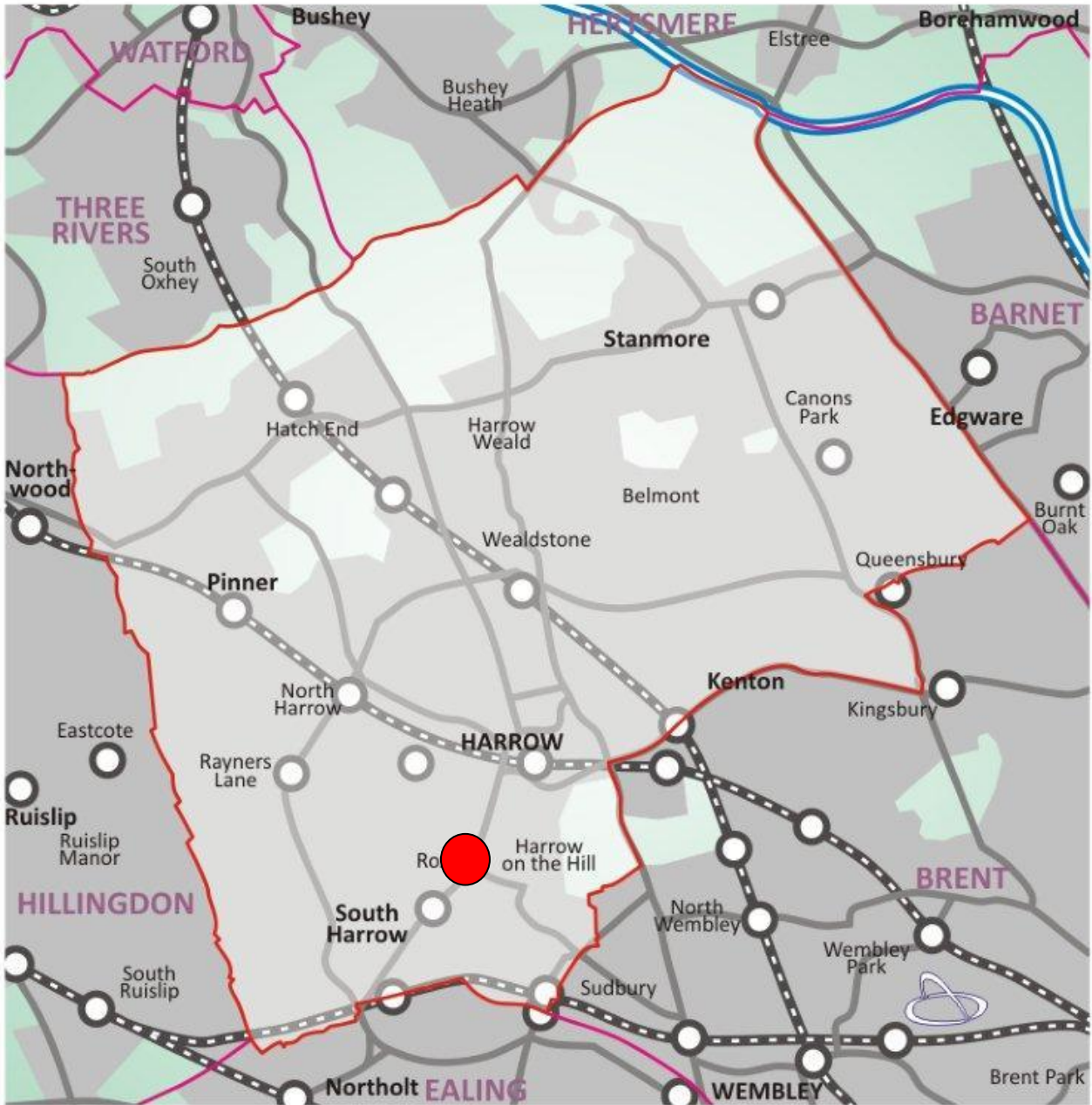
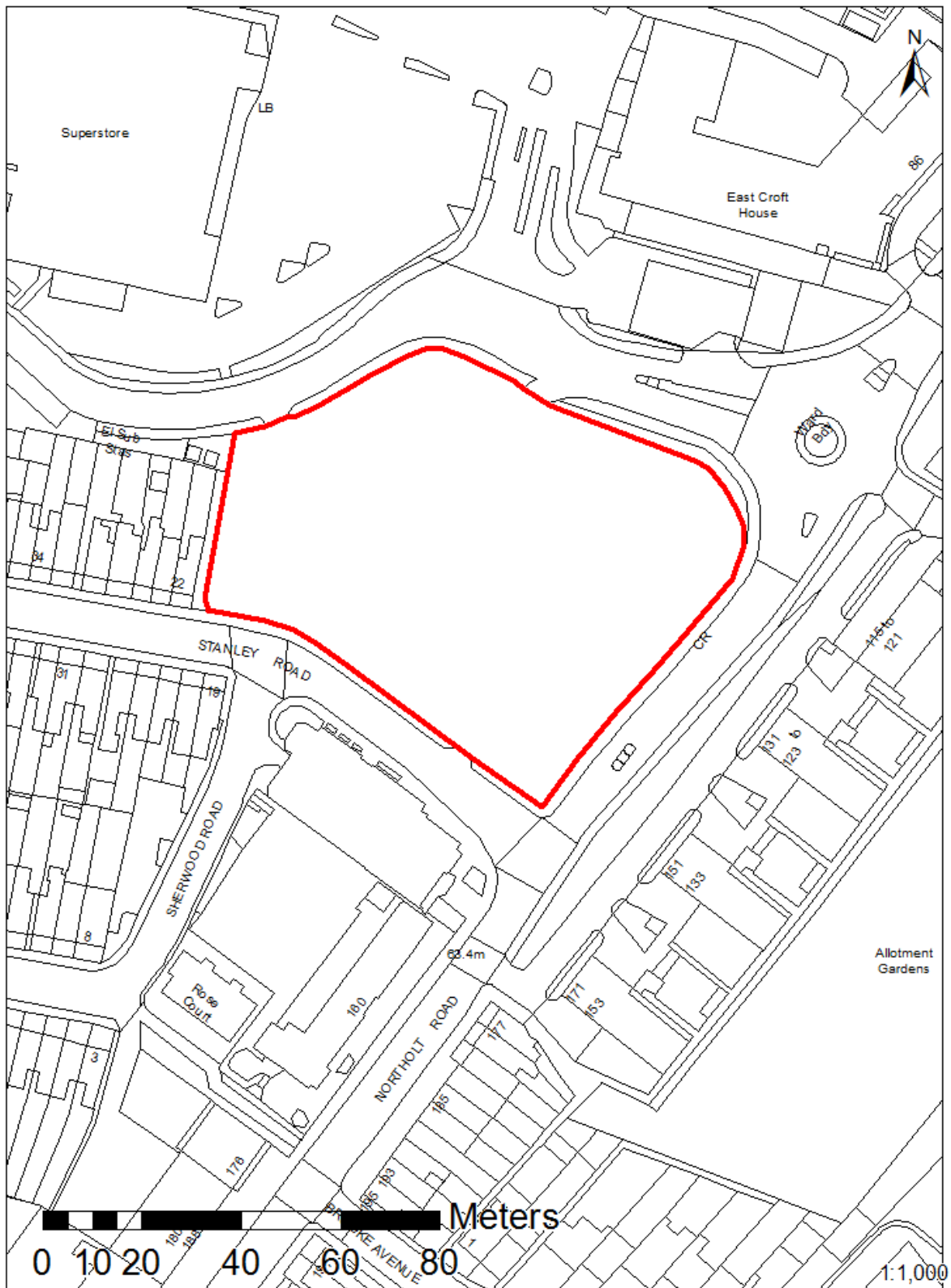


