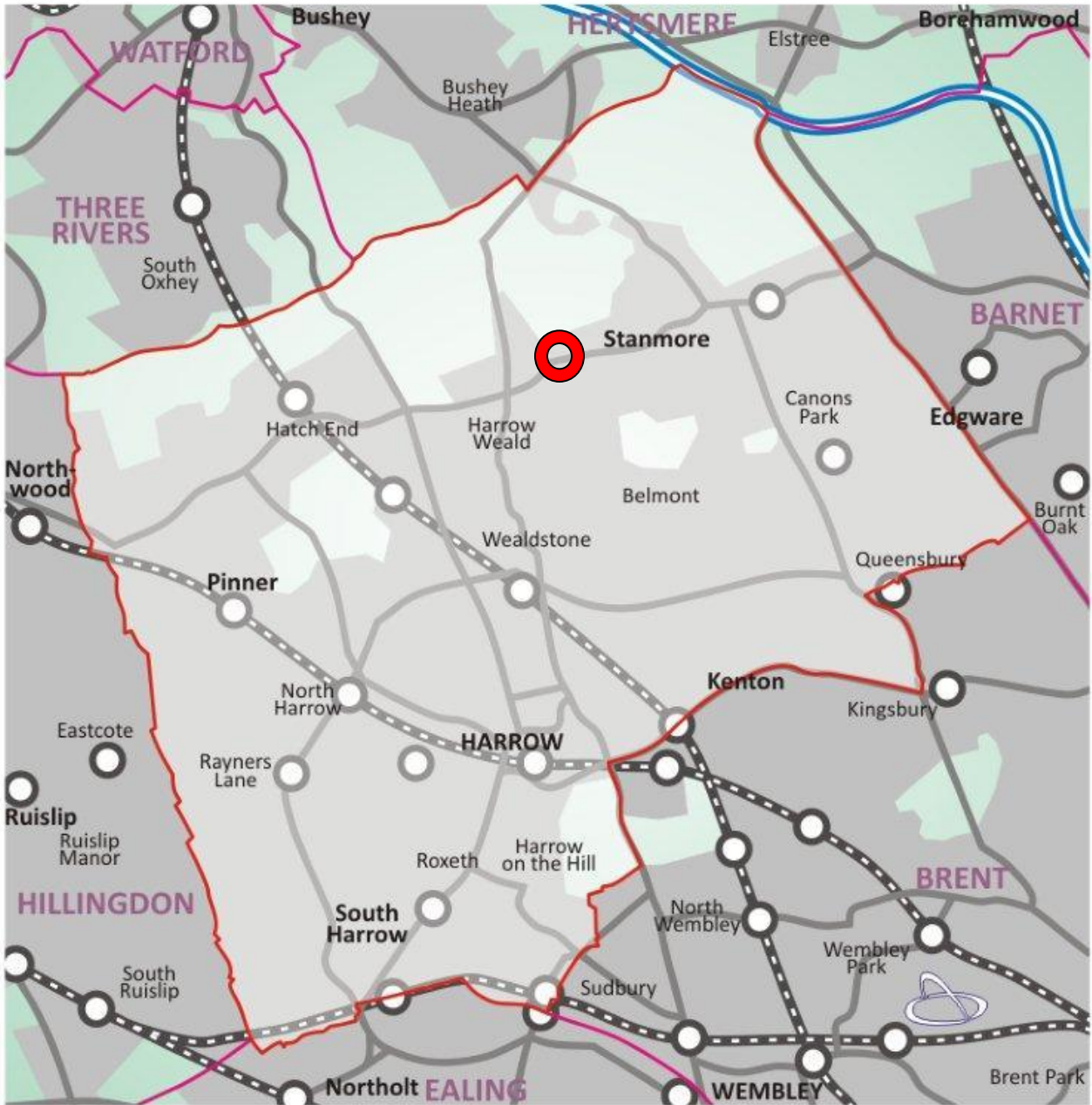
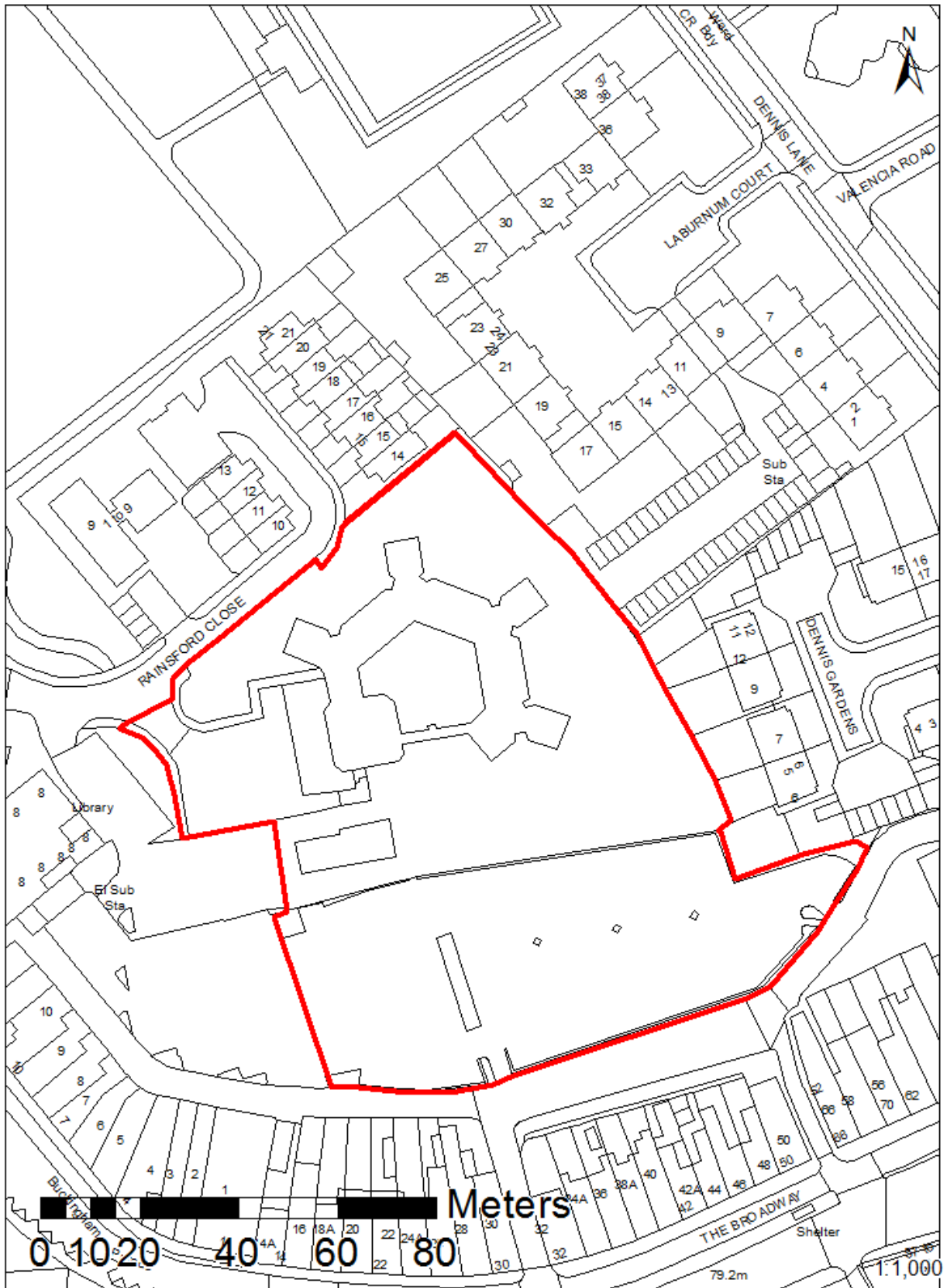


