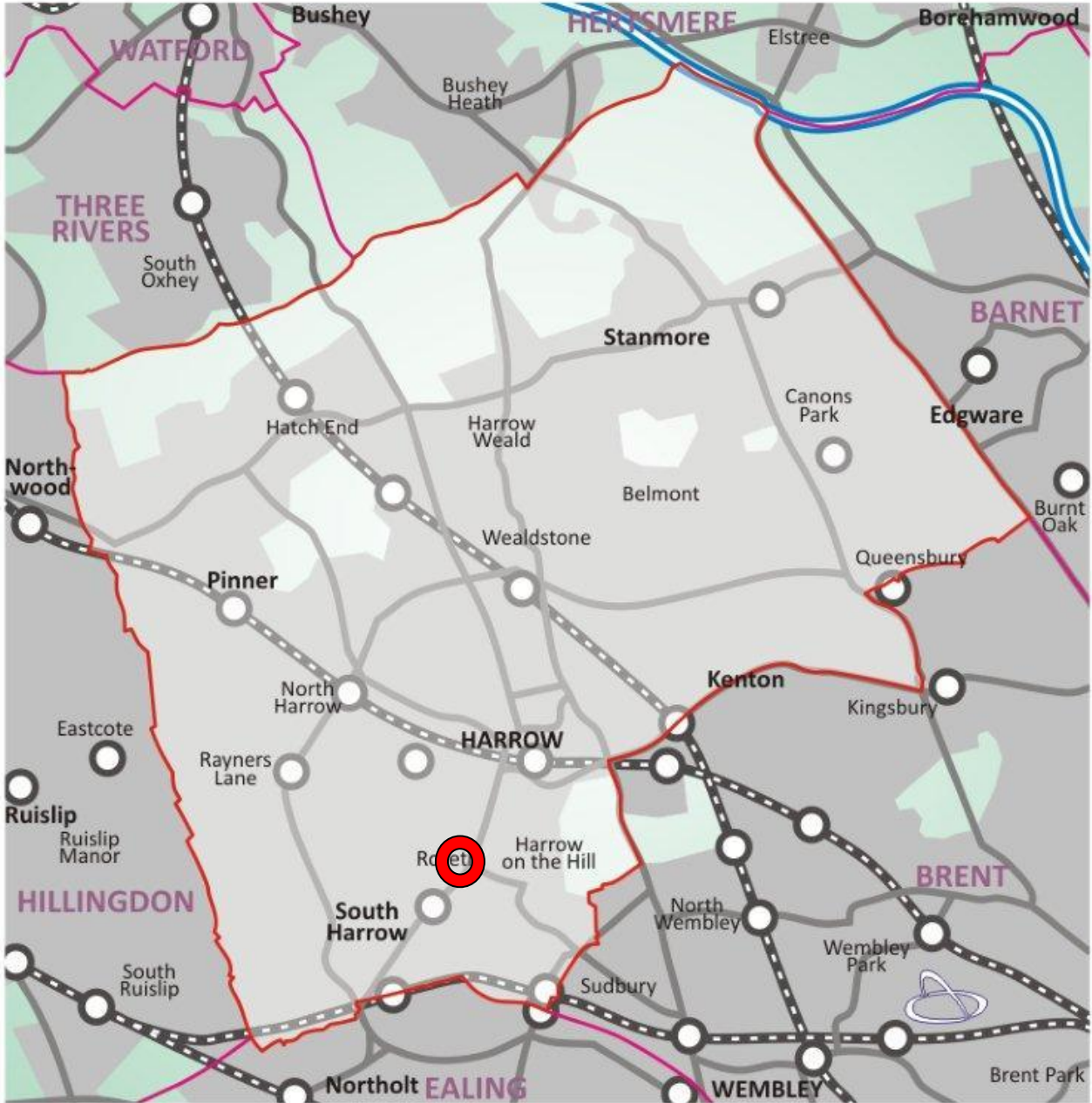
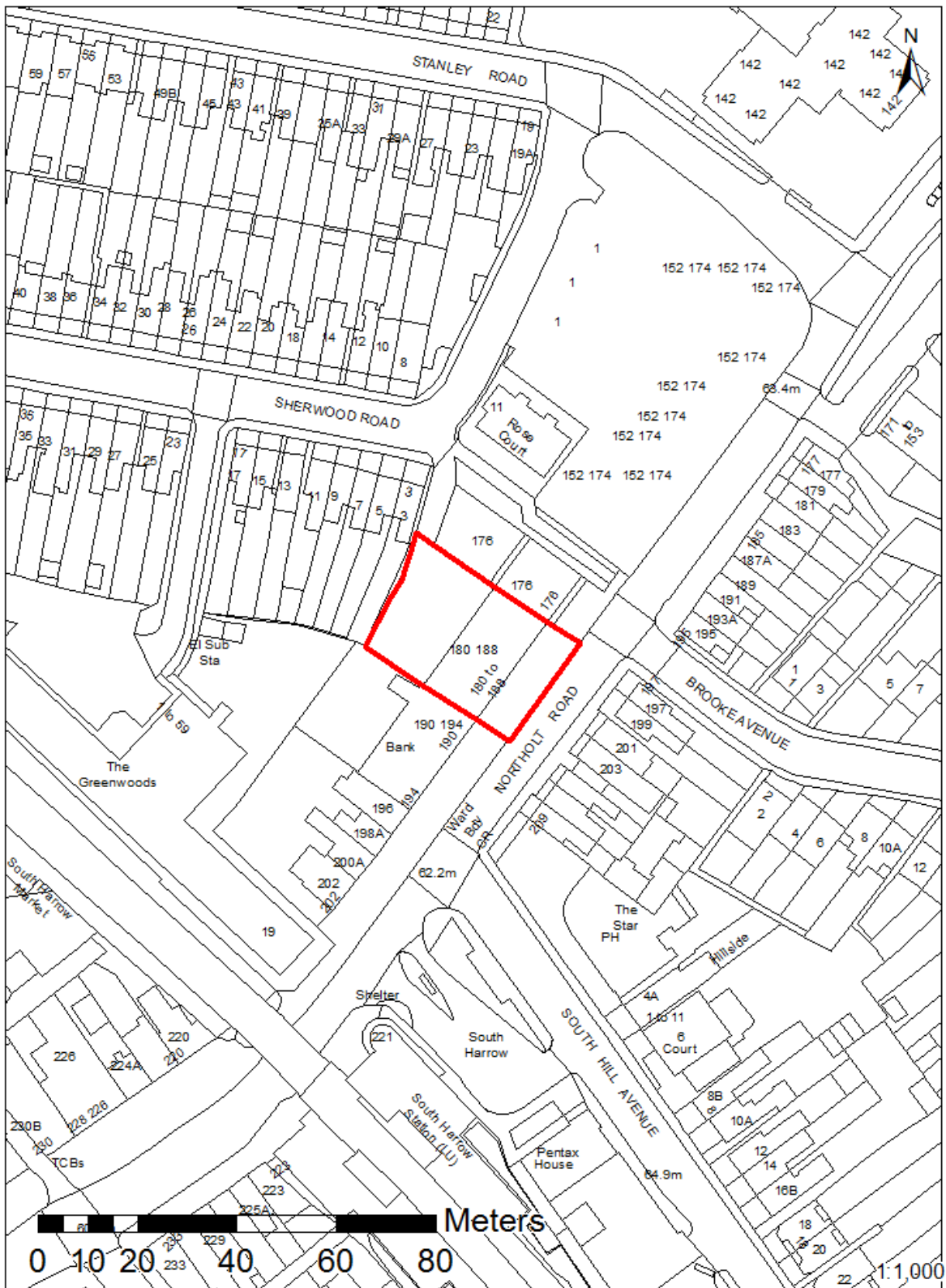


