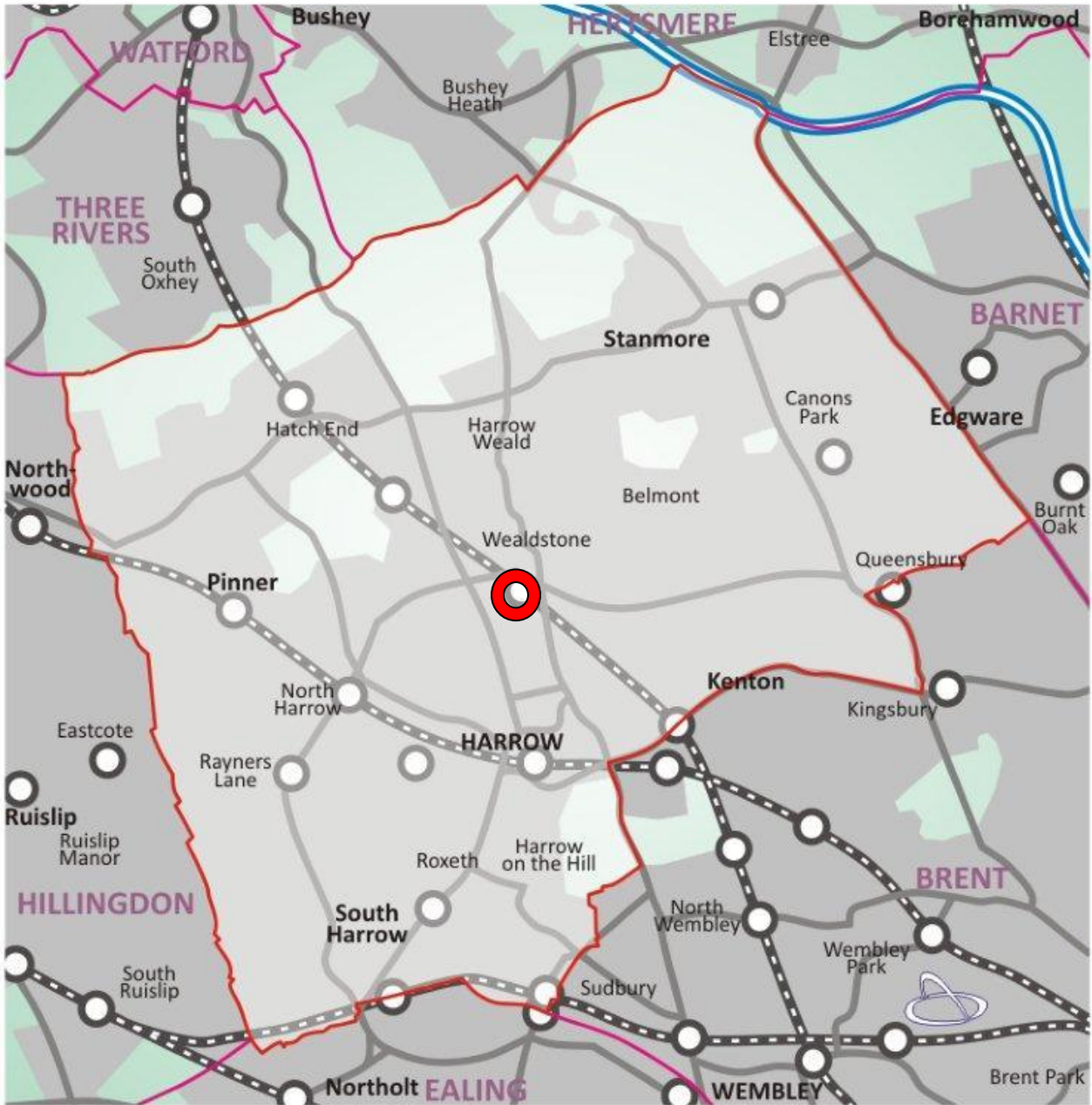
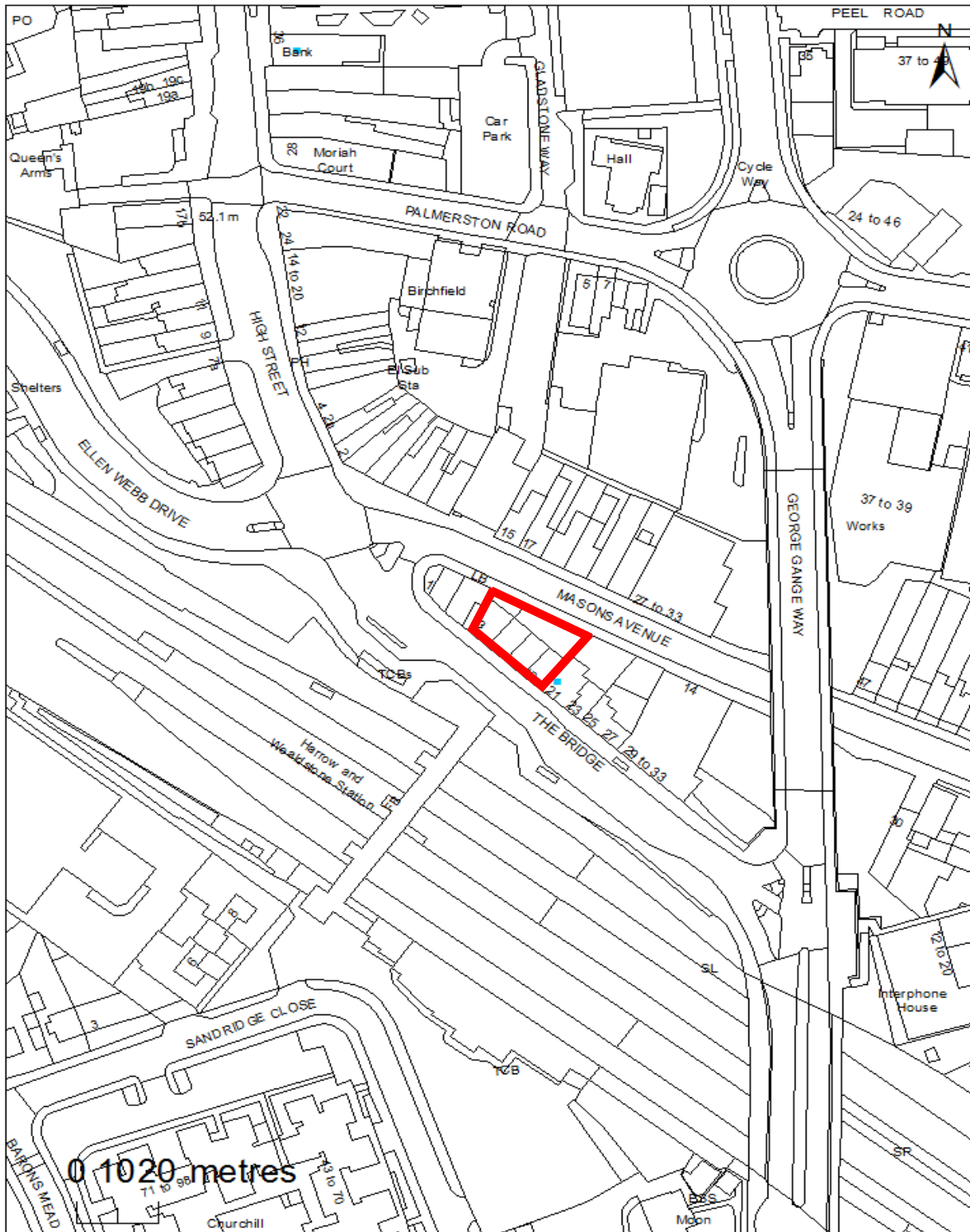