 = application site



Anmer Lodge, Coverdale Close & Stanmore Carpark, Dennis Lane, Stanmore	P/4221/18
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Anmer Lodge, Coverdale Close, Stanmore



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LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

21st November 2018

Application Number: P/4221/18
Validate Date: 26/09/2018
Location: ANMER LODGE, COVERDALE CLOSE &
STANMORE CARPARK, DENNIS LANE,
STANMORE
Ward: STANMORE PARK
Postcode: HA7 3TU
Applicant: NOTTING HILL GENESIS
Agent: LICHFIELDS
Case Officer: NABEEL KASMANI
**Extended Expiry
Date:** 28/11/2018

PROPOSAL

Variation of condition 48 (approved plans) to alter layout and access of the temporary car park attached to planning permission P/0412/14 dated 22/08/2014 for redevelopment of Anmer Lodge & Stanmore car park site in four blocks of various heights: block a to provide 1,692 sq. m (gross) food retail store (class a1) with ancillary café and 3-5 storeys of flats over; block b to provide multi storey car park and 3-4 storeys of flats over; block c to comprise 3-6 storeys of flats with undercroft parking; block d to comprise 2-4 storeys of houses and flats with surface car parking; basement car park below blocks a & b; total 120 dwellings (class c3) (resident permit restricted); 294 car parking spaces (comprising 151 replacement spaces, 50 spaces for the food store and 93 spaces for residents), 8 motorcycle spaces and 144 cycle spaces; access from Dennis lane and Coverdale close. proposal also includes combined heat & power plant; landscaping & roof gardens; diversion of water culvert; works to provide temporary replacement town centre car park (minimum of 151 spaces) and demolition of Anmer Lodge.

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 the Conditions listed in Appendix 1 of this report and the modification of the Section 106 Agreement dated 22nd August 2014 relating to the planning permission granted under reference P/0412/14 dated 22/08/2014.

REASON FOR THE RECOMMENDATIONS

The proposed variations to the layout and exit arrangement of the temporary car park would enable the first phase of development (of planning application P/0412/16) to proceed while providing the necessary replacement town centre car parking spaces. Officers are satisfied that the proposed variations would not have a detrimental impact on the functioning of the surrounding highway network or the residential amenities of the adjoining occupiers.

INFORMATION

This application is reported to planning committee due to the public interest received under part 1, Proviso E of the scheme of delegation dated 29th May 2013

Statutory Return Type:	E(18) Minor Development: All other
Council Interest:	None
GLA Community	
Infrastructure Levy (CIL)	£696,155
Contribution (provisional):	
Local CIL requirement:	£1,428,658

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
- Nation 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	Anmer Lodge, Coverdale Close & Stanmore Carpark, Dennis Lane, Stanmore, HA7 3TU
Applicant	Notting Hill Genesis
Ward	Stanmore Park
Local Plan allocation	Site R4 of Harrow's Site Allocations Local Plan document
Conservation Area	n/a
Listed Building	n/a
Setting of Listed Building	n/a
Building of Local Interest	n/a
Tree Preservation Order	1 Protected Tree (north-west corner of application site)
Other	Part of the site is within the boundary of Stanmore District Centre

Housing		
Density	Proposed Density hr/ha	357
	Proposed Density u/ha	126
	London Plan Density Range	200-450 hr/ha 45-170 u/ha
Dwelling Mix	1 bed	45 (37.5%)
	2 bed	60 (50%)
	3 bed	9 (7.5%)
	3 bed (Houses)	3 (2.5%)
	4 bed (Houses)	3 (2.5%)
	Overall % of Affordable Housing	41%
	Social Rent (no. / %)	0
	Intermediate (no. / %)	50 (41%)
	Private (no. / %)	70 (59%)
	Comply with London Housing SPG?	Complies

Non-residential Uses		
Existing Use(s)	Existing Use / Operator	n/a
	Existing Use Class(es) sqm	n/a
Proposed Use(s)	Proposed Use / Operator	Commercial Use on ground floor of Block A
	Proposed Use Class(es) sqm	1,692m ²
Employment	Existing number of jobs	Unknown
	Proposed number of jobs	Unknown

Transportation		
Car parking	No. Existing Car Parking spaces	151
	No. Proposed Car Parking spaces	294 Parking Spaces (201 Commercial and 93 Residential)
Cycle Parking	No. Existing Cycle Parking spaces	n/a
	No. Proposed Cycle Parking spaces	144
Public Transport	PTAL Rating	2/3
	Closest Rail Station / Distance (m)	Stanmore (Jubilee Line) 500m to the east
	Bus Routes	340, H12, 142, 324
Parking Controls	Controlled Parking Zone?	Yes – B, DG, LG
	Other on-street controls	Pay and Display Parking Bays, Double Yellow Lines
Refuse/Recycling Collection	Summary of proposed refuse/recycling strategy	Integral refuse stores within Blocks B, C and D and wheelie bins for family dwellinghouses.

PART 2: Assessment

1.0 SITE DESCRIPTION

- 1.1 The application site is an irregularly shaped 0.95 hectare backland plot behind the retail parades on the north side of The Broadway, Stanmore
- 1.2 The whole of the application site is allocated in the Harrow Local Plan for retail-led redevelopment; the allocation provides for retail floorspace (potential 2,000 square metres), residential use (105 homes) and community use. Site levels rise from south to north across the site (approximately 4 metres)
- 1.3 The north part of the site (approx 0.6 hectares) was previously occupied by the single/two storey buildings and grounds of the former Anmer Lodge elderly persons' care home and day centre/temporary homeless persons' hostel. This has since been demolished and a temporary car part has been constructed. The site is bounded to the north by Rainsford Close, a development of two storey terraced houses and a three-storey block of flats; no. 14 Rainsford Close adjoins the application site all others are separated by the public highway
- 1.4 The south part of the site (approx. 0.35 hectares) is a surface level car park with 151 spaces allocated/leased to the following users: Lidl (100 spaces); Norwood (28 spaces); Expotel (12 spaces); Sheppard (2 spaces); LBH public pay & display (9 spaces). The south part of the site is within the boundary of Stanmore District Centre and part of the centre's designated Primary Shopping Area in the Harrow Local Plan
- 1.5 Access to the south part of the site is from Dennis Lane via the existing service road to the rear of shops in The Broadway. Access to the north part of the site is from Stanmore Hill via Coverdale Close/Rainsford Close
- 1.6 The site is bounded to the east by the rear gardens of nos. 5-12 Dennis Gardens and nos. 17-22 Laburnum Court, and a communal parking/garage court to Laburnum Court; both Dennis Gardens and Laburnum Court comprise purpose built maisonettes within two storey buildings
- 1.7 The site is bounded to the west by Stanmore Library's staff car park (access from Coverdale Close) and a private car park (access from the existing town centre service road)
- 1.8 The site has a public transport accessibility rating of 2 at its north edge and 3 at its south edge; the nearest bus stops in The Broadway are served by local bus routes 340, H12, 142 and 324; the Stanmore Station terminus of the Jubilee Underground line is located 490 metres to the east along London Road

2.0 PROPOSAL

- 2.1 Planning permission was granted under reference P/0412/14 dated 22/08/2014 for major redevelopment of Anmer Lodge & Stanmore car park site to provide 120 dwellings, 1692m² of retail space and a total of 294 car parking spaces. The planning permission included a temporary replacement town centre car park with a minimum of 151 spaces to enable the phased redevelopment of the site was
- 2.2 A number of pre-commencement conditions have been approved, the former Anmer Lodge building has been demolished, enabling works have been undertaken and the temporary car park has been constructed. The planning permission has therefore been implemented.
- 2.3 The application is made under S.73 of the Town & Country Planning Act 1990, and seeks the variation of condition 48 (approved plans) of Planning Permission P/0412/14 (dated 22/08/2014). The variation of condition 48 would enable the applicant to vary the scheme in terms of the amendments detailed below.
- 2.4 The application seeks to alter the layout and the exit arrangement of the temporary car park. The entrance and exit from the temporary car park, in accordance with the permitted scheme, was to be from the existing access road at the southern edge of the existing car park at the south of the site. The proposal seeks to provide the exit from the temporary car park to the north, onto Coverdale Close and connecting to Stanmore Hill. The proposed exit would utilise the existing Anmer Lodge access junction.