 = application site



180-188 Northolt Road	P/4150/18
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180-188 Northolt Road



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LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

13 February 2019

APPLICATION NUMBER: P/4150/18
VALIDATE DATE: 14/09/2018
LOCATION: 180-188 NORTHOLT ROAD, SOUTH HARROW
WARD: ROXBOURNE
POSTCODE: HA2 0ED
APPLICANT: MR NITEN HANDA
AGENT: HOLLINS PLANNING LTD
CASE OFFICER: SELINA HOTWANI
EXTENDED EXPIRY DATE: 20 FEBRUARY 2019

PROPOSAL

Fourth floor extension to create four x one bed flats; Refuse and Cycle Storage

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 Interim Chief Planning Officer in consultation with the Director of Legal and Governance Services for the completion of the Deed of Variation related to Section 106 legal agreement subject of application P/1347/18/PRIOR and pursuant to sections 106 and 106A of the 1990 Act and is a supplement to the Principal Deed and should be read in conjunction with the Principal Deed.

Deed of Variation (Modifications to the Principle Deed)

- 1) **Restriction of parking permits for future occupiers would be extended from the Principle Deed as agreed under reference P/1374/18/PRIOR to the development hereby recommended for approval.**
- 2) **At clause 1.1 of the Principal Deed, the definition of "Development" shall be replaced with the following:
"Development" means the conversion of offices (Class B1A) to 28 self contained flats (Class C3) (Prior Approval of Transport and Highways Impacts of the Development, Contamination and Flooding Risks on the Site and Impacts of Noise from Commercial Premises on the Intended Occupiers) and/or the fourth floor extension to create four one bed flats, refuse and cycle storage.**

Legal Fees: Payment of Harrow Council's reasonable costs in the preparation of the legal Agreement.

RECOMMENDATION B

That if, by 20th February 2019 or such extended period as may be agreed in writing by the Chief Planning Officer in consultation with the Chair of the Planning Committee, the Deed of Variation related to Section 106 legal agreement is not completed, then it is recommended to delegate the decision to the Chief Planning Officer to **REFUSE** planning permission on the grounds that.

The proposed development, in the absence of a legal agreement for the restriction of resident parking permits, would fail to encourage model shift towards sustainable forms of transportation and to minimise car travel and would therefore fail to meet the aspirations of policies 6.1, 6.9 and 6.13 of The London Plan (2016) and Policy DM42 of the Harrow Development Management Policies Local Plan (2013) and would therefore be unacceptable.

REASON FOR THE RECOMMENDATIONS

The proposed development would bring forward housing provision of a satisfactory mix, layout and design to ensure that the future occupiers would benefit from a high standard of living accommodation. It is considered that the proposed building would have an acceptable design and external appearance and would not have an undue impact on the character and appearance of the area or the residential amenity of neighbouring occupiers

INFORMATION

This application is reported to Planning Committee as the proposed development consists of construction of more than three new dwellings. The proposal therefore falls outside Schedule 1 of the Scheme of Delegation.

Statutory Return Type:	(E)13 Minor Dwellings
Council Interest:	No
Net Additional Floorspace:	228 sqm
Infrastructure Levy (CIL)	
Contribution:	£11,650.80 (with indexation)
Local CIL requirement:	£36,491.40 (with indexation)

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 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 proposed access does not adversely affect crime risk.