 = application site



11-19 The Bridge, Harrow	P/2597/17
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11-19 The Bridge, Harrow **P/2597/17**

LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

24th January 2018

APPLICATION NUMBER: P/2597/17
VALIDATION DATE: 22/08/2017
LOCATION: 11 - 19 THE BRIDGE, HARROW
WARD: MARLBOROUGH
POSTCODE: HA3 5AB
APPLICANT: MR N PARMAR DEVELOPMENTS LIMITED
AGENT: DRAWING AND PLANNING LIMITED
CASE OFFICER: DAVID BUCKLEY
EXPIRY DATE: 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:

Four Storey Rear Extension; Second Floor Infill Extension; Conversion Of First And Second Floors From HMO To Eight Flats; Conversion Of Four Lower Ground Floor Retail Storage Areas To Three Offices; New Shop Fronts (Part Retrospective)

RECOMMENDATION A

The Planning Committee is asked to:

- 1) Agree a resolution to grant planning permission subject to authority being delegated to the Divisional Director of Regeneration, Enterprise and Planning until the expiry period of consultation has been completed on 25th January 2018 and subject to authority being delegated to the Divisional Director of Regeneration, Enterprise and Planning in consultation with the Director of Legal and Governance Services for the completion of the Section 106 legal agreement and other enabling legislation and issue of the planning permission and subject to minor amendments to the conditions (set out in Appendix 1 of this report) or the legal agreement. The Section 106 Agreement Heads of Terms would cover the following matters:

Heads of Terms for the Legal Agreement

- i) Restriction of parking permits for future occupiers.
- ii) Legal Fees: Payment of Harrow Council's reasonable costs in the preparation of the legal agreement;

REASON

The proposed development of the site would provide a quality development comprising of a satisfactory level of residential accommodation, thereby contributing to the Borough's housing stock. The development would be appropriate in terms of material presence, attractive streetscape, and good routes, access and make a contribution to the local area, in terms of quality and character.

The 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 24th April 2018 or as such extended period as may be agreed by the Divisional Director of Regeneration, Enterprise and Planning in consultation with the Chair of the Planning Committee, then it is recommended to delegate the decision to **REFUSE** planning permission to the Divisional Director of Regeneration, Enterprise and Planning on the grounds that:

The proposed development, in the absence of a legal agreement to provide appropriate mitigation measures to ensure the development would not exacerbate on street parking concerns of the proposed development, would fail to comply with the requirements of policies 6.9 of The London Plan 2016, Policy DM42 of the Harrow Development Management Policies Local Plan (2013), and policy CS1.R of the Harrow Core Strategy 2012.

INFORMATION

This application is reported to Planning Committee as the development would be for 8 new residential units and therefore falls outside Schedule 1 of the Scheme of Delegation.

Statutory Return Type:	(E) Minor Developments
Council Interest:	None
Net Additional Floor Area:	263 sq m

GLA Community Infrastructure (CIL) Contribution (provisional): £ 9,205 (based on a £35 contribution per square metre of additional floorspace)

Harrow Community Infrastructure (CIL) Contribution (provisional): £28,930 (based on a £110 contribution per square metre of additional floorspace)

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
- National 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	11 - 19 The Bridge Harrow HA3 5AB22
Applicant	Mr N Parmar
Ward	Marlborough
Local Plan Allocation	Harrow and Wealdstone Intensification Area
Conservation Area	No
Listed Building	No
Setting of Listed Building	Yes, adjacent to Grade II Listed Harrow & Wealdstone Station
Building of Local Interest	No.21 The Bridge, attached to application site
Tree Preservation Order	No
Other	No

Transportation		
Car parking	No. Existing Car Parking spaces	0
	No. Proposed Car Parking spaces	1 disabled space
	Proposed Parking Ratio	0
Cycle Parking	No. Existing Cycle Parking spaces	0
	No. Proposed Cycle Parking spaces	12
	Cycle Parking Ratio	1.5:1
Public Transport	PTAL Rating	6a
	Closest Rail Station / Distance (m)	Harrow and Wealdstone 50m
	Bus Routes	140, 182, 186, 258, 340, H9, H10, H14
Parking Controls	Controlled Parking Zone?	Yes, CPZ Zone CA
	CPZ Hours	10am-11am and 2pm-3pm Mon-Fri
	Previous CPZ Consultation (if not in a CPZ)	N/A
	Other on-street controls	N/A
Parking Stress	Area/streets of parking stress survey	N/A
	Dates/times of parking stress survey	N/A

	Summary of results of survey	N/A
Refuse/Recycling Collection	Summary of proposed refuse/recycling strategy	Large communal refuse bins integral to building/ cycle storage integral to building.

1.0 SITE DESCRIPTION

- 1.1 The site consists of No's 11-19 'The Bridge' in Wealdstone and also faces towards Masons Avenue at the rear where there is an area for loading and access to the existing upper floor accommodation.
- 1.2 The site contains 4 ground floor retail units on The Bridge, facing Harrow & Wealdstone Station. There is an existing House in Multiple Occupation (HMO) on site in the upper floors.
- 1.3 Due to the slope on the site the current buildings are three storeys at the front with a lower ground floor accessible from the rear only on Masons Avenue.
- 1.4 The application site is not a designated retail unit/within a protected shopping frontage, but is located within Wealdstone Town Centre. The application site sits opposite Harrow and Wealdstone which is a nationally listed building and No. 21 is a locally listed building.
- 1.5 The attached neighbour to the south at No. 21 The Bridge is a locally listed building. At the ground and first floor it is in use as a solicitors. The attached neighbour to the north at No. 7-9 The Bridge is also in use as a solicitor at ground floor with offices at first floor. The second floor use has not been ascertained
- 1.6 The site is located within a Critical Drainage Area, and Flood Zone 2 and 3 within the Council's Strategic Flood Risk Assessment.
- 1.7 The PTAL level is 6a which is very high and there are very good transport links in a close vicinity of the site.