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/0412/14	Redevelopment of Anmer Lodge & Stanmore car park site in four blocks of various heights: block a to provide 1,692 sq. M (gross) food retail store (class a1) with ancillary café and 3-5 storeys of flats over; block b to provide multi storey car park and 3-4 storeys of flats over; block c to comprise 3-6 storeys of flats with undercroft parking; block d to comprise 2-4 storeys of houses and flats with surface car parking. Basement car park below blocks a & b. Total 120 dwellings (class c3) (resident permit restricted); 294 car	Granted 22/08/2014

	parking spaces (comprising 151 replacement spaces, 50 spaces for the food store and 93 spaces for residents), 8 motorcycle spaces and 144 cycle spaces. Access from dennis lane and coverdale close. Proposal also includes combined heat & power plant; landscaping & roof gardens; diversion of water culvert; works to provide temporary replacement town centre car park (minimum of 151 spaces) and demolition of anmer lodge.	
P/1738/17 P/1761/17 P/2267/17 P/2324/17 P/2387/17 P/2446/17 P/2447/17	Approval of Detail applications Condition 13 (demolition method) Condition 14 (construction method) Condition 20 (levels) Condition 46 (waste management) Condition 23a (piped watercourse) Condition 31 (tree route protection) Condition 32 (tree protection plan)	Approved: 09/06/2017 13/06/2017 13/07/2017 20/07/2017 18/08/2017 26/06/2017 26/06/2017
P/3684/17	Non material amendment to planning permission p/0412/14 dated 22/08/2014 to allow re-wording of condition 23 (drainage)	Grant 06/09/2017

4.0 CONSULTATION

- 4.1 A Site Notice was erected on 3rd October 2018, expiring on 24th October 2018.
- 4.2 Press Notice was advertised in the Harrow Times on the 11th October 2018 which expired on 1st November 2018
- 4.3 The application was advertised as a major application
- 4.4 A total of 1,348 consultation letters were sent to neighbouring properties regarding this application.
- 4.5 The overall public consultation period expired on 17th October 2018.

4.6 Adjoining Properties

Number of letters Sent	1348
Number of Responses Received	10
Number in Support	0
Number of Objections	10
Number of other Representations (neither objecting or supporting)	0

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

Summary of Comments	Officer Comments
<u>Character and Appearance</u> Impact on character and appearance; density of development too high;	The impact of the proposal on character and appearance was considered acceptable under application P/0412/14. The proposed variations to the temporary car park would have an acceptable impact on character and appearance
<u>Residential Amenity</u> Noise, disturbance, privacy and outlook impacts of proposed development; already overpopulated; overlooking	This application seeks to make variations to the layout and exit arrangement of the temporary car park. Officers consider that the proposed variations would not have a detrimental impact on the residential amenities of adjoining occupiers.
<u>Traffic and Parking</u> Increased congestion, traffic and parking strain on local roads; parking spaces of proposal are inadequate; not enough space for construction traffic; increased risk of accidents; creation of new 'box' feature will lead to up to two years of backlog up Stanmore Hill	This has been addressed in section 6.6 of the report

<p><u>Other</u> Increased strain on social infrastructure; inadequate drainage and flooding impacts</p>	<p>It is considered that the proposed variations to the temporary car park would not unduly impact upon drainage and flooding. The impact of the redevelopment of the site on social infrastructure was detailed in application P/0412/14/</p>
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4.9 Statutory and Non Statutory Consultation

4.10 The following consultations have been undertaken:

Highways Officer

No objection to the variations, subject to the submission of a satisfactory revised Construction Method Statement. The yellow box is not going to be provided. We have instead stated that an advisory Keep Clear marking may be more appropriate. Neither marking would afford the minor side road priority over the main carriageway of Stanmore Hill but would ensure that any queuing traffic on Stanmore Hill would keep the junction clear to allow access into and out of Coverdale Close at peak times.

For the duration of the construction work, the intention is to suspend car parking along Coverdale Close to facilitate HGV movements along with the car park traffic. The developer has committed to providing some specifically marked bays within the temporary car park on the former Anmer Lodge site for Zone B permit holders as a substitute for those bays that will not be available in Coverdale Close. The Council is to receive a Section 106 contribution to make some modifications to the existing highway network in Stanmore as a result of this development which includes the possibility of widening Coverdale Close in order to re-provide the existing parking bays in a new position.

We appreciate that there will be some disruption during the construction period, however, this is a temporary arrangement and pressures should ease when the development is complete.

5.0 **POLICIES**

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

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

- 5.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied; it is a material consideration in the determination of this application. The current NPPF was published in July 2018 and replaces the first NPPF (March 2012).
- 5.3 In this instance, the Development Plan comprises The London Plan 2016 [LP] and the Local Development Framework [LDF]. The LDF comprises The Harrow Core Strategy 2012 [CS], Harrow and Wealdstone Area Action Plan 2013 [AAP], the Development Management Policies Local Plan 2013 [DMP], the Site Allocations Local Plan [SALP] 2013 and Harrow Local Area Map 2013 [LAP].
- 5.4 While this application has been principally considered against the adopted London Plan (2016) policies, some regard has also been given to relevant policies in the Draft London Plan (2017), as this will eventually replace the current London Plan (2016) when adopted and forms part of the development plan for the Borough. 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. 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
- 5.5 A full list of all the policies used in the consideration of this application is provided as Informative 1 in Appendix 1 of this report.

6.0 ASSESSMENT

6.1 The main issues are;

- Principle of the Development
- Housing
- Character and Appearance of the Area
- Residential Amenity
- Traffic and Parking
- Flood Risk and Development
- Sustainability and Ecological Considerations

6.2 Principle of Development

- 6.2.1 The principle of the development has previously been considered acceptable through the grant of planning permission P/0412/14 (dated 22/08/2014) which has been implemented.
- 6.2.2 Since the grant of the original application, the National Planning Policy Framework has been updated and The London Plan has been amended to a 2016 addition. However, it is noted that within the amendments, there is little change to the documents that would render the principle of the current application being considered any different than that under P/0412/14

6.2.3 On this basis, it is considered that the principle of a mixed used redevelopment of the site would be acceptable in line with Policies 2.15, 3. 3.14, 3.16 and 4.7 of The London Plan (2016), Policy CS1 of The Harrow Core Strategy (2012) and Policies DM24, DM35, DM40 and DM47 of the Development Management Policies (2013).

6.3 Housing

6.3.1 The proposed amendments to the implemented development do not seek to vary the number, type or tenure of the housing units. The proposal would therefore continue to meet the strategic housing aim for the borough in accordance with policies 3.4, 3.5 and 3.12 of The London Plan (2016) and Policies DM1, DM24 and DM27 of The Development Management Policies (2013).