OFFICER REPORT

PART 1: Planning Application Fact Sheet

The Site	
Address	180-188 Northolt Road, South Harrow, HA2 0ED
Applicant	Mr Niten Handa
Ward	Roxbourne
Local Plan allocation	N/a
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
Flood Zone	Flood Zone 1
Critical Drainage Area	Yes

Housing		
Density	Proposed Density hr/ha	
	Proposed Density u/ha	
	PTAL	5
	London Plan Density Range	70–260 u/ha
Dwelling Mix	1 bed, 2 person	
	1 bed, 2 person	
	1 bed, 2 person	
	1 bed, 2 person	

Transportation		
Car parking	No. Existing Car Parking spaces	16
	No. Proposed Car Parking spaces	2 Disabled bays
Cycle Parking	No. Existing Cycle Parking spaces	n/a
	No. Proposed Cycle Parking spaces (residential use)	36 (internal) 2 (external)
Public Transport	PTAL Rating	5
	Closest Rail Station / Distance	South Harrow (75m)
	Bus Routes	5 bus routes (114, 140, 398, H10, H19)

Parking Controls	Controlled Parking Zone	YES
	CPZ Zone	M
	Other on-street controls	
Refuse/Recycling Collection	Summary of proposed refuse/recycling strategy	Collection from Sherwood Road

PART 2: Assessment

1.0 SITE DESCRIPTION

- 1.1 4 storey 1970's office building on north-western side of Northolt Road.
- 1.2 The building was formally known as Durbin House.
- 1.3 The site has an existing part undercroft / part surface car park at the rear of the building, accommodating 20 spaces.
- 1.4 Refuse and recycling storage is also located at the rear of the building. Within the building, access to the upper floors is by stairs and lifts.
- 1.5 The site has a public transport accessibility level (PTAL) of 5.
- 1.6 The site is within flood zone 1 and a critical drainage area.

2.0 PROPOSAL

- 2.1 Creation of a fifth storey of residential accommodation. This would increase the building height by 2.6m incorporating a flat roof and extend across the width of the building. The additional storey would be set back from the front and rear elevations by 0.6m.
- 2.2 Four new aluminium glazed doors are proposed to the front and rear elevations and would align with the existing fenestration below. Balconies at the front of these with frameless glass balustrades are proposed to align with the protruding bay windows below. 'Cedral' fibre cement horizontal cladding which would be pewter in colour is proposed for the external walls.
- 2.3 The aforementioned works would result in the creation of four additional flats comprising 4 x 1 bedroom, 2 person accommodation, each with two private outdoor balconies.
- 2.4 This proposal seeks to provide 6 cycle spaces, two of which would be located to the front of the site and 4 cycle spaces internally within a dedicated store. The proposal would result in the loss of 4 existing parking spaces at the rear of the site.
- 2.5 A bin store would be provided to the rear of site and would incorporate 3 x 1100 waste bin + 550litre, 3 x 1280 blue bins + 640 litres and garden waste which would be collected from Sherwood Road as per the existing situation.

3.0 **RELEVANT PLANNING HISTORY**

P/2339/08/COU - Provision of an additional floor of office accommodation
Granted: 11/11/04

P/1374/18/PRIOR - Conversion of offices (class b1a) to 28 self-contained flats (class C3) (prior approval of transport & highways impacts of the development contamination and flooding risks on the site and impacts of noise from commercial premises on the intended occupiers - PAR Granted: 01/06/2018

P/3312/18 – Replacement windows to front and rear elevations; cladding to front and rear elevations – Granted 16/10/2018

4.0 **CONSULTATION**

4.1 A total of 20 consultation letters were sent to neighbouring properties regarding this application.

4.2 The public consultation period expired on 12 October 2018.

4.3 **Adjoining Properties**

Number of letters Sent	20
Number of Responses Received	0
Number in Support	0
Number of Objections	0
Number of other Representations (neither objecting or supporting)	0

4.4 **Statutory and Non Statutory Consultation**

4.5 The following consultations have been undertaken.

Highways Officer: A technical note giving a demonstration of the trip generation for the proposal using the revised figures and an overview of parking levels would be required to show that the additional units can still be accommodated without having a detrimental impact. In the previous transport statement the parking numbers seemed to match the anticipated demand based on Census data but obviously an increase in units would slightly alter this. Whilst we wouldn't anticipate any significant change, details on how the parking provision would be

managed would help further. A deed of variation for the permit restriction would be fine.

The two additional cycle spaces would be acceptable given that the forecourt to the front of the building is considered to be private.

Pre-occupation conditions for details of the proposed cycle storage unit to accommodate 36 cycles are required.

Travel Plan Officer: I understand that the minimum requirement for short stay cycle parking is 40 residential unit, however I would recommend including one or two Sheffield stands to encourage visitors to cycle to/from the development, those could be located near the entrance to the cycle storage or to the entrance to the building.

Paragraph 3.12 access to parking permits for the local Controlled Parking Zone (CPZ) surrounding the site will be restricted for 4 dwellings, it implies that the other units will be allowed to apply for parking permits. However, a deed of variation to include the restrictions under the prior approval application is acceptable.

Drainage Officer: With regards to the above planning application, please note that the site is within surface water flood zone 3a and 3b according to our surface water flood maps. The main access to the development is from Northolt Road which is also at a high risk of flooding and is identified within flood zone 3a & 3b according to our surface water flood maps. Hence, the occupiers/users of the property should be aware of the emergency evacuation route and procedures. The information submitted by the applicant in regards to Emergency Planning looks fine, however the applicant still needs to submit a plan indicating a safe/dry evacuation route for the occupants/users of the property away from source of flooding. Please note that the requested information can be conditioned.

5.0 POLICIES

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

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

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

5.3 In this instance, the Development Plan comprises The London Plan 2016 [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 the draft London 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 1.
- 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
- Character and Appearance of the area
- Housing Supply, Mix and Density
- Residential Amenity
- Transport and Parking
- Flood Risk and Development
- Accessibility
- Equalities Implications
- S17 Crime & Disorder Act

6.2 Principle of Development

- 6.2.1 Policy 3.8 of The London Plan (2016) encourages the Borough to provide a range of housing choices in order to take account of the various different groups who require different types of housing. Further to this, Core Policy CS1 (I) states that 'New residential development shall result in a mix of housing in terms of type, size and tenure across the Borough and within neighbourhoods, to promote housing choice, meet local needs, and to maintain mixed and sustainable communities'. Having regard to the London Plan and the Council's policies and guidelines, it is considered that the proposed development would constitute an increase in housing stock within the borough, and would therefore be acceptable in principle. There is no specific policy in the Council's Core Strategy that precludes the principle of extending an existing building to provide new flats.
- 6.2.2 It should also be noted that the property benefits from prior approval (planning ref: P/1374/18/PRIOR) of the entire building to create 28 self-contained residential units comprising 4 x 2 bedroom units and 24 x 1 bedroom units. Based on the above and given the fall-back position, it is considered that the principle of residential at this location is acceptable.

