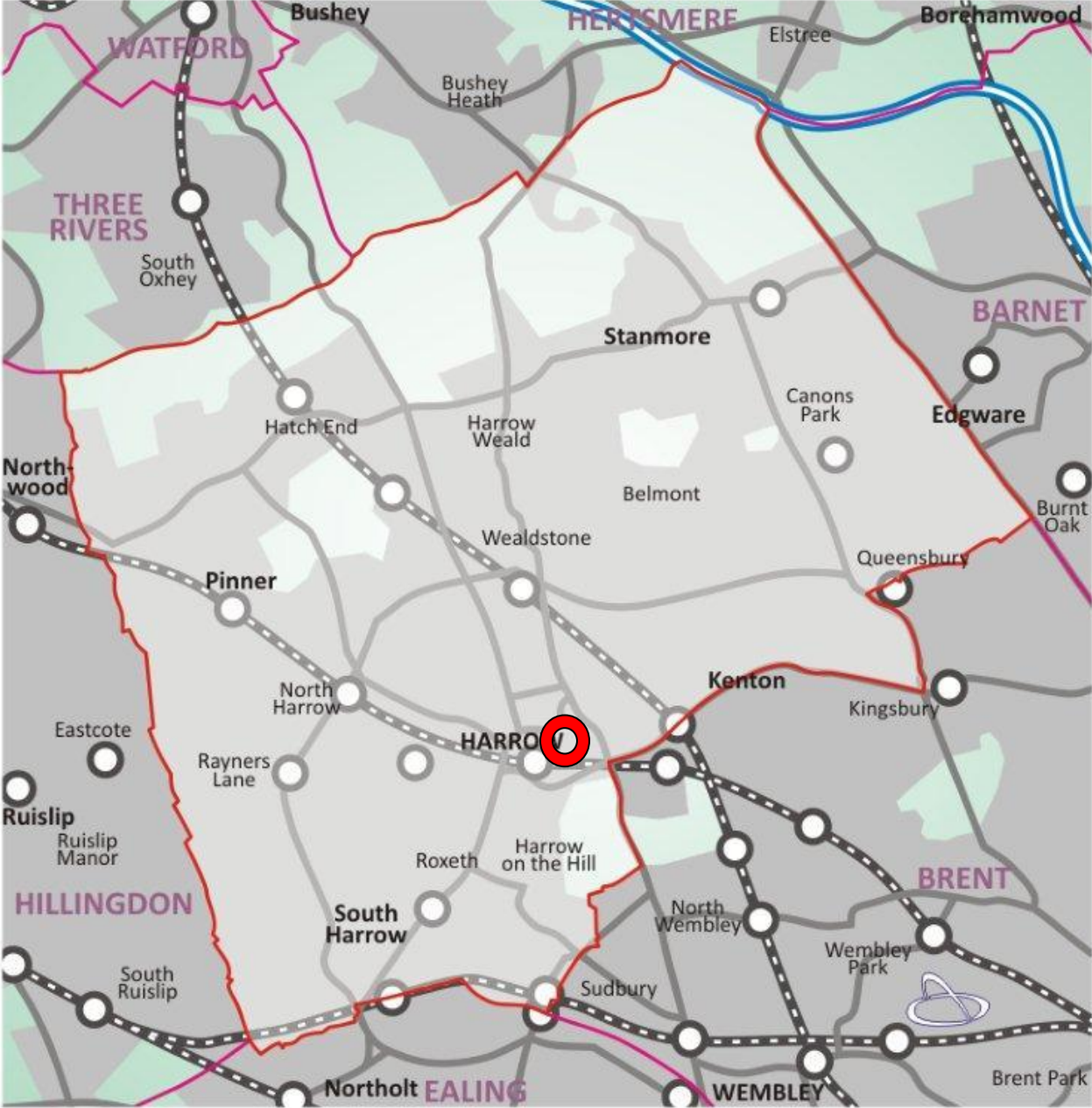
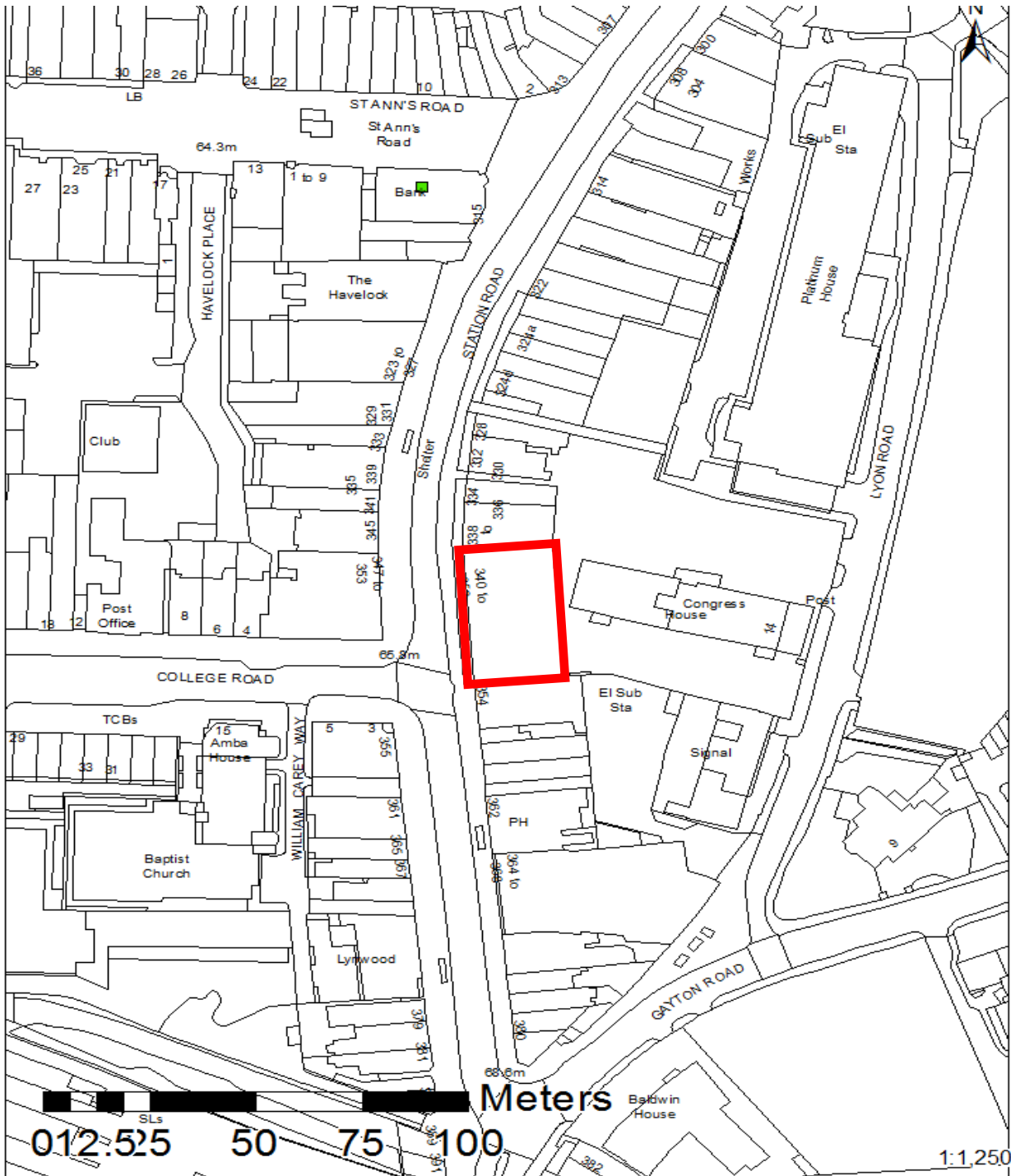


 = application site



342-348 Station Road, Harrow	P/4755/17
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342-348 Station Road, Harrow	P/4755/17
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LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

21st February 2018

APPLICATION NUMBER: P/4755/17
VALIDATE DATE: 07/11/2017
LOCATION: 342-348 STATION ROAD, HARROW
WARD: GREENHILL
POSTCODE: HA1 2DR
APPLICANT: SORBON ESTATES LIMITED
AGENT: HGH PLANNING
CASE OFFICER: MICHAEL ROWSON
EXPIRY DATE: 14/12/2017

PURPOSE OF REPORT/PROPOSAL

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

Outline application for access, appearance, layout and scale for the erection of a two storey extension above the existing two storey mid-terrace building to provide nine flats (two, three bedroom flats and seven, one bedroom flats), alongside an integrated bin store and bicycle store at ground floor level.