6.4 Character and Appearance of the Area

6.4.1 The proposed amendments to the approved development do not seek to vary the appearance, design or character of the implemented development. The proposal is therefore considered acceptable in this regard in accordance with policies 7.4, 7.5, 7.8 and 7.12 of The London Plan (2016) and Policy DM1 of the Harrow Development Management Policies (2013)

6.5 Residential Amenity

6.5.1 Under application P/0412/14, it was considered that on balance, the impact of the proposed development on the residential amenities of adjoining occupiers would be acceptable. There are no variations to the subject scheme with regards to the built form and on this basis, officers consider that the resulting residential amenity impact would be consistent with the approved scheme in this regard.

6.5.2 The proposed exit from the temporary car park would be from the existing crossover to the north-west of the site at the junction of Coverdale Close and Rainsford Close. The crossover is located approximately 25m to the south of nos. 1-9 Rainsford Close and 50m to the east of no. 1 Greyfell Close. Given the separation distances of the proposed crossover to the adjacent residential dwellinghouses, the anticipated intermittent nature of vehicular movements and the temporary use of the junction (while phase 1 of the development is undertaken), on balance, officers consider that the proposed variation to the exist of the temporary car park would not have a unacceptably harmful impact on the amenities of adjoining occupiers. The proposal would therefore accord with Policy 7.6 of The London Plan (2016) and Policy DM1 of the Harrow Development Management Policies (2013).

6.6 Traffic and Parking

- 6.6.1 The existing on-site surface car park consists of 151 spaces and the approved planning permission sought the replacement of these 151 spaces within the approved temporary car park while phase one of the development (which includes the provision of a multi-storey car park) is constructed.
- 6.6.2 The application seeks to vary the layout and exit arrangement of the temporary car park of the approved scheme. The submitted cover letter asserts that the changes to the layout of the temporary car park reflects Lidl's requirement for 8 disabled parking bays, a trolley bay and a car park attendant's kiosk and also reflects the need to locate the car park spaces outside the root tree protection zone for the 'protected tree' to the north west of the car park. These revisions would make the car park more accessible and user friendly.
- 6.6.3 The proposed revised layout also proposed a new exit from the temporary car park via the approved construction access route on to Coverdale Close in the north-west of the site. A revised exit arrangement is proposed as it became apparent through further detailed design work that the distance between the construction site and site boundary in the south-east of the site is not sufficient to allow for two-way traffic and a pedestrian footpath. The proposal therefore seeks to retain the existing car park entrance from Dennis Lane and to introduce a one-way exit on to Coverdale Close and connecting to Stanmore Hill.
- 6.6.4 The application was referred to the Highway Authority who have raised no objection to the variations, subject to the submission of a satisfactory revised Construction Logistics Plan. The Highways officer has advised that a 'Keep Clear' marking would be more appropriate and would not afford minor side road priority over the main carriageway of Stanmore Hill but would ensure that any queuing traffic on Stanmore Hill would keep the junction clear to allow access into and out of Coverdale Close at peak times.
- 6.6.5 Furthermore, for the duration of the construction work, the intention is to suspend car parking along Coverdale Close to facilitate HGV movements along with the car park traffic. The developer has committed to providing some specifically marked bays within the temporary car park for Zone B permit holders as a substitute for those bays that will not be available in Coverdale Close. Officers consider this to be a satisfactory temporary arrangement.
- 6.6.6 The proposed phasing and variation to the exit arrangement would inherently generate variations of traffic flow imposition on the highway network as construction progresses. The Council is satisfied that subject to a revised Construction Logistics Plan (CLP) which would detail the appropriate highway mitigation measures, then both phases of development will be afforded the necessary provisions to function without significant anticipated detriment to the surrounding road network. The proposal would accord with Policies 6.3, 6.9, 6.10, 6.12 and 6.13 of The London Plan (2016) and Policies DM42, DM43 and DM44 of the Harrow Development Management Policies (2013)

6.7 Flood Risk and Development

6.7.1 Under application P/0412/14, the submitted Flood Risk Assessment was considered acceptable by the Drainage Authority, and as such satisfactorily mitigating the risk or exacerbation of flood risk subject to conditions. The proposed amendment under the current proposal would not increase the footprint of the permitted development, and as such would not result in a change to the permitted scheme in relation to flood risk. The previously imposed conditions would be carried over accordingly, and subject to those safeguarding conditions the development would accord with policies 5.12 and 5.13 of The London Plan (2016) and policies DM9, DM10 and DM11 of The Development Management Policies (2016)

6.8 Sustainability and Ecological Considerations

6.8.1 The methodology for the proposed Energy Strategy submitted with P/0412/14 accorded with the hierarchy set out within the London Plan and demonstrated how the minimum savings in carbon emissions against Building Control targets would be attempted to be achieved on site.

6.8.2 It is acknowledged that major applications for residential developments determined after 1st October 2016 would have to achieve a zero carbon development. However, it is noted that the planning permission has been implemented. Therefore, while the subject S.73 application has been submitted after this time, the development was designed and submitted for consideration prior to the 1st October 2016 when the original application was submitted and subsequently granted. It is therefore considered unreasonable that the zero carbon requirement be retrospectively applied to the scheme.

6.8.3 The landscaping strategy, arboricultural impacts and biodiversity protection and enhancements were considered acceptable under the previously approved application subject to conditions, in accordance with Policies 5.1, 5.2, 5.3, 5.5, 5.7, 5.10, 5.14, 5.15, 7.19 and 7.21 of The London Plan (2016) and Policies DM12, DM13, DM20, DM21, DM22 and DM23 of the Harrow Development Management Policies (2013).

7.0 CONCLUSION AND REASONS FOR APPROVAL

7.1 The proposed variations to the layout and exit arrangement of the temporary car park would enable the first phase of development (of planning application P/0412/16) to proceed while providing the necessary replacement town centre car parking spaces. Officers are satisfied that the proposed variations would not have a detrimental impact on the functioning of the surrounding highway network or the residential amenities of the adjoining occupiers and would comply with the relevant policies as detailed in the report.

APPENDIX 1: Conditions and Informatives

Conditions

1. Approved Drawing and Documents

The development hereby permitted shall be carried out in accordance with the following approved plans and documents: 1126_PL_002 (Site Location Plan); 1126_PL_003 Rev. B (Proposed Site Plan); 1126_PL_004 Rev. B (Proposed Lower Ground Floor Plan); 1126_PL_005 Rev. B (Proposed Upper Ground Floor Plan); 1126_PL_006 Rev. C (Proposed First Floor Plan); 1126_PL_007 Rev. C (Proposed Second Floor Plan); 1126_PL_008 Rev. C (Proposed Third Floor Plan); 1126_PL_009 Rev. C (Proposed Fourth Floor Plan); 1126_PL_010 Rev. A (Proposed Fifth Floor Plan); 1126_PL_011 Rev. A (Proposed Basement Floor Plan); 1126_PL_012 (Existing Site Plan); 1126_PL_013 (Existing Ground Floor Plan); 1126_PL_014 (Existing First Floor Plan); 1126_PL_015 (Existing Roof Plan); 1126_PL_016 (Existing Elevations - North and West); 1126_PL_017 (Existing Elevations - South and East); 1126_PL_019 (Roof Plan); 1126_PL_200 Rev A (Block A Elevations); 1126_PL_201 Rev. C (Block B Elevations); 1126_PL_202 Rev. A (Block C Elevations); 1126_PL_203 (Block D Elevations); 1126_PL_204 (Sections - Block C); 1126_PL_223 (3b/5p House Elevations - Block D); 1126_PL_224 (4b/7p House Elevations - Block D); 1126_PL_250 Rev. B (Site Sections AA & BB); 1126_PL_251 Rev. B (Site Sections CC & DD); 1126_PL_252 (Site Sections EE & FF); 1126_PL_500 Rev. E (Phase 1 and Temp. Car Park), T116 (Revision D1), T117 (Revision D1), T118 (Revision D1), T140 (Revision D1), T141 (Revision D), T142 (Revision D), T143 (Revision D), Technical Note (dated 17/09/2018),

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

2. Lifetime and Wheelchair Home Standards

Unless otherwise agreed in writing by the local planning authority, the internal specification of the communal areas and of the individual flats and houses shall comply with the Lifetime Home Standards, and the internal specification of a minimum of 12 flats (and the communal areas serving them) shall comply with the Wheelchair Home Standards.

