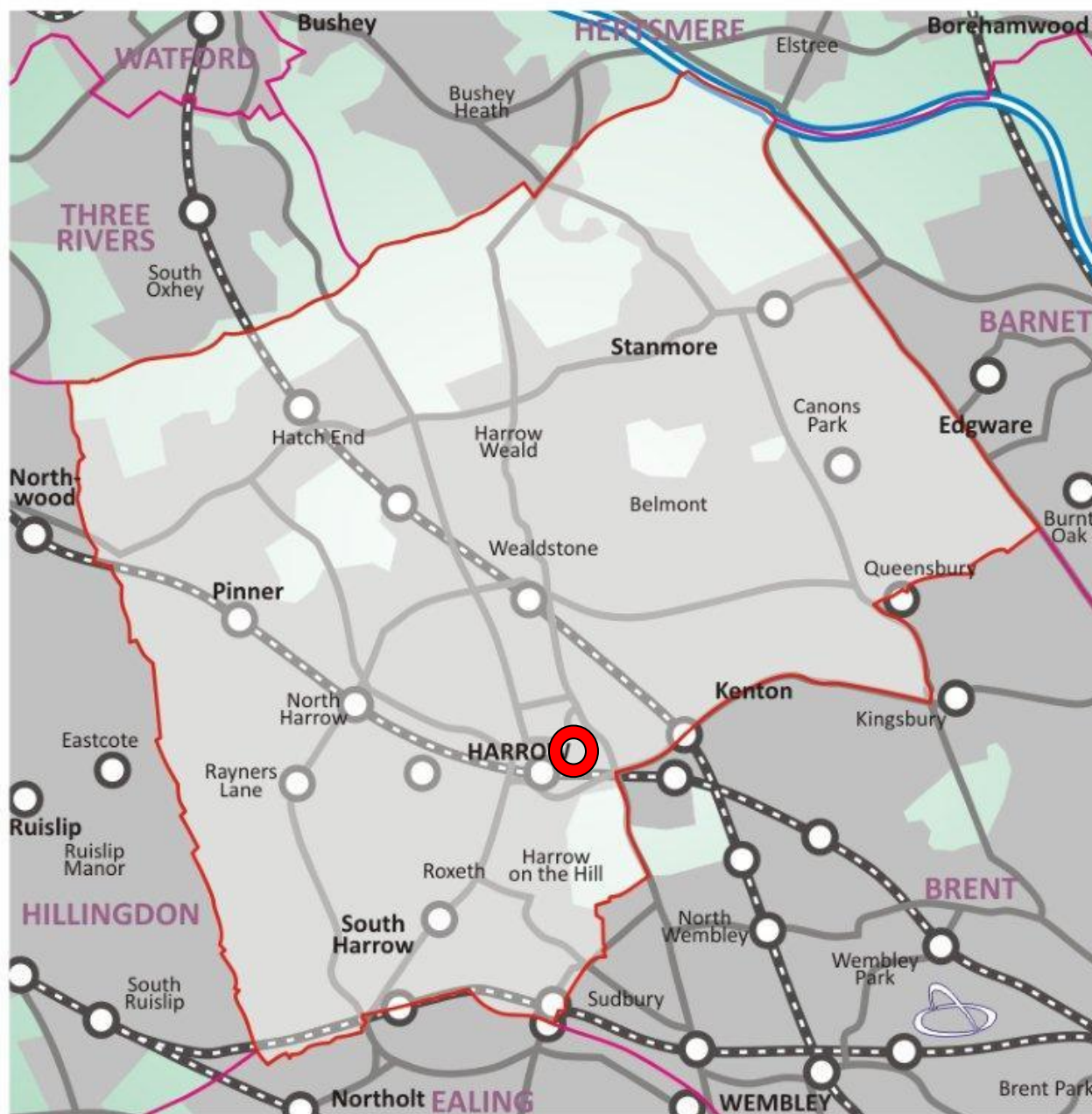
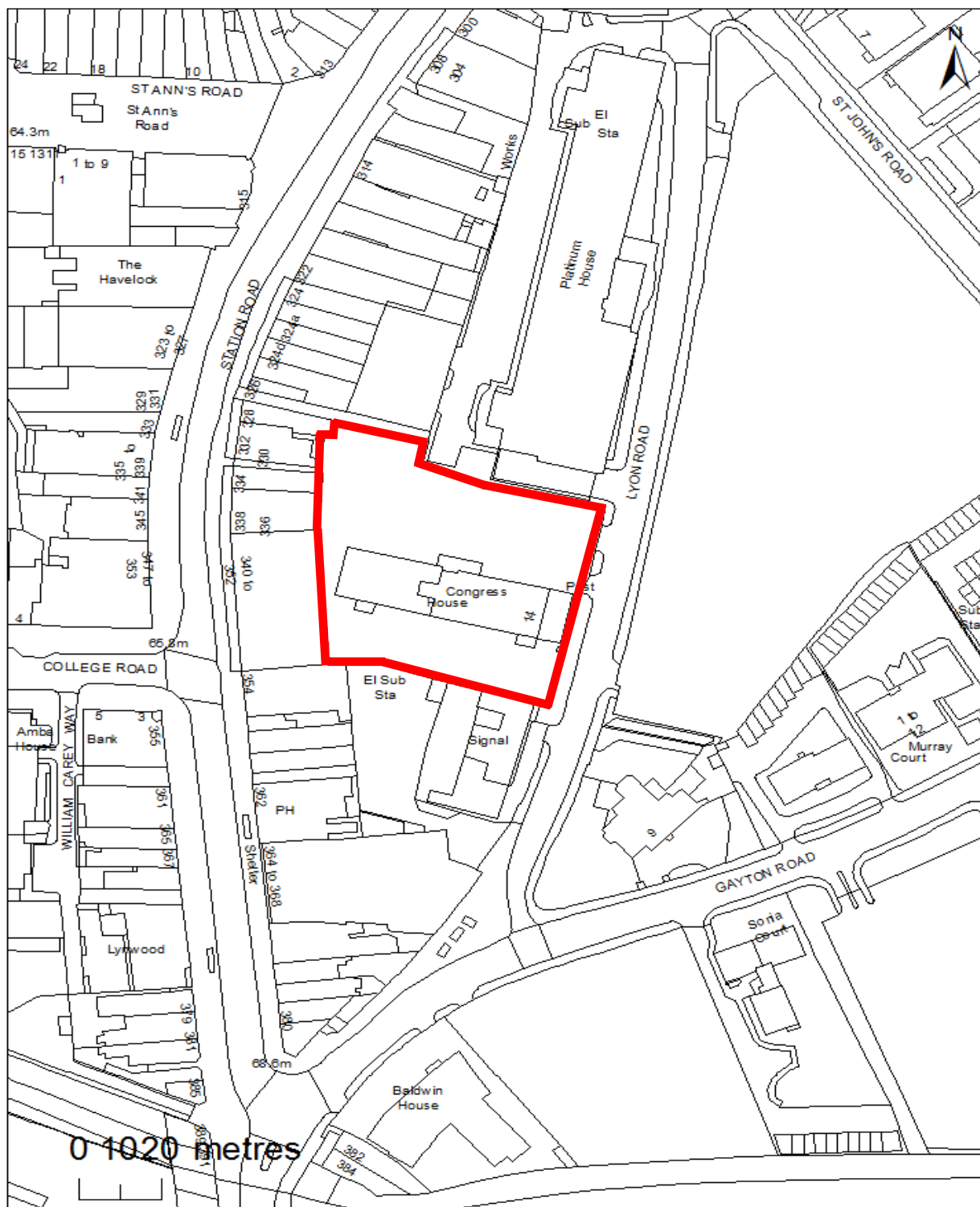


 = application site



Congress House, Lyon Road, Harrow

P/4510/17



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Congress House, Lyon Road, Harrow

P/4510/17

LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

24th January 2018

APPLICATION NUMBER: P/4510/17
VALIDATE DATE: 03/10/2017
LOCATION: CONGRESS HOUSE, LYON ROAD, HARROW
WARD: GREENHILL
POSTCODE: HA1 2EN
APPLICANT: C/O AGENT
AGENT: HGH PLANNING
CASE OFFICER: KIMRY SCHLACTER
EXPIRY DATE: 28/11/2017 (EXTENDED TO 26/01/2018)

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.