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 22nd February 2018.
- 2) grant planning permission subject to authority being delegated to the Divisional Director of Regeneration, Enterprise and Planning in consultation with the Director of Legal and Governance Services for the completion of the Section 106 legal agreement and other enabling legislation and issue of the planning permission and subject to minor amendments to the conditions (set out in Appendix 1 of this report) or the legal agreement. The Section 106 Agreement Heads of Terms would cover the following matters:

Transport and Highways

Exclusion of future occupiers of the development from applying to the Council for residents permits.

A contribution of £3,000 to support disabled street equipment upgrades within the vicinity.

Legal Fees

Payment of Harrow Council's reasonable costs in the preparation of the legal agreement.

RECOMMENDATION B

That if the Section 106 Agreement is not completed by 21/04/2018, 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 development requires a Section 106 to ensure a car free scheme and provide sufficient parking facilities for future disabled occupiers. In the absence of a legal agreement to secure this, the proposal would fail to adequately mitigate the impact of the development on the adjoining residential streets, contrary to DM1 and DM42 of the Harrow Development Management Policies Local Plan (2013).

REASON FOR THE RECOMMENDATIONS

The proposed development would result in a modern, contemporary extension that responds positively to the local context, and would provide appropriate living conditions for future occupiers. The site would continue to provide an active retail function within the Town Centre, as well as providing for residential accommodation which would increase the vibrancy of the town centre and housing choice within the borough.

INFORMATION

The application is reported to the Planning Committee as it proposes 9 residential units on the site, which is outside Part 1(e) of the Scheme of Delegation.

Statutory Return Type:	13. Minor Dwellings
Council Interest:	None
GLA Community Infrastructure Levy (CIL) Contribution (provisional):	£27,037.50 (£35/m ²)(772.5m ²)
Local CIL requirement:	£84,975 (£110/m ²)(772.5m ²)

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 (2016)
- Draft London Plan (2017)
- 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	342-348 Station Road, Harrow, HA1 2DR
Applicant	Sorbon Estates Limited
Ward	Greenhill
Local Plan allocation	Within: Harrow Town Centre boundaries Harrow and Wealdstone Area Action Plan Secondary Shopping Frontage
Conservation Area	N/A
Listed Building	N/A
Setting of Listed Building	N/A
Building of Local Interest	N/A
Tree Preservation Order	N/A
Other	N/A

Housing		
Density	Proposed Density hr/ha	22hr / 0.06ha = 366.67
	Proposed Density u/ha	150
	PTAL	6 (excellent)
	London Plan Density Range	70-260
Dwelling Mix	Studio (no. / %)	0
	1 bed (no. / %)	7 – 77.8%
	2 bed (no. / %)	0
	3 bed (no. / %)	2 – 22.2%
	4 bed (no. / %)	0
	Overall % of Affordable Housing	N/A
	Comply with London Housing SPG?	Yes
	Comply with M4(2) of Building Regulations?	Condition attached

Non-residential Uses		
Existing Use(s)	Existing Use	Mixed use -Retail, Financial and professional services, Office, Research and development.
	Existing Use Class(es) sqm	Retail – 461m ² Financial and professional services – 257m ² Office – 266m ² Research and development - 260m ²
Proposed Use(s)	Proposed Use / Operator	Mixed use –Residential, Retail, Financial and professional services, Office, Research and development.
	Proposed Use Class(es) sqm	Residential – 772.5m ² Retail – 431m ² (-30 m ²) Financial and professional services – 200m ² (-57 m ²) Office – 255m ² (-11 m ²) Research and development - 260 m ²

Transportation		
Car parking	No. Existing Car Parking spaces	0
	No. Proposed Car Parking spaces	0 (Car free scheme)
	Proposed Parking Ratio	N/A
Cycle Parking	No. Existing Cycle Parking spaces	0
	No. Proposed Cycle Parking spaces	12
Public Transport	PTAL Rating	6a (excellent)
	Closest Rail Station / Distance (m)	Harrow on the Hill
	Bus Routes	Numerous
Parking Controls	Controlled Parking Zone?	Parking Zone E (Non-permits)
	CPZ Hours	24 hours
	Previous CPZ Consultation (if not in a CPZ)	N/A
	Other on-street controls	N/A
Refuse/Recycling	Summary of proposed	Commercial units to be

Collection	refuse/recycling strategy	serviced as existing – internal storage and collection from Station Road.
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PART 2: Assessment

1.0 SITE DESCRIPTION

- 1.1 The site is located on the east side of Station Road, close to its junction with College Road.
- 1.2 The site contains a two storey, mid-terraced building with a flat roof and has a mix of uses including retail, financial and professional services, office and research and development uses.
- 1.3 The site is within a secondary shopping frontage within the town centre.
- 1.4 The neighbouring building to the north (336-338 Station Road) is two storeys in height and continues the form and appearance of the subject building and is currently in retail use.
- 1.5 The neighbouring building to the south (354 Station Road) is two storeys in height, and similar in appearance to the subject property, although marginally taller, and is in use by The Royal Bank of Scotland.
- 1.6 The building to the east of the site is Congress House, a seven storey office building, dating from the 1970s. A recent application for Prior Approval to convert floors one to six of the building was granted on 06/09/2017. Furthermore, planning permission was recently granted for an eighth storey to provide additional flats.

2.0 PROPOSAL

- 2.1 The proposal includes the vertical extension of the building to provide a third and fourth floor consisting of nine flats: two, three bedroom flats and seven, one bedroom flats. The building would have a flat roof and would have a maximum height of 13.75m and a maximum width of 30.7m.
- 2.2 The front elevation would be set back 2.60m from the existing front elevation, and include set back balconies for each flat.
- 2.3 At the rear, the building would be set back from the building line by 1.9m on the south side of the building and 9.90m from the building line on the northern end of the building, where the proposal would be adjacent to Congress House. The rear and the inner north flank elevation would also include balconies.
- 2.4 A bicycle store and a bin store would be located at ground floor level at the rear, where it could be accessed from a lift core on the north side of the building.
- 2.5 The main entrance would be positioned on the southern end of the front elevation and would provide access to an internal staircase and a lift.
- 2.6 Landscaping has been indicated as a reserved matter.

3.0 **RELEVANT PLANNING HISTORY**

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

Ref no.	Description	Status and date of decision
P/1909/05/DFU	Change of use of first floor and ground floor entrance from betting office (class A2) to members snooker club)	Granted on 21/09/2005
P/5067/15	Change of use of ground floor from A1 (retail) to A3 (restaurant)	Granted on 14/04/2016

4.0 **CONSULTATION**

4.1 A Site Notice was displayed on 01/02/2018, expiring on 22/02/2018.

4.2 A total of 94 consultation letters were sent to neighbouring properties regarding this application.

4.3 The overall public consultation period expires on 22/02/2018.

4.4 **Adjoining Properties**

Number of letters Sent	94
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:

LBH Highways
LBH Planning Policy
LBH Design
Environment Agency

Designing Out Crime Officer, Metropolitan Police Service
Thames Water Authority
LBH Drainage Team
LBH Energy and Sustainability
Metropolitan Police

4.7 External Consultation

4.8 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
LBH Highways	A car free scheme is encouraged. A section 106 contribution of £3,000 to support disabled street equipment upgrades within the vicinity is requested.	Noted and included within the Officer's recommendation.
LBH Design	Following amendments, the design is acceptable.	Noted
Drainage Engineer	No objection subject to applicant seeking Thames Water consent to connect to foul drain prior to commencement	Condition attached as requested.
Metropolitan Police	A condition requiring the development to achieve Secured by Design Accreditation should be attached	Condition attached as requested.

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 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].