6.3 Character & Appearance of the area

- 6.3.1 Policy 7.4 (B) of the London Plan requires that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass.
- 6.3.2 Core Policy CS1.B specifies 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 DM1 of the DMP gives advice that “all development proposals must achieve a high standard of design and layout. Proposals which fail to achieve a high standard of design and layout.
- 6.3.4 Paragraph 4.4 of the adopted SPD states that: “The pattern of development refers to the arrangement of plots, buildings and spaces around the building which, repeated over an area, forms part of that area's character and identity.” The adopted SPD also emphasises the importance of local character and design. Paragraph 4.7 and 4.8 state that local character is an important consideration and that built form and room form are important elements of this. They also state that the design and layout of new development should recognise the character of the area in which it is located. Paragraphs 4.14 and 4.15 address issues related to design of new buildings and state that the roof form is very important in the character of new development.
- 6.3.5 The principle of an additional storey similar in height to that which is proposed has been accepted at this site under planning ref: P/2339/04/COU, albeit for the provision of additional office space. Notwithstanding this, the proposed addition would be no higher than the adjacent property (190-194) currently occupied at ground floor by Barclays Bank and would be lower than the existing lift shaft which presently over sails the 4th floor (5th storey) on the subject property. Heights along this terrace vary and whilst there is no distinctive or uniform building height, the general flat roof design which stays consistent along this row of commercial properties would be maintained. The additional storey would also be set back from the edge of the roof either side by approximately 0.6m which would ensure that the proposal would appear subservient and relate well with the host property. Accordingly, it is considered that the additional storey would not appear visually dominant along the street scene and would be appropriate in scale with the host property and those which surround it.

- 6.3.6 To the rear of the site due to the changes in levels the building already appears as 5 storeys high when viewed from residential properties on Sherwood Road. However, given the 15-19m distance between the closest rear garden and the building itself this is unlikely to appear overly dominant, particularly given the scale of properties which surround immediately. Furthermore, the set back of the additional storey behind the existing parapet around the front and rear elevations of the building would offer some visual relief from the additional height. The proposed balconies / terraces to the front and rear of the property would not project beyond the existing bays and their alignment with the projecting bays below and matching cladding coupled with frameless glass behind the cladding would ensure that the design and character would be consistent with the host property and it would minimise any additional bulk. On this basis, the proposal would sit comfortably within the existing urban fabric and would not detract from the character and appearance of the area and host property in terms of scale and mass.
- 6.3.7 The replacement cladding (concrete pewter finish), grey aluminium framed windows and green sedum roof on the front and rear elevations were considered to be acceptable under planning ref: P/3312/18 which was recently approved. The external material to be used for the additional storey would comprise 'Cedral' fibre cement horizontal cladding of a Pewter colour which resembles a light grey. This is considered to create a visually interesting proposal with the use of high quality materials in keeping with the character and appearance of the host property and surrounding area.
- 6.3.8 The development is therefore considered to accord with the relevant policies of the development plan.

Refuse Storage

- 6.3.9 Policy DM26 states that part of the requirements for good design are that bin and refuse storage must be provided in such a way as to minimise its visual impact and that adequate arrangements for the storage and collection of waste, which would not give rise to nuisance to future occupiers is required. Policy DM45 states that waste storage must be located and screened to avoid nuisance to occupiers and adverse visual impact.
- 6.3.10 Paragraph 5.8 of the Harrow Residential Design Guide SPD states that "The design and layout of residential development must make satisfactory arrangements for the storage and collection of recycling and waste." The Council has produced the 'Code of Practice for the Storage and Collection of Refuse and Materials for Recycling in Domestic Properties (2016). This proposal would fall under the two bin system for new flats which require blue bins for recyclable waste (1280 litre) and grey / galvanised waste bins for residual waste (110 litre). Generally one of each of the aforementioned should be provided per eight flats.

6.3.11 Refuse storage has been provided to the rear of the property within the rear courtyard. The bin store would be located adjacent to the service road on Sherwood Avenue and would be appropriately positioned to ensure easy access for refuse collection. Provision has been made for 3 x 1100 waste bin + 550 litres and 3 x 1280 blue bins + 640 litres. In considering the existing office use (albeit vacant) and assessing the current proposal alongside the 28 self-contained units allowed under prior approval, the proposed bin store and refuse storage provision is considered to be appropriate. The internal bin store would be increased in size to account for the additional units and its location would not differ from the current situation and is therefore considered to be acceptable.

Landscaping

6.3.12 Whilst there is limited scope for soft landscaping, policy DM22 seeks that proposals include hard and soft landscaping. However, given the existing site constraints it is not considered that the site could provide any meaningful form of landscaping. It is therefore considered that in this case the hard landscaping as retained would be acceptable.

Access

6.3.13 Whilst the proposal does not provide separate accesses for both the commercial and proposed residential use, the agent has confirmed that the prior approval allowed under reference: P/1374/18/PRIOR would be implemented irrespective of the approval of the current application. The implementation of the prior approval would result in the need for separate entrances to fall away as the property as a whole would then be residential and therefore a condition which restricts the occupation of the additional four unit's subject of the current application will be attached to the permission. This would ensure safe and convenient access for all occupiers of the building.