Outline application for access, appearance, layout and scale; addition of roof extension to create 7th floor (8th storey) to provide 4 flats; infill of undercroft car parking area to provide additional 2 flats with amendments to car and cycle parking provision; external alterations

The Planning Committee is asked to:

RECOMMENDATION

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

REASON FOR THE RECOMMENDATIONS

The proposal would contribute towards the smaller housing stock within the Borough and the quality of accommodation for the future occupiers of the residential units would be in accordance with the development plan and policies. Furthermore, it is considered that the proposal would not have an unduly harmful impact on the character of the property and surrounding area, local traffic and transportation, or the residential amenities of the neighbouring or future occupiers.

INFORMATION

This application is reported to Planning Committee as the proposal falls outside Schedule 1 of the Scheme of Delegation.

Statutory Return Type:	13 (Minor Dwellings)
Council Interest:	None
Additional Floor Area:	508sqm
GLA Community Infrastructure Levy (CIL) Contribution (provisional):	£17,780.00
Local CIL requirement:	£55,880.00

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 Statutory Bodies
- Correspondence with other Council Departments
- National Planning Policy Framework
- London Plan
- Local Plan - Core Strategy, Development Management Policies, Harrow & Wealdstone Area Action Plan, 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	Congress House, Lyon Road, Harrow, HA1 2EN
Applicant	C/O Agent (HGH Planning)
Ward	Greenhill
Local Plan allocation	N/A
Town Centre	Harrow Town Centre (but outside the Primary Shopping area)
Harrow & Wealdstone Opportunity Area	Yes
Protected Views	Within the Protected Views Setting Corridor (fully) and Protected Views Restricted Corridor (partially, at the rear edge of the building).
RAF Northolt Safeguarding Zone	Yes, but is not above the threshold required for consultation with RAF; and proposal is lower than some neighbouring buildings.
Conservation Area	N/A
Listed Building; Setting of Listed Building	N/A
Building of Local Interest	N/A
Flood Zones	Critical Drainage Area. A section of the curtilage to the rear contains an area of Harrow Strategic Flood Risk Area 3a
Other	N/A

Transportation		
Car parking	No. Existing Car Parking spaces	115
	No. Proposed Car Parking spaces	66 total (63 for all proposed flats in combination with Prior Approval application ref: P/3134/17/PRIOR; 3 retained for commercial ground floor use)
	Proposed Parking Ratio	1:1.05
Cycle Parking	No. Existing Cycle Parking spaces	0
	No. Proposed Cycle Parking spaces	100 (for all proposed flats in combination with Prior Approval application ref: P/3134/17/PRIOR)
	Cycle Parking Ratio	1:1.6
Public Transport	PTAL Rating	6a

	Closest Rail Station / Distance (m)	Harrow-on-the-Hill (Met Line) 500m
	Bus Routes	Closest stop – 230m Multiple routes
Parking Controls	Controlled Parking Zone?	Yes
	CPZ Hours	24-hour
	Other on-street controls	N/A
Refuse/Recycling Collection	Indicative on plans	As existing with modifications

PART 2: Assessment

1.0 SITE DESCRIPTION

- 1.1 The application site contains a seven storey office block. Floors 1- 6 have been granted prior approval for a change of use to C3 flats (54 units), however this appears not to have been implemented yet. The ground floor is to be retained as commercial space.
- 1.2 The curtilage is hard-surfaced and currently serves as a parking area.
- 1.3 Access to the property is via an existing access point off Lyon Road.
- 1.4 The site slopes towards the rear, with a difference in ground levels of 2-3 metres. Lyon Road also slopes down in a north to south direction.
- 1.5 The site is opposite the Lyon Road / Equitable House development currently under construction, which will consist of mixed use including residential. Heights of this development vary, up to 14 storeys.
- 1.6 The site adjoins Platinum House (residential flats – 8 storeys high) to the north, and Signal House (business use – 4 storeys high) to the south. The rear of the site adjoins the back of the terraced shops and flats along Station Road.
- 1.7 The curtilage along the lower rear section contains a small area indicated as Strategic Flood Risk Area 3a (1-in-100yr surface water flood risk).
- 1.8 The site is located within the Harrow Town Centre and Harrow & Wealdstone Opportunity Area.

2.0 PROPOSAL

- 2.1 The application is for outline planning permission including details of access, appearance, layout and scale. Landscaping has been indicated as a reserved matter.
- 2.2 The proposal seeks to create a total of six new flats, by the construction of a single storey roof extension and enclosure/conversion of part of the undercroft parking space. These would be in addition to the 54 flats to be provided through a previously approved conversion of the office space (Prior Approval application ref: P/3134/17/PRIOR).
- 2.3 Four flats would be provided in the proposed additional storey (8th floor); consisting of 2 no. four-person/ 2-bedroom flats and 2 no. 2-person/ 1-bedroom flats. Two no. 2-person/ 1-bedroom flats would be provided by converting open undercroft parking space.
- 2.4 The additional storey would be 3.7m high at its maximum height, with a flat roof and stepped (varied) elevations along its length. The flats would be set back

from the existing roof edge by a maximum of 5.8m; and a minimum of 1.5m from the roof edge. The service area only comes up flush to the roof edge.

- 2.5 The 2-bedroom flats would feature rooftop balcony areas, also set back from the existing roof edge by a minimum of 1.0m.
- 2.6 The proposed flats in the undercroft would infill an existing area used for car parking along the southern edge of the rear of the building, next to the proposed area for cycle parking and bin storage (noting that the cycle parking and bin storage would be accessed from the opposite side of the building).
- 2.7 The undercroft conversion would require the demolition of a small existing enclosure in the undercroft, to provide for 8 additional cycling parking spaces. This would also require the removal of 4 motorcycle parking spaces previously proposed under the prior approval application P/3134/17/PRIOR.
- 2.8 Access to the site would be as per the existing. Internal access to the additional storey would be via stairway/lift, and the undercroft flats would have external access.
- 2.9 Although specific materials would be subject to a condition requiring the local authority's approval of the details the applicant's submitted Statement indicates the roof extension would be done in glazing, coloured panels and render, while the facades of the undercroft infill would match that of the existing building.
- 2.10 The parking layout as proposed under the Prior Approval application ref: P/3134/17/PRIOR would be altered, and would include an additional six car parking spaces (to a total of 63) and eight additional cycle parking spaces (to a total of 100).