2.0 PROPOSAL

- 2.1 The proposal consists of an additional floor, a rear extension at three storeys on the northern side on Masons Avenue and various internal alterations to provide additional accommodation and retail/office space.
- 2.2 The rear extension would project on the Masons Avenue side to a depth of 2m.
- 2.3 The accommodation would consist of 8 x new flats, consisting of 2 x studio flats, 4 x 2 bed 3 person flats and 2 x 2 bed 4 person flats. All of the residential units apart from the studios would contain private amenity space in the form of a recessed balcony.
- 2.4 There are 12 x cycle parking spaces proposed to be provided on the lower ground floor, accessible from Masons Avenue. 1 x disabled car parking space would also be located on the forecourt adjacent to Masons Avenue.

- 2.5 The refuse storage would be located in a separate section within the main building on the lower ground floor and divided between the office, retail and residential uses respectively.
- 2.6 The proposed office units would front on to Masons Avenue.
- 2.7 The ground floor retail units on The Bridge would be retained and have already undergone renovations.

3.0 RELEVANT PLANNING HISTORY

Reference Number	Description	Decision	Decision Date
P/1200/04/CFU	Change of Use: A1 to A3 (Retail to Food and Drink)	Granted	19/11/1963
LBH/1312	Continue use shop basement for printing purposes	Granted	04/05/1966
LBH/1312	Vehicular Access	Granted	27/09/1974

4.0 CONSULTATION

- 4.1 A total of 12 neighbours were sent consultation letters. A second set of consultation letters were sent due to amendments to the scheme. The expiry date for the letters was 22nd December 2017. Site Notices and a Newspaper advertisement were published/ displayed due to the setting of the listed building. The newspaper advert will expire on 25th January 2018.

4.2 Adjoining Properties

Number of Letters Sent	24
Number of Responses Received	0
Number in Support	0
Number of Objections	0
Number of other Representations (neither objecting or supporting)	0

4.3 Statutory and Non Statutory Consultation

- 4.4 The following consultations have been undertaken:

The following consultations have been undertaken:

- LBH Highways
- Planning Policy
- Drainage Engineering Officers
- Waste Management Officers
- Design Officer
- Conservation Officer

- Met Police Designing Out Crime Officers

4.6 External Consultation

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

Consultee	Summary of Comments	Officer Comments
Met Police Designing Out Crime Officers	No objection to the proposal. However, Officers have recommended that a standardised 'Secure by Design' condition is attached, which requires Secure by Design accreditation to be obtained prior to occupation of the development.	A condition has been attached to address this issue.

4.8 Internal Consultation

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

Consultee	Summary of Comments	Officer Comments
Conservation Officer	The scheme would not have a harmful impact on the nationally listed Harrow & Wealdstone Station.	Comments noted and are addressed in the relevant section of the report below
Design Officer	The Council's Design Officer was consulted at pre-application stage and did not raise an objection to the proposal, subject to a condition requiring material samples to be submitted.	Comments noted and are addressed in the relevant section of the report below
LBH Highways	No objection to the amended disabled parking and loading arrangements. detailed comments below: <u>Refuse Servicing</u> <ul style="list-style-type: none"> • No objection to the proposed arrangement, subject to agreement of Harrow Council Refuse Team. <u>Parking</u> <ul style="list-style-type: none"> • The parking arrangement is 	Comments noted and are addressed in the relevant section of the report below

	<p>acceptable, on the basis of site circumstances and location. Restriction on parking of future residents should be guaranteed by legal agreement.</p> <p><u>Cycle Parking</u></p> <ul style="list-style-type: none"> • Acceptable, subject to safe and secure parking, which may be secured by condition. <p><u>Construction Management Plan</u></p> <ul style="list-style-type: none"> • Should be secured by Condition 	
Drainage Engineering Officers	No objection to the proposal in principle. However, the submitted Flood Risk Assessment is not sufficient and should not be approved in its present state. Due to the location in a higher risk flood zone, further information should be submitted for emergency evacuation plan and flood mitigation measures, which can be submitted via planning condition.	Comments noted and are addressed in the relevant section of the report below.
Waste Management Officers	No objection to the proposal. The proposed refuse arrangement has been amended to incorporate recommendations from Waste Management Officers. However, it should be ensured that vehicles do not obstruct the new refuse storage area.	Comments noted and are addressed in the relevant section of the report below.

5.0 **POLICIES**

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

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

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

5.3 In this instance, the Development Plan comprises The London Plan 2016, 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].

- 5.4 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 (2015) when adopted and forms part of the development plan for the Borough.
- 5.5 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 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.
- 5.6 Notwithstanding the above, the Draft London Plan (2017) remains a material planning consideration, with relevant policies referenced within the report below and a summary within Informative 1.

6.0 ASSESSMENT

6.1 The main issues are:

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

6.2 Principle of Development

Ground Floor Retail Units

6.2.1 The ground floor retail units are not protected, but the retention of the active frontage in this location is welcomed.

Residential Accommodation Mix

6.2.2 The extension of the existing building and provision of new residential is acceptable; especially as the ground floor retail use is to be retained. The proposal would provide an appropriate mix of housing on site in accordance with DM24.

6.2.3 Policy DM32 relates to office development and states that proposals for new office floorspace within town centres, including mixed use schemes, will be supported where the scale of provision is appropriate and in compliance with other policy considerations. The office use on Masons Avenue is acceptable in principle, although it does create practical issues in terms of parking and servicing which will be addressed in the body of the report.

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 plan's 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. New employment opportunities would be provided through the office units and greater use of a relatively disused area on Masons Avenue. The refurbishment of the retail units provides greater retail offering to residents and increases footfall in this area. Also, the construction of the site would result in some temporary jobs within the Borough, which would be throughout the duration of the construction process.

6.3.3 It is therefore considered that the proposed development would meet the overarching principles of regeneration into the area.

6.4 Character and Appearance of the Area

6.4.1 The National Planning Policy Framework (NPPF) was published by the Government on March 27th 2012. The NPPF does not change the law in relation to planning (as the Localism Act 2012 does), but rather sets out the

Government's planning policies for England and how these are expected to be applied. It remains the case that the Council is required to make decisions in accordance with the development plan for an area, unless other material considerations indicate otherwise (S.38(6) of the Planning Act). The development plan for Harrow comprises The London Plan 2016 [LP] and the Local Development Framework [LDF].