6.4 **Housing Supply, Mix and Density**

6.4.1 The NPPF encourages the effective use of land through the reuse of suitably located previously developed land and buildings. London Plan Policy 3.3 provides explicit strategic support for the provision of housing within London.

6.4.2 London Plan Policy 3.4 Optimising Housing Potential seeks to optimise housing output from development by applying the sustainable residential quality density matrix at Table 3.2 of the Plan. The application site area is 0.097 hectares and it has a public transport accessibility level (PTAL) score of 5 indicating a very good level of public transport accessibility. Within the definitions of the London Plan density matrix, the site is considered to have an urban setting. The proposed units and habitable room densities fall well within the overall matrix ranges for urban setting sites.

- 6.4.3 The proposed development would provide four x one bed two person dwellings. This would be consistent with the mix of accommodation within the surrounding area and comply with the policies listed above.

Room Size and Layout

- 6.4.4 The Technical Housing standards (2015) (THS) specifies Gross Internal Areas (GIA) for new dwellings, and footnote 57 of the London Plan explains that ‘new dwellings in this context includes new build, conversions and changes of use.’ A minimum ceiling height of 2.3m is provided for at least 75% of the dwelling area, and from the proposed cross section the application would be above this standard at 2.5m.

Flat No.	Beds / People	THS GIA	Proposed GIA	Storage	Amenity
Flat 1	1b/ 2p	50 sq.m	50 sq.m	1.5 sq.m	8.25 sq.m
Flat 2	1b /2p	50 sq.m	50 sq.m	1.8 sq.m	6.75 sq.m
Flat 3	1b / 2p	50 sq.m	50 sq.m	1.5 sq.m	8.25 sq.m
Flat 4	1b / 2p	50 sq.m	50 sq.m	1.5 sq.m	8.25 sq.m

- 6.4.5 The GIA for all the proposed new units and habitable bedrooms would meet the minimum space standards required. Internal storage is shown on the plans and would also meet the London Plan 2016 thresholds. The proposed sectional elevations shows that the minimum floor to ceiling height would be 2.5m in compliance with the London Housing SPD (2016). As such, it is considered that the proposed units would provide a reasonable standard of living for occupiers, contrary to policies DM1 and DM26 of the Development Management Policies Document (2013).

Layout & stacking

- 6.4.6 Paragraph 4.55 of the Residential Design Guide SPD specifies that ‘the vertical stacking of rooms between flats should ensure that bedrooms do not overlap living rooms, kitchens and bathrooms on other floors. Where possible, the horizontal arrangement of rooms between flats in a block should also avoid bedrooms adjoining neighbouring living rooms, kitchens and bathrooms, as well as communal areas such as halls and stairs’.
- 6.4.7 The vertical stacking between the floors is acceptable given that the floors below are currently used as office accommodation. The floors below were granted permission for a change of use to residential under a prior approval application. The approved plans for that application show that there would be some degree of overlap, with many of the bedrooms overlapping in part the living rooms below. However, since there is only a small degree of overlapping, this is not considered to constitute a reason for refusal. Accordingly, it is considered that the vertical stacking between the proposed units would meet this requirement, and would therefore not give rise to unacceptable living conditions for future occupiers of the units.

- 6.4.8 The Council's adopted guidance would normally require dual aspect units. This is reinforced in Mayors London Housing SPG. The layout of the units should in general ensure that the privacy of individual units would be maintained. As the proposed units would form part of a mid-terraced property and given the internal layout of the building, it is not considered possible to provide dual aspect units. However, all habitable rooms would be served with good outlook and natural light. It is therefore considered that the proposal would provide a satisfactory level of outlook and light for the habitable rooms, and as such would not have an unacceptable impact on the future occupiers of this unit.

Outdoor Amenity Space

- 6.4.9 Policy DM1 of the DMP seeks to inter alia ensure that development proposals provide an appropriate form of useable outdoor space. This is further reinforced under paragraph 4.64 of the SPD requires that residential development should provide appropriate amenity space. In case of town centre locations, alternative forms of outdoor amenity such as balconies should be explored. Policy DM27 expects proposals for residential development to provide appropriate amenity space in accordance with the London Plan standards which requires a minimum of 5sqm for a 1 bedroom flat. Balconies should also be a minimum of 1.5m in depth. The proposed flats would meet these standards as each flat would benefit from access to two terraces. The larger of the terraces would be 5 sqm and more than 1.5 sqm. This is considered to be acceptable.

6.5 Residential Amenity

- 6.5.1 A core principle of the NPPF is to always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Policy 7.6 of the London Plan states that the design of new buildings should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings in relation to privacy, overshadowing, wind and microclimate.
- 6.5.2 The proposed siting of the development, relative to the nearest residential properties would allow for some oblique overlooking, however this would be limited due to both the height of the windows and the set-in of the new floor from the existing roof edge. Whilst the proposed balconies / terraces to the rear would face the rear gardens of properties between 3-17 Sherwood Road, it is not considered that this would exacerbate the situation over and above the existing and given the large distance between them. The additional floor would not increase significantly the degree of loss of light or outlook to the either nearby neighbours being of an acceptable scale and mass.
- 6.5.3 In summary, it is considered that the proposal would accord with the National Planning Policy Framework (2012), policies 3.5C and 7.6B of The London plan (2016), policies DM 1 and DM 27 of the Harrow Development Management Polices Local Plan (2013), Supplementary Planning Guidance: Housing Design Guide (2012) and adopted Supplementary Planning Document (SPD): Residential Design Guide (2010).