3.0 RELEVANT PLANNING HISTORY

Ref no.	Description	Status and date of decision
P/3287/10	Retrospective application for use of part of ground floor office (B1) for education (D1(c)) purposes	Granted – 26/04/2011
P/1575/12	Certificate of lawful development (proposed): use of office for executive car hire business	Granted – 23/07/2015
P/2468/12	Variation of conditions 2 and 3 attached to planning permission P/3287/10 dated 26/04/2011 to permit hours of teaching from 09:00 hours to 20:00 hours Monday to Friday, 09:00 hours to 17:00 hours Saturdays, Sundays	Granted – 06/11/2012

	and bank holidays and to allow teaching staff on premises from 08:00 hours to 21:00 hours Monday to Fridays, 08:00 hours to 18:00 hours Saturdays, Sundays and bank holidays	
P/1870/13	Conversion of Offices (Class B1a) on Floors 1 to 6 to Fifty Four Self-Contained Flats (Class C3) (Prior approval of transport & highways impacts of the development, and of contamination risks and flooding risks on the site)	Granted – 21/08/2016
P/1546/14	External alterations to elevations including re-cladding of existing office building including new main entrance canopy	Granted – 10/07/2014
P/3120/14	Details pursuant to condition 2 (materials) attached to planning permission P/1546/14 dated 10/7/14 for external alterations to elevations including re-cladding of existing office building including new main entrance canopy	Approve – 08/10/2017
P/5274/16	Certificate of Lawful Development (Existing): Use of private car park associated to building as a public car park on Saturdays and Sundays only	Refused – 24/01/2017
P/1097/17/PRIOR	Conversion of offices (Class B1a) to 54 self-contained flats (Class C3) (Prior approval of transport & highways impacts of the development, contamination and flooding risks on the site and impacts of noise from commercial premises on the intended occupiers of the development);	Refused – 10/05/2017
P/3134/17/PRIOR	Conversion of offices (Class B1a) to 54 self-contained flats (Class C3) (Prior approval of transport & highways impacts of the development, contamination and flooding risks on the site and	Granted – 06/09/2017

	impacts of noise from commercial premises on the intended occupiers of the development);	
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4.0 **CONSULTATION**

4.1 A site notice was erected to advertise the proposed development on 1st November, 2017.

4.2 A total of 74 consultation letters were sent to neighbouring properties regarding this application on the 10th October, 2017.

4.3 The overall public consultation period expired on 22nd November 2017. No public comments have been received as of January 11, 2018.

4.4 **Adjoining Properties**

Number of letters Sent	74
Number of Responses Received	0
Number in Support	0
Number of Objections	0
Number of other Representations (neither objecting or supporting)	0

4.5 **Statutory and Non Statutory Consultation**

4.6 The following consultations have been undertaken:

Consultee	Summary of Comments	Officer Comments
LBH Highways	<p>Do not support the increase in parking provision.</p> <p>High PTAL [6(a)] indicates that access to public transport facilities is excellent, car clubs will be available (coming forward) in the surrounding area; and a vast range of amenities is within walking distance.</p> <p>Increase in cycle parking is acceptable; however must be secure, sheltered and</p>	Noted - Condition added for secure cycle storage details

	<p>accessible / comply with London Cycling Design Standards.</p> <p>On its own this proposal does not require a travel plan, however in combination with the prior approval the overall development requires a travel plan statement. This is considered necessary in order to discourage car use and instead encourage sustainable travel.</p> <p>Considering the location, this is a prime location for sustainable travel.</p>	
LBH Drainage	<p>The rear of the above mentioned site is within flood zone 3a according to our surface water flood maps. Therefore a flood risk assessment should be submitted.</p> <p>Drainage details should be submitted for approval by LBH Drainage Engineers</p>	<p>Noted – However given the extent and location of the flood area relative to the proposed development, and that there is no increase to the development footprint on site in that the hard standing area is existing, the proposed requirements are considered overly onerous.</p>
LBH EHO Officer	No comments received	
LBH Waste Management	No comments received	
LBH Policy Officer	No comments received	

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, The Harrow Core Strategy 2012 [CS], Harrow and Wealdstone Area Action Plan (AAP) 2013, the Development Management Policies Local Plan 2013 [DMP], the Site Allocations Local Plan SALP 2013 [SALP]. The new draft London Plan, although not yet adopted, must also be given weight where relevant. While this application has been principally considered against the adopted London Plan (2016) policies, some regard has also been given to relevant policies in the Draft London Plan (2017), as this will eventually replace the current London Plan (2016) when adopted and forms part of the development plan for the Borough. The document has been published in draft form in December 2017. Currently, the Mayor of London is seeking representations from interested parties/stakeholders, before the draft Plan is sent to the Secretary of State for Examination in Public, which is not expected to take place until the summer of 2019. Given that the draft Plan is still in the initial stages of the formal process it holds very limited weight in the determination of planning applications.
- 5.4 Notwithstanding the above, the Draft London Plan (2017) remains a material planning consideration. A full list of all the policies used in the consideration of this application is provided as Informative 1 in Appendix 1 of this report.

6.0 ASSESSMENT

- 6.1 The main issues are:

Principle of the Development
Regeneration
Mass and Scaling
Character and Appearance of the Area
Residential Amenity and Interior Layout
Accessibility
Development and Flood Risk
Access and Transportation Impacts

6.2 Principle of Development

- 6.2.1 Having regard to The London Plan (Policy 3.8) and the Council's policies and guidelines, it is considered that the proposed flats would provide a modest increase in smaller housing stock within the Borough, thereby complying with the housing growth objectives and policies of the Core Strategy and The London Plan.
- 6.2.2 Although the current use of the building is designated as B1(a) office space, the property has been granted prior approval to convert all but the ground floor to residential units. Should this permission be implemented, the building would

then consist primarily of residential use. The implementation of six additional residential units would therefore not be likely to compromise existing commercial space, or planning policies intended to protect commercial space. It would, however, contribute to development of a suitable residential density in the Intensification Area, in accord with AAP1 and AAP5 of the Harrow & Wealdstone Area Action Plan (2013)

- 6.2.3 Furthermore, the proposal would contribute broadly to the strategic regeneration objectives in the town centre and Harrow and Wealdstone Opportunity Area. In addition to increasing housing supply in an appropriate and sustainable location, thereby helping to address the housing shortage, it would add to the vitality of the town centre and increase footfall for local businesses; while temporary economic activity would be generated from the construction.