- 6.4.2 The NPPF states (paragraph 64) that 'permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions'. The NPPF continues to advocate the importance of good design though it is notable that the idea of 'design-led' development has not been carried through from previous national policy guidance to the National Planning Policy Framework.
- 6.4.3 The London Plan (2016) policy 7.4B states, inter alia, that all development proposals should have regard to the local context, contribute to a positive relationship between the urban landscape and natural features, be human in scale, make a positive contribution and should be informed by the historic environment. Core Strategy policy CS1.B states that 'all development shall respond positively to the local and historic context in terms of design, siting, density and spacing, reinforce the positive attributes of local distinctiveness whilst promoting innovative design and/or enhancing areas of poor design'.
- 6.4.4 Policy DM1 of the DMP seeks to ensure that "proposals that would be detrimental to the privacy and amenity of neighbouring occupiers, or that would fail to achieve satisfactory privacy and amenity for future occupiers of the development, will be resisted".
- 6.4.5 *Second Floor Extension*
- 6.4.6 The scheme would have two distinct frontages facing The Bridge and Masons Avenue respectively and so these will be addressed separately.
- 6.4.7 The additional floor, when viewed from The Bridge would appear acceptable in terms of its height. Acceptable brick work and finishing details are required and will be secured by condition, in order to ensure it is of a sufficiently high standard in the context of the attached locally listed building and the Wealdstone Station which is a nationally listed building.
- 6.4.8 The additional floor would appear acceptable when viewed from Masons Avenue.
- 6.4.9 *Three Storey Rear Extension (Masons Avenue side)*
- 6.4.10 The rear extension would project to a depth of 2m across the full rear elevation. The second floor extension would already bring the height above the attached neighbour to the north at No. 21. However, as the increase in depth would be minimal and would become increasingly set back from the highway on the eastern side of this elevation, and in the context of a number of nearby buildings on Masons Avenue which do directly front the public footway, it is considered that

the scheme would not appear overbearing in relation to the height of nearby neighbours or in the context of the street scene.

6.4.11 *New Frontage on Masons Avenue and Office Use*

6.4.12 The proposed new frontage does appear more attractive than at present and it is acknowledged that the shutters proposed in the original pre-application plans have been omitted. Overall this façade would appear acceptable, subject to assessment of considerations of loading, and servicing space for the shops.

6.4.13 *Landscaping*

6.4.14 It is noted that new hard landscaping and soft landscaping has been shown on the proposed plans. While this would be more attractive than the current layout, situation, this would need to be balanced against security issues, as Met Police have raised concerns in regards to soft landscaping areas that could be used to hide drugs, weapons, etc. On this basis, a condition has been attached requiring revised landscaping details. Secure by design issues will be addressed in the relevant section.

Design and Materials

6.4.15 In terms of materiality, the brickwork, fenestration and roof materials would match the existing, but owing to the heritage assets nearby, samples would be required to be secured by condition.

6.4.16 The Council's Conservation Officer has not raised any objection in the context of the attached locally listed building or the adjacent nationally listed building. The Council's design Officer has also not raised any objection to the proposal.

Access

6.4.17 In terms of access, the retail units on The Bridge would retain the same access. The residential and office units would be accessed from Masons Avenue.

6.4.18 London Plan policy 3.8 which addresses housing choice, requires 90% of new housing to meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings' and 10% of new housing to meet Building Regulation requirement M4 (3) 'wheelchair user dwellings, i.e., is design to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. The application site does not have any ground floor residential units proposed, nor does it have a lift and it would not be considered reasonable to make M4 (3) a requirement, especially with the limited number of new units. However, there are specifications that can be included to make residential units of this type to be more accessible and so the requirement to meet M4 (2) as far as possible will be secured via a planning condition.

6.4.19 Parking, other traffic related matters and waste management are to be assessed under the relevant section of this appraisal.

Conclusion

6.4.20 Subject to the conditions mentioned above, it is considered that the external appearance and design of the development is 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, 7.6B and 7.8 of The London Plan (2016), Core Policy CS1 (B) of the Harrow Core Strategy, the Harrow and Wealdstone Area Action Plan (2013), policies DM1 and DM7 of the Council's Development Management Policies Local Plan and the Council's adopted Supplementary Planning Document – Residential Design Guide (2010), which require a high standard of design and layout in all development proposals.

6.4 Amenity of Neighbouring Occupiers

6.5 Core Strategy Policy CS1 B requires development to respond positively to the local context in terms of design, siting, density and spacing. Policy DM1 Achieving a High Standard of Development sets out a number of privacy and amenity criteria for the assessment of the impact of development upon neighbouring occupiers. Harrow has also produced a Residential Design Guide SPD.

6.6 The additional floor would not have a harmful impact on neighbouring occupier amenity and so would be acceptable in terms of neighbouring amenity. The rear extension on Masons Avenue would not project in depth beyond the existing neighbouring buildings and so would not result in harm to amenity in terms of loss of outlook or privacy.

6.7 The new residential units would face residential units on the opposite side of Masons Avenue. However, this is similar to the existing relationship and within this urban context this is considered acceptable in accordance with policy DM1.

6.8 Future Occupier Amenity

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

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

- 6.11 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.
- 6.12 *Internal Space*
- 6.13 The proposed flats and the bedrooms would meet the required size for new residential units. The required storage space has also been provided for all units. The studios would be single aspect, but as they are south facing, this would be acceptable in terms of future occupier amenity and there is a sufficient degree of light outlook and privacy to all of the units and the vertical stacking arrangement would be acceptable, placing habitable rooms above other habitable rooms.
- 6.14 The proposed floor to ceiling heights would be above 2.50m and therefore would be acceptable in accordance with London Plan (2016) requirements.
- 6.15 *Private Amenity Space*
- 6.16 Harrow Policy DM27 addresses amenity space and states that an appropriate form and amount of amenity space should be informed by the Mayor of London Housing Design Guide (2016) and other factors such as pattern of development, privacy of neighbouring occupiers and the quality of space proposed.
- 6.17 All of the proposed units, aside from the studio would offer recessed balconies that meet the recommended space standards with the Mayor of London Housing SPG. In the context of central Wealdstone, this would represent high quality private amenity space that would be screened from noise, etc. and would be considered acceptable. Provision of outdoor amenity space would not be considered essential for the studio units in the context of their location in central Wealdstone above retail units.
- 6.18 Traffic, Parking, Access, Servicing and Sustainable Transport
- 6.19 The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also contribute to wider sustainability and health objectives. It further recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas. London Plan policy 6.3 states that 'development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed'. Policies 6.9 and 6.10 relate to the provision of cycle and pedestrian friendly environments, whilst policy 6.13 relates to parking standards. Core Strategy policy CS1.Q seeks to 'secure enhancements to the capacity, accessibility and environmental quality of the transport network', whilst policy CS1.R reinforces the aims of London Plan policy 6.13, which aims to contribute to modal shift through the application of parking standards.

- 6.20 The application site is located in an area with a PTAL of 6a which is very high and the distance to Harrow and Wealdstone Station is less than 50 metres. Even within car free development policy DM42 does expect provision for disabled parking provision where possible. The Council's Highways Officer has indicated that the proposed disabled parking space would be considered acceptable, although a condition has been recommend by the Highways Officer to provide information regarding the management of the space to ensure that it is satisfactory.

Refuse, Servicing and Emergency Services Access

- 6.21 Refuse storage is proposed to be located within the ground floor of the development. This will be divided in to separate sections for each of the office, retail and residential uses, to be integral to the building and accessed from Masons Avenue. This would therefore be hidden from public view except on collection days. The Council's Highways Officers have not raised an objection to this and it is acceptable to the Council's Refuse Officers, although a concern was raised if vehicles did park in this location and obstruct collection vehicles. It would not be in the interest of the applicant to allow this. However, to ensure an acceptable arrangement, regarding refuse storage/ collection and other servicing requirements, a condition has been attached requiring refuse bins to be located in the storage area other than on collection days and requiring that the bin access not be obstructed at collection times.