REASON: To ensure that all of the homes within the development comply with the Lifetime Homes Standards and that a minimum of ten per cent comply with the Wheelchair Home Standards, in accordance with London Plan Policy 3.8 and Core Strategy Policy CS1 K.

3. Inclusive Access

Before the construction of any building on the site reaches damp proof course level, an inclusive access strategy for the site shall be submitted to, and approved in writing by, the local planning authority. The strategy shall explain how the impact of levels changes across the site are to be mitigated to achieve inclusive access, and must include the following specifications:

- a) the detailed design of ramps and steps within the external, publicly accessible areas of the development;
- b) the thresholds, door opening widths and landing areas at all entrances between the external, publicly accessible areas of the development and the retail store & car parks;
- c) the design and layout of the ancillary cafe external seating area;
- d) the levels and layout of a pedestrian route from the existing town centre service road to the retail store through the lower ground level car park and adjacent surface parking area;
- e) the thresholds, door opening widths, landing areas, canopies and external illumination at all communal entrance points to Blocks A-D and to all external entrance points to the dwellinghouses;
- f) the dimensions of the lifts and the heights and tread depths of communal stairs in Blocks A-D; and
- g) any additional external specifications required to comply with the Wheelchair Home Standards, including the allocation of a disabled persons' parking space for each wheelchair standard home.

The development shall be carried out in accordance with the approved access strategy, or any amendment or variation to it as may be agreed in writing by the local planning authority, and shall be permanently retained as such thereafter.

REASON: To ensure that all of the homes within the development comply with the Lifetime Homes Standards and that a minimum of ten per cent comply with the Wheelchair Home Standards, in accordance with London Plan Policy 3.8 and Core Strategy Policy CS1 K, and to ensure that the proposal contributes to the creation of a Lifetime Neighbourhood in accordance with Policy DM2 of the Local Plan.

4. Parking Standards

Unless otherwise agreed in writing by the local planning authority, the layout of the residential car parking areas shall make provision for a minimum of one communal car parking space with widening capability to serve each of the Blocks A-D, and one car parking space with widening capability for each of the dwellinghouses, to be located as close as possible to the main entrance(s) of the blocks and dwellinghouses that they would serve, and the allocation of individual car parking spaces to individual homes shall ensure a distance of not more than 50 metres between the space and the relevant block or dwellinghouse.

REASON: To ensure that all of the homes within the development comply with the Lifetime Homes Standards in accordance with London Plan Policy 3.8 and Core Strategy Policy CS1 K.

5. Retail Store Details

Notwithstanding the details shown on the approved drawings, construction of the retail store hereby approved shall not progress beyond damp proof course level until the local planning authority has agreed in writing to:

- a) detailed elevations of the store to include: the arrangements to be made to accommodate any projecting, fascia and other signage associated with the store; the provision of a canopy over the active shop front elevation; and the treatment of non-active elevations;
- b) the arrangements to be made for the provision of customer toilets including disabled persons' toilets;
- c) the arrangements to be made for the provision of secure cycle storage for staff employed at the store; and
- d) the arrangements to be made within the store for the sorting, storage and collection of waste and recyclable materials arising within the store.

The development shall be carried out in accordance with the approved elevations and arrangements, or any amendment or variation to them as may be agreed in writing by the local planning authority, and shall be permanently retained as such thereafter.

REASON: To ensure that all of the development achieves a high standard of design and layout and makes a positive contribution to the creation of Lifetime Neighbourhoods in accordance with Policies DM1 and DM2 of the Local Plan, and to ensure that the proposal makes satisfactory provision for cyclists and waste management in accordance with Policies DM42 and DM45 of the Local Plan.

6. Landscaping and security details

Before the construction of any building on the site reaches damp proof course level, details of the boundary treatment, lighting and any CCTV equipment to be used at the perimeter and within the site have been submitted to, and approved in writing by, the local planning authority. The details shall include:

- a) the arrangements for enclosing and securing the areas around the food store loading bay and electricity sub station;
- b) the arrangements for enclosing and securing the communal amenity areas of Blocks A-D and the private gardens of the dwellinghouses;
- c) the arrangements for controlling access to and securing the basement, multi-storey and undercroft car parking areas;
- d) the arrangements for controlling access to and securing the communal stair/lift cores of Blocks A-D; and
- e) the arrangements for enclosing and securing the gardens of neighbouring property in relation to the lower ground level car park.

The development shall be carried out in accordance with the approved boundary treatment details, or any amendment or variation to them as may be agreed in writing by the local planning authority, and shall be permanently retained as such thereafter.

REASON: To ensure that the development is safe and secure, in accordance with Secured by Design Principles and Policy DM2 of the Local Plan, and to ensure that the development achieves a high standard of amenity for neighbouring

occupiers and future occupiers of the development, in accordance with Policy DM1 of the Local Plan.

7. Secure by Design 1

All main entrance doorsets to individual dwellings and communal entrance doorsets shall be made secure to standards, independently certified, set out in PAS 24:2007 or WCL 1 'Security standard for domestic doorsets.

REASON: To ensure that the development is safe and secure, in accordance with Secured by Design principles and Policy DM2 of the Local Plan.

8. Secure by Design 2

All window sets on the ground floor of the development and those adjacent to flat roofs or large rainwater pipes (downpipes) shall be made secure to standards, independently certified, set out in BS 7950:1997 or WCL 4 'Security standard for domestic windowsets'.

REASON: To ensure that the development is safe and secure, in accordance with Secured by Design principles and Policy DM2 of the Local Plan.

9. Car Park Management Strategy

The development hereby approved shall not be first occupied until a car parking management strategy for the whole site has been submitted to, and approved in writing by, the local planning authority. The development shall be managed in accordance with the approved car parking strategy, or any amendment or variation to it as may be agreed in writing by the local planning authority.

REASON: To ensure that the car parking is properly managed and appropriately allocated within the site, in accordance with Policy DM43 of the Local Plan.

10. Delivery and Servicing Plan

Before the first use of the retail store hereby approved, a Delivery and Servicing Plan shall be submitted to, and approved in writing by, the local planning authority. The approved Plan, or any amendment or variation to it as may be agreed in writing by the local planning authority, shall be adhered to throughout the operation of the store.

REASON: To minimise the impact of deliveries and servicing upon the amenity of neighbouring occupiers and to manage the impact upon the surrounding highway network, in accordance with Policies DM1, DM43 and DM44 of the Local Plan.

11. Retail Store Home Delivery Restriction

No home deliveries shall be carried out from the retail store hereby approved, unless otherwise agreed in writing by the local planning authority.