- 5.3 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.
- 5.4 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.
- 5.5 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 of the Area
Residential Amenity
Traffic, Parking, Access, Servicing and Sustainable Transport
Flood Risk and Development

6.2 Principle of Development

- 6.2.1 The National Planning Policy Framework sets out a presumption in favour of “sustainable development”. The NPPF defines “sustainable development” as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The NPPF sets the three tenets of sustainable development for planning to be; to play an economic, social and environmental role. The NPPF, following the deletion of the Planning Policy Statements and Guidance Notes, continues to advocate that new development should firstly be directly towards previously developed land, recognising that “sustainable development” should make use of these resources first. The adopted Harrow Core Strategy 2012 sets out the spatial vision for the borough and along with the London Plan, identifies the Harrow and Wealdstone area and the corridor between these areas as an Intensification Area which should be the focus for regeneration, providing a significant portion of new development in the borough, including almost half of all new homes over the plan period. The Harrow and Wealdstone area has been identified as an Intensification Area in recognition of the ability of this area to deliver the highest levels of “sustainable development” in terms of the available infrastructure and contribution that pooled resources can make to infrastructure in this area.

- 6.2.2 The site constitutes previously developed land and the application seeks to extend the existing building to provide additional residential flats, whilst retaining the majority of the commercial use on the ground and first floors.
- 6.2.3 The proposal would result in the loss of 98m² of commercial space, the majority of which is required to provide access to the additional floors. However, 1146m² of commercial space would be retained. On balance, it is considered that a reduction of 7.9% of the commercial floorspace is acceptable considering the benefits of the additional nine residential units proposed.
- 6.2.4 The commercial uses on the ground and first floor would continue to provide an active retail function on the ground floor and would therefore continue to have a positive impact on the vitality and viability of the area.
- 6.2.5 The development of the site to provide for further residential above the commercial units is considered to result in a more efficient and effective use of the site.
- 6.2.6 The proposed height of the development would accord with the aspirations of the Harrow & Wealdstone Area Action Plan (2013), and impacts on the character of the area are considered below. The partial redevelopment of the site, in light of the previously developed nature of the land, would be acceptable in principle and it is considered that the proposed land uses i.e. mixed commercial use with residential above, would be appropriate in this location.

6.3 Regeneration

- 6.3.1 The proposed development of the site would provide investment in the Harrow Metropolitan Centre and would contribute towards the identified development plan housing delivery targets. The scale of the extension to the building is considered to be proportionate and appropriate, given the appropriate siting of the extension and the high quality finish proposed.
- 6.3.2 The development would deliver nine new residential units on the site and would retain the vast majority of the commercial floorspace and active frontage of the building, whilst increasing footfall in the town centre location and providing jobs during its construction.

6.4 Character and Appearance of the Area

- 6.4.1 Policy DM1 of the Harrow Development Management Local Policies Plan 2013 (DMP) requires all new development to provide a high standard of design and layout, respecting the context, siting and scale of the surrounding environment. Policy DM1 reflects policies 7.4.B and 7.6.B of The London Plan (2016) and policy CS1.B of the Harrow Core Strategy (2012) which seek to ensure that development respects local character and enhances the public realm. The NPPF and policy 7.8.C/D/E of The London Plan (2016) set out similar aims.

- 6.4.2 The unit is located in Harrow's Metropolitan town centre and is part of the designated secondary shopping area and secondary shopping frontage. Policy AAP1 and AAP4 of the Area Action Plan encourage provision of active uses on the ground floor of premises within the Harrow Town Centre, and the proposed development would accord with this aims, retaining an active frontage and vibrancy in this part of the town centre.
- 6.4.3 The east side of this section of Station Road is predominantly two storeys in height with flat roofs, whilst the opposite side of the road is predominantly three and four storeys in height. The building to the east of the subject site (Congress House) is seven storeys in height. It is noted that other buildings on this side of Station Road have received planning permission for vertical extensions. These include 322 Station Road (reference P/3489/16), which was granted planning permission for a four storey building.
- 6.4.4 Though it is noted that the eastern side of Station Road is predominantly two and three storey in scale, it is considered that the character of the area cannot be defined in these narrow terms and the surrounding buildings along the western side of Station Road, of three and four storey scale and greater, should be considered to form part of the character of the area. In light of the above, it is considered that the four storey building in this position would be acceptable.
- 6.4.5 The additional two storeys would be distinct from the existing building in providing a significant setback from the main front building line of the property. The building would be finished in a limited palette of high quality finishes with fenestration designed to continue the vertical proportions of the openings of the existing building. The final design has been amended following discussion with Harrow's Design Officer and is now considered to provide a sensitive response to the Station Road frontage.
- 6.4.6 The setback of the extension from the front of the building, the vertical continuation of the original fenestration and the acceptability in terms of the materiality, would ensure the overall mass and scale of the building would not appear overbearing or dominant, whilst it is recommended that a condition requiring submission of details of the material treatment is attached to ensure a satisfactory appearance alongside the existing building.
- 6.4.7 The rear elevation of the proposal would include a significant set-in from the rear elevation on the north end of the building, adjacent to Congress House. This set back is considered to have an acceptable appearance when viewed from the car park and service area to the rear and when glimpsed from Lyon Road. The setback in this location ensures that the proposal would not appear too tightly developed adjacent to Congress House.
- 6.4.8 At ground and first floor levels, the building would retain a commercial frontage, matching the character and appearance of neighbouring properties within the town centre, with a residential entrance positioned on the south side of the frontage. This is considered acceptable in retaining the commercial character of the area, whilst providing a legible residential entrance to the flats above.

- 6.4.9 It is considered that the proposed layout, bulk, scale and height of the proposed development, would not result in an unacceptable impact on the character and appearance of the existing site, streetscene or wider area.
- 6.4.10 Overall, the four-storey scale of the proposed building, the significant setback of the additional floors and the material treatment of this extension is considered to be appropriate and would represent an enhancement of the public realm. It is considered that the development would provide a driver for other similar high quality developments within the Harrow and Wealdstone Intensification Area and would accord with policies 7.4.B and 7.6.B of The London Plan (2016), policy CS1.A/B of the Harrow Core Strategy (2012), Policy DM1 of the Development Management Policies Local Plan (2013), and policies AAP1, AAP4 and AAP7 of the AAP (2013)

Materials

- 6.4.11 The proposed plans note that the proposed development would primarily be constructed of brick, which would be a suitable material when considered in relation to the surrounding built environment. In conjunction with the brick, it is proposed to utilise a large area of glazing for the residential and the commercial elements, which assists in making the extension appears visually lightweight.
- 6.4.12 A relatively simple materials palette is proposed as part of the development, which is encouraged. A simple palette that incorporates high quality materials ensures that the development would not have an overly fussy appearance within the streetscene. Furthermore, high quality materials that have a robust appearance ensure a high quality design within the site and the streetscene. In principle the materials proposed would be considered acceptable. Notwithstanding the submitted information, a condition has been attached to ensure that physical samples be submitted for further consideration of the appropriateness of the appearance and quality of the materials.

Access

- 6.4.13 The proposed development would retain access directly from Station Road for the commercial units on the ground and first floors. This would be consistent with the remainder of the shopping frontage.
- 6.4.14 The main residential access proposed would be provided from Station Road, via an entrance door in the south of the front elevation. That access core would provide access via stairs and a lift. Access would also be provided from the rear of the site, via a lift to the bin store and the bicycle store at the rear of the building.
- 6.4.15 The site is relatively level, and such access into the building should be able to be step-free. However, to ensure that this is achieved, a condition is recommended to be attached accordingly.
- 6.4.16 Parking and other traffic related matters are to be assessed under section 6 of this appraisal.