6.3 Mass and Scaling, Character and Appearance of the Area

- 6.3.1 London Plan Policy 7.4.B and policy DM1 of the Harrow Development Management Policies Local Plan (2013) pay particular reference to design being correct in its context and respecting the public and local realm. Policy CS1.B of the recently adopted Core Strategy requires all new development to respond positively to local context in terms of design, siting, density and spacing and reinforce the positive attributes of local distinctiveness.
- 6.3.2 The application is for outline permission only, however appearance is a consideration under this application, as well as the layout and scale of the proposed development, within its context.
- 6.3.3 The proposed undercroft in-fill would be limited to the existing footprint of the building and would not extended past the existing elevations; thus it conforms to the scale of the existing development. The additional storey would vary in height from 3.1m to 3.7m, comparable to the heights of the rest of the building. In addition, most of it would be set back from the roof edged by a minimum of 1.0m (for the rooftop terraces) and 1.5m for the walls of the flats. Only a 9 metre wide section along the northern flank, comprising the service area, would be flush with the existing roof edge. The additional storey is therefore also of an appropriate scale and massing in relation to the existing building.
- 6.3.4 The wider area around Lyon Road is a mix of residential and commercial, sited in a town centre context. The additional six flats proposed would complement both the existing character of the area, and the strategic objectives for the Opportunity Area.
- 6.3.5 The building is sited next to Platinum House, which is 8 storeys high and also sits on higher ground; and opposite the Lyon Road / Equitable House development. The unfinished building immediately opposite is approximately 9 storeys, also on higher ground. Although Signal House to the south is lower, as are the shops/flats of Station Road backing the site to the east, the proposal would put the finished height of Congress House lower than that of its two neighbours to the north and west. It would therefore respect both the scale of the local pattern of development, and fit in with the progression of increasing

heights from south to north and east to west. Furthermore, given the heights of the surrounding buildings and the relatively modest increase in height (away from the edges) proposed here, it is not considered that the proposal would comprise any protected views.

6.3.6 Regarding design and materials, the proposed undercroft units are indicated to have external finishes and window size and placement consistent with the existing building. The rooftop extension is given form and relief with varying heights and set-backs and return walls. The materials proposed for the rooftop extension are in glazing, coloured panels and render. However, as this is an application for outline permission, further information regarding final materials would be subject to further scrutiny by the Local Planning Authority to ensure the proposal is acceptable in character terms.

6.3.6 Landscaping is indicated as a reserved matter and therefore not dealt with here.

6.4 Residential Amenity and Interior Layout
Neighbouring Residential Amenity

6.4.1 Signal House is in commercial use (offices), as are the majority of the immediately adjoining Station Road buildings (shops and services). Although some of the Station Road buildings do have flats on upper floors, these are normally accessed via Station Road rather than via the rear. Those properties in closest proximity to Congress House which may have upper floor residential units would not be negatively impacted by the proposed undercroft flats as these would be sited opposite the ground floor commercial premises; while the proposed additional storey would be at a significantly greater elevation and set back from the building's edge. Harmful views from this perspective to any exiting flats along the Station Road parade are unlikely at this distance and angle.

6.4.2 Platinum House is sited over 30 metres away, and is sufficiently distance to mitigate any issues of mutual overlooking.

6.4.3 The Lyon Road development opposite would be sited approximately 16 metres from the existing building, less than the standard of 20 metres normally applied. However, given that the proposed undercroft units are located at the rear of the building, and that the proposed 8th floor units are set back an additional 5.2 metres (1.5m for the terraces), the total separating the units is considered sufficient to adequately safeguard privacy and avoid inappropriate levels of mutual overlooking.

Residential Amenities for Future Occupiers

Room Size and Layout

- 6.4.4 Development proposals would be required to meet policy DM1 of the Development Management Policies Local Plan (2013), which seeks to ensure that “proposals that would be detrimental to the privacy and amenity of neighbouring occupiers, or that would fail to achieve satisfactory privacy and amenity for future occupiers of the development, will be resisted”.
- 6.4.5 Policy 3.5C of The London Plan requires shall new residential development to provide, amongst other things, accommodation which is adequate to meet people’s needs. In this regard, minimum gross internal areas (GIA) are required for different types of accommodation, and new residential accommodation should have a layout that provides a functional space. Table 3.3 of The London Plan (2016) specifies minimum GIAs for residential units and advises that these minimum sizes should be exceeded where possible. The use of these residential unit GIA’s as minima is also reiterated in Appendix 1 of the Residential Design Guide SPD.
- 6.4.6 Technical Housing Standards in England (2015): These standards came into effect on the 1st of October 2015. The Mayor of London published the London Plan Housing Supplementary Planning Guidance SPG (2016) in order to bring the London Plan in line with the Technical Housing Standard. The Minimum GIA and room standards as set out in the Technical Housing Standards (2015) and The London Plan Housing Supplementary Planning Guidance (SPG). The minimum standards given below are consistent with the Draft New London Plan, as well.

Flat no.	Room	Proposed Floor Area (m ²)	Minimum Floor Area Required (m ²)
Western Undercroft Flat (1b, 2p)	Bedroom (double)	14.5	11.5
	Internal Storage	1.8	1.5
	Total GIA	60	50
Eastern Undercroft Flat (1b, 2p)	Bedroom (double)	16	11.5
	Internal Storage	1.8	1.5
	Total GIA	61	50
8 th floor 2 no. 2-bed Flat (2b, 4p)	Bedroom (double)	12.5	11.5
	Bedroom (double)	21	11.5
	Internal Storage	2.0	2.0

	Total GIA	94	70
8 th floor 2 no. 1-bed Flat (1b, 2p)	Bedroom (double)	19	11.5
	Internal Storage	2.2	1.5
	Total GIA	56	50

- 6.4.7 As demonstrated in the above table, the proposed residential units would meet the minimum floor areas as set out in the London Plan (2016). Additionally, the flats would have an acceptable floor to ceiling height (minimum 2.6m).
- 6.4.8 Each of the 8th storey 2-bedroom flats would be dual aspect which would enhance the quality of the living accommodation. The 1-bedroom flats, while not dual aspect, would feature large south-facing windows serving all habitable rooms, thus would provide a satisfactory level of outlook and natural light. Of the undercroft flats, one would be dual aspect and one would be single aspect. However, again, all habitable rooms would be served with south-facing windows providing an adequate level of light and outlook.
- 6.4.9 The vertical stacking relationship between flats 8th floor flats and the 7th floor flats proposed under prior approval are largely acceptable with only 1 bedroom situated above a primary living area. However, given that this relates to only one room, it is not considered of sufficient weight to justify refusal. Stacking is not relevant to the undercroft flats, and building control regulations would ensure acceptable noise mitigation between those proposed flats and the commercial ground floor areas. For these reasons, it is considered that the proposed residential accommodation would provide an acceptable quality of accommodation for the future occupiers.

Outdoor Amenity Space

- 6.4.10 Policy DM27 of the DMP states that residential development proposals should provide appropriate amenity space, the form and amount of which should be informed by the Mayor's London Plan Housing SPG. Paragraph 5.16 of Harrow's Residential Design Guide SPG states that amenity space should be provided where possible (except for the conversion of maisonettes above shops and mid-terraced properties).
- 6.4.11 Private amenity space in the form of rooftop terraces would be provided for each of the two 2-bedroom flats on the proposed 8th floor. The remainder of the flats do not have private amenity space provided. However, given that the bulk of the building is proposed to be converted to 54 flats under prior approval, with no requirement for amenity space, it is considered that there would not be sufficient justification to support a refusal on this point.

Accessibility

- 6.5.1 Core Policy CS1.K of the Harrow Core Strategy and Policies 3.8, 7.1 and 7.2 of The London Plan (2016) require all new housing to be built to Lifetime Homes Standards. This has been replaced by New National Standards which require 90% of homes to meet Building regulation M4 (2) - 'accessible and adaptable dwellings'
- 6.5.2 Each of the units would have adequate turning and circulation areas; although doorways are in some cases slightly narrower than recommended. However, as construction would be subject to compliance with Code M(4)2 of the Building Regulations, which would ensure these points are incorporated into the build design of the units, it is considered that accessibility would appropriately be addressed.