6.6 Transport and Parking

- 6.6.1 The NPPF sets out the overarching planning policies on the delivery of sustainable development through the planning system. It emphasises the importance of reducing the need to travel, and encouraging public transport provision to secure new sustainable patterns of transport use. The London Plan (2016) Policies 6.3, 6.9 and 6.13 seek to regulate parking in order to minimize additional car travel, reduce trip lengths and encourage use of other, more sustainable means of travel. The Parking Addendum to Chapter 6 of The London Plan sets out maximum parking standards for new development dependent up on their use and level of public transport accessibility. Policy DM42 of the Development Management Policies Local Plan (2013) gives advice that developments should make adequate provision for parking and safe access to and within the site and not lead to any material increase in substandard vehicular access.
- 6.6.2 The application site has a Public Transport Accessibility Level of 5, with the application property falling just outside the South Harrow Town Centre and South Harrow Station being located 75m away from the property equating to 1 minutes walk. The proposal therefore proposes a car free development which would be considered acceptable given the highly sustainable location. Car free development at this site was accepted in principle as part of the prior approval to convert the lower levels to residential. This was subject to a Section 106 agreement. The applicant has agreed to enter into a deed of variation so the additional flats could form part of the existing agreement. This is considered to be acceptable. An updated Transport Statement and revised travel plan incorporating the proposed scheme with the current use was submitted and found acceptable by the Council's Highways department.
- 6.6.3 The proposal would result in a loss of 4 existing car parking spaces which is an additional space compared to the extant prior approval (P/1374//18/PRIOR) to accommodate a larger bin store to the rear of the building. The Local Highways Authority have confirmed that this provision is acceptable, in accordance with London Plan Policy. Notwithstanding this, it is necessary to ensure that measures are in place to prevent injudicious car parking taking place within the site or on the surrounding highway network. It is therefore considered that arrangements for preventing car parking within the site and for securing the proposal as a 'resident permit restricted' development, as mentioned above would sufficiently address these potential issues.
- 6.6.4 The highways requirement for the proposal seeks four sheltered, secure and accessible cycle parking spaces to be provided for each flat. Cycle parking for an additional 4 bicycles to the existing 32 has been proposed within an internal bike store in the undercroft area of the building and to the rear of the site. This is considered acceptable. The proposal does show provision for 36 cycle parking spaces (4 of which are specifically associated to the current proposal). The internal cycle store would provide safe, secure and sheltered cycle parking in accordance with the requirements of Harrow Council. The Council's Travel Plan Officer requested an additional two visitor cycle parking stands to be located

directly in front of the property. The Highways Officer had no objection to this given the large width of the pavement. This would result in a total provision of 38 cycles for both the current and permitted (P/1374/18/PRIOR) schemes.

6.6.5 It should also be noted that the additional spaces would be provided within an area of private forecourt under the ownership of the applicant and which is in an area already covered by the red line boundary.

6.6.6 In conclusion, it is considered that subject to the above conditions and legal agreement, the proposal would accord with the above stated policies.

6.7 **Flood Risk and Development**

6.7.1 The site is located within surface water flood zone 3a and 3b. The main access to the development is from Northolt Road which is also identified as being at high risk of flooding as it is situated within flood zones 3a and 3b. Emergency planning information was requested and subsequently provided to the Council's drainage officer. The Flood Risk Assessment was found to be sufficient by the drainage department and is therefore acceptable. However, whilst Emergency Planning information had been supplied by the applicant, information requiring a safe/dry evacuation route for the occupants/users of the property away from the source of flooding had not been included. As such, a pre-commencement condition to this effect will be attached to the recommendation.

6.7 **Accessibility**

6.7.1 Core Policy CS1.K of the Harrow Core Strategy and Policies 3.8, 7.1 and 7.2 of The London Plan (2016) require all new housing to be built to Lifetime Homes Standards. This has been replaced by New National Standards which require 90% of homes to meet Building regulation M4 (2) - 'accessible and adaptable dwellings'.

6.7.2 The submitted Design and Access Statement states that there is a stepped access from the existing street level access and level access from the rear car park. The existing lift would provide access to the new upper levels and the stairwell extended to fourth floor. It also states that the new flats would be designed to meet regulation M4 as required. On this basis, this element is considered to be acceptable.

7.0 **CONCLUSION AND REASONS FOR APPROVAL**

7.1 For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations, including comments received in response to notification and consultation as set out above, this application is recommended for approval given that the additional floor to accommodate four additional flats would not be detrimental to the overall character and appearance of the existing property and the visual amenities of the street scene and surrounding area. The amenities of neighbouring occupiers would not

be unreasonably harmed by the development. The proposal would provide satisfactory accommodation for future occupiers.

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 Plans and documents

PLANLIST: Site Location Plan, S01, S02, EX01, EX02, EX03, EX04, EX05, P02, P03, P04A, P05A, P06B, P07, P08A, P09, P10, P11, P12, Flood Risk Assessment & SUDs Report (Reference: C1987-R1-REVB) prepared by Nimbus Engineering Consultants, Design and Access Statement (dated August 2018), Planning Statement (prepared by Hollins Planning), Transport Statement (October 2018)

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

3. Materials

The materials to be used in the construction of the external surfaces of the extension and for the external alterations to the existing building hereby permitted shall be those specified on drawing number PA02.

REASON: To safeguard the character and appearance of the area in accordance with Core Policy CS1.B of the Harrow Core Strategy (2012) and Policy DM1 of the Harrow Development Management Policies Local Plan (2013).

4. Access Control System

The development hereby approved shall not be occupied until details of a secure access control system for the residential premises to be implemented to safeguard the security of the future occupiers against potential conflict between the commercial and residential uses has been submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the details as so agreed and retained in that form thereafter.

REASON: To ensure that the development achieves a high standard of residential quality for future occupiers and to avoid conflict between the residential and commercial use and to safeguard the residential amenities of future occupiers of the development in accordance with Policy 3.5 of the London Plan (2016) and Policy DM1 of the Development Management Policies Local Plan (2013). Details are required prior to occupation to ensure a satisfactory form of development.