REASON: To enable the servicing, highways and amenity impacts of any additional vehicle movements associated with home deliveries from the store to be assessed and considered, in accordance with Policy 6.3 of the London Plan and Policies DM1, DM43 and DM44 of the Local Plan.

12. Demolition Method Statement

The development shall be carried out in accordance with the details of the Demolition Method Statement approved under application number P/1738/17 (dated 09/06/2017)

REASON: To minimise the impacts of demolition upon the amenities of neighbouring occupiers, in accordance with Policy DM1 of the Local Plan, and to ensure that development does not adversely affect safety on the transport network in accordance with Policy 6.3 of the London Plan.

13. Construction Method Statement and Logistics Plan

The development shall be carried out in accordance with the approved Construction Method Statement and Logistics Plan approved under application number P/1761/17 (dated 13/06/2017)

REASON: To minimise the impacts of construction upon the amenities of neighbouring occupiers, in accordance with Policy DM1 of the Local Plan, and to ensure that development does not adversely affect safety on the transport network in accordance with Policy 6.3 of the London Plan and Policy DM43 of the Local Plan

What about the report approved in this application

14. Design Standards

Unless otherwise agreed in writing by the local planning authority, the development shall be carried out in accordance with the appearance and architecture, fenestration and balcony treatment details specified in the approved Design and Access Statement and on the approved drawings, and shall be permanently retained as such thereafter.

REASON: To ensure that the development achieves a high standard of design in accordance with Policy DM1 of the Local Plan.

15. Materials

Before any building on the site reaches damp proof course level, details of the materials to be used in the external surfaces of the buildings shall be submitted to, and approved in writing by, the local planning authority. The development shall be carried out in accordance with the approved details or any amendment or variation to them as may be agreed in writing by the local planning authority.

REASON: To ensure that the development achieves a high standard of design in accordance with Policy DM1 of the Local Plan.

16. Telecommunications

Any telecommunications apparatus, extraction plant, air conditioning units and other plant or equipment that is required to be installed on the exterior of the buildings shall be carried out in accordance with details which shall first have been submitted to, and approved in writing by, the local planning authority, and shall be permanently retained as such thereafter. The details shall include siting, appearance, any arrangements for minimising the visual impact and any arrangements for mitigating potential noise or vibration.

REASON: To encourage communal provision of satellite and digital television receiving equipment in accordance with Policy DM49 of the Local Plan, and to ensure that installations on the exterior of the buildings do not detract from the amenities of neighbouring occupiers and/or future occupiers of the development in accordance with Policy DM1 of the Local Plan.

17. Housing Standards

The homes within the development hereby approved shall be constructed to comply with the London Plan minimum space standards and the requirements of the London Housing Design Guide interim edition.

REASON: To ensure that the development provides high quality living accommodation for future occupiers, in accordance with Policy 3.5 of the London Plan and Policy CS1 K of the Core Strategy.

18. Privacy Screen Details

Before the construction of any building on the site reaches damp proof course level, details of privacy screens to be applied to the balconies of plots A1.8, A1.9, A2.8, A2.9, A3.8, A3.9, A4.6, A4.7, D.01, D1.2, D2.2, and D3.2 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 or any amendment or variation to them as may be agreed in writing by the local planning authority, and shall be permanently retained as such thereafter.

REASON: To ensure that the development achieves a high standard of privacy for future occupiers in accordance with Policy DM1 of the Local Plan.

19. Site Levels

The permitted development shall be carried out in accordance with the level details approved under application number P/2267/17 (dated 13/07/2017)

REASON: To ensure that the development achieves a high standard of privacy and amenity for neighbouring occupiers, and to ensure that the development achieves a high standard of design, in accordance with Policy DM1 of the Local Plan.

20. Multi-Storey Car Park Screening

Before the construction of any building on the site reaches damp proof course level, details of the screening (including any planting) of the ventilation panels in the external elevations of the multi-storey car park 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 or any amendment or variation to them as may be agreed in writing by the local planning authority, and shall be permanently retained as such thereafter.

REASON: To ensure that the development achieves a high standard of privacy and amenity for neighbouring occupiers, and to ensure that the development achieves a high standard of design, in accordance with Policy DM1 of the Local Plan.

21. Podium Garden Screening

Before the construction of any building on the site reaches damp proof course level, details of the screening (including any planting) of east edge of the podium garden to Block B 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 or any amendment or variation to them as may be agreed in writing by the local planning authority, and shall be permanently retained as such thereafter.

REASON: To ensure that the development achieves a high standard of privacy and amenity for neighbouring occupiers, and to ensure that the development achieves a high standard of design, in accordance with Policy DM1 of the Local Plan.

22. Piped Watercourse Protection

The development hereby approved shall not be commence until a scheme for the protection of the piped watercourse has been submitted to, and approved in writing by, the local planning authority. The scheme shall include:

- a) proposal of an agreed method of repair or replacement if required;
- b) full details demonstrating that the new structure does not impart any load on the culvert or destabilise it in any way;
- c) details of any necessary build over or adjacent to the culvert; details of access for future repairs, blockage clearance, maintenance and future condition surveys.

The development shall be carried out in accordance with the approved scheme, or any amendment or variation to it as may be agreed in writing by the local planning authority.

REASON: To protect the integrity of the piped watercourse structure, reduce and mitigate the effects of flood risk following guidance in the National Planning Policy Framework and to avoid adversely affecting the infrastructure of the watercourse in accordance with Policy DM11 of the Local Plan.

23. Disposal of Foul Water

The development hereby approved shall not be occupied 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.

REASON: To ensure that the necessary construction and design criteria for the development proposals follow approved conditions, and to ensure that adequate drainage facilities are provided in accordance with Sewers for Adoption.

24. Disposal of Surface Water

The development of any buildings hereby approved 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. The development shall be carried out in accordance with the approved works, or any amendment or variation to them as may be agreed in writing by the local planning authority.

REASON: To ensure that the necessary construction and design criteria for the development proposals follow approved conditions, to ensure that adequate drainage facilities are provided, and to reduce and mitigate the effects of flood risk following guidance in the National Planning Policy Framework and Policies DM9 and DM10 of the Local Plan.

25. Surface Water Attenuation

The development of any buildings hereby approved shall not be commenced until surface water attenuation and storage works have been submitted to, and approved in writing by, the local planning authority. The development shall be carried out in accordance with the approved attenuation and works, or any amendment or variation to them as may be agreed in writing by the local planning authority.

REASON: To ensure that the necessary construction and design criteria for the development proposals follow approved conditions and to reduce and mitigate the effects of flood risk following guidance in the National Planning Policy Framework and Policies DM9 and DM10 of the Local Plan.

26. Flood Risk Assessment Compliance

Unless otherwise agreed in writing by the local planning authority, the development shall be carried out in accordance with the flood resistance and resilience measures described in section 10.4 of the approved Flood Risk Assessment dated December 2013.

REASON: To ensure that the development makes appropriate provision for flood risk mitigation in accordance with Policy DM9 of the Local Plan.

27. Restriction of Permitted Development Rights

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, as amended, or any order revoking and replacing that order with or without modification, the provisions of Classes A and E to Part 1 (Development within the curtilage of a dwellinghouse) of Schedule 2 of that Order shall not apply to the houses within the development hereby approved.

REASON: To protect the integrity of the culverted watercourse that flows through the site by ensuring the maintenance of an appropriate undeveloped buffer zone either side of the watercourse, in accordance with Policy DM11 of the Local Plan.