6.6 Development and Flood Risk

- 6.6.1 The Council's drainage engineer has requested an FRA (Flood Risk Assessment) be submitted to address potential flooding on site, due to the fact that a portion of the site falls within a Strategic Flood Risk Area 3a (1-in-100yr surface water flood risk). However, it is noted that the extent of the flood zone on site is limited to a small section at the rear of the site adjacent the Station Road parade. The site also falls steeply to the rear, with the area indicated as belonging to the flood zone being the lowest point on site. Given these factors, it is considered that a Flood Risk Assessment would not meet a test of being reasonably required. However, as landscaping details are reserved, the applicant is highly encouraged to introduce soft landscaping elements, as well as permeable paving if applicable, to the curtilage as part of the detailed proposal. An informative for sustainable drainage is therefore included.

6.7 Access and Transportation Impacts

- 6.6.1 Policy DM1 and DM42 of the DMP give advice that developments should make adequate provision for parking and safe access to and within the site and not lead to any material increase in substandard vehicular access. The Council's Highways department have not raised any objections regarding continued use of the existing access.
- 6.6.2 The London Plan and the adopted Core Strategy encourage and advocate sustainable modes of travel and requires that each development should be assessed on its respective merits and requirements, in terms of the level of parking spaces to be provided. Policy DM42 of the DMP requires new development to comply with relevant London Plan standards. The property is in an area of excellent public transport accessibility (PTAL 6) with a range of amenities and services within walking distance. Car club spaces are also expected to be coming forward in the area.
- 6.6.3 The Council's Highway department have reviewed the parking arrangements and have objected on the grounds that the level of car parking provision would be in excess of London Plan objectives and policies (both old and new) and

would not adequately encourage sustainable travel modes. Nevertheless, this provision results from existing parking spaces on site. Furthermore, the proposed level of car parking in combination with the prior approval proposal represents a decrease from the number of existing parking spaces, from 115 existing spaces down to 63 spaces for the flats, plus 3 retained for the ground floor commercial use. Given the existing site circumstances, and that a reduction at least in car parking would be achieved, on balance, it is considered that the proposed car parking is acceptable and represents a practical compromise.

- 6.6.4 Policy 6.9 and table 6.3 of The London Plan require the provision of two secure cycle space per flat for two-bedroom flats, and 1 cycle parking space per flats for 1-bedroom flats and studios. Policy T5 of the Draft New London Plan requires 1.5 cycle spaces per 1-bedroom unit, however given the above provision, even taking into account units proposed on site under another application, the quantum provided meets this criteria. The proposal for 100 cycle parking spaces in what appears to be a secure and sheltered would be sufficient to meet the combined required of the proposal here plus the flats proposed under prior approval.
- 6.6.5 However, further details for the cycle parking should be provided for approval. Details illustrating how the excess parking spaces would be removed from use should also be submitted, which could be combined with the landscaping details to be approved. It is noted that the amended car parking details would require separate formal approval with respect to the Prior Approval reference P/3134/17/PRIOR
- 6.6.6 The Council's Highways department have also noted that whilst the proposed six flats would not, on their own, require a Travel Plan, in combination with the flats proposed under P/3134/17/PRIOR, a Travel Plan should be provided. A Travel Plan was submitted, and approved, under P/3134/17/PRIOR; an updated Travel Plan covering incorporating the additional six flats is requested via condition to this permission.
- 6.6.7 The proposal indicates details showing waste storage comparable to the existing arrangements; and the existing access would be suitable for HGVs. However, to ensure appropriate arrangements are in place for waste management and collection, further details are requested as part of a Service and Delivery Plan, as a condition recommended to this permission.

7.0 CONCLUSION AND REASONS FOR APPROVAL

- 7.1 The proposal would contribute towards the smaller housing stock within the borough and the quality of accommodation for the future occupiers of the residential units would be in accordance with the development plan and policies. Furthermore, it is considered that the proposal would not have an unduly harmful impact on the residential amenities of the neighbouring occupiers. Accordingly, the development is recommended for grant.
- 7.2 For these reasons, 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 shall be begun not later than three years from the date of this permission or two years from the final approval of the first Reserved Matters application relating to landscaping, whichever is the later.

Reason: In order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

2 Approved Drawing and Documents

The development hereby permitted shall be carried out in accordance with the following approved plans and documents, Planning, Design and Statement [October 2017]; 1256/PLN/200A; 1256/PLN/201 Rev A; 1256/PLN/202 Rev A; 1256/PLN/203; 1256/PLN/204 Rev A; 1256/PLN/205; 1256/PLN/207

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

3 Materials to be approved

The development hereby permitted shall not commence until samples of the materials to be used in the construction of the external surfaces noted below have been submitted to, and approved in writing by, the local planning authority:

- (i) External cladding and rendering, for both the roof extension and the undercroft in-fill
- (ii) Windows and doors
- (iii) Balcony railings for the rooftop terraces

Reason: To ensure that the development preserves the character and appearance of the area. To ensure that materials are agreed and in place in a timely manner and to minimize disruption during the construction phase of the development, this condition is a PRE-COMMENCEMENT condition.

4 Cycle and Car Parking

Notwithstanding the approved plans the development hereby permitted shall not be occupied until there has been submitted to, and approved by, the local planning authority, details of the proposed cycle parking in line with London Cycle Standards, as well as details and/or revised car parking plans illustrating how excess parking provisions above that approved here would be taken out of service. The development shall be carried out as approved and shall thereafter be retained.

Reason: To ensure that adequate cycle parking provision is made for more sustainable transport modes on the site.

5 Refuse Storage and Management

Notwithstanding the approved plans the development hereby permitted shall not be occupied until there has been submitted to, and approved by, the local planning authority a Service and Delivery Plan, including details of waste management on site. The bin storage for the flats shall be completed in accordance with the approved details before the flats are occupied and shall thereafter be retained.

Reason: To safeguard the character of the area and ensure appropriate storage and handling of waste.

Informatives

1 Policies

The following policies are relevant to this decision:
National Planning Policy Framework (2012)

The London Plan (2016)

- 3.3 Increasing Housing Supply
- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 4.4 Managing Industrial Land and Premises
- 4.7 Retail and Town Centre Development
- 5.12 Flood Risk Management
- 6.9 Cycling
- 6.13 Parking
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.6 Architecture

Draft New London Plan

Policy SD1 Opportunity areas

Policy SD6 Town centres

Policy D1 London's form and characteristics

Policy D2 Delivering good design

Policy D3 Inclusive design

Policy D4 Housing quality and standards

Policy D5 Accessible housing

Policy D10 Safety, security and resilience to emergency

Policy H1 Increasing housing supply

Policy H12 Housing size mix

Policy E4 Land for industry, logistics and services to support London's economic function

Policy SI12 Flood risk management

Policy T4 Assessing and mitigating transport impacts

Policy T5 Cycling

Policy T6.1 Residential parking

Harrow Core Strategy (2012)

CS1.B Local character

CS1.H-K Housing

CS1.L/M Town Centres

CS.1O/P Economic Development & Employment

CS2.A/C/F Harrow and Wealdstone Area growth

CS2.K Contributions to CHP

CS2.Q (contribute CIL Infrastructure)

Harrow & Wealdstone Area Action Plan (2013)
AAP1 Development within Town Centre
AAP4 Achieving High Standard of Development
AAP5 Density and Use of Development
AAP6 Development Height
AAP10 Harrow & Wealdstone District Energy Network
AAP13 Housing within the Heart of Harrow
AAP19 Transport, Parking and Access

