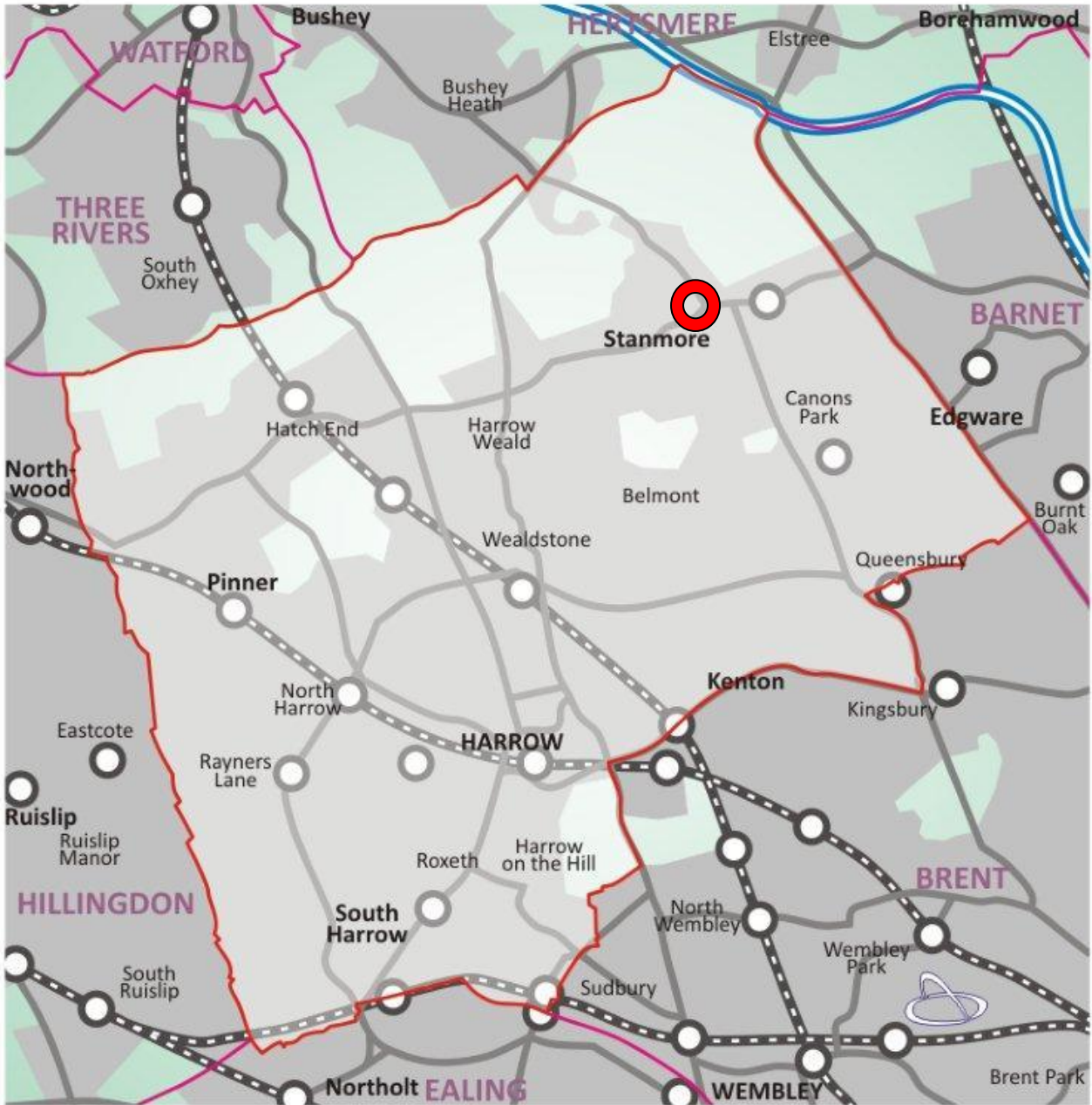
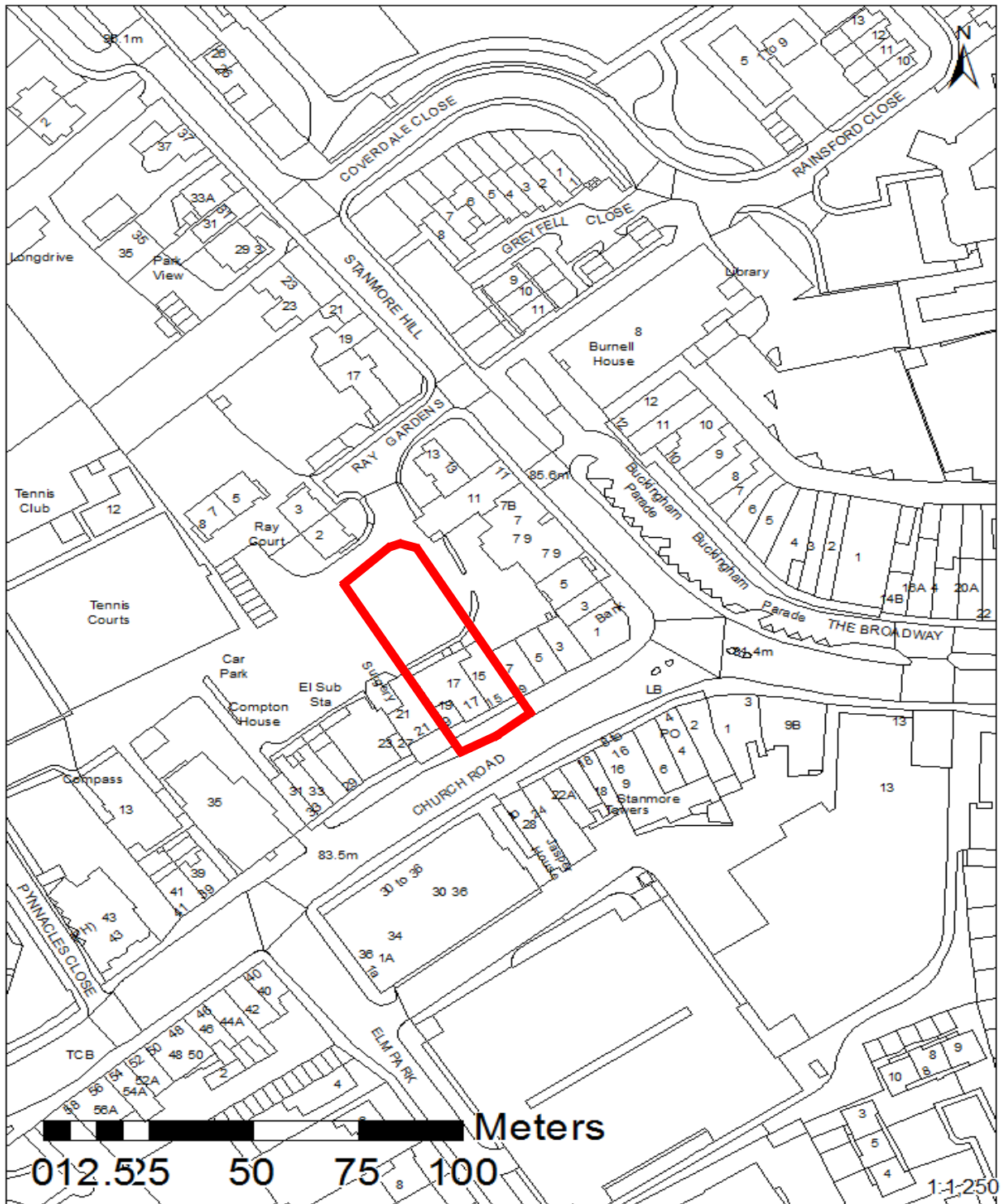


 = application site



Stanmore House, 19 Church Road, Stanmore	P/0379/18
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Stanmore House, 19 Church Road, Stanmore	P/0379/18
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LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

25th April 2018

APPLICATION NUMBER: P/0379/18
VALIDATE DATE: 07/02/2018
LOCATION: CAR PARK REAR OF 15-19 CHURCH ROAD,
STANMORE
WARD: STANMORE PARK
POSTCODE: HA7 4AR
APPLICANT: BENCAMERON LTD
AGENT: RPS CGMS
CASE OFFICER: OLIVIER NELSON
EXPIRY DATE: 29/03/2018 (EXTENDED 27/04/2018)

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.