5. Cycle Storage

The flats hereby approved shall not be first occupied until cycle parking details showing a layout plan of the storage area, types of stands and access doorways with dimensions have been submitted to, and agreed in writing, by the local planning authority.

REASON: To ensure that adequate, secure and acceptable form of cycle parking is provided in accordance with Policy DM1 of the Harrow Development Management Local Plans Policy (2013).

6. Car Park Management Plan

The flats hereby approved shall not be first occupied until a car park management plan demonstrating how the on-site parking would be allocated and controlled have been submitted to, and agreed in writing by the local planning authority.

REASON: To ensure that the proposal does not result in additional parking stress in accordance with Policy DM 41 & 43 of the Harrow Development Management Policies Local Plan (2013).

7. Construction Management Plan

No development shall take place, including any works of demolition, until a demolition and construction management plan has first been submitted to and approved in writing by the local planning authority. The plan shall detail the arrangements for:

- a) the parking of vehicles of site operatives and visitors;
- b) loading and unloading of plant and materials;
- c) storage of plant and materials used in construction the development;
- d) the erection and maintenance of security hoardings including decorative displays and facilities for public viewing;
- e) wheel washing facilities; and
- f) a scheme for recycling/disposing of waste resulting from demolition and construction works.
- g) measures for the control and reduction of dust
- h) measures for the control and reduction of noise and vibration.

The demolition and construction of the development shall be carried out in accordance with the details so agreed and shall be adhered to throughout the construction period.

REASON: To ensure that measures are put in place to manage and reduce noise and vibration impacts during demolition and construction and to safeguard the amenity of neighbouring occupiers, in accordance with Policies 7.14 and 7.15 of the London Plan (2016) and Policy DM1 of the Local Plan (2013) and to ensure that the transport network impact of demolition and construction work associated with the development is managed in accordance with Policy 6.3 of the London Plan (2016). To ensure that measures are agreed and in place to manage and reduce dust, noise and vibration during the demolition and construction phases of

the development and manage transport impacts during the demolition and construction phases of the development. This condition is PRECOMMENCEMENT condition.

8. Refuse / waste collection

Other than on collection days, the refuse/waste bins shall at all times be stored in the approved refuse/waste storage area to the rear of the property, unless otherwise agreed by the Local Planning Authority.

REASON: To safeguard the appearance and character of the area, and to enhance the appearance of the development in accordance with Policy DM1 of the Harrow Development Management Local Plans Policy (2013).

9. Emergency Planning

The development hereby approved shall not be occupied until an Emergency Evacuation Planning Information has been submitted to and approved in writing by the local planning authority. Details of safe access/egress arrangements and a plan indicating a safe route for the occupants and users away from the source of flooding should be submitted to ensure evacuation arrangements are adequate and safe access/egress from the site during a flood event is provided.

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

Informatives

1. Planning Policies

The following policies are relevant to this decision:

National Planning Policy Framework (2018) (NPPF)

London Plan (2016): 3.5, 3.8, 6.9, 7.3, 7.4, 7.6, 7.8, 7.21

Draft London Plan (2017): D1, HC1

Development Management Policies (2013): DM1, DM2, DM22, DM64, DM27, DM42, DM44

Supplementary Planning Document: Residential Design Guide (2010)

Mayor of London Housing Supplementary Planning Guidance (2016)

Residential Design Guide Supplementary Planning Document (2010)

Accessible Homes Supplementary Planning Document (2010)

Code of Practice for Storage and Collection of Refuse and Materials for Recycling in Domestic Properties (2016)

2. 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.

3. The Party Wall etc. Act 1996

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: Ucommunities@twoten.comU4T

4. Sustainable Urban Drainage

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

The applicant can contact Harrow Drainage Section for further information

5. Mayoral Community Infrastructure Levy (provisional)

Please be advised that this application attracts a liability payment of £11,650.80 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 upon the grant of planning permission will be collecting the Mayoral Community Infrastructure Levy (CIL). Your proposal is subject to a CIL Liability Notice indicating a levy of £11,650.80 for the application, based on the levy rate for Harrow of £35/sqm.

6. Harrow Community Infrastructure Levy (provisional)

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 estimated CIL Liability for this development is: £36,491.40

Site Photos

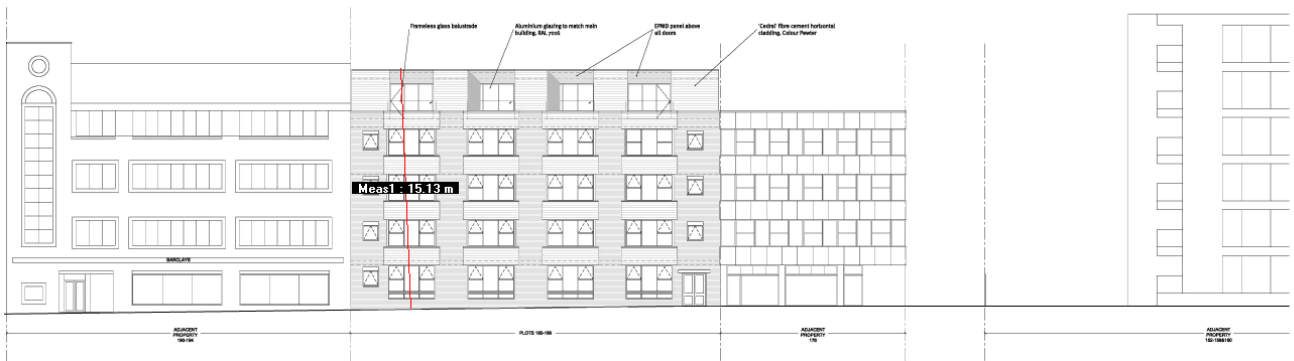


Front View (Above) & Rear View (Below)



- HORIZONTAL CLADDING
CS4 PEWTER

NOTE:
THE COPYRIGHT OF THIS DRAWING IS VESTED IN THE ARCHITECT AND MUST NOT BE COPIED OR REPRODUCED WITHOUT HIS WRITTEN CONSENT. DO NOT SCALE THIS DRAWING - USE DIMENSIONS ONLY. ALL CONTRACTORS MUST VISIT THE SITE AND BE RESPONSIBLE FOR TAKING OR CHECKING ALL DIMENSIONS REQUIRED FOR THE WORK.