 = application site



Bovis House, 142 Northolt Road	P/0370/18
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Bovis House, 142 Northolt Road



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LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

5th SEPTEMBER 2018

APPLICATION NUMBER: P/0370/18
VALIDATE DATE: 13/02/2018
LOCATION: BOVIS HOUSE, 142 NORTHOLT ROAD
WARD: ROXBOURNE
POSTCODE: HA2 0EG
APPLICANT: KEDAI LIMITED
AGENT: NRG CONSULTING
CASE OFFICER: KATIE PARKINS
EXPIRY DATE: 07/09/2018

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.

Conversion of existing internal cycle room to store room; creation of additional floor incorporating 9 flats; bin and cycle store.

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 nine new dwellings of an acceptable standard of residential accommodation. The siting of the development 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 (2018), 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 31st October 2018 or such extended period as may be agreed in writing by the Divisional Director of Planning, 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 (2018), Policy 6.13 of the London Plan (2016), Policy T2 of the Draft London Plan (2017) 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:	1005 (residential)

GLA Community Infrastructure Levy (CIL) Contribution (provisional):	£35,175
Local CIL requirement:	£110,550

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	Bovis House, 142 Northolt Road, Harrow, HA2 0EG
Applicant	Kedai Limited
Ward	Roxbourne
Local Plan allocation	
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	Critical Drainage Area

Housing		
	Proposed Density hr/ha	173 hr/ha
	Proposed Density u/ha	63 u/ha
	PTAL	4
	London Plan Density Range	200-700 hr/ha
Dwelling Mix	Studio (no. / %)	0
	1 bed (no. / %)	1 (11%)
	2 bed (no. / %)	7 (88%)
	3 bed (no. / %)	1 (11%)
	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	

** Please note that the proposed density (units per hectare) do not comply with the London Plan Density range, as Prior Approval was previously granted for the conversion of the building into flats and due to the nature of an application for Prior Approval, the Local Planning Authority is unable to take into account density.*

Transportation		
Car parking	No. Existing Car Parking spaces	75
	No. Proposed Car Parking spaces	0
	Proposed Parking Ratio	0
Cycle Parking	No. Existing Cycle Parking spaces	101
	No. Proposed Cycle Parking spaces	56
	Cycle Parking Ratio	1:1
Public Transport	PTAL Rating	4
	Closest Rail Station / Distance (m)	190 metres
	Bus Routes	140; 398; H12; H10; H9; 258; 114
Parking Controls	Controlled Parking Zone?	Yes – Zone M
	CPZ Hours	10am - 11am and 2pm - 3pm Mon - Sat
	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	Internal refuse store.

PART 2 : Assessment

1.0 SITE DESCRIPTION

- 1.1 The application site comprises Bovis House, a six storey residential building located at the junction with Stanley Road, providing 68x 1 bed flats and 33x 2 bed flats. Towards the north of the site is an access road which provides vehicular access to the site, in addition to various shopping facilities including Waitrose and Sports Direct.
- 1.2 The site is bounded by a public footpath to the west that links Stanley Road to the Waitrose retail park access road. Stanley Road, consists of traditional two-storey Victorian terraced properties which are located approximately 35m from the rear elevation of the building.
- 1.3 The former Townsend House is located to the southwest of the site and is separated from the application site by Stanley Road. It is currently being redeveloped to provide 116 residential flats within a building ranging from 6 – 9 storeys in height (P/2163/15).
- 1.4 To the east of the site is a small estate comprising of five storey, purpose built 1960's blocks of flats.
- 1.5 Surface car parking within the curtilage of the application site provides 75 parking spaces, consisting of the following:
- 44 standard parking spaces
 - 1 accessible parking space;
 - 1 accessible parking space, active electric;
 - 14 active electric spaces.
 - 15 passive electric spaces.
- 1.6 The site has a public transport accessibility level (PTAL) of 4. South Harrow District Centre and South Harrow Underground Station and Bus Station is located some 190 metres from the subject site.
- 1.7 Parking restrictions operate on the surrounding roads.
- 1.8 The site is within a critical drainage area.

2 PROPOSAL

- 2.1 It is proposed to create an additional floor to provide 9 flats, with the following mix:
- 1 x 1 bedroom (2 person)
 - 7 x 2 bedroom (4 person)
 - 1 x 3 bedroom (5 person)
- 2.1.1 A new cycle store is proposed to the rear of the site to accommodate 56 cycles, consisting of:

- 17 spaces for the proposed 9 residential units;
- 39 spaces due to the conversion of the existing internal cycle store to a general store room.