Walking and Cycling

- 6.22 The proposal includes 12 cycle parking spaces which would be accessed from Masons Avenue, to be accessed from the separate residential cores. The Highways Authority has not raised any objection to this arrangement and the spaces meet London Plan standards in terms of level of provision. A condition has been attached to ensure that this cycle storage will be safe and secure and for the use of the residential occupiers. It is noted that the Draft London Plan 2017 has higher cycling requirements. However, as an emerging document this carries limited weigh and the scheme meets current London Plan cycle parking standards.
- 6.23 The existing pedestrian arrangements of the HMO on site are considered acceptable and while there would be increase occupancy there are no concerns related to pedestrian ingress and egress. In terms of walking, there are many facilities within a reasonable walking distance including schools, supermarkets, a pharmacy and retail parks.
- 6.24 It is considered that the proposed development would therefore accord with the relevant policies listed above with regard to walking and cycling.

Construction Logistics Plan

- 6.25 The Highways Authority requires a construction logistics plan which has been addressed through a planning condition.

6.25a Flood Risk and Development

6.26 The Council's Strategic Flood Risk Assessment maps show that the site is located within Flood Zone 2 and 3 within a Critical Drainage Area. Policy DM9 of the Harrow Development Management Policies Local Plan (2013) requires proposals should make appropriate provision for flood risk mitigation and not increase the risk or consequences of flooding.

6.27 The response from the Engineering Drainage Authority has indicated that the submitted Flood Risk Assessment is not (FRA) adequate and will need to be revised, which can be done as a condition. The Drainage response stated that conditions should be attached requiring flood mitigation measures and an emergency plan for evacuation.

6.28 *Flood Levels*

6.29 Specifically the Drainage response stated that the EA flood levels should be submitted along with the revised Flood Risk Assessment and that the applicant will need to contact Environment Agency regarding fluvial flood levels, as the flood mitigation measures proposed should be incorporated in the development considering the highest flood depth. (EA fluvial or surface water flood depths). This has been secured by condition.

6.30 *Emergency Planning*

6.31 The drainage response stated that the applicant to LB Harrow SFRA, Emergency Flood Plan, NPPF and EA flood warning procedures for evacuation. More details of safe access/egress arrangements and a plan indicating a safe route for the occupants and users away from the source of flooding should be submitted for our approval. A condition requiring this information to be submitted and approved in writing by the Council, prior to the occupation of the development, has been attached.

6.32 Subject to the conditions securing the above, it is considered that the proposed development would accord with policy 5.2 of London Plan (2016) and policy DM10 of the Harrow Development Management Policies Local Plan (2013).

6.33 *Secure by Design Issues*

6.34 Secured by Design (SBD) is a UK Police flagship initiative that advocates designing out crime to promote safer neighbourhoods. It has been integrated in to planning Policy via the London Housing Design Guide.

- 6.35 A condition has been attached to ensure that the scheme complies with SBD requirements. For further information the applicant can contact the North West London Designing Out Crime Group on the following: DOCOMailbox.NW@met.police.uk
- 6.36 **Conclusion**
- 6.37 The principle of providing additional residential accommodation at the application site has been considered as acceptable. The proposed housing development would bring forward housing provision of a satisfactory mix to provide housing choice to the borough and of an adequate level to ensure suitable accommodation for future occupiers. It is considered that the proposed extension would have an acceptable design and external appearance and would not have an undue impact on the character and appearance of the area or the residential amenity of neighbouring occupiers. The proposal would provide appropriate living conditions for the future occupiers of the development. In addition to this, the details submitted in relation to refuse and cycle parking is considered to be acceptable subject to conditions requiring further details.
- 6.38 For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation as set out above, this application is recommended for grant.

APPENDIX 1: Conditions and Informatives

Conditions

1 Timing

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

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

2 Approved Drawing and Documents

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

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

3 Materials

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

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

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

REASON: To safeguard the appearance of the locality

4 Construction Logistics Statement

No development shall take place until a Construction Logistics Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

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

REASON: To ensure that the construction of the development does not unduly impact on highway safety and the amenities of the existing occupiers of the properties adjacent to the site. To ensure that the proposed works can be incorporated in to the design, this is PRE-COMMENCEMENT Condition.

5 Flood Risk and Emergency Planning

Notwithstanding the submitted details and approved plans, the development hereby permitted shall not be occupied until details of flood warning and evacuation procedures for occupants and users of the site have been submitted to the local authority and approved in writing. The measures shall thereafter remain in place and the Local Drainage Authority shall be informed of any alterations to the approved procedures.

REASON: To build in resistance and resilience in managing, reducing and mitigating the effects of flood risk following guidance in the National Planning Policy Framework.

6 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. The refuse storage area shown on the approved plans shall be allocated as indicated. Access to the refuse storage area shall not be obstructed on collection days.

REASON: To enhance the appearance of the development and safeguard the character and appearance of the area and to minimize disruption to the highways network.

7 Secure by Design

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

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

8 Cycle Storage

Prior to occupation of the development hereby approved safe and secure cycle storage for 12 x bicycles shall be provided for the use of future occupiers as shown on the approved plans. The bicycle storage shall be implemented and shall thereafter be retained.

REASON: To provide safe and secure cycle storage for the use of future occupiers.

9 M4 (2) 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 as far as possible and thereafter retained in that form.

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

10 Flood Mitigation Measures

Notwithstanding the submitted Flood Risk Assessment, within 3 months of the date of this planning permission, the applicant shall submit a revised Flood Risk Assessment containing flood mitigation measure to be incorporated in to the development considering the highest flood depth (EA fluvial or surface water flood depths) to be approved in writing. These works will be carried out in accordance with the approved documents and retained thereafter.

REASON: To build in resistance and resilience in managing, reducing and mitigating the effects of flood risk following guidance in the National Planning Policy Framework.

