of the DMP.

16.0 Conclusion

- 16.1 The principle of providing a mixed use development with commercial on the ground floor with residential above on the application site is considered to be acceptable. The proposed housing development would bring forward housing provision of a satisfactory mix to provide housing choice to the Borough and of an adequate level to ensure suitable accommodation for future occupiers. It is considered that the proposed building would have an acceptable design and external appearance and would not have an undue impact on the character and appearance of the area or the residential amenity of neighbouring occupiers.
- 16.2 For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation as set out above, this application is recommended for grant.

APPENDIX 1: CONDITIONS AND INFORMATIVES

Conditions

1 Timing

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

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

2 Approved Plans and documents

The development hereby permitted shall be carried out in accordance with the following approved plans and documents: Design & Access Statement, 1318_PL-001, 1318_PL-002, 1318_PL-003, 1318_PL-004, 1318_PL-005, 1318_PL-008, 1318_PL-010, 1318_PL_100 (REV F), 1318_PL_101 (REV D), 1318_PL_102 (REV E), 1318_PL_103 (REV D), 1318_PL_104 (REV D), 1318_PL_105 (REV D), 1318_PL_106 (REV C), 1318_PL_210 (REV E), 1318_PL_211 (REV D), 1318_PL_212 (REV E), 1318_PL_060 (REV A), 1318_PL_050 (REV B), M41470/RE001. GS-2331805M, HHACY/Q12441/01/JT, 14651/IR/FY, Sustainability Statement, C85230/R001, Refuse Storage Facilities.

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

3 Materials

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

- a: All external appearance of the building
- b: Boundary treatment
- c: Ground treatment

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

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

4 Flues and Pipework

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

REASON: To enhance the appearance of the development and safeguard the

character and appearance of the area.

5 Refuse Storage

The refuse and waste bins shall be stored at all times, other than on collection days, within the designated refuse storage areas as shown on the approved plans.

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

6 Window Detail

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

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

7 Landscape

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

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

8 Landscape

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

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

9 Flood Risk and Development

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

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

10 Flood risk and Development

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

REASON: To ensure that the development has adequate drainage facilities, to reduce and mitigate the effects of flood risk and would not impact the character and appearance of the development.

11 Flood risk and Development

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

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

SuDS

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

REASON: To ensure that the development has adequate drainage facilities, to reduce and mitigate the effects of flood risk and would not impact the character and appearance of the development.

12 Communal Television Equipment

Prior to the construction of the building hereby approved on site beyond damp course level, additional details of a strategy for the provision of communal facilities for television reception (eg. aerials, dishes and other such equipment) shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include the specific size and location of all equipment. The approved details shall be implemented prior to the first occupation of the building and shall be retained thereafter. No other television reception equipment shall be introduced onto the walls or the roof of the building without the prior written approval of the Local Planning Authority.

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

13 Restriction to Telecommunication Items

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

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

14 Site Levels

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

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

of access and future highway improvement.

15 Secure by Design

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.

16 Secure by Design

The installation of the shopfront hereby permitted shall not commence until details of works required to ensure the safety and integrity of the shop front from hostile activities have been submitted to, and approved in writing by, the local planning authority. The works shall be implemented in accordance with the approved details and shall thereafter be retained.

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

17 Construction Management Plan

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

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

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

18 Construction Management Strategy

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the details of cranes and other tall construction equipment (including the details of obstacle lighting).

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

Reason: To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movement or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems.

19 Accessibility

The development hereby permitted shall be constructed to the specifications of: “Part M, M4 (2), Category 2: Accessible and Adaptable Dwellings” of the Building Regulations 2013 and thereafter retained in that form.

REASON: To ensure that the development is capable of meeting ‘Accessible and Adaptable Dwellings’ standards.

20 Delivery & Service Plan

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

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

21 Vacancy Strategy

Within six months of the permission hereby granted, a Vacancy Strategy shall be submitted to the local planning authority in writing. The Vacancy Strategy shall include (but not be limited to) a scheme to ensure that the approved B1 floor space that fronts onto Lowlands Road;

- Has been appropriately marketed for this use; and
- can be utilised for temporary alternative uses in the event that commercial occupiers cannot be found upon completion of the units.

The Vacancy Strategy shall be approved in writing by the local planning authority and shall be implemented in strict accordance with the approved details thereafter, unless otherwise agreed in writing with the local planning authority.

REASON: To ensure the vitality and viability of the area and safeguard the appearance of the locality in accordance with The London Plan 2016 policy 4.12 and policy AAP4 of Harrow & Wealdstone Area Action Plan 2013.

22 Ecology/Biodiversity

Notwithstanding the approved details, the development shall not commence beyond damp proof course until details of ecology/biodiversity enhancements to the site has been submitted to and approved in writing by the Local Planning Authority. The details thereby approved shall be implemented as approved and

retained thereafter.