2.2 The proposal would not result in the loss of any existing cycle storage.

3 RELEVANT PLANNING HISTORY

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

P/3274/17	Conversion Of Cycle Store Room To Studio Flat; External Alterations; Cycle Store	Refused; 18/09/2017
P/3976/14	Prior Approval of Transport Highways Impacts of the Development, and of Contamination Risks and Flooding on the Site - Conversion of offices (Class B1a) to 101 self-contained flats (Class C3).	Granted; 09/12/2014.
P/2573/13	Prior Approval Office to Residential: Conversion of offices (Class B1a) to 101 self-contained flats (Class C3) (prior approval of transport and highways impacts of the development and of contamination risks and flooding risks of the site).	Granted; 09/10/2013.
P/2451/09	Air conditioning units on roof of building.	Granted; 11/01/2010.

4 **CONSULTATION**

4.1 A total of 145 consultation letters were sent to neighbouring properties regarding this application. Letters were sent out on 13/02/2018 and re-notification was conducted on the 17/05/2018 due to an amended development description and on the 03/07/2018 due to the receipt of a Waste Management Plan.

4.2 The overall public consultation period expired on 17/07/2018.

4.3 **Adjoining Properties**

Number of letters Sent	145
Number of Responses Received	5
Number in Support	0
Number of Objections	8
Number of other Representations (neither objecting or supporting)	0

4.4 Eight letters of objection were received.

4.5 A summary of the objections received along with the Officer comments are set out below:

Summary of Comments	Officer Comments
<u>Refuse, Waste</u> Insufficient refuse storage for current residents resulting in overflowing bins and a bad stench. This will be exasperated by the proposal. No room for any more bins. If bins are taken away the car park will be used for refuse storage and will impact car parking. Council won't provide extra bins. If bins are outside it will be an eyesore and encourage flytipping.	The Applicant has submitted a Waste Management Plan confirming the provision of an additional two bins. All bins will be located in the existing, internal bin store. Please refer to Section 6.37 below for further details.
<u>Cycle Storage</u> Loss of cycle storage is unacceptable, would result in bikes in corridors – eyesore, dirt and access issue. If the bike shed is taken away, people will store bikes in corridors.	With regards to cycle storage provision, please refer to section 6.8.4 for further details

<p><u>Car Parking</u> Limited car parking spaces within the site. There are limited parking spaces, construction works may block access. Have purchased a parking space but often people trespass in our parking space, many incidents of unauthorised parking</p>	<p>With regards to car parking please refer to section 6.8.2.</p> <p>With regards to unauthorised use of a parking space, this is not a planning issue and should be resolved with the management company.</p>
<p><u>Impact to Residential Amenity</u> Will affect the living situation</p>	
<p><u>Character and Appearance</u> Proposal would be an eyesore. Will affect the surroundings, the environment and the community.</p>	<p>With regards to impact to the character and appearance of the proposed development, please refer to section 6.3 below.</p>
<p><u>Structural Integrity</u> Building is not a stable structure. To raise the building and add more flats is a concern. Windows are an issue and gaps within the floor have never been addressed. Structural safety is a concern.</p>	<p>Please note that issues relating to structural integrity are addressed under the Building Regulations. As this is not a planning issue, it would not substantiate a reason for the refusal of this application.</p>
<p><u>Construction Works</u> Will cause disruption to residents – noise, building works, mess, dust etc.</p>	
<p><u>Management Company</u> Proposal would stretch the resources of the management company resulting in a poorer service – they lack capacity/competence to effectively manage more residents. Additional floor is unnecessary. Extension should have been done prior to occupation of the building. Building is at capacity. No additional building works should be carried out until existing issues are resolved ie window maintenance.</p>	<p>With regards to the resources of the management company, the management of the building and the timing and necessity of the proposed development, please note that this is not a material planning consideration and therefore would not substantiate a reason for the refusal of this application.</p>

4.6 Statutory and Non Statutory Consultation

4.7 The following consultations have been undertaken:

4.8 External Consultation

4.9 There was no external consultation in relation to this proposed development.

4.10 Internal Consultation

Consultee	Summary of Comments	Officer Comments
LBH Highways	The cycle parking requirement appears to be met. S106 Agreement.	Noted.
LBH Waste Officer	No response received.	
LBH Drainage Department	With regards to the above planning application, the site is not within any flood zone hence a Flood Risk Assessment will not be required. However, the site is located within Critical Drainage Area – 4 (Roxborough). Hence, in line with our Development Management Policy 10 that states to ensure separation of surface and foul water systems, the applicant should make sure that surface water from the proposed construction should be disposed into surface water sewer only. We do not have any combined drainage in Harrow.	Noted.

5 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 ASSESSMENT

6.1 The main issues are;

- Principle of the Development
- Character and Appearance of the Area
- Impact to Residential Amenity
- Housing Supply, Density and Overall Housing Mix
- Standard of Residential Accommodation
- Accessibility
- Traffic and Parking
- Drainage
- Sustainability

6.2 Principle of Development

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

6.2.2 Having regard to the planning designations on the site, there are no development plan policies that specifically preclude the provision of residential dwellings here.

- 6.2.3 The application site is an identified 'Employment-Led Development Site' within the Sites Allocation Local Plan (2013), and since its designated Bovis House was converted from offices to residential via Prior Approval (P/3976/14). It is therefore regarded as previously developed land for the purposes of the policies contained within the National Planning Policy Framework and the Harrow Core Strategy which seeks to redirect all new development on previously developed land.
- 6.2.4 The provision of additional 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 DM24 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 the 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 uses. 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.
- 6.2.7 Given the above, the principle of the proposed development to create an additional 9 flats is considered to be acceptable by officers, subject to consideration of further policy requirements as detailed below.

6.3 Character and Appearance of the Area

- 6.3.1 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.
- 6.3.2 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.'

6.3.3 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;”

6.3.4 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.

6.3.5 The proposed additional floor would be set back a maximum of 2m from the existing facades and would be of a scale, design and appearance which would relate well to the original building. It would not be unduly prominent or incongruous and would not result in a detrimental impact to the character and appearance of the original building and its surroundings.