28. Hard and Soft Landscaping

Before the construction of any building on the site reaches damp proof course level, a scheme for the hard and soft landscaping of the development, to include details of on-site play equipment and any public seating, has been submitted to, and approved in writing by, the local planning authority. Soft landscape works shall include: planting plans and schedules of plants, noting species, plant sizes and proposed numbers / densities. The development shall be carried out in accordance with the approved scheme or any amendment or variation to it as may be agreed in writing by the local planning authority, and maintained in accordance with the approved scheme.

REASON: To ensure that the development makes appropriate provision for hard and soft landscaping in accordance with Policy DM22 of the Local Plan.

29. Soft Landscaping Implementation

All planting, seeding or turfing comprised in the approved scheme 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 5 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 ensure that the development makes appropriate provision for soft landscaping in accordance with Policy DM22 of the Local Plan.

30. TPO Root Protection

The permitted development shall be carried out in accordance with the details approved under application number P/2446/17 (dated 26/06/2017) to safeguard to the root protection area of the TPO-protected Wellingtonia tree.

REASON: To ensure that the retention and survival of the TPO-protected Wellingtonia tree in accordance with Policy DM22 of the Local Plan

31. Tree Protection Measures

The permitted development shall be carried out in accordance with the tree protection measures approved under application number P/2447/17 (dated 26/06/2017)

REASON: To ensure that the retention and survival of the TPO-protected Wellingtonia tree in accordance with Policy DM22 of the Local Plan

32. Green Roof Details

Before the construction of any building on the site reaches damp proof course level, details of the provision of green roofs within the development shall be submitted to, and approved in writing by, the local planning authority. The details shall comprise:

- a) identification of the roof areas to be used for the provision of green roofs;
- b) details of the planting to be used; and
- c) details of the maintenance including irrigation.

The development shall be carried out in accordance with the approved details or any amendment or variation to them as may be agreed in writing by the local planning authority.

REASON: To ensure that green roofs are provided as part of the development, in accordance with London Plan Policy 5.11, and to ensure that the development contributes to sustainability objectives in accordance with London Plan Policy 5.3 and 5.9 and Local Plan Policy DM12, and to ensure that the development contributes to urban greening biodiversity objectives in accordance with London Plan Policy 5.10 and Local Plan Policy DM21.

33. Biodiversity 1

Unless otherwise agreed in writing by the local planning authority, the development hereby approved shall be carried out in accordance with the ecological recommendations for nesting birds, reptiles and Japanese knotweed as set out in the letter from SLR Consulting Limited and dated 11th March 2014, and in accordance with the recommendations for bats as set out in the letter from SLR Consulting Limited and dated 27th March 2013.

REASON: To ensure that the development makes appropriate provision for the protection of biodiversity in accordance with Policy DM20 of the Local Plan.

34. Biodiversity 2

Before the construction of any building on the site reaches damp proof course level, siting and specification details of the proposed sparrow terrace nesting boxes and fresh water sources, recommended in the letter from SLR Consulting Limited and dated 11th March 2014, 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 or any amendment or variation to them as may be agreed in writing by the local planning authority, and shall be permanently retained as such thereafter.

REASON: To ensure that the development makes appropriate provision for the enhancement of biodiversity in accordance with Policy DM21 of the Local Plan

35. Biodiversity 3

Before the construction of any building on the site reaches damp proof course level, the local planning authority shall be notified of the additional potential site enhancements, including the provision of green roof(s), as recommended in the letter from SLR Consulting Limited and dated 11th March 2014, are to be implemented. The notification shall include justification for the selection/non-selection of the enhancements to be implemented. The development hereby approved shall not be commence beyond damp proof course level until the siting and specification details of the insect hibernation box have been have been submitted to, and approved in writing by, the local planning authority. The development shall be carried out in accordance with the notified and (where required) approved details or any amendment or variation to them as may be agreed in writing by the local planning authority, and shall be permanently retained as such thereafter.

Reason: To ensure that the development makes appropriate provision for the enhancement of biodiversity in accordance with Policy DM21 of the Local Plan

36. Energy Strategy

Unless otherwise agreed in writing by the local planning authority, the development hereby approved shall be carried out in accordance with the proposals for emissions savings that are documented in the approved Energy Strategy Report dated 16th December 2013 and the Addendum to the Energy Strategy Report dated 20th January 2014.

Reason: To ensure that the development makes appropriate provision for the minimisation of carbon dioxide emissions in accordance with Policy 5.2 of the London Plan.

37. Code for Sustainable Homes

Unless otherwise agreed in writing by the local planning authority, the development hereby approved shall be carried out in accordance with the measures, including those for the management of mains water consumption, that are documented in the approved Code for Sustainable Homes Report dated 22nd November 2013.

Reason: To ensure that the development is carried out makes appropriate provision for the integration of sustainable design and construction measures, in accordance with Policy 5.3 of the London Plan and Policy DM12 of the Local Plan.

38. Combined Heat and Power System

The development hereby approved shall incorporate the Combined Heat and Power system as specified in the application and shall be gas operated.

REASON: To enable reassessment of the air quality impacts of the development in the event that biomass boilers are alternatively proposed, in accordance with Policy 7.14 of the London Plan.

39. Refuse Store Details

Before the construction of any building on the site reaches damp proof course level, details of the means and siting of ventilation of the bin stores 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 or any amendment or variation to them as may be agreed in writing by the local planning authority and shall be permanently retained as such thereafter.

REASON: To ensure that the development achieves a high standard of amenity for future occupiers of the development in accordance with Policy DM1 of the Local Plan.

40. Retail Store Delivery Hours

Deliveries to the retail store hereby approved shall take place only between the hours of 06:30 and 23:00 Mondays to Saturdays and between 08.30 and 23:00 on Sundays, unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that the development achieves a high standard of amenity for neighbouring occupiers and future occupiers of the development, in accordance with London Plan Policy 7.15 and Policy DM1 of the Local Plan.

41. Retail Store Opening Hours

The retail store hereby approved shall not be open for customers outside of the following hours:

- a) 07:00 to 23:00 Mondays to Saturdays; and
- b) 10:00 to 18:00 Sundays.

REASON: To ensure that the development achieves a high standard of amenity for neighbouring occupiers and future occupiers of the development, in accordance with London Plan Policy 7.15 and Policy DM1 of the Local Plan.

42. Noise Mitigation

Unless otherwise agreed in writing by the local planning authority, the development hereby approved shall be carried out in accordance with the proposals for the mitigation of noise that are set out in sections 8 and 9 of the approved Noise Assessment dated 15th January 2014, and shall be permanently retained as such thereafter.

REASON: To ensure that the development achieves a high standard of amenity for neighbouring occupiers and future occupiers of the development, and to mitigate noise during construction, in accordance with London Plan Policy 7.15 and Policy DM1 of the Local Plan.

43. Retail Store Water Efficiency

The retail store hereby approved shall not be occupied until details of the measures to make efficient use of mains water within the store have been submitted to, and approved in writing by, the local planning authority. The measures shall be implemented in accordance with the approved details or any amendment or variation to them as may be agreed in writing by the local planning authority.

REASON: To ensure that the development makes efficient use of mains water in accordance with London Plan Policy 5.15 and Policy DM10 of the Local Plan

44. Refuse Bin Storage

The refuse bins shall be stored at all times, other than on collection days, in the designated refuse storage areas, as shown on the approved drawing.

REASON: To ensure a high standard of amenity for future occupiers of the development and to ensure that the bins do not impede inclusive access within the site, in accordance with Policies DM1 and DM2 of the Local Plan.