11 Landscape

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

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

1 **INFORMATIVES**

Policies

The following policies and guidance are relevant to this decision:

National Planning Policy and Guidance:

National Planning Policy Framework (2012)

The London Plan (2016):

- 3.1 Ensuring Equal Life Chances for All
- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.6 Children and Young People's Play and Informal Recreation Facilities
- 3.7 Large Residential Developments
- 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

Draft London Plan (2017)

Local Development Framework

Harrow Core Strategy 2012

CS1 B Local Character

CS 1 U Flooding

Harrow and Wealdstone Area Action Plan (2013)

AAP3 – Wealdstone

AAP4 – Achieving a High Standard of Design and Layout throughout the Heart of Harrow

AAP 9 – Flood Risk and Sustainable Drainage

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

DM9 Managing Flood Risk

DM10 On Site Water Management and Surface Water Attenuation

DM12 Sustainable Design and Layout
DM23 Streetside Greenness and Forecourt Greenery
DM24 Housing Mix
DM27 Amenity Space
DM37 Secondary Shopping Frontage
DM42 Parking Standards
DM44 Servicing
DM45 Waste Management

Supplementary Planning Documents

Mayor of London Housing Supplementary Planning Guidance (2012)
Residential Design Guide Supplementary Planning Document (2010)
Accessible Homes Supplementary Planning Document (2010)
Building Regulations 2010 M4 (2) Category 2: Accessible and Adaptable Dwellings
Technical Housing Standards- Nationally Described Space Standard 2015
Code Of Practice For The Storage And Collection Of Refuse And Materials For Recycling In Domestic Properties 2016

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 £ 9,205 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 £ 9,205 for the application, based on the levy rate for Harrow of £35/sq m and the stated increase in floorspace of 263 sq m

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

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

4 Harrow CIL

Harrow has a Community Infrastructure Levy which will apply Borough wide for certain uses of over 100sqm gross internal floor space. The CIL has been

examined by the Planning Inspectorate and found to be legally compliant. It will be charged from the 1st October 2013. Any planning application determined after this date will be charged accordingly.

Harrow's Charges are: £28,930

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: £28,930

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

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

9 **INFORMATIVE**

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

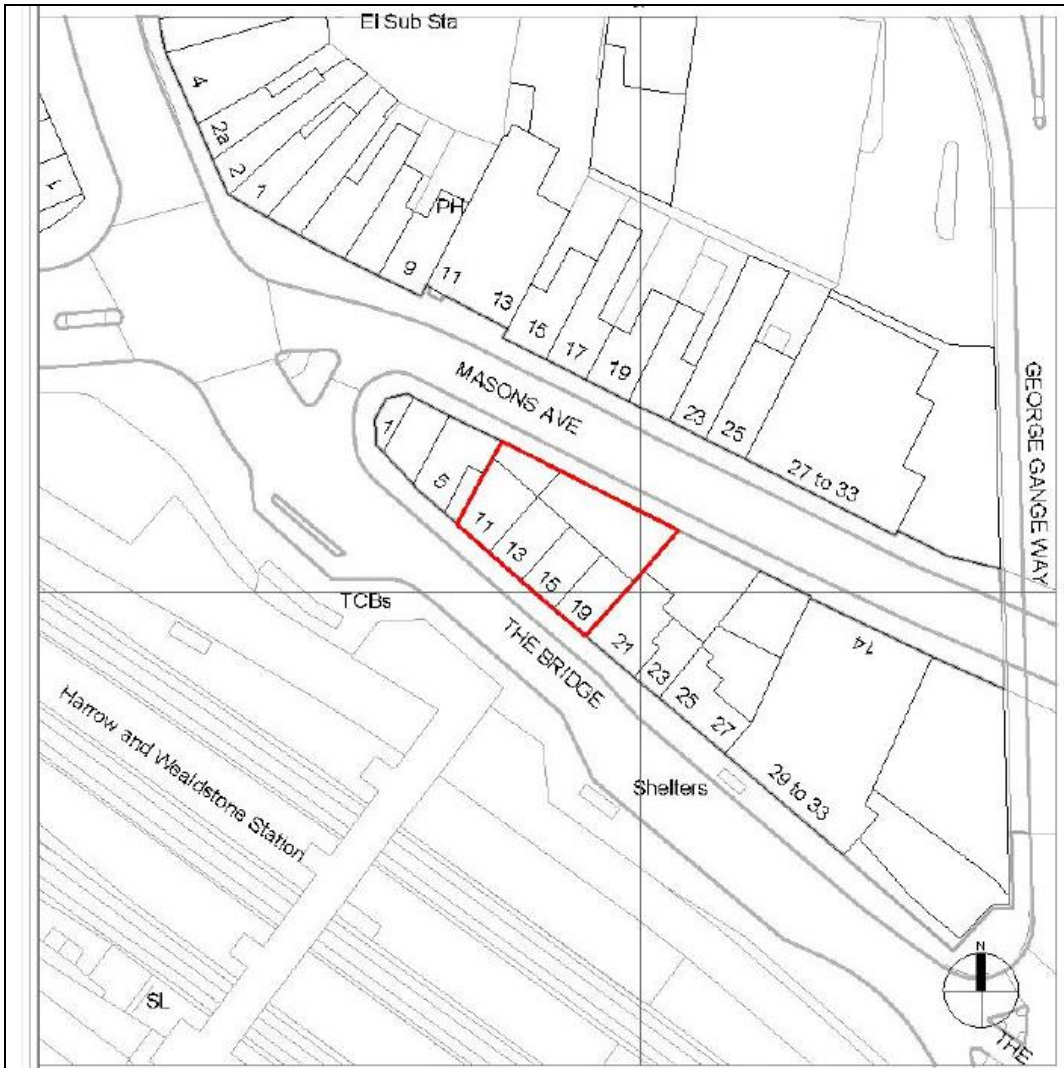
10 **STREET NAMING AND NUMBERING INFORMATIVE**

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

Plan Numbers: Transport Assessment dated 10/05/17; Flood Risk Assessment dated May 2017; Planning Design and Access Statement dated June 2017; TBRDG-E201; TBRDG-E202; TBRDG-E301; TBRDG-E302; TBRDG-P301 Revision B TBRDG-P302 Revision B; TBRDG-P303 Revision B; TBRDG-P304 Revision B; TBRDG-P305 Revision B; TBRDG-MD301; TBRDG-L301 Revision B; TBRDG-CS301; TBRDG-P302; TBRDG-P201; TBRDG-E301; TBRDG-S301; TBRDG-S302; TBRDG-S303; TBRDG-S201; TBRDG-S202;