6.3.6 Refuse Storage

6.3.7 Policy DM45 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 proposal includes the provision of an additional two refuse binds

6.3.8 The applicant has submitted a Waste Management Plan, the objective of which is “*to ensure that adequate provisions are made for the recycling facilities and refuse storage on site, in the interests of safeguarding the amenities of neighbouring occupiers and the area in general*”. The Waste Management Plan confirms that the existing refuse and recycling storage comprises of an internal

bin store near the lifts and stairwell of the ground floor, with a set of double floors to allow egress for the waste containers to the car park. Two fans above the external door provide ventilation to control nuisances such as odour and condensation. The Waste Management Plan confirms that an external area has been set aside for refuse and recycling collection. The Management Company is responsible for moving the bins from the internal store to the external collection point and the returning of these containers. The Waste Management Plan confirms that an additional two bins (1x1100L refuse bin and 1x1280L recycling bin) would be provided to serve the needs of the additional residents as a result of the proposed development which would be sufficient to meet the needs of future occupiers and would safeguard the amenities of the local area. The proposal therefore complies with Policy DM45 of the Harrow Development Management Policies Local Plan (2013).

6.4 Impact to Residential Amenity

6.4.1 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.

6.4.2 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*
- g) *outdoor spaces (applying the Council's 45 degree code where relevant);*
- h) *the adequacy of the internal layout of buildings in relation to the needs of future occupiers and any impact on neighbouring occupiers;*
- i) *the impact of proposed use and activity upon noise, including hours of operation, vibration, dust, air quality and light pollution; and*
- j) *the need to provide a satisfactory quantum and form of amenity space for future occupiers of residential development.*

6.4.3 The site is bounded by a public footpath to the west that links Stanley Road to the Waitrose retail park access road. Stanley Road, consists of traditional two-storey Victorian terraced properties which are located approximately 35m from the rear elevation of the building.

- 6.4.4 The former Townsend House is located to the southwest of the site and is separated from the application site by Stanley Road. It is currently being redeveloped to provide 116 residential flats within a building ranging from 6 – 9 storeys in height (P/2163/15).
- 6.4.5 To the east of the site, separated from the application site by Northolt Road, is a small estate comprising of five storey, purpose built 1960's blocks of flats.
- 6.4.6 There are currently 101 residential units in Bovis House, which have habitable room windows on all elevations of the building. Whilst the proposed development would introduce habitable rooms on what will be the 7th floor, along with balconies, the proposal would not result in any additional overlooking to the neighbouring properties, beyond that what already exists.
- 6.4.7 As such, it is considered that there would not be an unacceptably harmful impact on the occupiers of flats in terms of loss of privacy and overlooking or a loss of light and outlook. The proposal therefore complies with Policy DM1 of the Harrow Development Management Policies Local Plan (2013). The proposed rear balconies at roof level would be screened and therefore it is considered that there would be no unacceptable impact on neighbouring residential properties in relation to overlooking.
- 6.4.8 Due to the nature of the proposal, it would not result in a detrimental impact to the residential amenities of the existing residents at Bovis House due to dominance, loss of outlook, daylight or privacy.

6.5 Housing Supply, Density and Overall Housing Mix

- 6.5.1 Paragraph 11 of the NPPF reminds local planning authorities that applications should be considered in the context of the presumption in favour of sustainable development.
- 6.5.2 Policy 3.4 of the London Plan (2016) seeks to optimise housing output from development by applying the sustainable residential quality density matrix 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).
- 6.5.3 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.

6.5.4 The development proposed here would contribute towards the housing stock and increase the choice of housing in the borough and would therefore find some support in policies 3.5 and 3.8 of The London Plan (2016).

6.5.5 The application site area is 0.571 hectares and it has a public transport accessibility level (PTAL) score of 4 indicating an excellent level of public transport accessibility. Within the definitions of the London Plan density matrix, the site is considered to have an urban3 setting.

6.5.6 The table below provides further details on the densities.

Density		
	Proposed	London Plan Density Matrix (Urban3-PTAL 4)
No. of Units Per Hectare	63 units per hectare	70-260 units per hectare
No. of Habitable Rooms Per Hectare	173 habitable rooms per hectare	200-700 units per hectare

6.5.7 The densities falls below the overall matrix ranges for urban3 setting sites with a PTAL rating of 4. However, as noted above, the matrix is only the starting point for considering the density of development proposals.

6.5.8 Policy DM24 (Housing Mix) of the Development Management Policies Local Plan document supports proposals that secure an appropriate mix of housing on the site. 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)	1	11%
2 Bed (four person)	7	78%
3 Bed (five person)	1	11%
Totals:	9	100%

6.5.9 Overall, it is considered that the proposed development would provide a satisfactory density and mix of residential accommodation within the site. The proposed units would provide an increased stock of housing within the borough and would therefore comply with policies and guidance listed above.

6.6 Standard of Residential Accommodation

6.6.1 London Plan Policy 3.5 Quality and Design of Housing Developments sets out a range of criteria for achieving good quality residential development. Part B of the

policy deals with residential development at the neighbourhood scale; Part C addresses quality issues at the level of the individual dwelling.

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

6.6.3 Internal space

6.6.4 The following is a breakdown of the internal space of each unit.

Proposed Unit	Proposed GIA	Proposed Storage	Minimum GIA	Minimum Storage
Flat A 2B / 4P	104	0.9	70	2
Flat B 2B / 4P	92	0.9	70	2
Flat C 1B / 2P	53	0.4	50	1.5
Flat D 2B / 4P	86	0.4	70	2
Flat E 3B / 5P	110	0.7	86	2
Flat F 2B / 4P	97	1.3	70	2
Flat G 2B / 4P	97	1.3	70	2
Flat H 2B / 4P	88	0.9	70	2
Flat I 2B / 4P	88	0.9	70	2

6.6.5 It is considered that the gross internal area and layout of the proposed development would result in an acceptable form of accommodation for future residents, in accordance with The London Plan (2016), the adopted Technical Housing Standards (2015) and the Council's adopted SPD – Residential Design Guide (2010).