REASON: In the interests of protecting biodiversity within the site in accordance with policy DM21 of the Harrow DMP (2013).

23 Railway Network Protection

The development hereby submitted shall not be commenced until the following (in consultation with London Underground) have been submitted to and appeared in writing by the local planning authority:

The use of any tall plant (piling rigs, cranes, scaffolding etc) must be controlled to ensure there risk of overturning is controlled where the fall radius could breach the railway operational boundary. The contractor must be advised that they should contact London Underground to confirm construction proposals and the use of tall plant prior to commencement of the construction. Failure to comply with this requirement could result in unnecessary suspension of train services

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permission which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2016 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

24 Flank Windows

Notwithstanding the approved plans, the secondary flank windows within the western flank elevation (facing No. 39 Lowlands Road) hereby permitted shall not be considered protected windows should the adjacent site be brought forward for a comprehensive redevelopment.

REASON: To ensure that the potential redevelopment of the site is not prejudices or frustrated by the presence of habitable windows, which could be adversely impacted by future development at that site.

25 Land Contamination

The development hereby permitted, shall not commence beyond damp proof course level until a Phase 2 Contamination Report is submitted to and approved in writing by the Local Planning Authority. Any such document shall include (but not necessarily limited to) the recommendations as set out in the submitted Desk Top Study (REF: M41470/RE001).

REASON: To ensure the health & wellbeing of the future occupiers of the development.

INFORMATIVES:

1 Policies

The following policies and guidance are relevant to this decision:

National Planning Policy and Guidance:

National Planning Policy Framework (2012)

The London Plan (2016):

2.13 Opportunity Areas and Intensification Areas
3.1 Ensuring Equal Life Chances for All
3.3 Increasing Housing Supply
3.4 Optimising Housing Potential
3.5 Quality and Design of Housing Developments
3.8 Housing Choice
3.9 Mixed and Balanced Communities
5.12 Flood Risk Management
5.13 Sustainable Drainage
6.3 Assessing Effects of Development on Transport Capacity
6.9 Cycling
6.10 Walking
6.12 Road Network Capacity
6.13 Parking
7.1 Building London's Neighbourhoods and Communities
7.2 An Inclusive Environment
7.3 Designing Out Crime
7.4 Local Character
7.5 Public Realm
7.6 Architecture
7.8 Heritage Assets and Archaeology

Local Development Framework

Harrow Core Strategy 2012

CS1 Overarching Policy

CS2 Harrow and Wealdstone

Harrow & Wealdstone Area Action Plan (2013)

AAP1 Development within Harrow town centre

AAP2 Station Road

AAP4 Achieving a High Standard of Development throughout the Heart of Harrow

AAP5 Density and Use of Development

AAP6 Development Height

AAP13 Housing within the Heart of Harrow

AAP19 Transport, Parking and Access within the Heart of Harrow

Development Management Policies Local Plan 2013

DM1 Achieving a High Standard of Development

DM2 Achieving Lifetime Neighbourhoods

DM12 Sustainable Design and Layout
DM45 Waste Management

Supplementary Planning Documents

Mayors Supplementary Planning Guidance: Housing (2016)

Harrow Supplementary Planning Document: Residential Design Guide 2010

Harrow Supplementary Planning Document: Planning Obligations 2013

Mayors Supplementary Planning Guidance: Sustainability Design & Construction 2014

The Harrow-on-the-Hill Conservation Areas SPD (2008) and the Roxborough Park & The Grove conservation area appraisal and management strategy (2008)

Technical Housing Standards – Nationally Described Spaces Standards (2015)

2 Grant with pre-application advice

Statement under Article 31 (1)(cc) of The Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended). This decision has been taken in accordance with paragraphs 187-189 of The National Planning Policy Framework. Pre-application advice was sought and provided and the submitted application was in accordance with that advice.

3 Mayor CIL

Please be advised that approval of this application by Harrow Council will attract a liability payment £13,300.00 of Community Infrastructure Levy. This charge has been levied under Greater London Authority CIL charging schedule and s211 of the Planning Act 2008.

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

Your proposal is subject to a CIL Liability Notice indicating a levy of £145,250.00 for the application, based on the levy rate for Harrow of £35/sqm and the stated increase in floorspace of 380m²

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

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

4 Harrow CIL

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

Harrow's Charges are:

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

The Harrow CIL Liability for this development is: £456,500.00

5 CONSIDERATE CONTRACTOR CODE OF PRACTICE

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

6 PARTY WALL ACT:

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

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

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

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

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

Please quote Product code: 02 BR 00862 when ordering

Also available for download from the CLG website:

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

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: communities@twoten.com

7 COMPLIANCE WITH PLANNING CONDITIONS

IMPORTANT: Compliance With Planning Conditions Requiring Submission and Approval

of Details Before Development Commences

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

Planning
Authority.