Landscaping

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

Conclusion

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

6.5 Residential Amenity of Future Occupiers

Internal space

- 6.5.1 Policy 3.5C of The London Plan (2016) specifies that Boroughs should ensure that, amongst other things, new dwellings have adequately sized rooms and convenient and efficient room layouts. The Government introduced Nationalised Technical Housing Standards in October 2015. These standards have been incorporated within the updated 2016 London Plan and are reinforced in the Mayor of London's Housing SPG (2016). Table 3.3 of the adopted London Plan (2016) specifies minimum Gross Internal Areas (GIA) for residential units. Paragraph 3.36 of the London Plan (2016) specifies that these are minimum sizes and should be exceeded where possible.
- 6.5.2 In view of Policy 3.5C of The London Plan (2016), and when considering what is an appropriate standard of accommodation and quality of design, the Council has due regard to the Mayor of London's Housing SPG (May 2016).
- 6.5.3 Policy 3.8 (c) of the London Plan relating to Housing Choice, should be interpreted as 90% of homes should meeting building regulations M4 (2) – 'accessible and adopted dwellings'. Policy 3.8 (d) requires 10% of new housing to meeting building regulations M4 93) – 'wheelchair user dwellings'.
- 6.5.4 The table below sets out the minimum Gross Internal Areas (GIA) for residential units as discussed above.

Bedrooms	Bed spaces	Minimum GIA (sq m)			Built – in storage (sq m)
		1 storey dwellings	2 storey dwellings	3 storey dwellings	
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

6.5.5 The proposed dwellings have been designed to meet the London Plan's minimum space standards as set out in the Housing SPG (March 2016). The submitted drawings show that the proposed layouts would make reasonable provision for the accommodation of furniture and flexibility in the arrangement of bedroom furniture. In addition to the satisfactory level of gross internal floor space for each of the proposed flats, the proposed plans indicate that all units would have dedicated storage space for the future occupiers, in designated storage cupboards.

6.5.6 On balance, it is considered that the proposed internal space provided for the proposed flats would be satisfactory in size, and each of them would provide acceptable layouts to ensure the habitable space is useable and functional.

Amenity Space

6.5.7 Policy DM27 of the Development Management Policies Local Plan document states that the appropriate form and amount of amenity space should be informed by the Mayor's Housing Design Guide (i.e. the SPG) and criteria set out in the policy.

6.5.8 For private amenity space, the SPG requires a minimum of 5m² per 1-2 person dwelling and an extra 1m² for each additional occupant, and for balconies the SPG specifies minimum depth of 1.5m. The proposed balconies would exceed these minimum dimensions in terms of the required quantum and would provide the required depth. Furthermore, and specifically along the front elevation facing Station Road, the balconies would be inset balconies, which provide a much more private, quieter amenity area for the future occupiers.

Privacy

- 6.5.9 The SPG seeks an adequate level of privacy to habitable rooms in relation to neighbouring property, the street and other public spaces. Policy DM1 *Achieving a High Standard of Development* in relation to privacy has regard to:
- the prevailing character of privacy in the area and the need to make effective use of land;
 - the overlooking relationship between windows and outdoor spaces;
 - the distances between facing windows to habitable rooms and kitchens; and;
 - the relationship between buildings and site boundaries.
- 6.5.10 The proposed site is situated within a town centre location, with many examples of residential accommodation located above commercial units, along with purpose built flatted developments. Generally speaking, future occupiers seeking to live in town centre locations would be more likely to have different aspirations to the amount of privacy as would, say future occupiers to a suburban area. Given that there are many examples of residential accommodation above commercial units, it is reasonable to conclude that this is an acceptable form of development.
- 6.5.11 The residential units located on the front elevation would look out onto Station Road and properties on the opposite side of Station Road. To the rear of the site, the properties would face out towards the Congress House development. The proposed development would be approximately 22.0m to the properties fronting Station Road opposite, which is considered to be an acceptable separation distance.
- 6.5.12 The neighbouring property to the rear, Congress House, is a seven storey building which is currently in office use (B1 use class). The applicant owns that property also and has permission under the Prior Approval regime to convert the existing office space into residential flats (reference P/3134/17/PRIOR). At its closest point, the proposal would be positioned 4.65m from that neighbouring building. However, the windows in the subject proposal would be set at a 70 degree angle to the south elevation of that building and at such an angle, the impact on the privacy within both properties is considered acceptable. The amenity space for the units closest to Congress House (units 5 and 9) are set in the north elevation and take the form of winter gardens, which would ensure sufficient privacy for future occupiers.
- 6.5.13 The rear facing windows in the inset section of the building would serve a corridor and the access to the rear lift core, and those windows would be positioned close to the north facing balcony and north facing windows in the proposed adjacent flats. A condition has been recommended to ensure that those corridor windows would be obscure glazed and non-openable below 1.70m above finished floor level to prevent any loss of privacy to the north facing windows and balconies.

6.5.14 It is considered that the relationship with neighbouring properties would be acceptable, especially given the town centre location. The proposed future occupiers of the development would therefore have an adequate level of privacy afforded to them.

Dual Aspect

6.5.15 The SPG seeks to avoid single aspect dwellings where: the dwelling is north facing (defined as being within 45 degrees of north); the dwelling would be exposed to harmful levels of external noise; or the dwelling would contain three or more bedrooms. Policy DM1 *Achieving a High Standard of Development* undertakes to assess amenity having regard to the adequacy of the internal layout in relation to the needs of future occupiers.

6.5.16 The orientation of the development results in single aspect east and west facing units. Where possible, the proposed residential accommodation is dual aspect, such as in the northern units.

6.5.17 In the case of flat seven, a three bedroom flat would have a single, western aspect, which would not strictly comply with the SPG. However, that flat would not be overly deep and would include a large proportion of glazing in the front elevation, which would ensure all habitable rooms are well-lit with an acceptable outlook. It is noted that by reason of the site constraints, achieving dual aspect units is not always possible, and in this case it is considered that, on balance, one, three bedroom single aspect unit is acceptable as it would be west facing and would not be exposed to harmful levels of external noise levels.

Internal Noise

6.5.18 The SPG seeks to limit the transmission of noise from lifts and communal spaces to sensitive rooms through careful attention to the layout of dwellings and the location of lifts. The SPG also recognises the importance of layout in achieving acoustic privacy. Both of these points are picked up by Policy DM1 *Achieving a High Standard of Development* which undertakes to assess amenity having regard to the adequacy of the internal layout in relation to the needs of future occupiers and, at paragraph 2.15 of the reasoned justification, echoes the SPG position on noise and internal layout.

6.5.19 Whilst the proposed vertical stacking does result in some bedrooms being positioned above or below living rooms, and that bedrooms are positioned next to lift shafts in flats 1 and 6, it is noted that the additional storeys proposed would be required to meet Building Regulation standards in this regard. Accordingly, it is considered that the vertical and horizontal positioning of rooms within the proposed development is acceptable.

Daylight, Sunlight and Outlook

- 6.5.20 The SPG establishes no baseline standard for daylight or sunlight. Policy DM1 *Achieving a High Standard of Development*, in seeking a high standard of amenity for future occupiers of a development, has regard to the adequacy of light and outlook within buildings (habitable rooms and kitchens).
- 6.5.21 Policy DM1 requires proposals to achieve a high standard of amenity and sets out the considerations for the assessment of amenity, of which light within buildings is one. The weight to be attached to this consideration, within the context of the whole amenity that would be afforded to future occupiers of the development, is ultimately a question of judgement.
- 6.5.22 The BRE Report, 'Site layout planning for daylight and sunlight: a guide to good practice' (BR209), gives advice on planning developments to make good use of daylight and sunlight, and is widely used by local authorities to help determine the impact of new development.
- 6.5.23 The applicant has submitted a Daylight and Sunlight Report in support of the proposal which concludes that all rooms meet the Average Daylight Factor (ADF) methodology suggested within the BRE guidance.
- 6.5.24 Whilst three rooms within the proposal do not meet the Annual Probable Sunlight Hours (APSH) test, the levels achieved would be only marginally below this target. The three rooms which do not meet the APSH standard face onto Station Road and the light available to those rooms is somewhat constrained by the overhanging balconies of other flats. These balconies provide amenity space for the future occupants, and on balance it is considered that the direct sunlight afforded to the amenity space outweighs the marginal reduction in light afforded to the windows below.
- 6.5.25 Considering the town centre location of the site, and the flexible interpretation stated within the BRE guidelines, it is considered that the development would provide satisfactory levels of daylight and sunlight for future residents.
- 6.5.26 It is considered that the west facing units would have an acceptable urban aspect onto College Road and the building opposite. The outlook of the east facing units would be in the direction of the neighbouring Congress House building and other commercial buildings, car parking and servicing. Whilst it is noted that such an outlook may be unappealing within a suburban location, the site is within a town centre, urban location, therefore an urban, somewhat restricted, outlook is to be expected.
- 6.5.27 The position of Congress House in close proximity to the northern most, east facing windows restricts northward aspect from them. However, the living rooms served by those windows are served by three windows in the east elevation and one in the north elevation, ensuring that sufficient outlook is achieved within those spaces.