6.6.6 Privacy

6.6.7 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.

6.6.8 Given this proposal is to construct an additional floor to provide an additional 9 flats and its relationship with neighbouring properties, an acceptable standard of privacy would be provided for future residents.

6.6.9 Dual Aspect/ Daylight, Sunlight and Outlook

6.6.10 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). The Mayor of London 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.

6.6.11 The SPG establishes no baseline standard for daylight or sunlight. 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.

6.6.12 Eight of the proposed nine flats, would have a dual aspect. A one bedroom flat, would have single aspect and would face towards the northwest. However, the dwelling would not be exposed to harmful levels of external noise and would contain one bedroom. On this basis, it is considered that the proposal would provide an adequate level of daylight, sunlight and outlook for future occupiers.

6.6.13 Amenity Space

6.6.14 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. Paragraph 4.65 of the Council's adopted SPD – Residential Design Guide (2010) states "*where balconies are accepted as the only form of amenity space to be within a development, then they should be at least 1.5 metres in depth and of sufficient size to be used as a sitting out area*". The proposed flats would have balconies with a depth of 1.5m, and are considered to be of a suitable size to meet the needs of future residents. The proposal therefore complies with Policy DM27 of the DMP and the adopted SPD – Residential Design Guide (2010).

6.6.15 Internal Noise

6.6.16 With regards to vertical stacking, any disturbance is likely to be addressed by soundproofing as per building regulations and therefore this would not substantiate a reason for refusal.

6.7 Accessibility

6.7.1 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. 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 is recommended 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.

6.8 Traffic and Parking

6.8.1 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.

6.8.2 Car Parking

6.8.3 The site is in a Ptal 4 location. The highways authority has raised no objection to the application subject to an agreement that the future occupiers are not eligible for parking permits in the neighbouring Controlled Parking Zone.

6.8.4 Cycle Parking

6.8.5 Prior Approval was granted in 2014 for the conversion of the existing office building (Use Class C3) to 101 self-contained flats. The details approved in relation to the provision of secured cycle storage were as follows:

- Internal Cycle Store – 39 cycle spaces
- External Cycle Store – 62 cycle spaces

6.8.6 The internal cycle store would be converted into a general store room, which is considered acceptable subject to the re-provision of the cycle storage within the curtilage of the site.

6.8.7 Policy 6.9 and table 6.3 of The London Plan (2016) require the provision of 1 secured cycle space per 1-bedroom unit, and 2 secured cycle spaces per all other dwellings. Therefore, the proposal would require the provision of 17 secured cycle parking spaces.

6.8.8 A new cycle store is proposed to the rear of the site to accommodate 56 cycles, consisting of:

- 17 spaces for the proposed 9 residential units;

- 39 spaces due to the conversion of the existing internal cycle store to a general store room.

6.8.9 The proposed cycle store would be 6.5m deep and 6.7m wide and would have a maximum height of 2.5m. It would be located to the rear of the site and due to its size and siting it would not affect the layout of the existing car park.

6.9 Drainage

6.10 The site is located within a critical drainage area. The proposed development would not result in any additional hardsurfacing on the site and would therefore have a neutral impact in terms of surface water flood risk. As the site is located within a Critical Drainage Area, sustainable urban drainage [SuDs] is encouraged. An informative is attached to this effect.

6.11 The Drainage Authority have raised no objection subject to an informative as Thames Water consent would be required to discharge additional four water into the public sewers.

6.12 Sustainability

6.12.1 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.

6.12.2 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*
- b) high performing energy retention materials, to supplement the benefits of traditional*
- c) measures such as insulation and double glazing;*
- d) make provision for natural ventilation and shading to prevent internal overheating;*
- e) incorporate techniques that enhance biodiversity, such as green roofs and green walls*
- f) (such techniques will benefit other sustainability objectives including surface water attenuation and the avoidance of internal and urban over-heating); and*
- g) where relevant, the design and layout of buildings should incorporate measures to mitigate*
- h) any significant noise or air pollution arising from the future use of the development.”*

6.12.3 The building would have a flat roof and there is potential to provide green roofing which would help to enhance biodiversity within the site. A condition is recommended in accordance with policies DM12 and DM21 of the Development Management Local Plans Policies 2013.

7.0 CONCLUSION AND REASONS FOR APPROVAL

- 7.1 The proposed development would provide a high quality development to provide an additional 9 residential flats. The proposed internal layouts and specifications offered by the proposed development would provide an acceptable standard of accommodation.
- 7.2 The proposal is modest in terms of its size, scale and design and would make a positive contribution to the local area, in terms of quality and character.
- 7.3 The proposed development, due to its relationship with neighbouring properties, in particular separation distances, would have an acceptable impact in terms of residential amenity.
- 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:

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 until samples of the materials to be used in the construction of the external surfaces noted below have been provided to view on site, and approved in writing by, the local planning authority:

- the building;
- the external cycle store.

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, 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).

4 Refuse Storage

Notwithstanding the details shown on approved drawings, the dwellings hereby approved shall not be occupied until details of refuse storage to accommodate sufficient waste and recycling containers for the nine flats 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. The development shall be implemented in accordance with the approved details and thereafter be retained.

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).

5 Cycle Storage

Notwithstanding the details shown on approved drawings, the dwellings hereby approved shall not be occupied until the external cycle store hereby approved, has been provided. The development shall be implemented in accordance with the approved details and thereafter be retained.

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.

6 Green Roof

Notwithstanding the submitted details and approved plans, the development hereby permitted shall not be implemented, until details of a green roof to include a maintenance plan, have been submitted to, and approved in writing by, the local planning authority:

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

REASON: In the interests of biodiversity and sustainability, in accordance with policies DM12 and DM21 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 (2018) (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
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 2 Harrow and Wealdstone

Harrow Development Management Policies Local Plan (2013)

Policy DM 1 Achieving a High Standard of Development
Policy DM 2 Achieving Lifetime Neighbourhoods
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 21 Enhancement of Biodiversity and Access to Nature
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 Residential Design Guide 2010
London Plan Housing Supplementary Planning Guidance (2016)
Technical Housing Standards – Nationally described Space standards (2015)

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. 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.