45. Waste Management Plan

The permitted development shall be carried out in accordance with the waste management plan approved under application number P/2324/17 (dated 20/07/2017)

REASON: To ensure that waste management on the site is addressed from construction stage and to promote waste as a resource, in accordance with Policy CS1 X of the Core Strategy

46. Temporary Car Park

The development of any buildings hereby approved shall not be commenced until the following specifications for the temporary car park have been submitted to, and approved in writing by, the local planning authority:

- a) the site levels (at the boundaries of the site) of the car park and its access in relation to the existing site levels of neighbouring properties;
- b) the arrangements for controlling access to and securing the car park and its access; and
- c) the arrangements for the disposal of surface water from the car park and its access.

The works shall be carried out in accordance with the approved details or any amendment or variation to them as may be agreed in writing by the local planning authority.

REASON: To ensure that the temporary car park is safe and secure, in accordance with Secured by Design Principles and Policy DM2 of the Local Plan; to ensure that it achieves a high standard of amenity for neighbouring occupiers and future occupiers of the development, in accordance with Policy DM1 of the Local Plan; and to ensure that it makes appropriate provision for flood risk mitigation in accordance with Policy DM9 of the Local Plan

Informatives

1. Policies

The following policies and guidance are relevant to this decision:

The National Planning Policy Framework (2018)

The London Plan (2016): 2.15, 3.4, 3.5, 3.8, 3.11, 3.12, 3.14, 3.16, 4.7, 4.8, 5.2, 5.3, 5.6, 5.7, 5.9, 5.10, 5.11, 5.12, 5.13, 5.14, 5.15, 6.3, 6.9, 6.10, 6.13, 7.1, 7.4, 7.5, 7.6, 7.7, 7.8, 7.12, 7.14, 7.15, 7.19, 7.21, 8.2

Harrow Core Strategy (2012): CS1

Development Management Policies: DMP: DM1, DM2, DM7, DM9, DM10, DM11, DM12, DM13, DM20, DM21, DM22, DM23, DM24, DM27, DM35, DM47, DM40, DM42, DM43, DM44, DM50

Supplementary Planning Documents

Mayor of London Housing SPG (2016)

Residential Design Guide SPD (2010)

Planning Obligations SPD (2013)

2. Pre-application engagement

Statement under Article 31 (1)(cc) of The Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended). This decision has been taken in accordance with paragraphs 187-189 of The National Planning Policy Framework. Pre-application advice was sought and provided and the submitted application was in accordance with that advice

3. 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.

4. Public Sewers

There may be public sewers crossing this site, so no building will be permitted within 3 metres of the sewers. The applicant should contact the Area Service Manager Mogden at Thames Water Utilities at the earliest opportunity, in order to establish the likely impact of this development upon the sewerage infrastructure. Tel:- 08459 200800.

5. Considerate Contractor Code of Practice

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

(Include on all permissions involving building works where they could affect a public highway)

6. Party Wall

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

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

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

"The Party Wall etc. Act 1996: Explanatory booklet" is available free of charge from:

Communities and Local Government Publications, PO Box 236, Wetherby, LS23 7NB

Please quote Product code: 02 BR 00862 when ordering

Also available for download from the CLG website:

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

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: communities@twoten.com

(updated 28.3.07)

7. Mayor CIL

Please be advised that approval of this application by Harrow Council will attract a liability payment £ £696,155 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 £696,155 for the application, based on the levy rate for Harrow of £35/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>

8. Harrow CIL

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

Harrow's Charges are:

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

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

Retail (Use Class A1), Financial & Professional Services (Use Class A2),

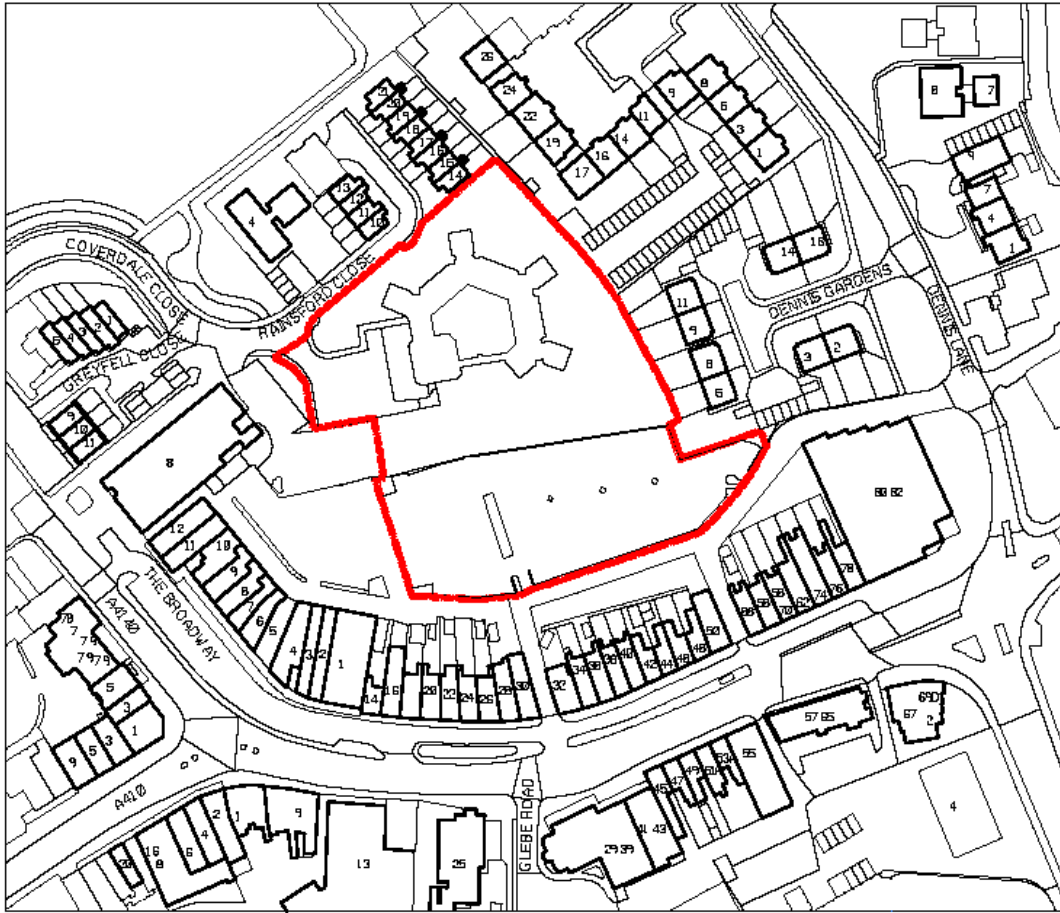
Restaurants and Cafes (Use Class A3) Drinking Establishments (Use Class A4)

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

All other uses - Nil.

The Harrow CIL Liability for this development is: £1,428,648

APPENDIX 2: SITE PLAN



DATE	REVISION/COMMENT	BY	ISSUED
		45-51 LOWLANDS ROAD NARROW - ON - THE - HILL MIDDLESEX HA1-3AW TEL: 0208-844-7030 www.peto.co.uk	
ARCHITECTS INTERIOR DESIGNERS MASTER PLANNERS URBAN DESIGNERS			
CLIENT	Notting Hill Housing		
PROJECT	Anmer Lodge, Stanmore		
DRAWING TITLE	Site Location Plan		
SCALE	PLANNING		
SCALE	1:1250 (A3)	DRAWN BY	ZV
DATE	20.3.12	CHECKED BY	DCB
DRAWING NO.	1126_PL_002	REVIEWED	/

APPENDIX 3: SITE PICTURES



Existing crossover



Residential properties along Rainsford Close



Residential properties on Greyfell Close



Coverdale Close with permit restriction and pay and display parking bays

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