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

8 SUSTAINABLE URBAN DRAINAGE

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

SUDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands. SUDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, and improving water quality and amenity. Where the intention is to use soak ways they should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365. Support for the SUDS approach to managing surface water run-off is set out in the National Planning Policy Framework (NPPF) and its accompanying technical guidance, as well as the London Plan. Specifically, the NPPF (2012) gives priority to the use of sustainable drainage systems in the management of residual flood risk and the technical guidance confirms that the use of such systems is a policy aim in all flood zones. Policy 5.13 of the London Plan (2016) requires development to utilise sustainable drainage systems unless there are practical reasons for not doing so. Sustainable drainage systems cover the whole range of sustainable approaches to surface drainage management. They are designed to control surface water run-off close to where it falls and mimic natural drainage as closely as possible. Therefore, almost any development should be able to include a sustainable drainage scheme based on these principles. The applicant can contact Harrow Drainage Section for further information.

9 REQUEST TO REMOVE SITE NOTICE

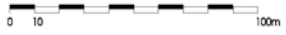
A yellow Site Notice relating to this planning application describing the development and alerting interested parties of the development has been placed in the vicinity of the application site. You should now REMOVE this Site Notice.

Plan Nos: Design & Access Statement, 1318_PL-001, 1318_PL-002, 1318_PL-003, 1318_PL-004, 1318_PL-005, 1318_PL-008, 1318_PL-010, 1318_PL_100 (REV F), 1318_PL_101 (REV D), 1318_PL_102 (REV E), 1318_PL_103 (REV D), 1318_PL_104 (REV D), 1318_PL_105 (REV D), 1318_PL_106 (REV C), 1318_PL_210 (REV E), 1318_PL_211 (REV D), 1318_PL_212 (REV E), 1318_PL_060 (REV A), 1318_PL_050 (REV B), M41470/RE001, GS-2331805M, HHACY/Q12441/01/JT, 14651/IR/FY, Sustainability Statement, C85230/R001, Refuse Storage Facilities.

APPENDIX 2: SITE PLAN



APPLICATION SITE BOUNDARY



DATE	BY	CHECKED	BY
		13 - 15 CANFIELD PLACE LONDON NW6 - 3BT TEL: 0207 - 372 - 8918 www.pcko.co.uk	
ARCHITECTS MASTER PLANNERS		INTERIOR DESIGNERS URBAN DESIGNERS	
CLIENT			
Castleton Limited			
PROJECT			
45-51 Lowlands Road Harrow-on-the-Hill HA1 3AW			
DRAWING TITLE			
Location Plan			
STATUS			
PLANNING			
SCALE	1:1250@A3	DRAWN BY	PP
DATE	2015.08	CHECKED BY	DDS
DRAWING NO.	1318_PL_001	REVISION	/