4 INFORM 61

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

The CIL liability for the application, based on the Mayoral CIL levy rate for Harrow of £35/sqm £35,175

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

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

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

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

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

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

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

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

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

5 INFORM 62

Harrow has a Community Infrastructure Levy which applies Borough wide for certain developments of over 100sqm gross internal floor space.

Harrow's Charges are:

Residential (Use Class C3) - £110 per sqm;

Hotels (Use Class C1), Residential Institutions except Hospitals, (Use Class C2), Student Accommodation, Hostels and HMOs (Sui generis) - £55 per sqm;

Retail (Use Class A1), Financial & Professional Services (Use Class A2), Restaurants and Cafes (Use Class A3) Drinking Establishments (Use Class A4)

Hot Food Takeaways (Use Class A5) - £100 per sqm

All other uses - Nil.

The Harrow CIL Liability for this development is: £110,550. This figure excludes indexation, which will be included when a formal Liability Notice is issued. The CIL Liability is payable upon the commencement of development.

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

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 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.

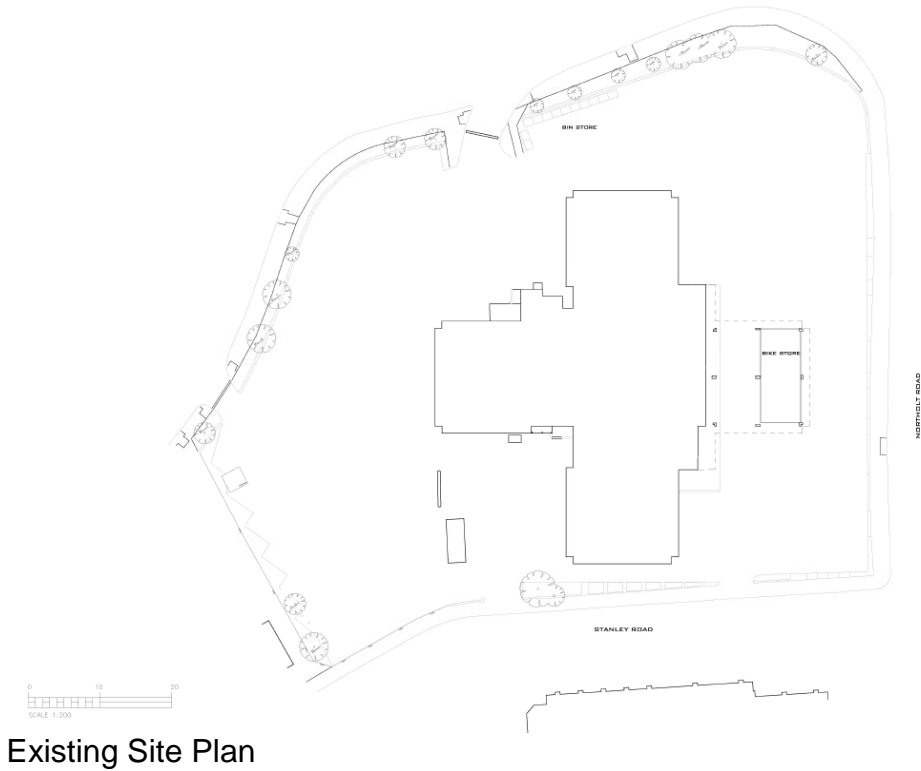
SUDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands. SUDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from 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 (2018) 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.