- 6.5.28 The bedrooms within flats 5 and 9 would have north facing windows and balconies. Whilst the inset rear elevation of the building and stairwell of the building would restrict outlook to the west, views to the north and north east would remain open, which would provide adequate outlook for future occupiers.

Residential Amenity of Neighbouring Occupiers

- 6.5.29 London Plan Policy 7.6 states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings in relation to privacy, overshadowing, wind and microclimate.
- 6.5.30 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.
- 6.5.31 The proposal would increase the height of the existing building from two to four storeys and include windows in all but the south elevation. The neighbouring properties to the west would be positioned approximately 22m to the east of the subject property, on the opposite side of College Road. It is considered that this is a sufficient separation distance to prevent any harmful loss of light, outlook or overshadowing of any of the first and second floor commercial space which may have been converted into residential units in the past.
- 6.5.32 The neighbouring buildings to the north (334 and 336-338) are two storey commercial buildings with flat roofs, similar in design to the subject property. The proposal would have no undue impact on the operation of those premises. The neighbouring building beyond, and separated from 336-338 by a footpath, is no.328-332, which has been recently developed to provide 9 flats above a ground floor commercial unit (planning reference P/2427/13). That building does not include any side facing windows in the elevation facing the subject site. The proposal would be positioned at least 24m to the south of that property, and it is considered that this separation distance and the lack of windows facing the subject site would prevent any unacceptable impact on the living conditions within those properties in terms of loss of light, outlook or privacy or any unacceptable over shadowing.

- 6.5.33 Located to the east of the application property is Congress House, a seven storey office building served by Lyon Road. It is noted that this property has been through the Prior Approval process (P/3134/17/PRIOR and P/1097/17/PRIOR) to provide 54 flats. Planning permission was also recently granted for the erection of an additional storey to the building to provide additional residential accommodation. However, there is no evidence to confirm that this permission has been implemented on site. A site visit concluded that the building remained in commercial use, and no building notice has not been submitted to confirm internal works are underway therefore this consideration holds limited weight. Notwithstanding this, it is considered that the separation distance retained between windows and the angle of outlook from the windows would not result in any harmful level of mutual overlooking.
- 6.5.34 Whilst the proposal would have an impact in terms of the outlook and light available to the possible future residents of Congress House, this consideration holds limited weight, as detailed above, and this relationship is therefore considered acceptable in this instance.
- 6.5.35 The neighbouring properties to the south (354-360) consist of two storey commercial properties. No planning permission has been approved to extend these properties vertically or introduce residential units, therefore no loss of amenity would occur.

Conclusion

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

6.6 Traffic, Parking, Access, Servicing and Sustainable Transport

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

- 6.6.2 The application site proposes 9 residential units, with a marginally reduced commercial floor space on the ground and first floor. The application has a Public Transport Accessibility Level of 6, which is excellent. As such, it is considered that the provision of a car free development, in this highly sustainable location would be acceptable. Furthermore, it is noted that the application site is located within a non-permit area, which results in residential occupiers not being able to apply for resident parking permits. Harrow's Highways team have requested that a legal agreement is implemented to ensure that future residents cannot apply for residents parking permits should the Council decide to issue them in the future. Accordingly, a recommendation in this respect has been included and it is considered that a car free scheme is acceptable in this location.
- 6.6.3 Policy DM42 states that car-free development within town centres will be supported where it can be demonstrated that, amongst other things, that the needs of blue badge holders would be met. The subject site does not include sufficient site area to provide a blue badge space for a disabled resident. Harrow's Highways team have therefore requested a contribution of £3,000 towards supporting disabled street equipment upgrades within the vicinity of the site. Accordingly, a recommendation in this respect has been included.
- 6.6.4 The proposal includes a bicycle storage area at ground floor level in the rear of the building which would be externally accessed and accessed by future occupiers via the rear access core. The proposal would provide 12 secure cycle storage spaces for the residential units and this is considered acceptable in terms of quantum and position.

Refuse storage

- 6.6.5 The refuse for the residential units would be stored in a bin store at ground floor level, accessed from the rear access lift. It would be adequate to serve the proposed number of occupants.
- 6.6.6 The existing commercial properties currently store refuse within the premises, relocating it to Station Road for collection. This existing arrangement would be maintained and is considered acceptable.

6.7 Flood Risk and Development

- 6.7.1 The site is not located within a flood zone. However, is located within a Critical Drainage Area and given the potential for the site to result in higher levels of water discharge into the surrounding drains, could have an impact on the capacity of the surrounding water network to cope with higher than normal levels of rainfall.
- 6.7.2 The Drainage Authority has reviewed the proposal and does not raise as objection to it. However, the proposed development would be required to submit further information in relation to connections from the site to Thames Water Foul Connections. The Drainage Authority consider that subject to safeguarding conditions requiring this information prior to commencement, the scheme would be broadly acceptable and would not result in flood risk within the area.

6.7.3 Subject to safeguarding conditions the development would accord with the NPPF, The London Plan policy 5.12.B/C/D, and policy DM10 of the DMP.

6.8 CONCLUSION AND REASONS FOR APPROVAL

6.8.1 The proposed development would result in a modern, contemporary extension that responds positively to the local context, and would provide appropriate living conditions for future occupiers. The site would continue to provide an active retail function within the Town Centre, as well as providing for residential accommodation which would increase the vibrancy of the town centre and housing choice within the borough.

6.8.2 For all the reasons considered above, and weighing up the development plan policies 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:

SRH342-352/PLN/200 Rev B, SRH342-352/PLN/201, SRH342-352/PLN/202 Rev H, SRH342-352/PLN/203 Rev F, RH342-352/PLN/204 Rev G, SRH342-352/PLN/205 Rev B, SRH342-352/PLN/206 Rev D, SRH342-352/PLN/207 Rev E, SRH342-352/PLN/209 Rev B, SRH342-352/PLN/210, SRH342-352/PLN/211, SRH342-352/PLN/212 Rev A, Design and Access Statement, dated October 2017, Sustainability and Energy Statement, dated 11th April 2017, Internal Daylight and Sunlight Report, dated 29th January 2018,

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

3. Materials

Notwithstanding the details shown on the approved drawings, the development shall not commence until samples of the materials (or appropriate specification) to be used in the construction of the external surfaces noted below have been submitted to, and agreed in writing by, the local planning authority:

- a) facing materials for the buildings
- b) windows/ doors
- c) balconies

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

Reason: To ensure that the development is carried out to the highest standards of architecture and materials. Details are required PRIOR TO THE COMMENCEMENT OF DEVELOPMENT.

4. Flues and pipework

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

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

5. Refuse storage

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

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

6. Communal Television Equipment

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

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

7. Restriction To Telecommunication Items

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

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

8. Secure by Design

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

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

9. Construction Management Plan

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

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

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

10. Accessibility

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

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

11. Delivery and Service Plan

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

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

12. Use of flat roof

The roof flats area of the building, at second floor level, hereby permitted shall not be used as a balcony, roof garden or similar amenity area without the grant of further specific permission from the local planning authority.

REASON: To safeguard the amenity of neighbouring residents.

13. Obscure glazing

The window(s) in the east elevation, serving the shared corridor of the approved development shall:

- a) be of purpose-made obscure glass,

b) be permanently fixed closed below a height of 1.7 metres above finished floor level, and shall thereafter be retained in that form.

REASON: To safeguard the amenity of future occupiers and neighbouring residents.

14. Foul Water Disposal

The development hereby permitted shall not commence until evidence of consent from Thames Water for the foul discharge connection has been submitted to, and agreed in writing by, the local planning authority. The development shall be carried out in accordance with the works so agreed and the works shall thereafter be retained.