APPENDIX 2: SITE PLAN



APPENDIX 3: PHOTOGRAPHS



The Bridge



Masons Avenue

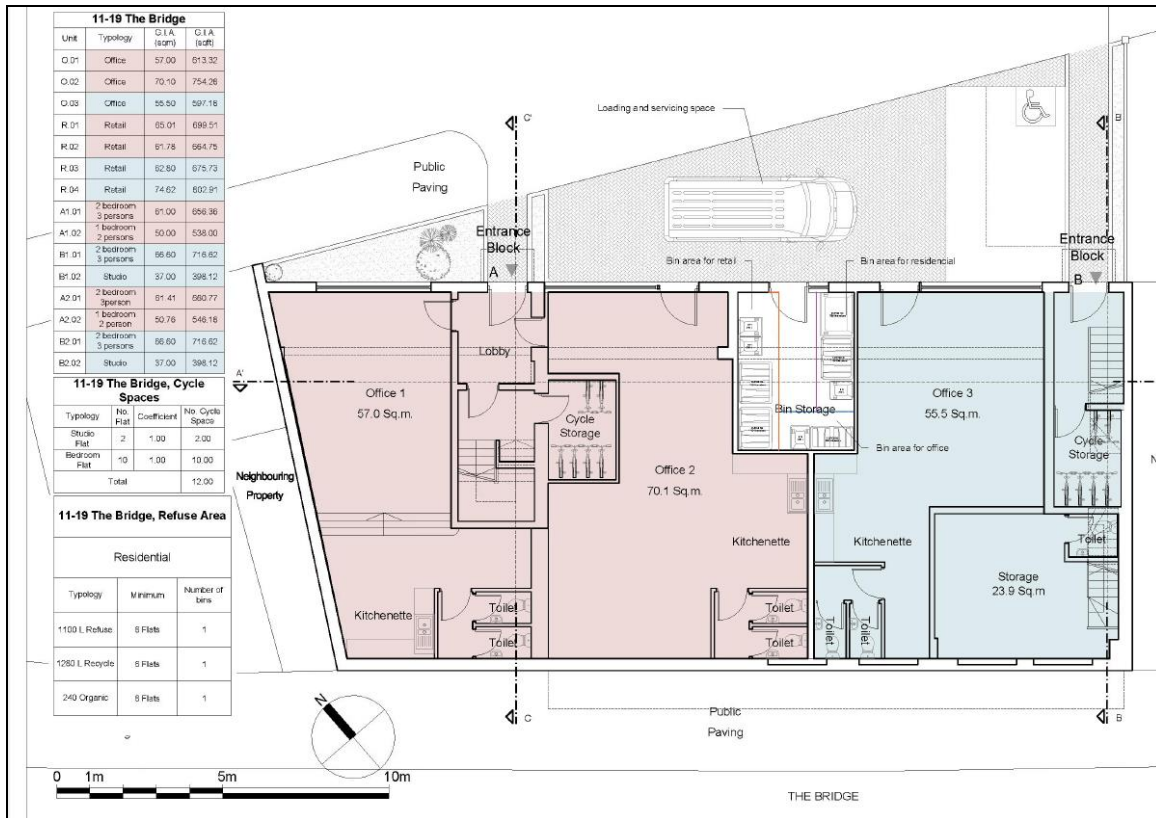
APPENDIX 4: PLANS AND ELEVATIONS



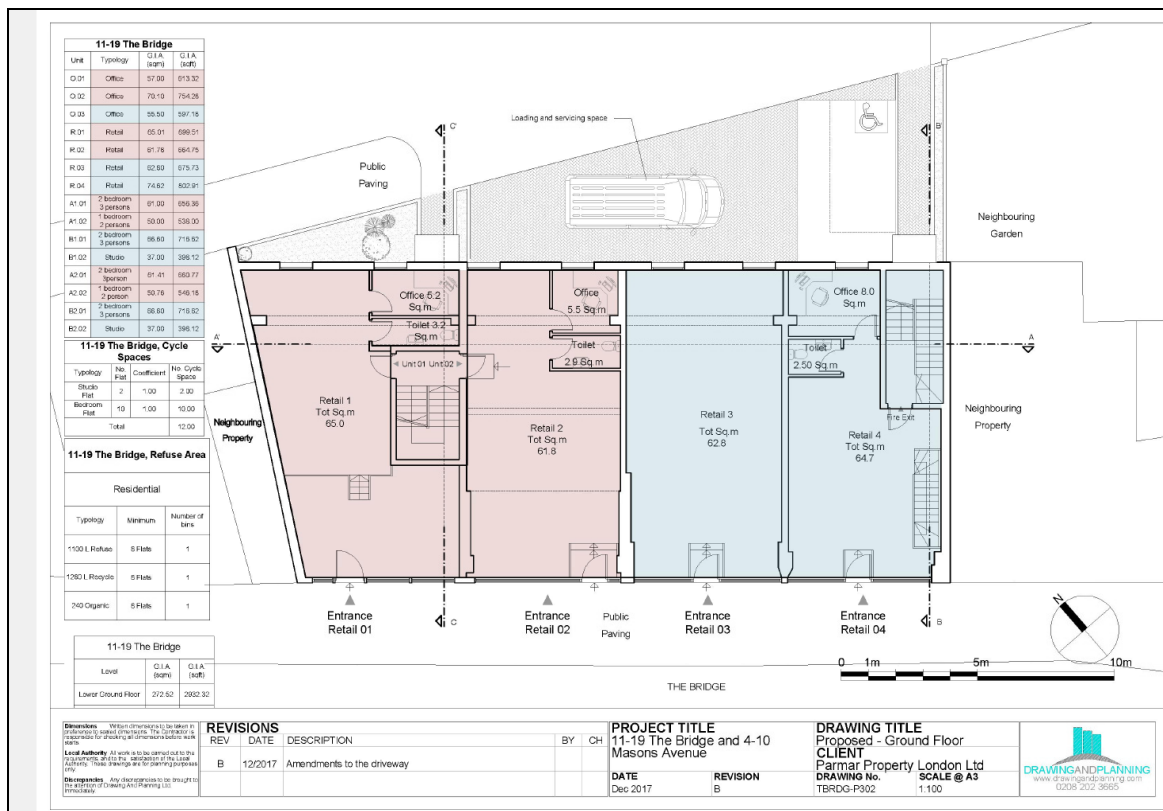
Proposed Front Elevation



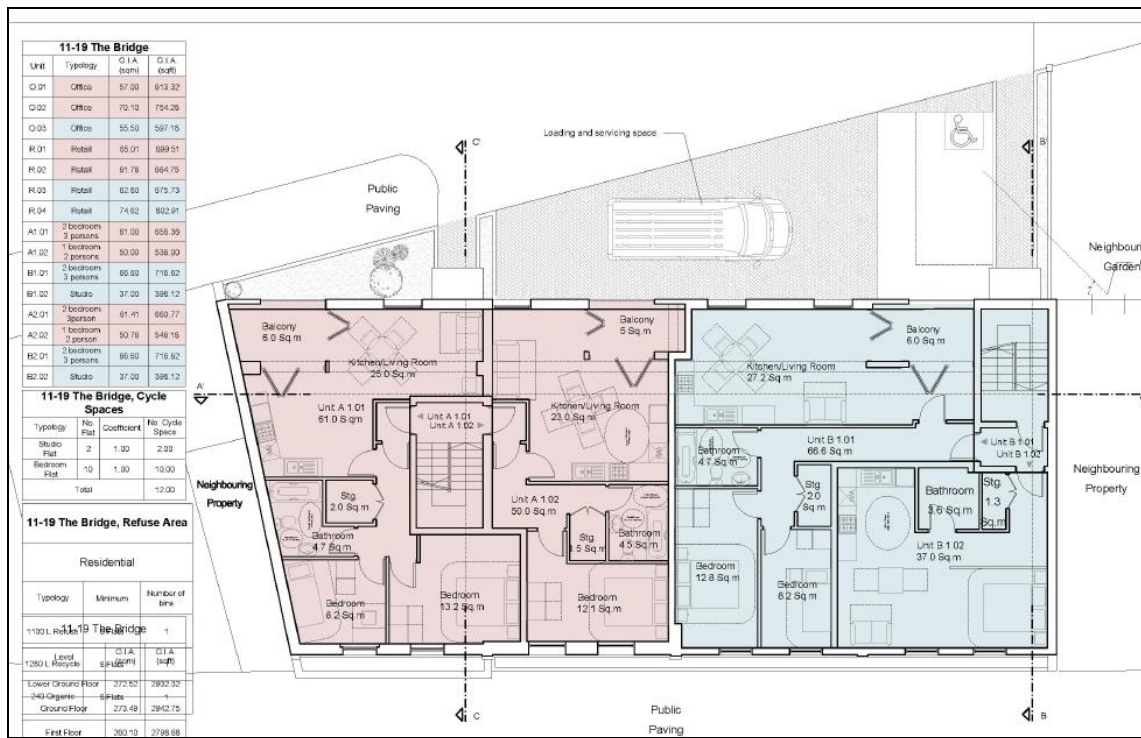
Proposed Rear elevation