Redevelopment to provide two storey building with accommodation in roof to create 8 flats; underground parking to accommodate 12 parking spaces; bin and cycle stores

The Planning Committee is asked to:

RECOMMENDATION A

The Planning Committee is asked to:

- 1) agree the reasons for approval as set out in this report, and
- 2) grant planning permission subject to 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:
 - i) Parking permit restriction
 - ii) Legal Fees: Payment of Harrow Council's reasonable costs in the preparation of the legal agreement

REASON FOR THE RECOMMENDATION

The proposed redevelopment of the site would provide eight new high quality dwellings which contribute to the character and appearance of the local area. The siting of the dwellings would be appropriate in this location and would not be at odds with the existing character of development in the immediate area. The proposed internal layouts, specifications and management of the proposed development would provide an acceptable standard of accommodation in accordance with Policies 3.3 and 3.5 of The London Plan (2016), Policy DM1 of the DMP (2013).

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 the Section 106 Agreement is not completed by 27th July 2018 or such extended period as may be agreed in writing by the Divisional Director of Planning, the section 106 Planning Obligation is not completed, then delegate the decision to the Divisional Director of Planning to **REFUSE** planning permission for the appropriate reason.

The proposed development, in the absence of a legal agreement to provide parking permit restrictions that directly relates to the development, would fail to ensure that the development in this location prioritises access by sustainable modes and does not place additional transport stress on the public highway, in accordance with paragraphs 35 and 36 of the National Planning Policy Framework (2012), Policy 6.13 of the London Plan (2016) and Policy DM 43 of the Harrow Development Management Policies Local Plan (2013).

INFORMATION

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

Statutory Return Type:	13 (Minor Dwellings)
Council Interest:	N/A
Additional Floorspace:	437 sqm
GLA Community Infrastructure Levy (CIL)	£15,295
Contribution (provisional):	
Local CIL requirement:	£48,070

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	Car park to the rear of 15 – 19 Church Road
Applicant	Bencameron Ltd
Ward	Stanmore Park
Local Plan allocation	N/A
Conservation Area	Within setting of Stanmore Hill Conservation Area
Listed Building	N/A
Setting of Listed Building	Setting of two Grade II listed Regents House
Building of Local Interest	N/A
Tree Preservation Order	N/A
Other	N/A

Housing		
Density	Proposed Density hr/ha	436hr/ha
	Proposed Density u/ph	186 u/ph
	PTAL	2
	London Plan Density Range	150-250
Dwelling Mix	Studio (no. / %)	0
	1 bed (no. / 88 %)	7
	2 bed (no. / 12%)	1
	3 bed (no. / %)	0
	4 bed (no. / %)	0
	5 bed (no. / %)	0
	Overall % of Affordable Housing	N/A
	Social Rent (no. / %)	N/A
	Intermediate (no. / %)	N/A
	Private (no. / %)	N/A
	Commuted Sum	N/A
	Comply with London Housing SPG?	Yes
Comply with M4(2) of Building Regulations?	Yes	

Transportation		
Car parking	No. Existing Car Parking spaces	18
	No. Proposed Car Parking spaces	12 (8 for new development), 4 (1 for persons with disability) for Stanmore House
	Proposed Parking Ratio	1:1
Cycle Parking	No. Existing Cycle Parking spaces	0
	No. Proposed Cycle Parking spaces	14
	Cycle Parking Ratio	1.1(exceeds LP requirement)
Public Transport	PTAL Rating	2
	Closest Rail Station / Distance (m)	Stanmore Station – 0.43 miles
	Bus Routes	340, 324, H12 and 142
Parking Controls	Controlled Parking Zone?	Yes – CPZ - B
	CPZ Hours	3pm – 4pm Mon - Fri
	Previous CPZ Consultation (if not in a CPZ)	-
	Other on-street controls	-
Parking Stress	Area/streets of parking stress survey	-
	Dates/times of parking stress survey	-
	Summary of results of survey	-
Refuse/Recycling Collection	Summary of proposed refuse/recycling strategy	-

PART 2 : Assessment

1.0 SITE DESCRIPTION

- 1.1 The application site relates to a car park (beyond the service road) to the rear of 15 -19 Church Road, Stanmore. The car park is currently in use and is accessed via Ray Gardens which is a turning off Stanmore Hill. The levels fall from the north to the south of the site.
- 1.2 The east and south of the application site are characterised by three/four storey buildings with flat roof profiles fronting Church Road, with a designated secondary shopping frontage on ground floor and a mixture of office and residential accommodation on the upper floors.
- 1.3 To the north of the application site is Ray Court, a development of two storey detached building with dual pitched roof profiles (located perpendicular to one another) that feature a total of eight maisonettes.
- 1.4 The application site is in the vicinity of the Grade II listed building Regents House and is in close proximity to the Stanmore Hill Conservation Area
- 1.5 The site is not in a Flood Zone. However it is within a critical drainage area.

2.0 PROPOSAL

- 2.1 It is proposed to redevelop the existing car parking to construct two storey building with accommodation within the roofspace together with basement parking to incorporate eight flats.
- 2.2 The proposal would provide a two storey building with accommodation at ground and first floor level, accommodation within the roofspace and parking at basement. The larger element of the proposal would be located further away from the properties on Ray Gardens and would also be at a lower level due to the site levels sloping downwards. This is closer to Stanmore House which is four storeys in height. Five dormers have been proposed within the roofslope to provide habitable rooms at second floor level. The height of the roof would increase by 0.1m from the previous application. Rooflights are proposed on the roof returns.
- 2.3 One new vehicle access with associated parking (12 spaces including one disabled space), landscaping, boundary treatment and cycle and refuse storage are also proposed. A ramp lifting platform is proposed and a lift is proposed to access the basement area
- 2.4 The proposal flats would be seven x one bedroom units and one x two bedroom unit. They would each feature a kitchen/dining/living area, bathroom and bedrooms. The three ground floor units would all have an outdoor terrace area, the three first floor units would have balcony areas and the two upper floor units would have inset terrace areas.

2.5 Access to the site would be via Ray Gardens as is the current situation. Access to the proposed parking would be via an underground gate which is accessed in the same way as the existing car park. Additional car parking is located to the west of the application site.

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/4078/17	Redevelopment to provide two storey building to accommodate six flats; underground parking to accommodate 12 parking spaces; bin and cycle stores	Granted 15/12/2017 Planning Committee 14/12/2017 granted the application with unanimous decision.
P/0063/17	Redevelopment to provide two storey building to accommodate six flats; underground parking to accommodate 12 parking spaces; bin and cycle stores	Withdrawn 17/03/2017
Stanmore House, 15 – 19 Church Road		
P/5140/16	Conversion of first and second floor offices (class b1a) to 8 self-contained flats (class c3) (prior approval of transport & highways impacts of the development, contamination and flooding risks on the site and impacts of noise from commercial premises on the intended occupiers of the development)	Granted 19/12/2016

4.0 CONSULTATION

4.1 A Site Notice was erected on 09/02/2018, expiring on 02/03/2018.

4.2 Press Notice was advertised in the Harrow Times on the 15/02/2018 expiring on 08/03/2018.

4.3 The application was advertised as being within the setting of a Listed Building and within the character of a Conservation Area.

4.4 A total of 47 consultation letters were sent to neighbouring properties regarding this application. Letters were sent out on 07/02/2018.