REASON: To ensure that there is adequate waste water infrastructure in place to serve the development and to ensure the separation of surface and foul water systems, in accordance with Policy 5.14 of the London Plan (2016) and Policy DM 10 of the Development Management Policies Local Plan (2013). Details are required PRIOR TO THE COMMENCEMENT OF DEVELOPMENT.

Informatives

1. **Policies**

The following policies and guidance are relevant to this decision:

National Planning Policy and Guidance:

National Planning Policy Framework (2012)

The London Plan (2016):

2.13 Opportunity Areas and Intensification Areas

3.1 Ensuring Equal Life Chances for All

3.3 Increasing Housing Supply

3.4 Optimising Housing Potential

3.5 Quality and Design of Housing Developments

3.8 Housing Choice

3.9 Mixed and Balanced Communities

5.12 Flood Risk Management

5.13 Sustainable Drainage

6.3 Assessing Effects of Development on Transport Capacity

6.9 Cycling

6.10 Walking

6.12 Road Network Capacity

6.13 Parking

7.1 Building London's Neighbourhoods and Communities

7.2 An Inclusive Environment

7.3 Designing Out Crime

7.4 Local Character

7.5 Public Realm

7.6 Architecture

The Draft London Plan (2017):

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 H1 Increasing housing supply

Policy T5 Cycling

Policy T6.1 Residential parking

Local Development Framework

Harrow Core Strategy 2012

CS1 Overarching Policy

CS2 Harrow and Wealdstone

Harrow & Wealdstone Area Action Plan (2013)

AAP1 Development within Harrow town centre

AAP2 Station Road

AAP4 Achieving a High Standard of Development throughout the Heart of Harrow
AAP5 Density and Use of Development
AAP6 Development Height
AAP13 Housing within the Heart of Harrow
AAP19 Transport, Parking and Access within the Heart of Harrow

Development Management Policies Local Plan 2013

DM1 Achieving a High Standard of Development
DM2 Achieving Lifetime Neighbourhoods
DM12 Sustainable Design and Layout
DM45 Waste Management

Supplementary Planning Documents

Mayors Supplementary Planning Guidance: Housing (2016)
Harrow Supplementary Planning Document: Residential Design Guide (2010)

2. Grant without pre-application advice

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. Mayor CIL

Please be advised that approval of this application by Harrow Council will attract a liability payment £27,037.50 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 £27,037.50 for the application, based on the levy rate for Harrow of £35/sqm and the stated increase in floorspace of 772.5m²

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

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

4. Harrow CIL

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

Harrow's Charges are:

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

The Harrow CIL Liability for this development is: £84,975.

5. Considerate Contractor Code of Practice

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

6. Party Wall Act

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

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

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

"The Party Wall etc. Act 1996: Explanatory booklet" is available free of charge from: Communities and Local Government Publications, PO Box 236, Wetherby, LS23 7NB

Please quote Product code: 02 BR 00862 when ordering

Also available for download from the CLG website:

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

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: communities@twoten.com

7. Compliance with Planning Conditions

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

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

- Carrying out works in breach of such a condition will not satisfy the requirement to commence the development within the time permitted.

- Beginning development in breach of a planning condition will invalidate your planning permission.
- If you require confirmation as to whether the works you have carried out are acceptable, then you should apply to the Local Planning Authority for a certificate of lawfulness.

8. Sustainable Urban Drainage

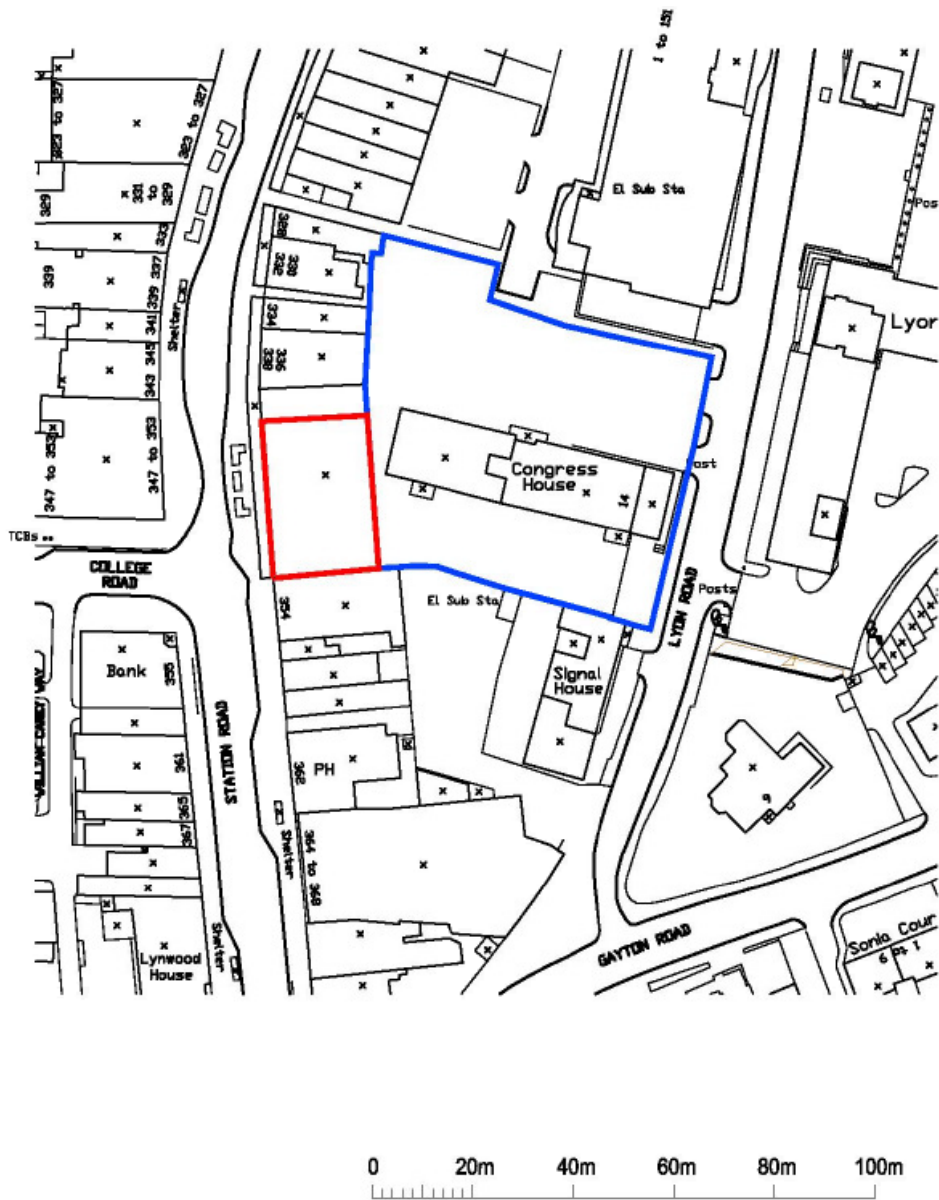
The applicant is advised that surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SUDS). SUDS are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water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