APPENDIX 3: SITE PHOTOGRAPHS



Existing building relationship with NO. 39



Rear boundary with train line to the left



Rear elevation of No. 39 Lowlands Road



Existing front elevation



Existing Street Scene



Front Elevation: No. 39 to the left



Opposite side of Lowlands Road



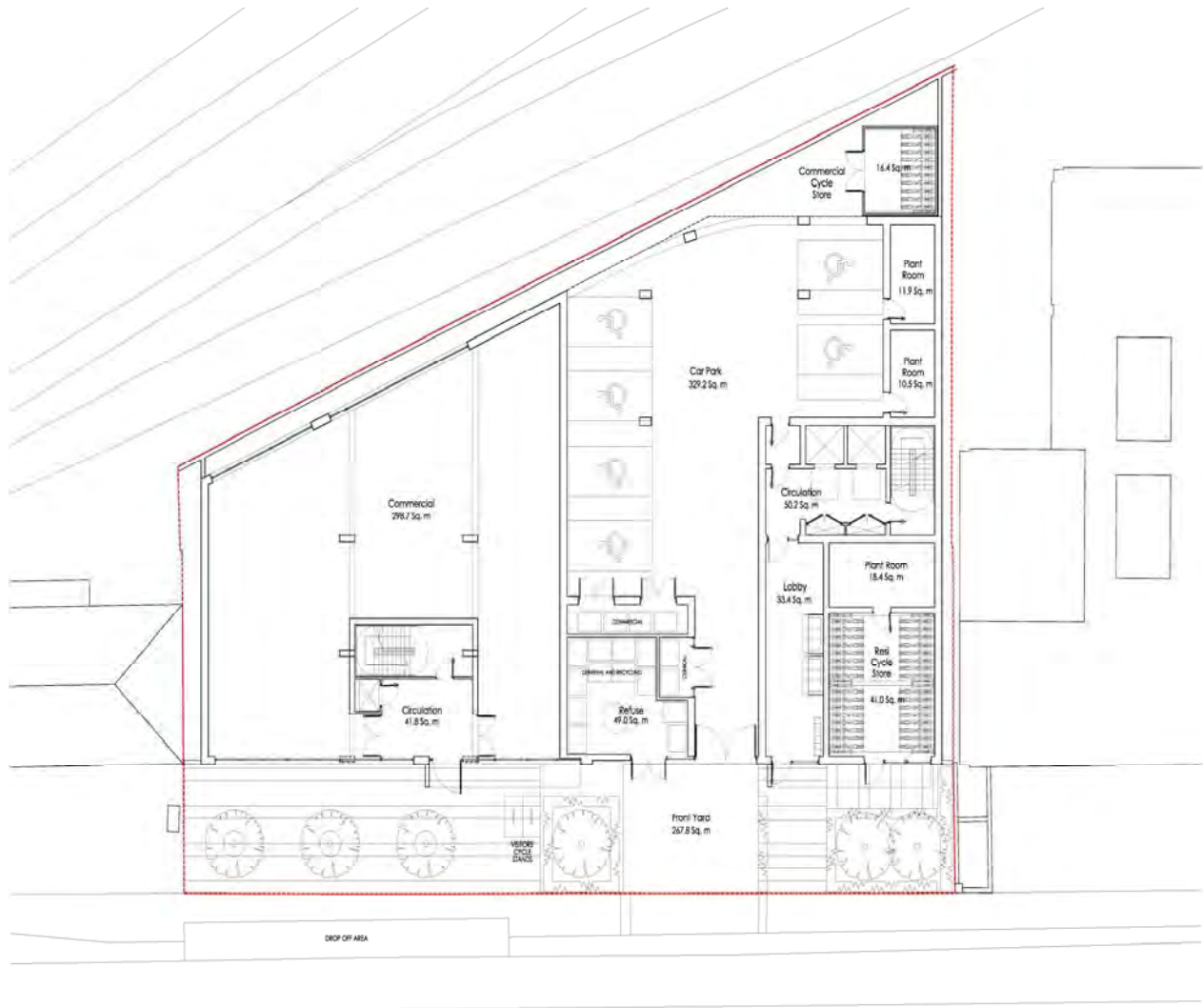
Front Elevation



View from College Road

APPENDIX 4: PLANS AND ELEVATIONS

Proposed Ground Floor Plan

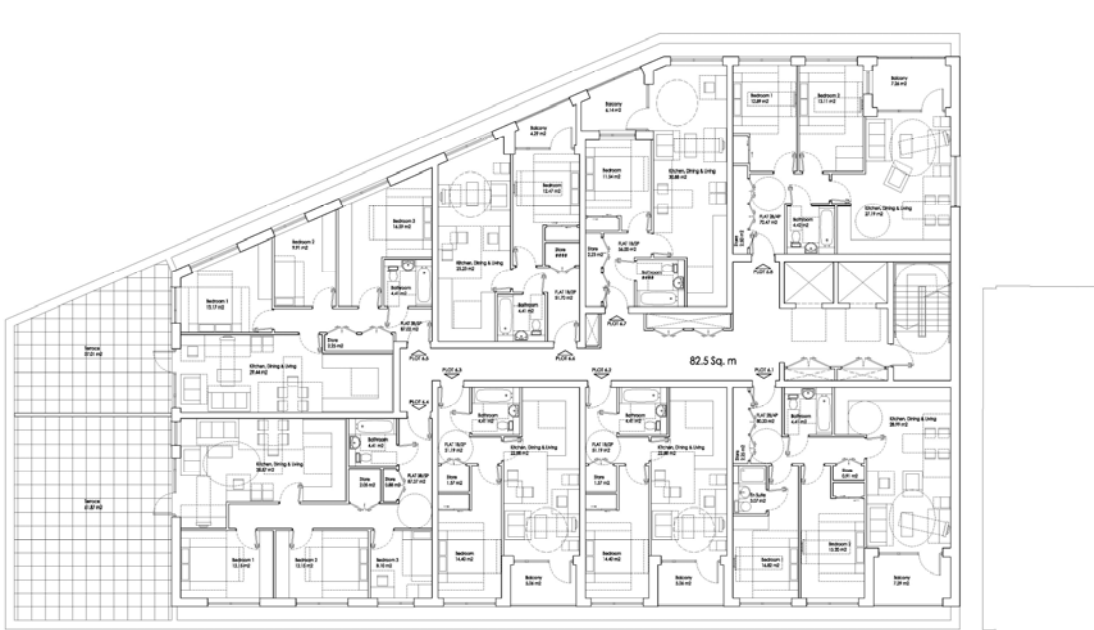


Proposed Second Floor Plan

 AFFORDABLE UNITS



Seventh Floor Plan



Proposed Front Elevation



Proposed Rear Elevation



This page has been left intentionally blank