4.5 The overall public consultation period expired on 08/03/2018.

4.6 Adjoining Properties

Number of letters Sent	47
Number of Responses Received	3
Number in Support	0
Number of Objections	3
Number of other Representations (neither objecting or supporting)	0

4.7 Three letters of objections were received from the adjoining residents in Stanmore House.

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

Details of Representation	Summary of Comments	Officer Comments
Michael Levy & Co Chartered Accountants	Objects to the application due to: <ul style="list-style-type: none">The car park is currently used by the occupants and long leaseholders of Stanmore House. The proposed development is to use the parking spaces that are occupied and used by the long leaseholders of	Please see the Residential Amity section 6.5 and Transport section 6.6 which discusses the objections raised.

	<p>Stanmore House. An application can't proceed without first dealing with existing use of the car parking spaces.</p> <ul style="list-style-type: none"> • The new application is excessive. It will increase the bulkiness of the area, and impede local facilities and encroach on light for Stanmore House and Local dwellings. • By adding a further two more flats, the development will cause even further congestion and affect the users of Stanmore House and any pending/current applications/consents on Stanmore House. • The area is too congested to take an additional eight flats. • Development would restrict access for emergency vehicles. • Such development would not produce quality units and would have an adverse impact on the local area and existing residents. • The height of the building would affect light and enjoyment of local users/residents • The leaseholders of Stanmore House already have use and rights over this area 	
Anthony Cowen Chartered Accountants	Same as above	Noted.
Sterling Estates Management	Same as above	Noted

4.9 Statutory and Non Statutory Consultation

4.10 The following consultations have been undertaken:

4.11 External Consultation

4.12 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
Metropolitan Police Service – Design out Crime Officer	A condition should be added stating that the development would achieve Secure by Design accreditation	The application can achieve the physical security requirements of Secured by Design

4.13 Internal Consultation

Consultee	Summary of Comments	Officer Comments
LBH Highways	<p>Transport statement is acceptable and the development on site would not have a significant on the surrounding highway.</p> <p>The level of parking is acceptable and the level of cycle parking exceeds requirements.</p> <p>Disabled parking spaces are required for each wheelchair accessible unit and electric vehicle charging points will be required at a rate of 20% active and 20% passive for the residential element.</p> <p>A Construction Logistics Plan should be secured by condition pre-commencement. The applicant should be mindful of other development work in the vicinity and include</p>	A condition for Construction Logistics Plan and Cycle parking has been attached

	collaboration/co-ordination measures where possible in order to minimise disruption.	
LBH Design Officer Comments	No objection to the proposal. The proposed dormers are considered acceptable	
LBH Drainage Team	Drainage details to be conditioned to account for Surface Water Attenuation and Storage, Surface Water Disposal and Foul Water Disposal. Basement protection details for ground water flooding Hardstanding permeable paving	Conditions attached
LBH Landscape architect	No objections subject to conditions	Conditions attached
LBH Conservation Officer	This proposal is also in the setting of the Stanmore Hill Conservation Area. The proposal would preserve the setting of both the listed building and the conservation area. This is due to its siting leaving a gap behind the listed house and away from the conservation area. Scale and design would be similar to surrounding traditional development. Therefore the proposal is appropriate subject to high quality materials and details. This matter should be conditioned.	Noted within the report

LBH Waste Officer	No comments received	Condition for refuse storage added
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5.0 POLICIES

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

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

5.2 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 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
 Layout, Design, Character and Appearance of Area
 Housing Supply, Mix and Density
 Residential Amenity and Accessibility
 Drainage
 Traffic and Parking
 Sustainability

6.2 Principle of Development

6.2.1 Paragraph 12 of the NPPF states that:

'This National Planning Policy Framework does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise.'

6.2.2 Unlike the Harrow Unitary Development Plan, there is no policy within the Development Management Policies Local Plan 2013 which favours proposals for the retention, extension, alteration and/or adaptation of residential dwellings, in preference to redevelopment. However, policy DM12 states that 'proposals that fail to take reasonable steps to secure a sustainable design and layout of development will be resisted'.

Provision of new Residential Accommodation

6.2.3 Having regard to the planning designations on the site, there are no development plan policies that specifically preclude the provision of residential dwellings here. It should be noted that the principle for the provision of residential dwellings has been previously granted here on 15/12/2017 under reference (P/4078/17).

6.2.4 The application site is not an identified site within the Sites Allocation Local Plan (2013), but is a previously-developed site. This site can be considered to be a windfall site for the provision of new housing insofar as it is not an identified site, but the provision of housing on this site would contribute to the strategic vision of Policy 3.3 of The London Plan (2016) which recognises the need for more homes throughout Greater London and Policy CS1 of the Harrow Core Strategy (2012) with regards to the provision of additional housing within the borough.

6.2.5 Policy DM 24 of the Harrow Development Management Policies Local Plan (2013) requires that proposals secure an appropriate mix of housing on the site and contribute to the creation of inclusive and mixed communities. The appropriate mix of housing should have regard to the location of the site, the character of its surroundings and the need to optimise housing output on previously developed land.

6.2.6 The proposed residential use would be consistent with surrounding land use. The use of the land for residential uses could therefore be supported in principle and would make a contribution to the housing stock in the borough. For these reasons it is considered that the principle of the use of this site for the provision of housing is acceptable, subject to consideration of further policy requirements as detailed below.

6.3 Regeneration

6.3.1 Given the location of the site with its Public Transport Accessibility Level (PTAL) of 2 and the scale and intensity of surrounding development, the site is currently considered to be underutilised. The London Borough of Harrow published a Regeneration Strategy for 2015 – 2026. The objective of this document is to deliver three core objectives over the plans life, which include;

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

6.3.2 The proposed scheme would help to generate new jobs and in turn the new occupiers would help the existing businesses to thrive, it would achieve the overall aspiration of regeneration of the Borough by helping to meet the demands of a growing population. Furthermore, the proposed development would aid in the regeneration of the Borough as it would result in new residential accommodation within the neighbourhood, and would help to promote housing choice, meet local needs, and to maintain mixed and sustainable communities.

6.4 Layout, Design, Character and Appearance of area

6.4.1 National Planning Policy Framework (2012) advises at paragraph 58 that planning policies and decisions should aim to ensure that developments should optimise the potential of the site to accommodate development and respond to local character and history and reflect the identity of local surroundings and materials.

6.4.2 The London Plan (2016) policies 7.4B and 7.6B set out the design principles that all boroughs should seek to ensure for all development proposals. 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. The London Plan (2016) policy 7.6B states, inter alia, that all development proposals should; be of the highest architectural quality, which complement the local architectural character and be of an appropriate proportion composition, scale and orientation.

6.4.3 Core Policy CS(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; extensions should respect their host building.’

- 6.4.4 Policy DM 1 A of the Local Development Management Policies Local Plan (2013) states that: “All development and change of use proposals must achieve a high standard of design and layout. Proposals which fail to achieve a high standard of design and layout, or which are detrimental to local character and appearance will be resisted”. It goes on to say that:
“The assessment of the design and layout of proposals will have regard to:
a: the massing, bulk, scale and height of proposed buildings in relation to the location, the surroundings and any impact on neighbouring occupiers;
b: the appearance of proposed buildings, including but not limited to architectural inspiration, detailing, roof form, materials and colour, entrances, windows and the discreet accommodation of external services;
c: the context provided by neighbouring buildings and the local character and pattern of development;
d: the provision of appropriate space around buildings for setting and landscaping, as a resource for occupiers and to secure privacy and amenity;
e: the need to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit;”
- 6.4.5 Paragraph 4.6 of the Council’s adopted SPD (2010) states that ‘The design and layout of new development should be informed by the pattern of development of the area in which it is situated. The continuity of building lines, forecourt depths, road layout, space about the building and rear garden areas are likely to be important components when redeveloping sites within existing residential areas’. In addition, paragraph 4.16 makes clear that development proposals should recognise the scale, massing and roof form of the surrounding buildings.
- 6.4.6 The building envelope has taken on board the position of the maisonettes on Ray Gardens and the rear building profiles of the properties on Stanmore Hill. The massing of the building although two storeys with habitable roof space, would appear as two storey; and would read well with the height of the neighbouring properties. The height proposed would increase by 0.1m in order to accommodate the habitable rooms at roof level. The sloping nature of the site helps to allow the proposed building to fit into the site without impacting significantly on the neighbouring properties. The use of front gables helps to mirror the existing character of the properties on Ray Gardens. The roof form proposed is in line with the local pattern of development namely the front gable roofs of properties on Ray Gardens. The proposal would have gable ends with equal sizes. The symmetry would further enhance the design of the proposal.
- 6.4.7 The building would have two main forms, larger/wider wing closest to the rear of the office/retail buildings of properties on Church Road. The width of this wing is in keeping with the properties on Church Road which are predominantly three to four storeys with a series of windows on the front and rear. The massing on this element is considered to have taken on the existing appearance of Church Road without impacting on the residential amenity of the properties on Ray Gardens. This will be discussed in turn at within the amenity section. The

smaller element to the north of the site would mirror the same width and depth as no.1 and 2 Ray Gardens.