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

9. Request to remove Site Notice

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

APPENDIX 2: SITE PLAN



APPENDIX 3: SITE PHOTOGRAPHS

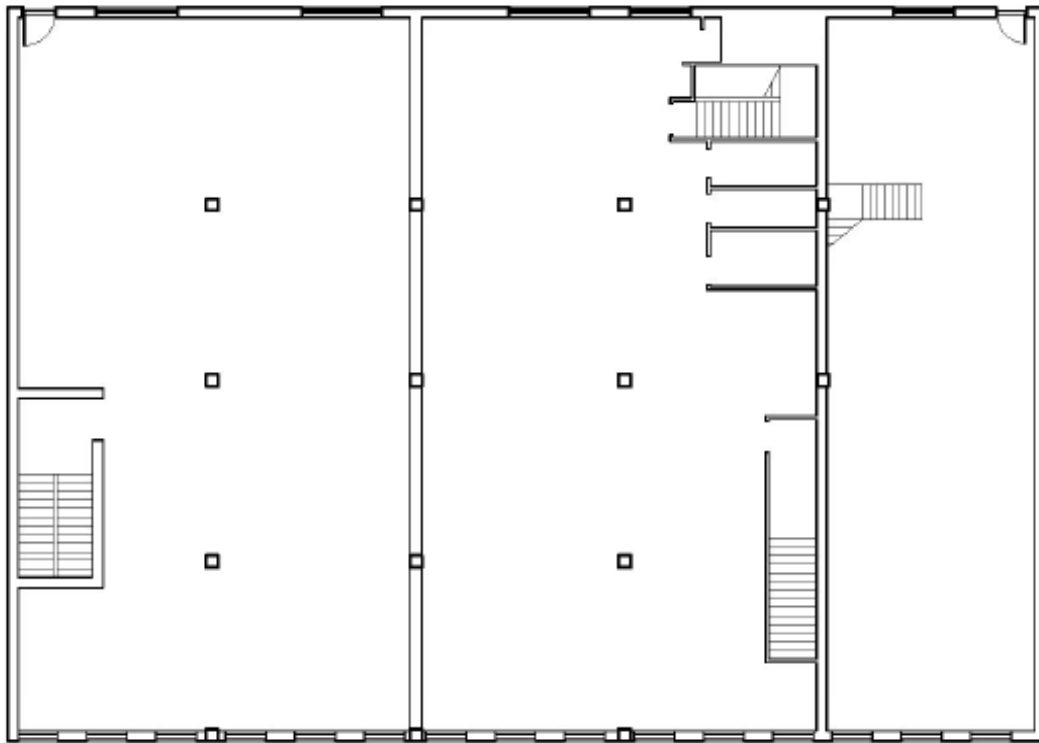
Front elevation



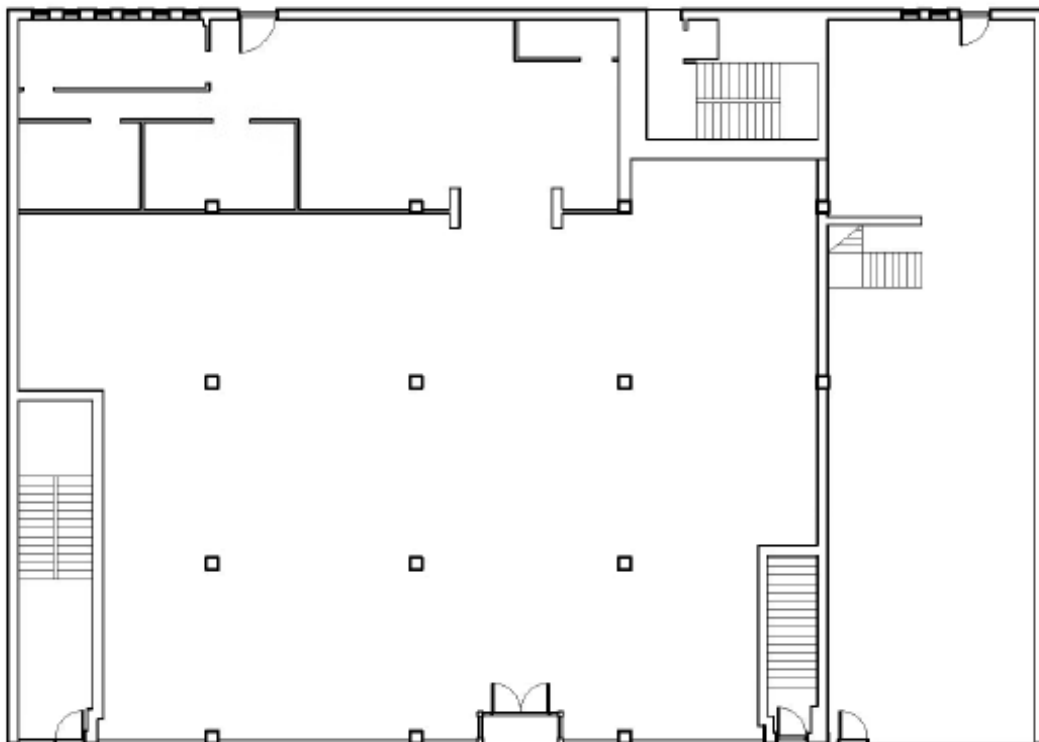
Rear elevation



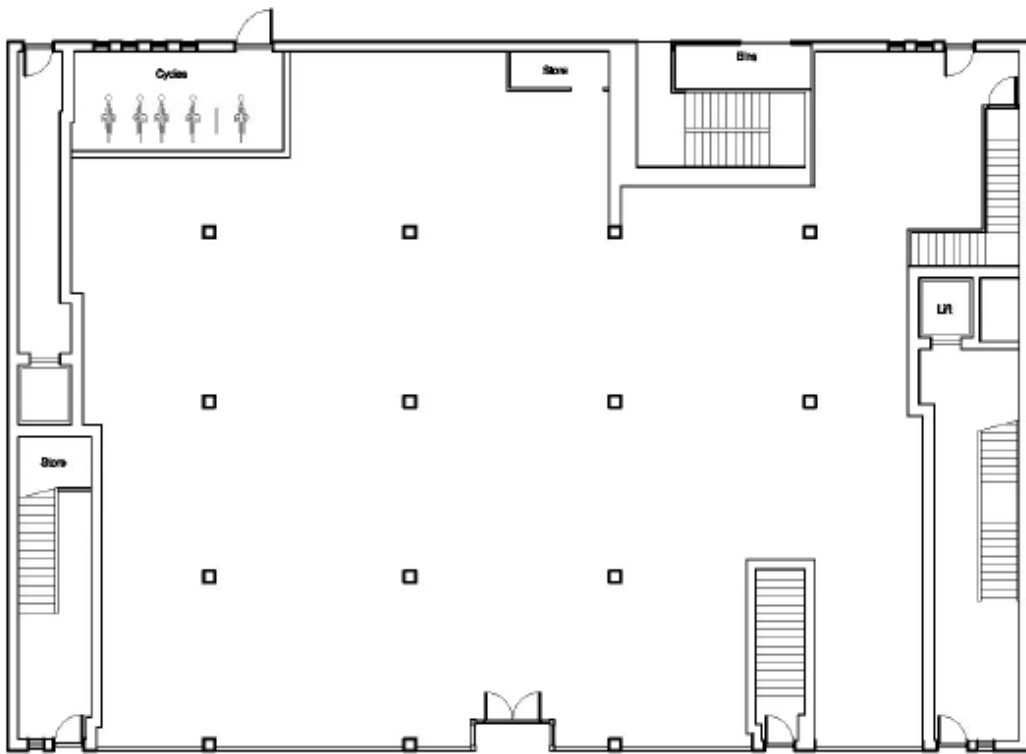
APPENDIX 4: PLANS AND ELEVATIONS



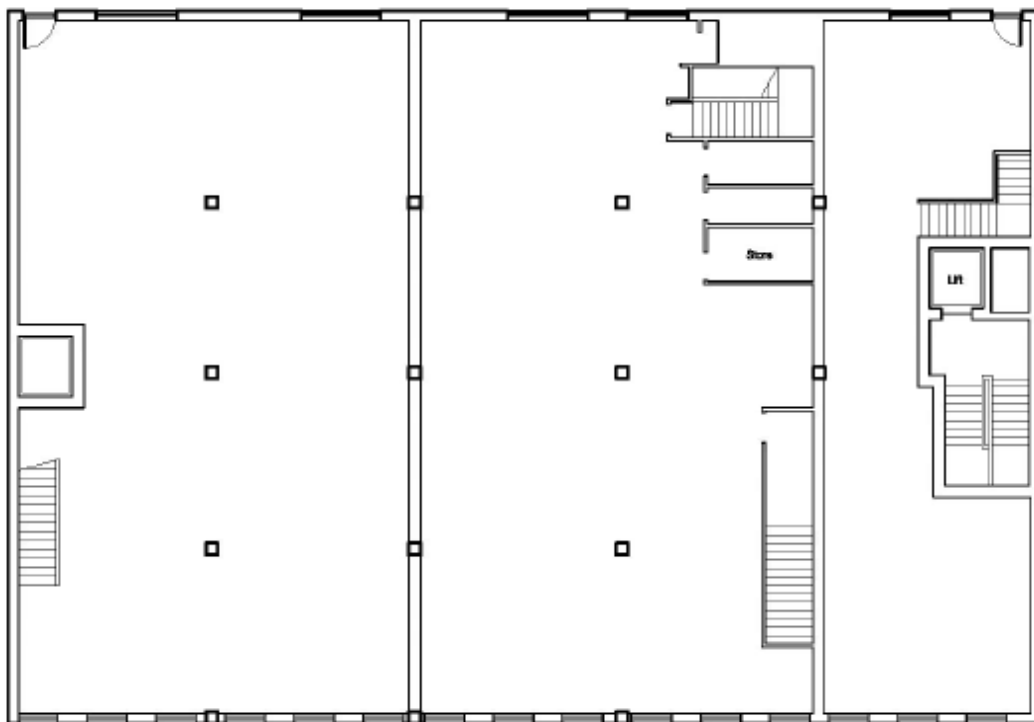
EXISTING FIRST FLOOR



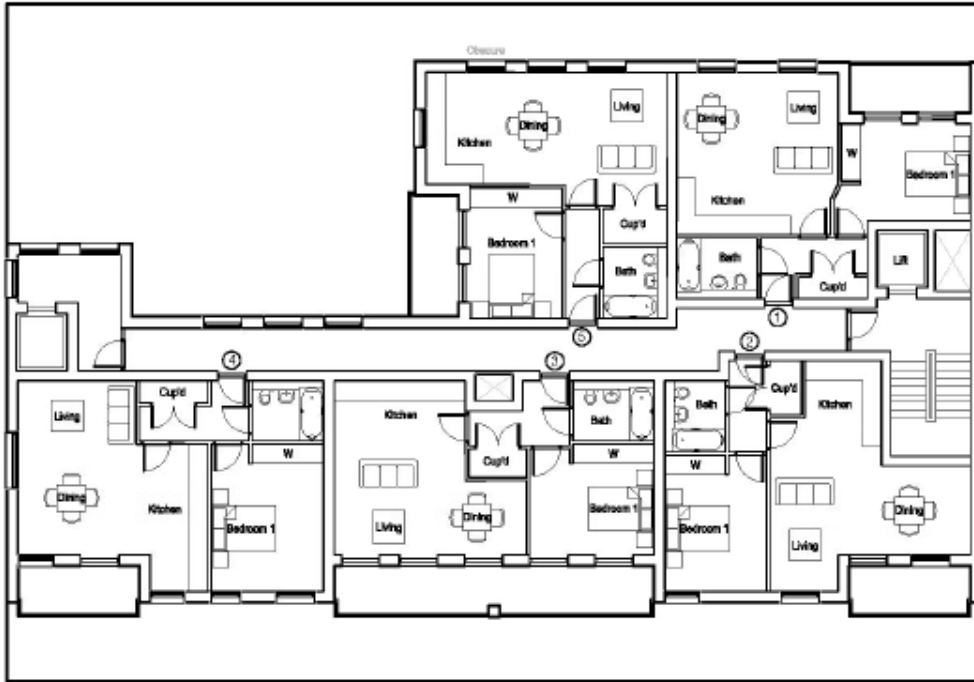
EXISTING GROUND FLOOR



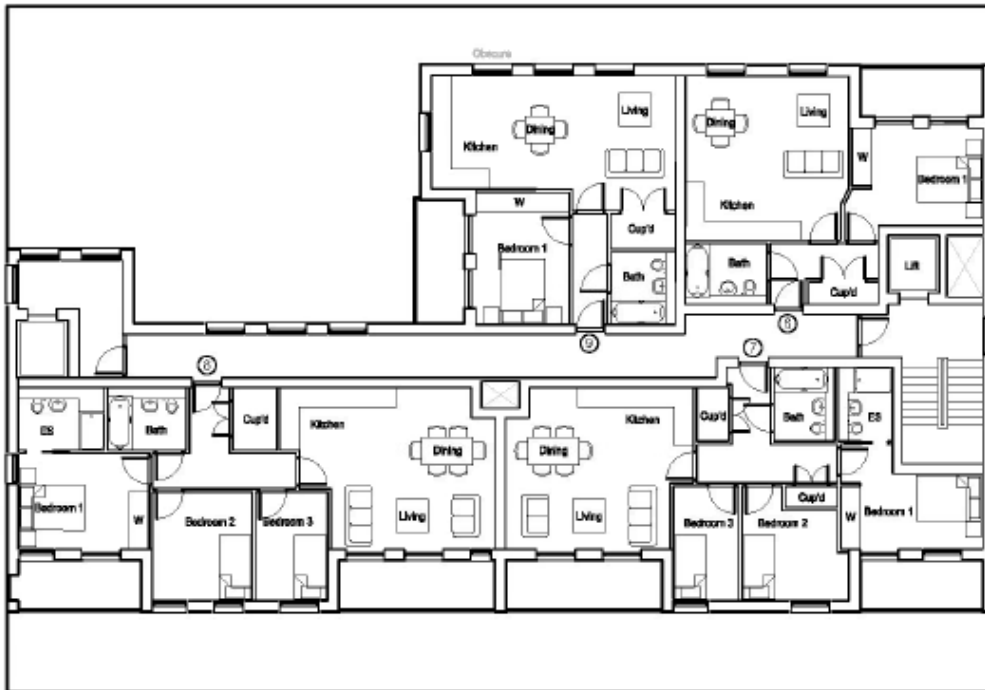