APPENDIX 2: SITE PLAN



APPENDIX 3: PHOTOGRAPHS



Front/side elevation viewed from Northolt Road



Side/rear elevation viewed from



Front/side elevation



APPENDIX 4: PLANS AND ELEVATIONS



EXISTING NORTH ELEVATION



EXISTING WEST ELEVATION

Existing Elevations

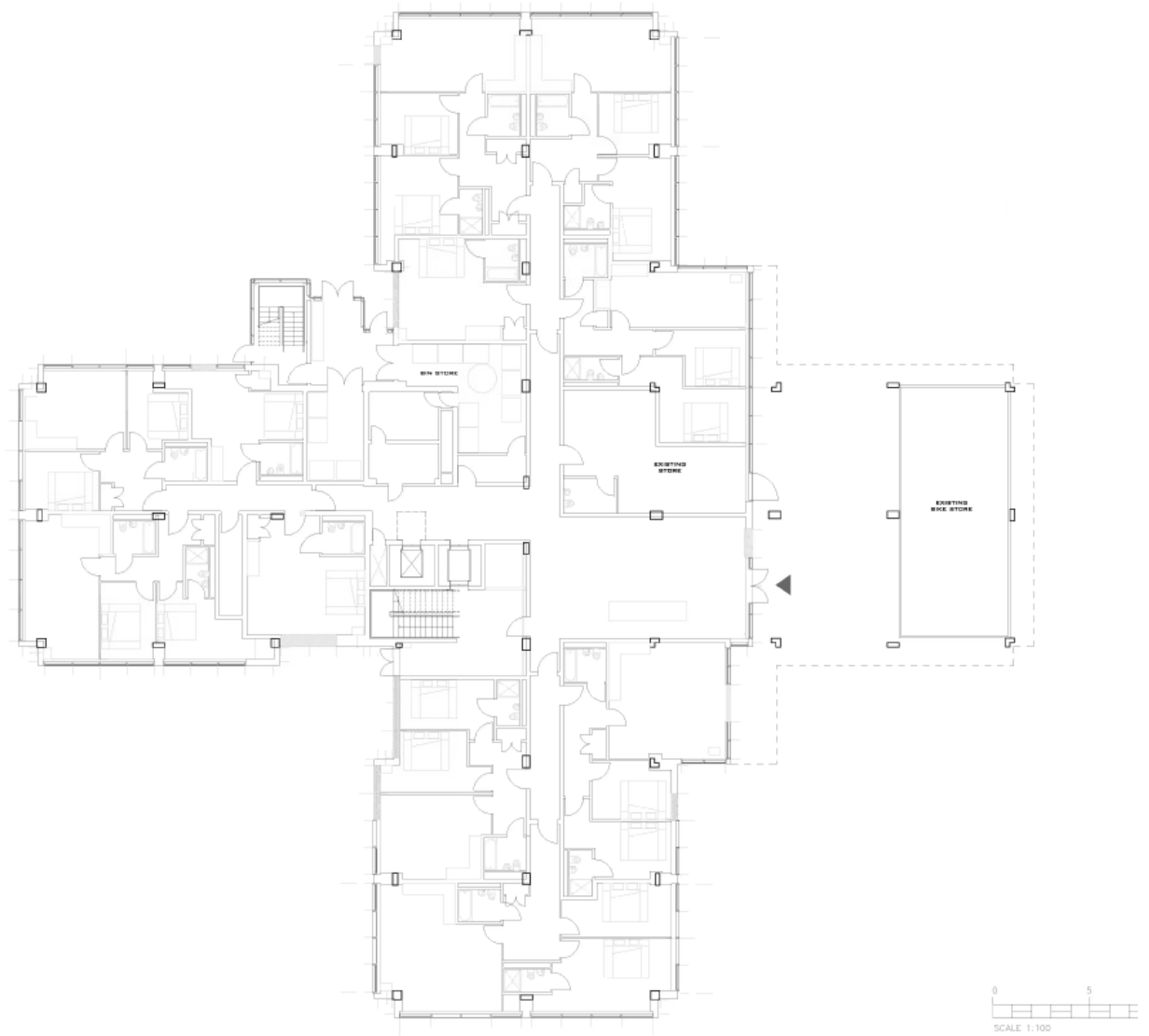


EXISTING EAST ELEVATION



EXISTING SOUTH ELEVATION

Existing Elevations



Existing Ground Floor Plan



PROPOSED EAST ELEVATION



PROPOSED NORTH ELEVATION

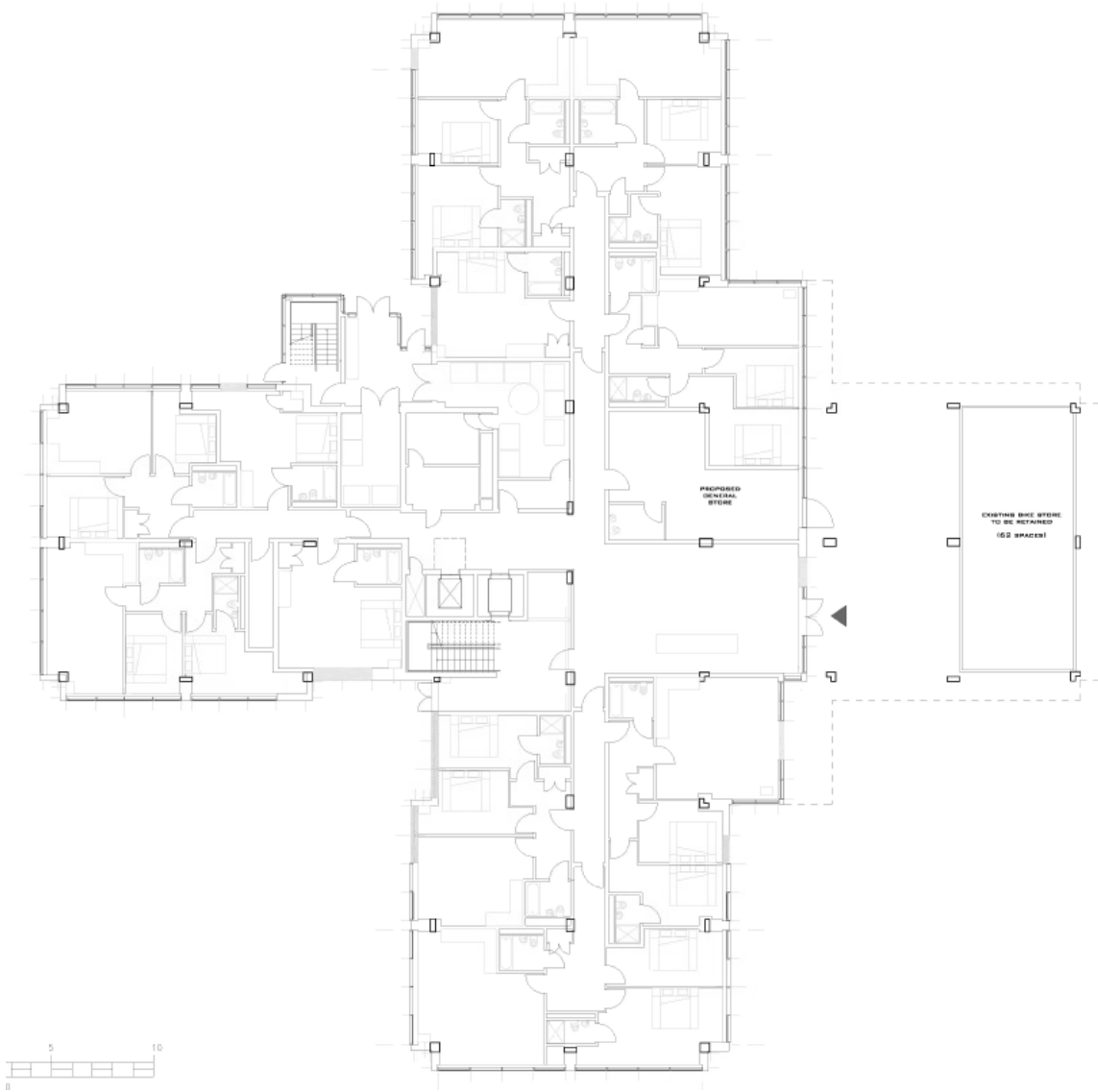


PROPOSED SOUTH ELEVATION

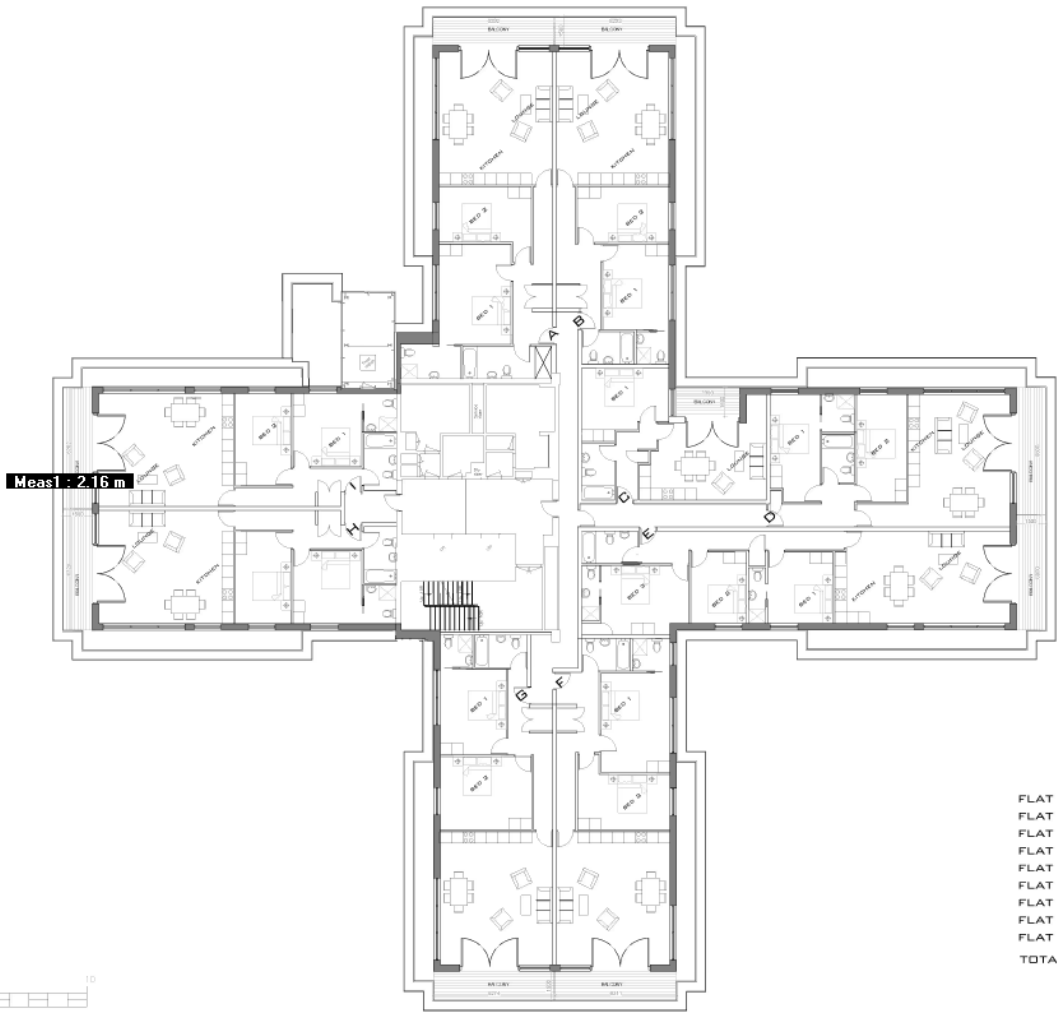