Harrow Development Management Policies Local Plan (2013)
DM1 Achieving a High Standard of Development
DM2 Achieving Lifetime Neighbourhoods
DM3 Protected Views and Vistas
DM10 On Site Water Management and Surface Water Attenuation
DM12 Sustainable Design & Layout
DM13 Decentralised Energy Systems
DM14 Renewable Energy Technology
DM24 Housing Mix
DM27 Amenity Space
DM31 Supporting Economic Activity and Development
DM42 Parking Standards
DM45 Waste Management

Supplementary Planning Documents
Supplementary Planning Document: Residential Design Guide (2010)
Mayor of London Housing Supplementary Planning Guidance (2016) Technical housing standards - nationally described space standard (2015)

2 Pre-application engagement

Statement under Article 35(2) of The Town and Country Planning (Development Management Procedures) (England) Order 2015. This decision has been taken in accordance with paragraphs 187-189 of The National Planning Policy Framework. Harrow Council has a pre-application advice service and actively encourages applicants to use this service. Please note this for future reference prior to submitting any future planning applications.

3 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 Portal website:

<https://www.gov.uk/party-wall-etc-act-1996-guidance>

4 Protection of Highway

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

5 Considerate Contractor Code of Practice

The applicant's attention is drawn to the requirements in the Considerate Contractor Code of Practice. In the interests of minimising any adverse effects arising from building operations, the limitations on hours of working are as follows:

0800-1800 hours Monday - Friday (not including Bank Holidays)

0800-1300 hours Saturday.

6 Mayor of London CIL

Please be advised that approval of this application (either by Harrow Council, or subsequently by the Planning Inspectorate if allowed on appeal following a refusal by Harrow Council) will attract a Community Infrastructure Levy (CIL) liability, which is payable upon the commencement of development. This charge is levied under s.206 of the Planning Act 2008 Harrow Council, as CIL collecting authority, has responsibility for the collection of the Mayoral CIL

The CIL liability for the application, based on the Mayoral CIL levy rate for Harrow of £35/sqm, is **£17,780.00**.

This amount however does not include indexation, which will be included when a formal Liability Notice is issued. The floorspace subject to CIL may also change as a result of more detailed measuring and taking into account any in-use floor space and relief grants (i.e. for example, social housing).

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

Please complete and return the Assumption of Liability Form 1 and CIL Additional Information Form 0.

https://ecab.planningportal.co.uk/uploads/1app/forms/form_1_assumption_of_liability.pdf

https://ecab.planningportal.co.uk/uploads/1app/forms/cil_questions.pdf

If you have a Commencement Date please also complete CIL Form 6:

https://ecab.planningportal.co.uk/uploads/1app/forms/form_6_commencement_notice.pdf

The above forms should be emailed to HarrowCIL@Harrow.gov.uk

Please note that the above forms must be completed and provided to the Council prior to the commencement of the development; failure to do this may result in surcharges and penalties.

7

Harrow CIL

Harrow has a Community Infrastructure Levy which applies Borough wide for certain developments of over 100sqm gross internal floor space. 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: **£55,880.00**. This figure excludes indexation, which will be included when a formal Liability Notice is issued. The CIL Liability is payable upon the commencement of development.

You are advised to visit the planning portal website where you can download the relevant CIL Forms.

Please complete and return the Assumption of Liability Form 1 and CIL Additional Information Form 0.

https://ecab.planningportal.co.uk/uploads/1app/forms/form_1_assumption_of_liability.pdf

https://ecab.planningportal.co.uk/uploads/1app/forms/cil_questions.pdf

If you have a Commencement Date please also complete CIL Form 6:

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The above forms should be emailed to HarrowCIL@Harrow.gov.uk

Please note that the above forms must be completed and provided to the Council prior to the commencement of the development; failure to do this may result in surcharges

8

Sustainable Urban Drainage System (SUDS)

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 Street Naming and Numbering

Harrow Council is responsible for the naming and numbering of new or existing streets and buildings within the borough boundaries. The council carries out these functions under the London Government Act 1963 and the London Building Acts (Amendment) Act 1939.

All new developments, sub division of existing properties or changes to street names or numbers will require an application for official Street Naming and Numbering (SNN). If you do not have your development officially named/numbered, then then it will not be officially registered and new owners etc. will have difficulty registering with utility companies etc.

You can apply for SNN by contacting technicalservices@harrow.gov.uk or on the following link.

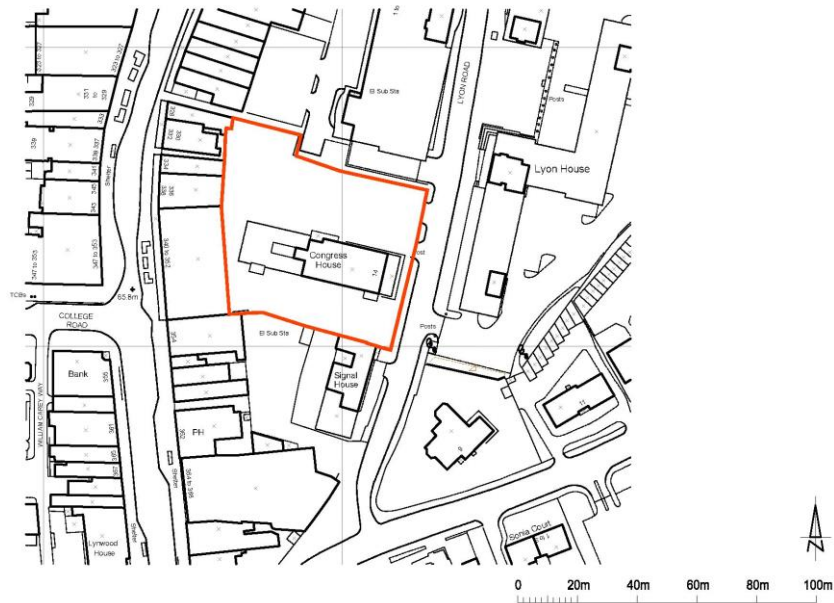
http://www.harrow.gov.uk/info/100011/transport_and_streets/1579/street_naming_and_numbering

10 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.