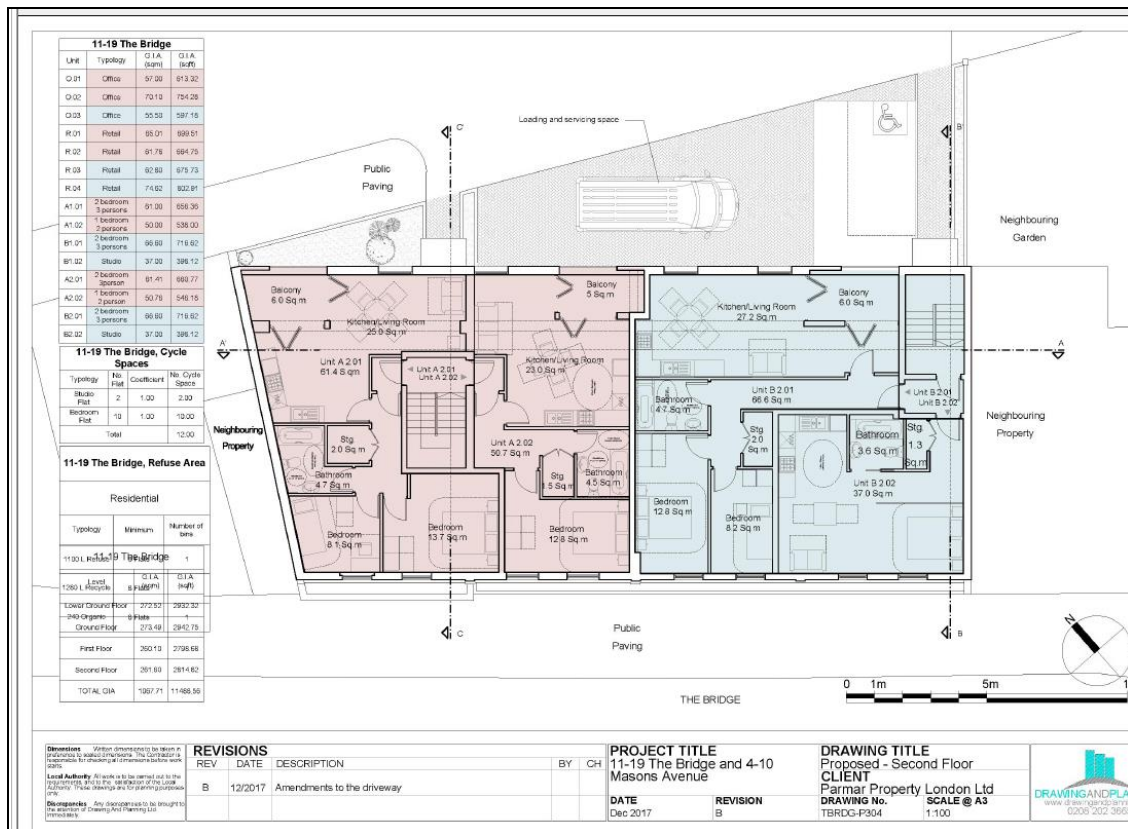
Proposed Lower Ground Floor



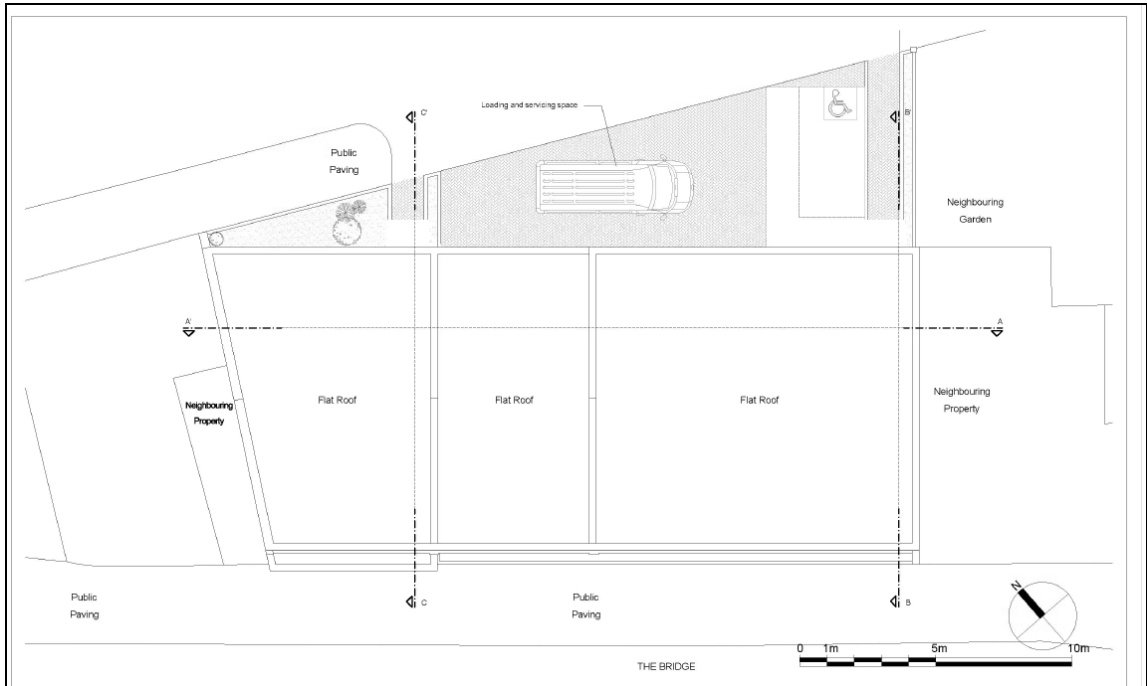
Proposed Ground Floor



Proposed First Floor Plan



Proposed Second Floor Plan



Proposed Roof Plan

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