PROPOSED WEST ELEVATION

Proposed Elevations



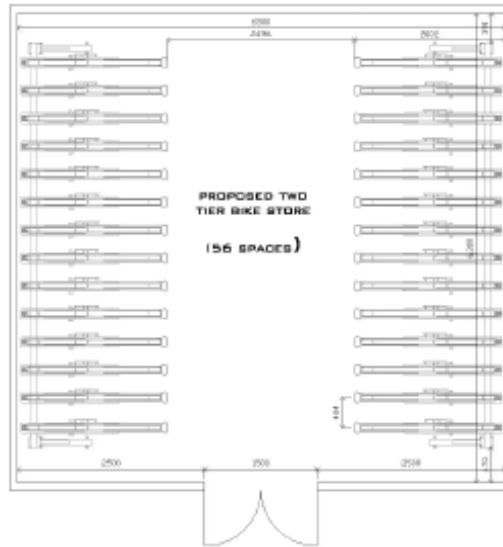
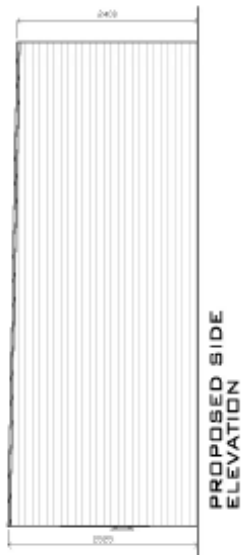
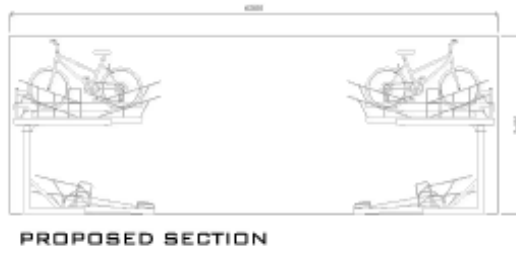
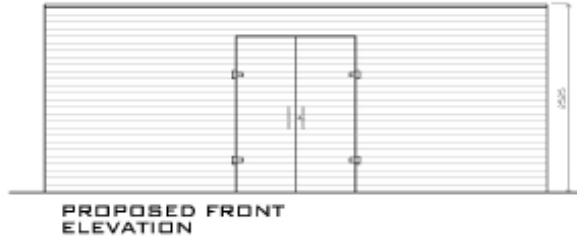
Proposed Ground Floor Plan



- FLAT A: 2B/4P 104.1M2
- FLAT B: 2B/4P 91.6M2
- FLAT C: 1B/2P 53.1M2
- FLAT D: 2B/4P 87.3M2
- FLAT E: 3B/6P 109.7M2
- FLAT F: 2B/4P 97.9M2
- FLAT G: 2B/4P 95.8M2
- FLAT H: 2B/4P 89.0M2
- FLAT I: 2B/4P 89.0M2
- TOTAL : 818.0M2



Proposed Floor Plan



Proposed Cycle Store

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