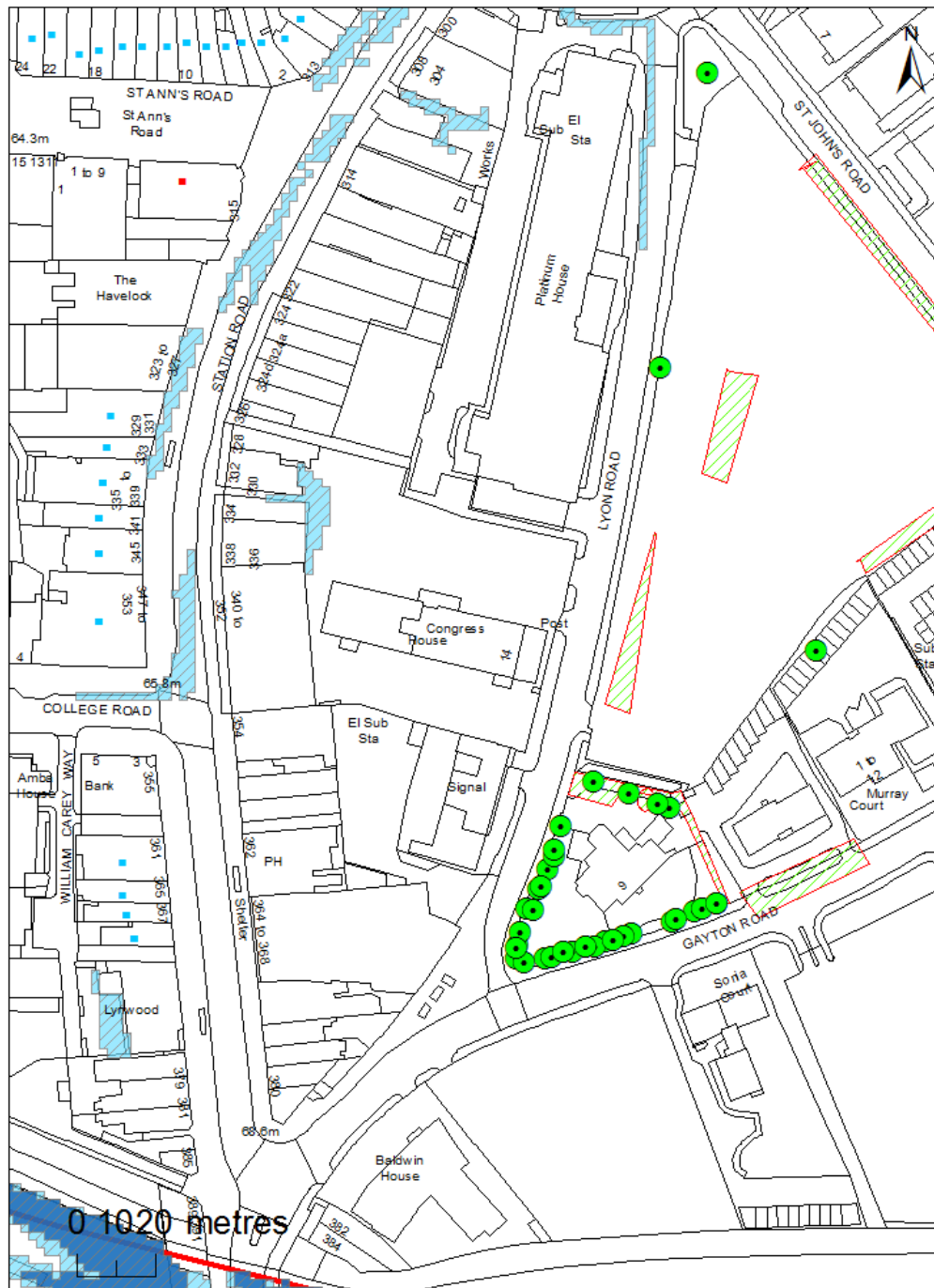
APPENDIX 2: SITE PLAN AND CONSTRAINTS MAP



SORBON
ESTATES

Congress House, Lyon Road, Harrow Middlesex
Location Plan @ 1:1250
1256/PLN/200A 22.09.17

Congress House

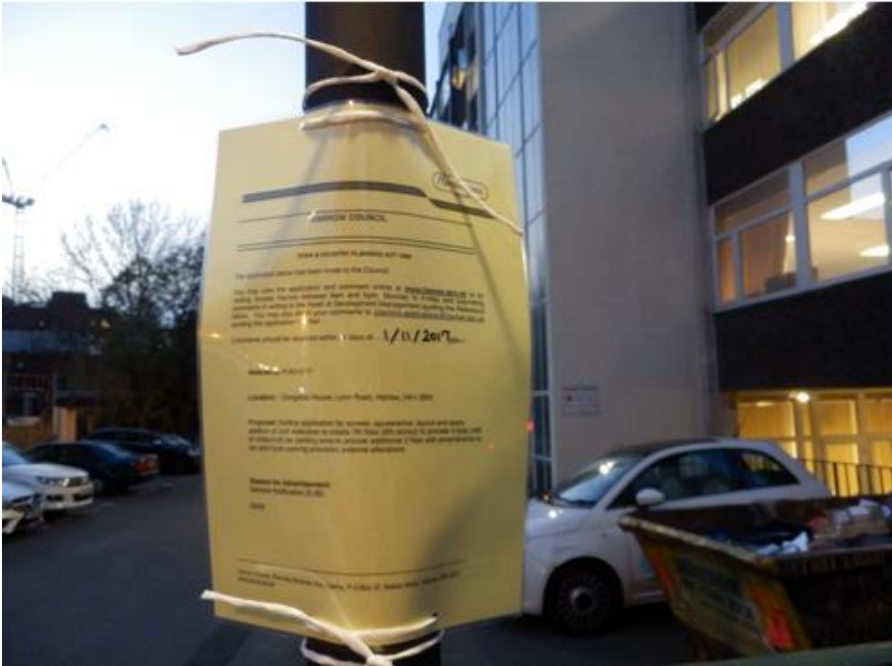


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APPENDIX 3: SITE PHOTOGRAPHS

Site Notice



Front & North Elevation







Front & South Elevation





Access



Curtilage / Parking





Rear Undercroft Parking





Rear of Station Road Parade





Area of Flood Risk Zone 3a



Signal House



Platinum House



Lyon Road development in comparison



Views Along Lyon Road



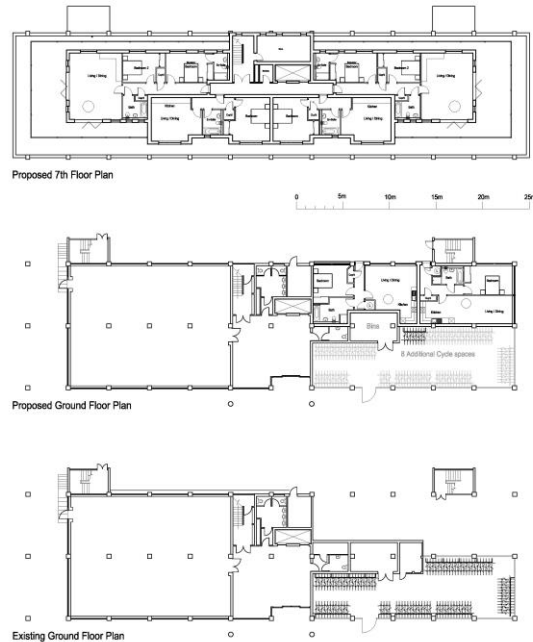


Views from Station Road



APPENDIX 4: PLANS AND ELEVATIONS

Existing and Proposed Floor Plans



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Notes		
Rev.	Description	Date
A	Amendments	22.08.17