- 6.4.8 The west elevation has been designed to have bricked up window recesses. This would be articulated with inset bricks to mimic the window pattern and create visual interest on what was previously a blank elevation. 'Hit and miss' brickwork will also help to give relief and contribute positively to the quality environment in this context. The lack of fenestration would help to reduce potential overlooking and would also help to reduce any potential harm any future development could cause to any habitable windows. The proposed dormers have been placed on the south and north elevations. This would add fenestration at second floor level and would face onto the existing car-parks and the rear elevations of the properties on Stanmore Hill. The relationship of the fenestration would be similar to that of fenestration at ground and first floor levels on the north and south elevations.
- 6.4.9 The building would have a mixture of brick beige and brick crème brickwork. In order to add variation to the design a mixture of Hit and Miss beige brickwork and Hit and Miss crème brickwork is also proposed. The hit and miss brickwork would combine the two main wings which are either brick or beige. The choice of brick and colour is inspired by the local context and the facades take inspiration from the existing surroundings. It is considered that the design would not impact on the nearby Grade II listed Regent House or the nearby Stanmore Hill Conservation Area. The proposed building would be of a scale and form that would not detract from the character of the area. The proposed design and detailing of the building would complement and enhance the setting of the adjoining heritage assets.
- 6.4.10 In relation to the design and layout of new residential development, paragraph 4.13 of the Council's adopted SPD (2010) states that 'Building forecourts make a particularly important contribution to streetside greenness and leafy, suburban character in Harrow's residential areas. The proposed building would occupy the majority of the site. An entrance has been created to the front where the site is accessed from Ray Gardens. The proposed dormers would be visually contained within their respective roofslopes. There would be tree planting at the very front, with a mixture of hard and soft landscaping with small communal area benches and appropriate lighting. A condition has been attached seeking further detail of the proposed hard and soft landscaping. The refuse storage areas would have flat roofs and there is potential to provide green roofing which would help to enhance biodiversity within the site. The bollard lighting would help to keep the area well lit in the evening times and would go some way to designing out crime and seeking Secure By Design (SBD) accreditation. A condition has been attached to ensure that this new development seeks to achieve this. The applicant has been in discussions with the SBD officer and is aware of the accreditation requirements.
- 6.4.11 Policy DM23 of the Development Management Policies Local Plan states that 'all proposals will be required to make on-site provision for general waste, the separation of recyclable materials and the collection of organic material for composting'. In terms of character and appearance, this policy requires refuse

storage bins to 'be located and screened to avoid nuisance to occupiers and adverse visual impact'. The storage of refuse bins is identified in the front garden area within an enclosure. This would allow for the refuse bins to be collected on collection day and would be within 10 metres of the road to aid the collection process. In order to protect the visual amenity for the proposed flats, the refuse bins would be screened within timber housing. A condition has been added for the siting of refuse storage areas within the forecourt.

6.4.12 It is considered that the proposed siting of the building to the rear of the Grade II Listed Regents House and within the setting of the Stanmore Hill Conservation Area would preserve the setting of both the Listed building and the Conservation Area. The proposal is considered acceptable due to its siting which is set behind the listed building and set away from the Conservation Area. The scale and design of the flats would be similar to the surrounding traditional development. The proposal is considered appropriate subject to high quality materials and details.

6.5 Residential Amenity

6.5.1 Policy 7.6B, subsection D, of The London Plan states that new buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate.

6.5.2 Following on from this, Policy DM1 of the DMP states that "*All development and change of use proposals must achieve a high standard of privacy and amenity. 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 development, will be resisted (c)*". "*The assessment of privacy and amenity considerations will have regard to:*

- a. the prevailing character of privacy and amenity in the area and the need to make effective use of land;*
- b. the overlooking relationship between windows and outdoor spaces;*
- c. the distances between facing windows to habitable rooms and kitchens;*
- d. the relationship between buildings and site boundaries (applying the Council's 45 degree code where relevant);*
- e. the visual impact of development when viewed from within buildings and outdoor spaces (applying the Council's 45 degree code where relevant);*
- f. the adequacy of light and outlook within buildings (habitable rooms and kitchens) and*
- outdoor spaces (applying the Council's 45 degree code where relevant);*
- g. the adequacy of the internal layout of buildings in relation to the needs of future occupiers and any impact on neighbouring occupiers;*
- h. the impact of proposed use and activity upon noise, including hours of operation, vibration, dust, air quality and light pollution; and*
- i. the need to provide a satisfactory quantum and form of amenity space for future occupiers of residential development.*

Impact on neighbouring dwellings

- 6.5.3 The proposed northern flank elevation would be set-in between 2.7m and 3.5m in from the boundary with Ray Gardens. The proposed front elevation (Eastern elevation) has been set further back in order to reduce the impact on the maisonettes on Ray Gardens which is aided by the slope in levels from this property. The height of the flats closest to the boundary with the property would be similar to that of the maisonettes on Ray Gardens. The front of the property is set between 18 – 21 metres away from the rear fenestration to the properties. The distance helps to reduce direct overlooking to the habitable room windows of the properties on Stanmore Hill.
- 6.5.4 The proposed western elevation would essentially be a blank façade. This would have a recessed window appearance which would be finished with brick rather than glass. No windows are proposed on this side elevation and this design feature is mindful of the fact the application site is a backland development and that the adjoining site is a car park which could be developed in the future.
- 6.5.5 The proposed building has been designed with pitched roofs and gables as to protect neighbouring amenity by way of not breaching the 45 degree line on any of the habitable room windows. The southern flank elevation of the property on Ray gardens has a single window at ground and first floor. These are to non-habitable windows; as such the position of the new building is unlikely to have an unacceptable level of harm to this neighbour. The dormers would face onto side elevation of the properties on Ray Gardens and the rear of the 15 -19 Stanmore House. The dormers would not be overlooking any habitable room windows on the properties on Ray Gardens and any views would be above the existing roof of these properties. The windows on the Southern flank would face onto rear windows of the offices at Stanmore House, this would be at a distance of 14 metres and the relationship between the windows at dormer level and those at the offices at a higher level would be no different to the relationship which was granted previously at the application site.
- 6.5.6 It is considered that the levels of traffic generated from the new dwellings would not give rise to a noticeable increase in traffic levels over and above the existing situation.

Impact on the Amenity of the Intended Occupiers of the Houses

- 6.5.7 Policy 3.5 of the London Plan (2016) sets out several criteria for achieving good quality residential development. The policy aims to ensure that developments enhance the quality of local places and create homes that reflect the minimum space standards and are fit for purposes in other respects. The Mayor's Housing SPG sets out detailed guidance on a range of matters relating to residential quality, incorporating the Secured by Design principles, and these form the basis for the assessment below. Core Strategy Policy CS1K 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.