PROPOSED GROUND FLOOR



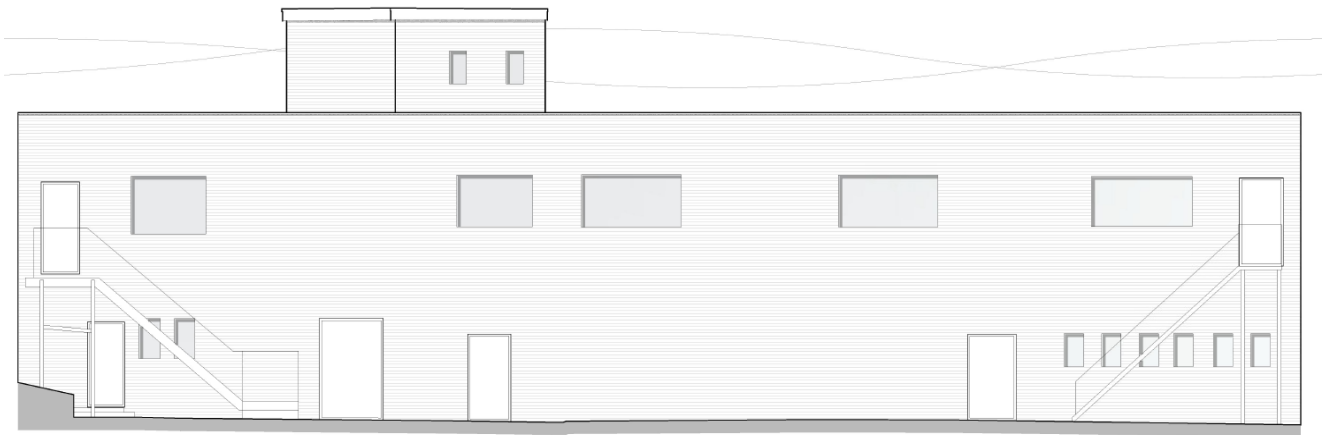
PROPOSED FIRST FLOOR



PROPOSED SECOND FLOOR



PROPOSED THIRD FLOOR



EXISTING REAR ELEVATION



PROPOSED REAR ELEVATION



EXISTING FRONT ELEVATION (STATION ROAD)

0 1m 2m 3m 4m 5m

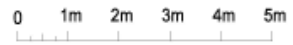


PROPOSED FRONT ELEVATION (STATION ROAD)

0 1m 2m 3m 4m 5m



EXISTING SOUTH SIDE ELEVATION



PROPOSED SOUTH SIDE ELEVATION



EXISTING NORTH SIDE ELEVATION

0 1m 2m 3m 4m 5m



PROPOSED NORTH SIDE ELEVATION

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