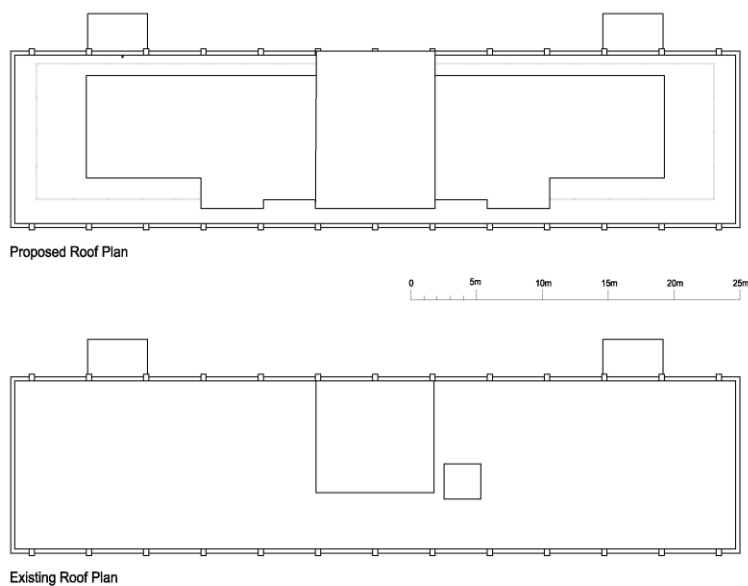
Project	
Congress House Lyon Road Harrow Middlesex	

Drawing Title	
Existing and Proposed Floor Plans	

SORBON ESTATES	
"Sorbon", Aylesbury End, Beaconsfield, Buckinghamshire HP9 1LW Tel: 01494 071331 Fax: 01494 070477 DX 34507 Beaconsfield	

Drawn By:	AJT	Date:	08.08.17
Scale:	1:200	Sheet:	A2
Drawing No:	1256/PLN/201	Revision:	A

Existing and Proposed Roof Plans



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Notes		
Rev.	Description	Date

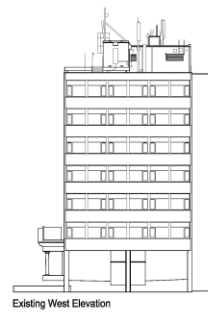
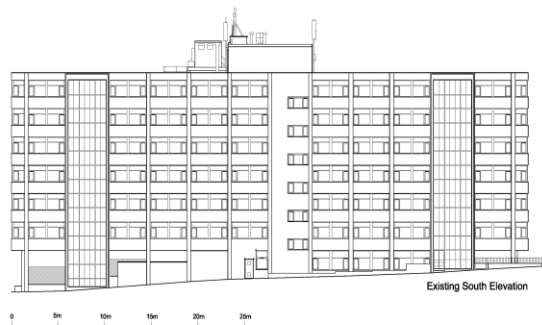
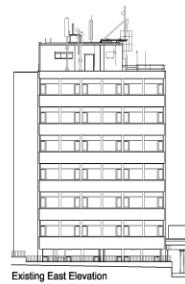
Project	
Congress House Lyon Road Harrow Middlesex	

Drawing Title	
Existing and Proposed Roof Plans	

SORBON ESTATES	
"Sorbon", Aylesbury End, Beaconsfield, Buckinghamshire HP9 1LW Tel: 01494 071331 Fax: 01494 070477 DX 34507 Beaconsfield	

Drawn By:	AJT	Date:	22.08.17
Scale:	1:200	Sheet:	A3
Drawing No:	1256/PLN/205	Revision:	

Existing elevations



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All dimensions and levels must be checked on site and verified
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Notes

Rev.	Description	Date
A	Amendments	22.08.17

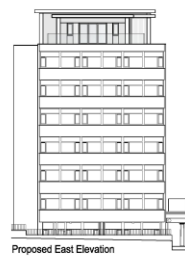
Project
Congress House
Lyon Road
Harrow
Middlesex

Drawing Title
Existing Elevations

SORSON
ESTATES
"Sorson", Aylesbury End, Beaconsfield,
Buckinghamshire - HP9 1LW
Tel: 01494 671331
Fax: 01494 676477
DX 34507 Beaconsfield

Drawn By: AJT	Date: 08.09.17
Scale: 1:200	A2
Drawing No: 1256/PLN/202	Revision: A

Proposed Elevations



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prior to construction

Notes

Rev.	Description	Date
A	Amendments	22.08.17

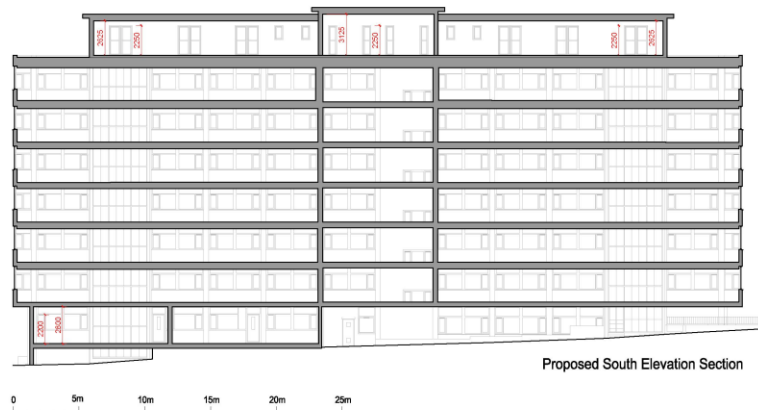
Project
Congress House
Lyon Road
Harrow
Middlesex

Drawing Title
Proposed Elevations

SORSON
ESTATES
"Sorson", Aylesbury End, Beaconsfield,
Buckinghamshire - HP9 1LW
Tel: 01494 671331
Fax: 01494 676477
DX 34507 Beaconsfield

Drawn By: AJT	Date: 08.09.17
Scale: 1:200	A2
Drawing No: 1256/PLN/203	Revision: A

Proposed Sections



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Notes		
Rev.	Description	Date

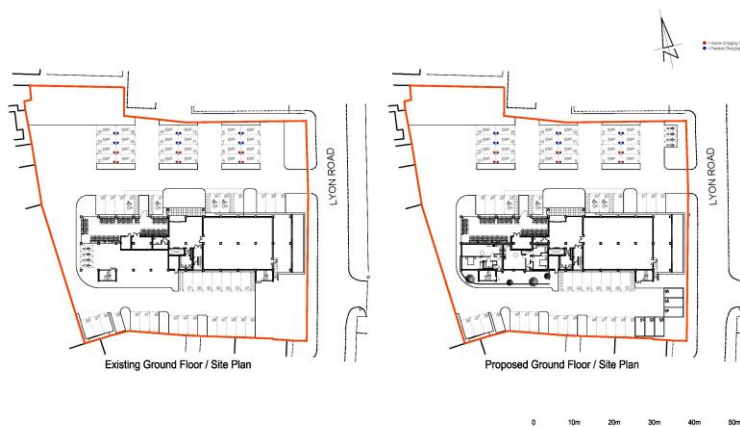
Project
Congress House
Lyon Road
Harrow
Middlesex

Drawing Title
Proposed South Elevation
Section

SORBON
ESTATES
"Sorbon", Aylesbury End, Beaconsfield,
Buckinghamshire, HP9 1LW
Tel: 01494 671331
Fax: 01494 676417
DX 34507 Beaconsfield

Drawn By:	AJT	Date:	28.11.17
Scale:	1:200		A3
Drawing No:	1256/PLN/207	Revision	

Existing and Proposed Site Plans



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Notes		
A	Parking re-numbered	28.08.17
Rev.	Description	Date

Project
Congress House
Lyon Road
Harrow
Middlesex

Drawing Title
Existing and Proposed
Site Plans

SORBON
ESTATES
"Sorbon", Aylesbury End, Beaconsfield,
Buckinghamshire, HP9 1LW
Tel: 01494 671331
Fax: 01494 676417
DX 34507 Beaconsfield

Drawn By:	AJT	Date:	22.08.17
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