- 6.5.8 The London Plan and Local Plan policies on housing development must be viewed in the context of the forecast growth across London and Harrow’s spatial strategy for managing growth locally over the plan period to 2026. These are set out in the Principle of Development section of this report (above). The proposal’s eight (net) homes contribution to housing supply ensures that this underutilised site makes an appropriate contribution to the Borough’s housing need over the plan period to 2026 and to fulfilling the Core Strategy’s target for the Harrow & Wealdstone sub area.
- 6.5.9 Policy 3.4 of The London Plan seeks to optimise housing output from development by applying the sustainable residential quality density matrix at Table 3.2 of the Plan. Supporting text to the policy makes it clear that the density matrix is only the start of planning for housing development and that it should not be applied mechanistically. Further guidance on how the matrix should be applied to proposals is set out in the Mayor’s Housing SPG (2016).
- 6.5.10 The application site area is 0.0431 hectares and it has a public transport accessibility level (PTAL) score of 2 indicating a poor level of public transport accessibility. Within the definitions of the London Plan density matrix, the site is considered to have an urban setting. The proposal, taken as a whole, equates to a density of 186 units per hectare¹ and of 436 habitable rooms per hectare². The densities would be above the overall matrix ranges for urban setting sites with a PTAL 2, being between 50 - 95 units per hectare and 150-250 habitable rooms per hectare. However, as noted above, the matrix is only the starting point for considering the density of development proposals. Due to the low PTAL rating and the provision of additional two flats from the previous application it is noted that the density would be expected to rise.
- 6.5.11 The following is a breakdown of the proposed housing mix across the scheme:

Housing Mix		
Unit Size	No. of Units (Total)	% of All Units
1 Bed (two person)	7	88%
2 Bed (four person)	1	12%
Totals:	8	100%

- 6.5.12 Overall, it is considered that the proposed development would provide a satisfactory density and mix of residential accommodation within the site. The proposed one bedroom units and two bedroom unit would provide an increased stock of housing within the borough and would therefore comply with policies and guidance listed above.
- 6.5.13 It is considered that the adequate Gross Internal Area and the adequate room size and layout of the proposed flats would result in an acceptable form of

¹ Calculated as: 6 dwellings divided by 0.04ha x 1ha.

² Calculated as: (2.5x6) habitable rooms divided by 0.04ha x 1ha.

accommodation, compliant with The London Plan (2016), the adopted Technical Housing Standards (2015) and the Council's adopted SPD (2010). As such, this planning application is considered acceptable in this regard.

- 6.5.14 Policy DM27 Amenity Space of the Development Management Policies Local Plan document states that the appropriate form and amount of amenity space should be informed by the Mayor's Housing Design Guide (i.e. the SPG) and criteria set out in the policy. The ground floor units would have rear amenity space either a terrace or balcony area. The flats at upper floor levels would have balcony areas to mirror this. The amount of amenity space provided for the seven, one bed flats are marginally less than the required five sqm of private outdoor/external spaces space required by the Housing SPG. The spaces while marginally short of the minimum standard would help to provide private open space within a constrained site for the future occupiers. The two bedroom flat would exceed the minimum outdoor space for a flat of this type as set out in Standard 26 of the Housing SPG (2016). The front courtyard is intended to be used by the occupiers of the eight flats. In order to protect the privacy of the ground floor flat windows, a series of ornamental planter screens have been proposed. This offers a soft solution to protect the amenity of the future occupiers rather than a hard solution of timber fencing.
- 6.5.15 Policy DM2 of the DMP and policies 3.5 and 3.8 of The London Plan (2016) seek to ensure that all new housing is built to 'Lifetime Homes' standards. Furthermore, The London Plan policy 7.2 requires all future development to meet the highest standards of accessibility and inclusion. Supplementary Planning Document Accessible Homes 2010 (SPD) outlines the necessary criteria for a 'Lifetime Home'. While the above policies require compliance with Lifetime Home Standards, in October 2015 these standards were replaced by New National Standards which require homes to meet Building regulation M4(2) - 'accessible and adaptable dwellings'. A Condition would be attached to ensure that the proposed development meets regulation M4(2) of the Building Regulations which would secure an appropriate standard for future occupiers and make the units accessible to all.

6.6 Traffic and Parking

- 6.6.1 The London Plan (2016) policies 6.3, 6.9 and 6.13 seek to regulate parking in order to minimise additional car travel and encourage use of more sustainable means of travel. Core Strategy Policy CS 1 R and policy DM 42 of the Development Management DPD, also seeks to provide a managed response to car use and traffic growth associated with new development.
- 6.6.2 Table 6.2 of the London Plan (2016) states that dwellings in this location should have no more than one space per unit. The existing car park has eighteen spaces, the new parking area would have a total of 12 parking spaces. Eight of these parking spaces would be provided for the eight flats. Due to the existing arrangement at the car park, four would be provided for Stanmore House. However if the prior approval scheme is implemented, then the six spaces would be split as four for the ground floor A2 unit, one disabled space and one visitor space. If the scheme is not implemented then once the current leases run

out two parking spaces would be for Stanmore House and four for the ground floor A2 unit. The proposed level of parking at a ratio of 1:1 is acceptable considering the size of the proposed units and the poor Ptal location. There is the possibility of overspill parking taking place in the roads surrounding the development site. In order to reduce potential parking stress in the locality the application would be parking permit restricted via a Section 106 agreement.

6.6.3 The Council's Highway officers were consulted on the proposal and raise no objection to the proposal, subject to a Construction Logistics Plan to ensure construction activities such as deliveries do not cause a detrimental impact upon the highway network. A condition has been placed requesting that development shall not take place until full details are received. This condition is considered a necessity in order to mitigate the impacts of the construction phase on neighbouring amenity.

6.6.4 Policy 6.9 and table 6.3 of The London Plan require the provision of one secure cycle parking space for the one bed dwellings and two secure cycle spaces per dwelling for the two bedrooms. A total of 14 cycle parking spaces have been proposed which would meet the London Plan requirements in the aforementioned policy. The cycle store has been proposed in two locations to the front close to the junction with Ray Gardens at street level and at lower ground level. Two cycle stores are proposed to the front and the bicycles can be easily accessed from the street and one at lower ground floor level. Five wall mounted bike racks are also proposed at lower ground floor level. This type of cycle parking is not preferred and has implications on the ability of people to use such an overhead rack. As such this element of the proposal is unacceptable and spaces 6 – 10 should be provided in a cycle store. Additional details would be needed in order to assess the appearance of the cycle storage and this would be added by way of condition in order to ensure the proposal accords with Policy 6.9 of the London Plan and that the bicycles are safe/secure and retained in this position.

6.7 Development and Flood Risk

6.7.1 The site is located within a critical drainage area. The proposal would result in a more intensive use of the existing car parking site. As such there is the potential for surface water run off rates to increase. Policy DM10 was introduced to address surface run-off and flood risk from developments.

6.7.2 Under planning the applicant is advised to contact Thames Water as they would need to connect the surface and foul water drainage connections to the public sewer and would consent for this. the applicant will be advised by way of a condition for additional information on the drainage layout, details of flow restrictions and Sustainable Urban Drainage Systems with a maintenance plan

6.7.3 The submitted Flood Risk Assessment states that the site is located in Flood Zone 1 which corresponds with an annual risk of flooding that is less than 1 in 100. This is considered to be very low risk from surface water flooding and other sources. An underground attenuation tank has been proposed in order to achieve greenfield surface water run-off rates, which would result in a significant

reduction in flood risk within the area. The FRA demonstrates that the development would be safe, without increasing flood risk elsewhere and would reduce flood risk on the site due to underground attenuation tank to control the surface water which is generated on site.

6.7.4 The FRA submitted with this application would comply with the requirements set out in paragraph 102 of the National Planning Policy Framework which states that for areas at risk of flooding a site-specific flood risk assessment must be undertaken which demonstrates that the development will be safe for its lifetime. The FRA, provides a suitable basis for assessment to be made of the flood risks arising from the proposed development.

6.8 Sustainability

6.8.1 Policy 5.2 of The London Plan (2016) seeks to minimise the emission of carbon dioxide by being lean, clean and green, and requires all new residential development to achieve zero carbon.

6.8.2 Policy DM 12 outlines *that “The design and layout of development proposals should:*
a. utilise natural systems such as passive solar design and, wherever possible, incorporate high performing energy retention materials, to supplement the benefits of traditional measures such as insulation and double glazing;
b. make provision for natural ventilation and shading to prevent internal overheating;
c. incorporate techniques that enhance biodiversity, such as green roofs and green walls (such techniques will benefit other sustainability objectives including surface water attenuation and the avoidance of internal and urban over-heating); and
d. where relevant, the design and layout of buildings should incorporate measures to mitigate any significant noise or air pollution arising from the future use of the development.”

6.8.3 Following on from this, Harrow Council has an adopted Supplementary Planning Document in relation to Sustainable Building Design (2009).

6.8.4 A sustainability statement has been submitted and this report demonstrates significant environmental benefits of the new dwellings proposed. A highly efficient building fabric is proposed along with water saving sanitary fittings and appliances to deliver a water efficient development. A condition has been attached to ensure that the measures identified within the reports are implemented as part of the proposed development.

7.0 CONCLUSION AND REASONS FOR APPROVAL

- 7.1 The proposed redevelopment of the site would provide a high quality development comprising of a two storey building with accommodation in the roof space together with a basement area which would provide eight new residential flats. The proposed internal layouts and specifications offered by the proposed development would provide an acceptable standard of accommodation.
- 7.2 The site is currently a backland site and the principle of redevelopment has been previously established. The proposal would enhance the urban environment in terms of material presence, attractive streetscape and makes a positive contribution to the local area, in terms of quality and character.
- 7.3 The layout and orientation of the buildings and separation distances to neighbouring properties are considered to be satisfactory to protect the amenities of the neighbouring occupiers.
- 7.4 The recommendation to approve planning permission has been taken having regard to the National Planning Policy Framework 2012, the policies and proposals in The London Plan (2016), the Draft London Plan (2017), the Harrow Core Strategy (2012) and the Development Management Policies Local Plan 2013, and to all relevant material considerations, and any comments received in response to publicity and consultation.

APPENDIX 1: Conditions and Informatives

Conditions

1 Timing

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

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

2 Approved Drawing and Documents

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

JM048 – PL- 0001 REV A, JM048 – PL- 0002 REV A, JM048 – PL- 0003 REV A, JM048 – PL- 0100 REV A, JM048 – PL- 0101 REV A, JM048 – PL- 0102 REV A, JM048 – PL- 0103 REV A, JM048 – PL- 0104 REV A, JM048 – PL- 0200 REV A, JM048 – PL- 0201 REV A, JM048 - PL – 0210, JM048 – PL – 0300 REV A, Transport Statement dated January 2018, Planning Statement dated January 2018, Heritage Statement dated February 2018, Flood Risk Assessment dated January 2018, Site Environmental Risk Assessment (SERA) dated January 2018, Daylight and Sunlight Assessment Issue 1 dated January 2018, Design and Access Statement Issue 01 dated January 2018, Sustainability and Energy Statement.

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 before the commencement of the construction of the building, 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:

- the building;
- the ground surfacing;
- the boundary treatment.

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. To ensure that the materials are agreed in time to be incorporated into the development.

4 Permitted Development Restrictions

The development hereby permitted shall be used for Class C3 dwellinghouse(s) only and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking

or re-enacting that Order with or without modification), no development within Schedule 2, Part 3, Class L shall take place.

REASON: To enable the Local Planning Authority to fully consider the effects of development normally permitted by the Town and Country Planning (General Permitted Development) Order 2015 to maintain mixed, balanced, sustainable and inclusive communities and in the interests of residential and visual amenity in accordance with Policy DM1 of the Harrow Development Management Policies 2013, Policy CS1(B) of the Harrow Core Strategy 2012, Policy 7.4 of the London Plan 2016 and the Core Planning Principles of the National Planning Policy Framework 2012.

5 Flood water disposal

The development hereby permitted shall not be commenced until works for the disposal of sewage have been provided on site in accordance with details to be submitted to, and approved in writing by, the local planning authority. The works shall thereafter be retained. To ensure that the necessary construction and design criteria for the development proposals follow approved conditions. The applicant should contact Thames Water Utilities Limited and Harrow Drainage Section at the earliest opportunity.

Reason: To ensure that adequate drainage facilities are provided in accordance with Sewers for Adoption. To ensure that the works are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition.

6 Flood risk and Development- Basement

Notwithstanding the approved plans, the scheme shall not commence until details for basement protection for ground water flooding, which would include waterproofing and water tanking details have been submitted and approved by the Local Planning Authority. The development shall be completed in accordance with the approved details and shall thereafter be retained.

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. To ensure that the proposed works can be incorporated in to the design, this is PRE-COMMENCEMENT Condition.

7 Surface Water disposal

The development of any buildings hereby permitted shall not be commenced until works for the disposal of surface water have been submitted to, and approved in writing by, the local planning authority. To ensure that the necessary construction and design criteria for the development proposals follow approved conditions according to NPPF. The applicant should contact Harrow Drainage Section at the earliest opportunity.

Reason: To ensure that adequate drainage facilities are provided, reduce and mitigate the effects of flood risk following guidance in the National Planning Policy Framework. To ensure that the works are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition.

8 Surface Water Attenuation

The development of any buildings hereby permitted shall not be commenced until surface water attenuation and storage works have been submitted to, and approved in writing by, the local planning authority. To ensure that the necessary construction and design criteria for the development proposals follow approved conditions according to NPPF. For allowable discharge rates the applicant should contact Harrow Drainage Section at the earliest opportunity.

Reason: To prevent the increased risk of flooding, reduce and mitigate the effects of flood risk following guidance in the National Planning Policy Framework. To ensure that the works are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition.

9 Foul Water Drainage

No development shall take place, other than works of demolition, until a foul water drainage strategy, has been submitted to and agreed in writing by the local planning authority. The development shall not be occupied until the agreed drainage strategy has been implemented.

REASON: To ensure that there would be adequate infrastructure in place for the disposal of foul water arising from the development, in accordance with Policy 5.14 of the London Plan (2016) and Harrow Core Strategy Policy CS1, and to ensure that the development would be resistant and resilient to foul water flooding in accordance with Policy AAP 9 of the Local Plan (2013). To ensure that measures are agreed and put in place to dispose of foul water arising from the development, this condition is a PRE-COMMENCEMENT condition.

10 Levels

The development hereby approved shall not commence, until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s), and any other changes proposed in the levels of the site, have been submitted to, and approved by, the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the works are carried out at suitable levels in relation to the highway and adjoining properties in the interests of the amenity of neighbouring residents, the appearance of the development, drainage, gradient of access and future highway improvement in accordance with policy DM 1 and DM 10 of the Harrow Development Management Policies Local Plan (2013). To ensure that the works are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition.

11 Car Parking Spaces

The car parking spaces with a disabled parking space hereby approved as shown on drawing number JM048-PL-0100 Rev A shall be retained in

perpetuity for use as purpose built car parking spaces unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that the development achieves provisions for car parking in accordance with Policy DM42 of the Development Management Policies Local Plan (2013).

12 Car Park Layout Plan

Prior to the commencement of the development, details of the electric vehicle charger point/s for the proposed development in accordance with London Plan Standards (2016), shall be submitted to and approved in writing by The Local Planning Authority. The electric vehicle charger point/s shall be implemented on site prior to occupation of the development in accordance with the approved details and shall be retained thereafter.

REASON: In the interests of sustainable transport in accordance with policy 5.8 and 6.13 of The London Plan (2016).

13 Construction Logistics Plan

Notwithstanding the submitted Construction Management Plan, no development shall take place, including any works of demolition, until a Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority. The approved CLP shall be adhered to throughout the construction period. The CLP shall provide details of:

- 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. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- v. wheel washing facilities
- vi. measures to control the emission of dust and dirt during construction; and
- vii. a scheme for recycling/disposing of waste resulting from demolition and construction works.

The report shall assess the impacts during the construction phases of the development on nearby residential amenity and other occupiers together with means of mitigating any identified impacts. The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.

Further guidance on the production of a CLP is available via the TfL website - <http://content.tfl.gov.uk/construction-logistics-plan-guidance-for-developers.pdf>

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. To ensure that the works are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition.

14 Refuse Storage

Notwithstanding the details shown on approved drawings, the dwellinghouses hereby approved shall not be occupied until details of a revised bin store, to accommodate sufficient waste and recycling containers for the eight flats within the front amenity space area, have been submitted to and agreed in writing by the local planning authority. The flats shall not be occupied until the bin store has been provided in accordance with the details so agreed. Other than on collection days, all waste and recycling containers associated with the occupation of the approved development shall be housed within the agreed bin store.

Reason: To enhance the appearance of the development and safeguard the character and appearance of the area, in accordance with policies 7.4.B of The London Plan (2016) and Policies DM1 and DM26 of The Development Management Policies Local Plan (2013).

15 Cycle Storage

Notwithstanding the details shown on approved drawings, the dwellings hereby approved shall not be occupied until details of a safe and secure cycle storage, to accommodate fourteen secure, integrated, convenient and accessible cycle parking facilities for the flats, have been submitted to and agreed in writing by the local planning authority. The flats shall not be occupied until the cycle storage has been provided in accordance with the details so agreed.

Reason: To enhance the appearance of the development and safeguard the character and appearance of the area, in accordance with policies 6.9.B of The London Plan (2016) and Policies DM1, DM24 and DM42 of The Development Management Policies Local Plan (2013). To ensure that the works are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition.

16 Hard and Soft Landscaping

The development hereby permitted shall not commence until there has been submitted to, and approved by, the local planning authority, a scheme of soft and hard landscaping works for the front garden and rear garden. Soft landscape works shall include: planting plans, including details for soft landscaping of the property frontage with provision for refuse storage, and schedules of plants, noting species, plant sizes and proposed numbers. The approved works shall be carried out and completed out prior to occupation of the two flats and shall thereafter be permanently retained.

Reason: To safeguard the character and appearance of the area in accordance with Core Policy CS1.B of the Harrow Core Strategy (2012) and Policies DM1 and DM24 of the Harrow Development Management Policies Local Plan (2013). To ensure that the works are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition.

17 Planting

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

Reason: To safeguard the appearance and character of the area, and to enhance the appearance of the development in accordance with Core Policy CS1.B of the Harrow Core Strategy (2012) and Policies DM1, DM23 and DM24 of the Harrow Development Management Policies Local Plan (2013).

18 Permeable Hard surfacing

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

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

19 Secure by Design

Evidence of certification of Secure by Design Accreditation for the development shall be submitted to an 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.

20 Site Hoardings

Site works in connection with the development hereby permitted shall not commence before the boundary of the site is enclosed by a close boarded or other security fence to a minimum height of 2 metres. Such fencing shall remain until works and clearance have been completed, and the development is ready for occupation.

Reason: In the interests of amenity and highway safety, in accordance with policies DM1 and DM45 of the Development Management Policies Local Plan 2013.

Details are required prior to commencement of development to ensure a satisfactory form of development.

Informatives

1 **Policies**

National Planning Policy Framework (2012) (NPPF)

The London Plan (2016)

- 3.3 Increasing Housing Supply
- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 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
- 7.6 Architecture
- 7.21 Trees and Woodlands

Draft London Plan (2017)

- H1 Increasing Housing supply
- H12 Housing Size Mix
- D1 London's form and characteristics
- D2 Delivering good design
- D10 Safety, security and resilience to emergency
- HC1 Heritage conservation and growth
- SI12 Minimising greenhouse gas emissions
- SI13 Sustainable Drainage
- T5 Cycling
- T6.1 Residential Parking

Harrow Core Strategy (2012)

- Core Policy CS 1 Overarching Policy Objectives
- Core Policy CS 7 Stanmore and Harrow Weald

Harrow Development Management Policies Local Plan (2013)

- Policy DM 1 Achieving a High Standard of Development
- Policy DM 2 Achieving Lifetime Neighbourhoods
- Policy DM7 Managing Heritage Assets
- Policy DM 9 Managing Flood Risk
- Policy DM10 On Site Water Management and Surface Water Attenuation
- Policy DM 12 Sustainable Design and Layout
- Policy DM 22 Trees and Landscaping
- Policy DM 23 Streetside Greenness and Forecourt Greenery
- Policy DM 24 Housing Mix

Policy DM 27 Amenity Space
Policy DM 42 Parking Standards
Policy DM 44 Servicing
Policy DM 45 Waste Management

Relevant Supplementary Documents

Supplementary Planning Document Garden Land Development (2013).
Supplementary Planning Document Residential Design Guide (2010)
Supplementary Planning Document Accessible Homes (2010)
Mayor Of London, Housing Supplementary Planning Guidance (November 2016)
Code of Practice for Storage and Collection of Refuse and Materials for Recycling in Domestic Properties (2008)

2 Compliance with planning conditions

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.

3 Pre-application engagement

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

This decision has been taken in accordance with paragraphs 187-189 of The National Planning Policy Framework. Pre-application advice was sought and provided and the submitted application was in accordance with that advice.

4 INFORM 61

Please be advised that approval of this application, (by PINS if allowed on Appeal following the Refusal by Harrow Council), attracts a liability payment of £15,295 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 £15,295 for the application, based on the levy rate for Harrow of £35/sqm and the stated floorspace of 437 sqm

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>

5 INFORM 62

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: £48,070

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 Portal website:

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

7 Protection of Highway

The applicant is advised to ensure that the highway is not interfered with or obstructed at any time during the execution of any works on land adjacent to a

highway. The applicant is liable for any damage caused to any footway, footpath, grass verge, vehicle crossing, carriageway or highway asset. Please report any damage to nrswa@harrow.gov.uk or telephone 020 8424 1884 where assistance with the repair of the damage is available, at the applicants expense. Failure to report any damage could result in a charge being levied against the property.

8 Considerate Contractor Code of Practice

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

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

0800-1300 hours Saturday.

9 Thames Water

The applicant is advised that under the terms of the Water Resources Act 1991, and the Thames Region Land Drainage Byelaws 1981, prior written consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the Edgware Brook, designated a main river.

10 Sustainable Urban Drainage System (SUDS)

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

SUDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands. SUDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, and improving water quality and amenity. Where the intention is to use soak ways they should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

Support for the SUDS approach to managing surface water run-off is set out in the National Planning Policy Framework (NPPF) and its accompanying technical guidance, as well as the London Plan. Specifically, the NPPF (2012) gives priority to the use of sustainable drainage systems in the management of residual flood risk and the technical guidance confirms that the use of such systems is a policy aim in all flood zones. Policy 5.13 of the London Plan (2016) requires development to utilise sustainable drainage systems unless there are practical reasons for not doing so. Sustainable drainage systems cover the whole range of sustainable approaches to surface drainage management. They are designed to control surface water run-off close to where it falls and mimic

natural drainage as closely as possible. Therefore, almost any development should be able to include a sustainable drainage scheme based on these principles.

The applicant can contact Harrow Drainage Section for further information.

11 Street Naming and Numbering

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

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

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

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

Drawing numbers : JM048 – PL- 0001 REV A, JM048 – PL- 0002 REV A, JM048 – PL- 0003 REV A, JM048 – PL- 0100 REV A, JM048 – PL- 0101 REV A, JM048 – PL- 0102 REV A, JM048 – PL- 0103 REV A, JM048 – PL- 0104 REV A, JM048 – PL- 0200 REV A, JM048 – PL- 0201 REV A, JM048 - PL – 0210, JM048 – PL – 0300 REV A, Transport Statement dated January 2018, Planning Statement dated January 2018, Heritage Statement dated February 2018, Flood Risk Assessment dated January 2018, Site Environmental Risk Assessment (SERA) dated January 2018, Daylight and Sunlight Assessment Issue 1 dated January 2018, Design and Access Statement Issue 01 dated January 2018, Sustainability and Energy Statement.

APPENDIX 2: SITE PLAN



APPENDIX 3: SITE PHOTOGRAPHS



Proposed site – existing car park – entrance to the basement



Existing windows at ground and first floor of Ray Gardens

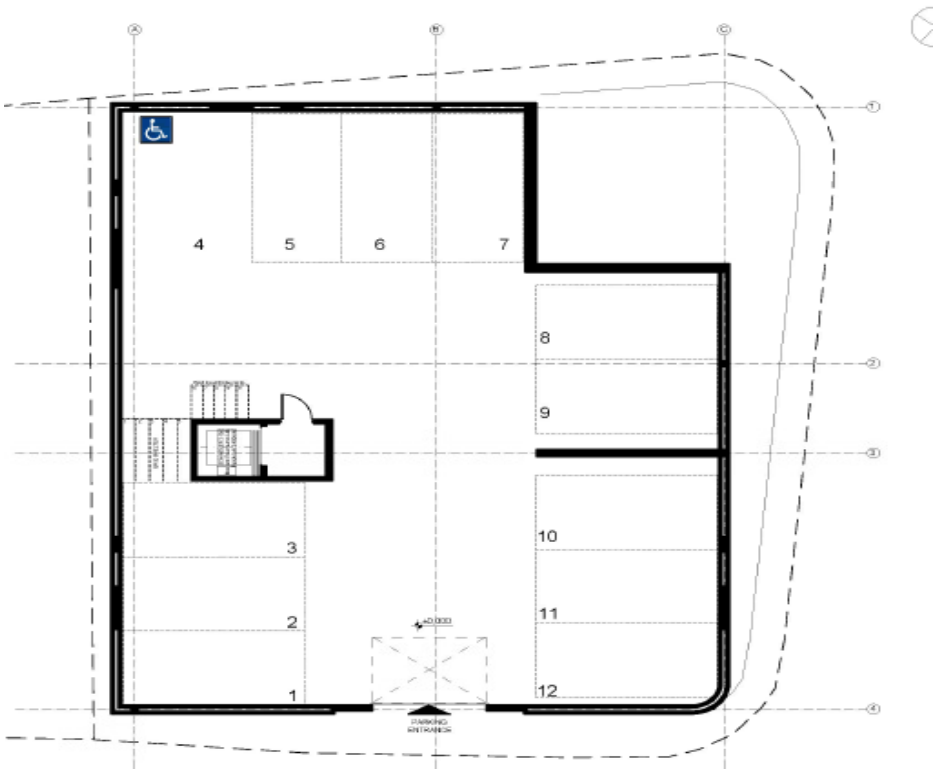


View of gable end roof projections in the locality



Proposed entrance of the courtyard/ front forecourt

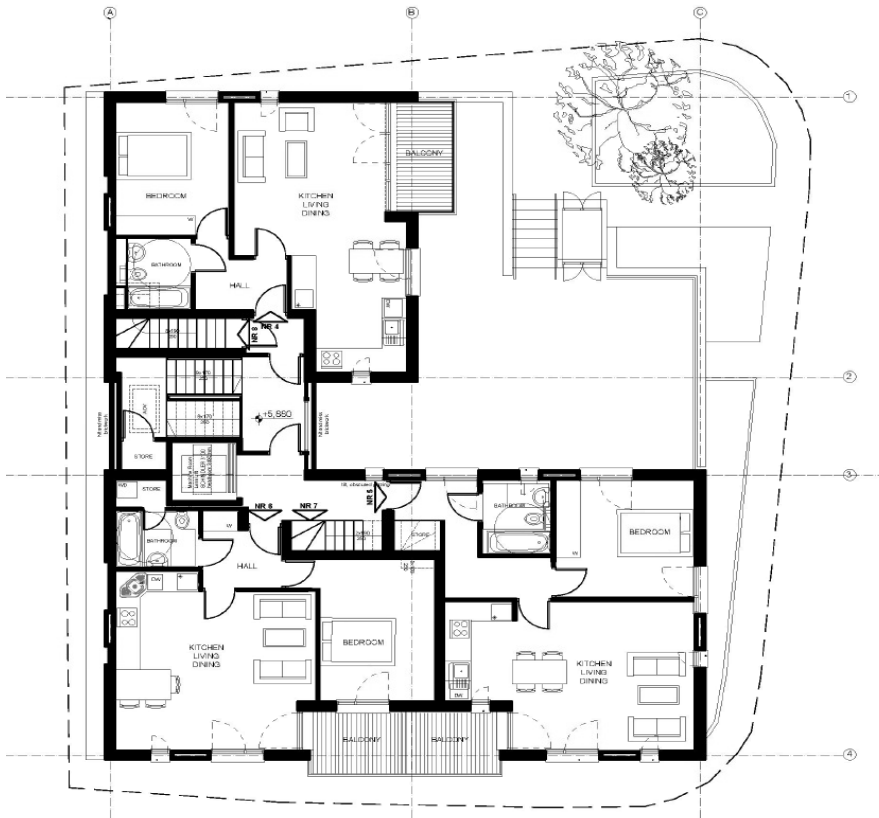
APPENDIX 4: PLANS AND ELEVATIONS



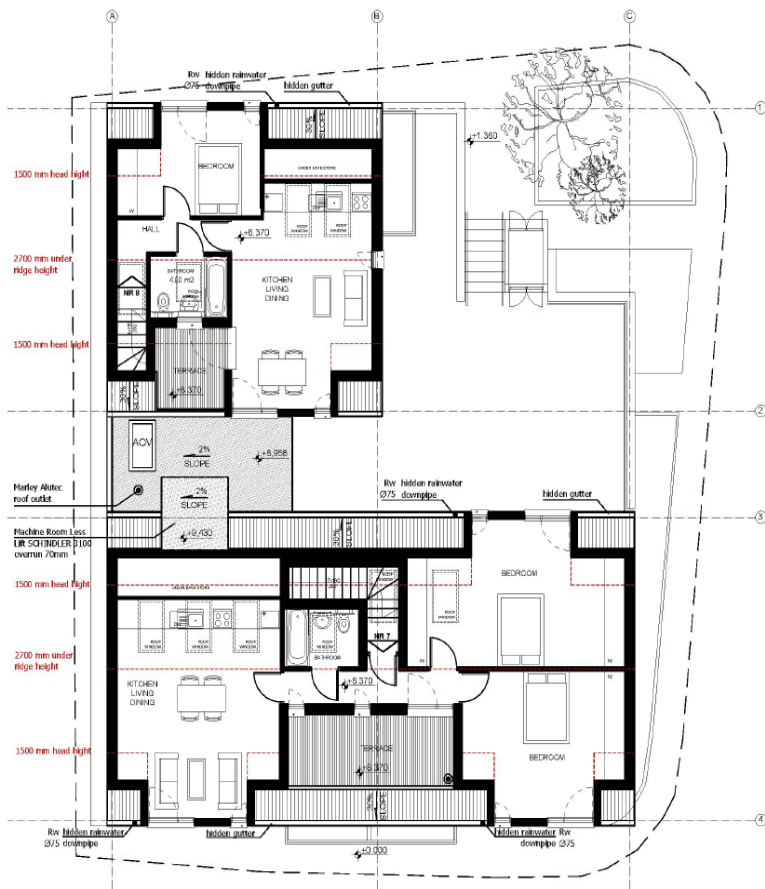
Proposed parking in the basement



Proposed Ground floor plan



Proposed First Floor Plan



Proposed Second Floor Plan



1 SOUTH ELEVATION
1:200



2 NORTH ELEVATION
1:200

Proposed south and north elevations



1 WEST ELEVATION
1:200



2 EAST ELEVATION
1:200

Proposed east and west elevations

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