Proposed Front Elevation

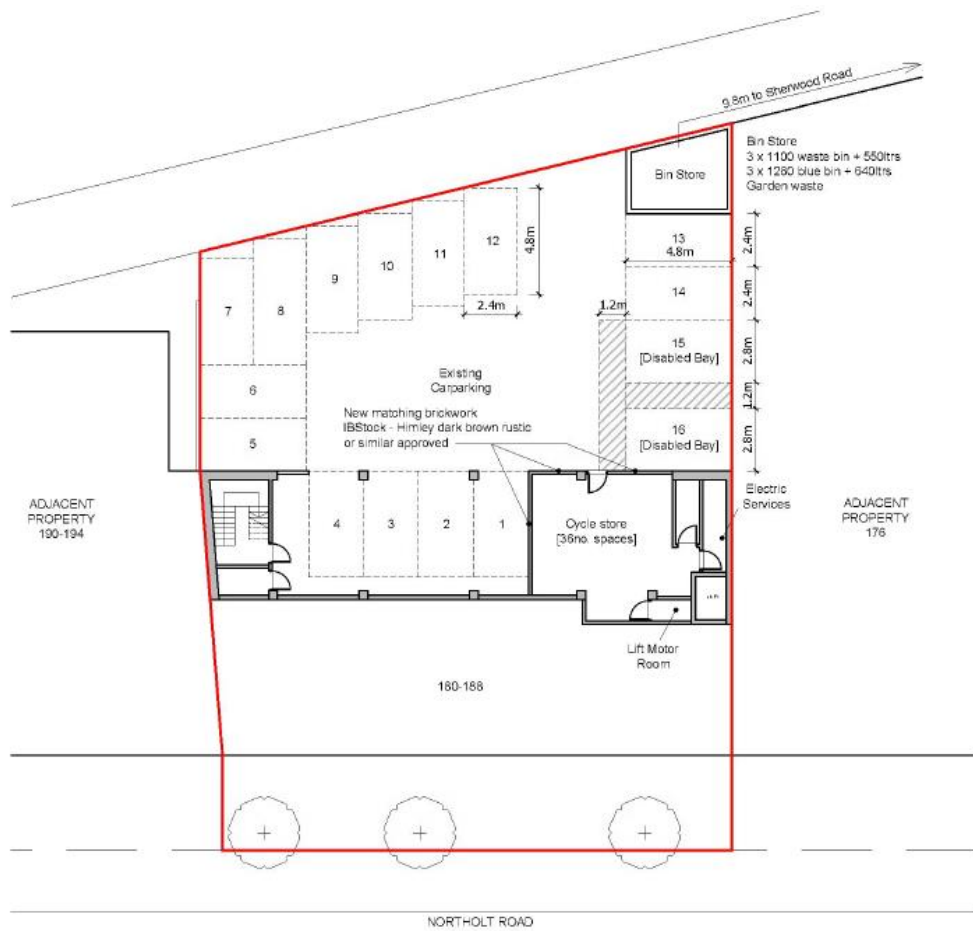


- HORIZONTAL CLADDING
CS4 PEWTER

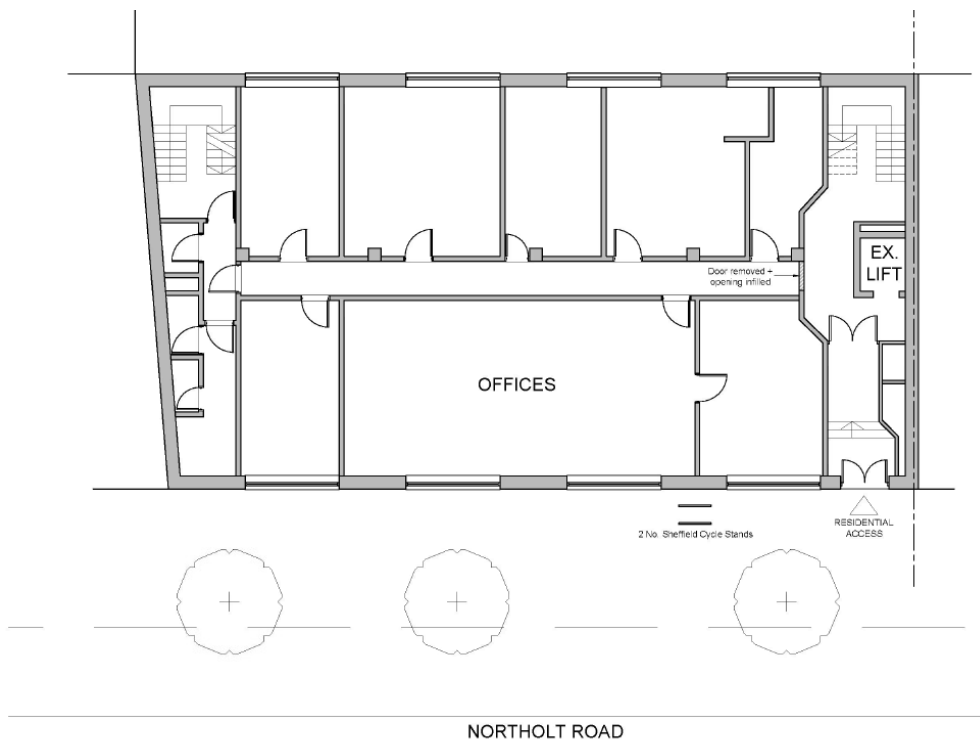
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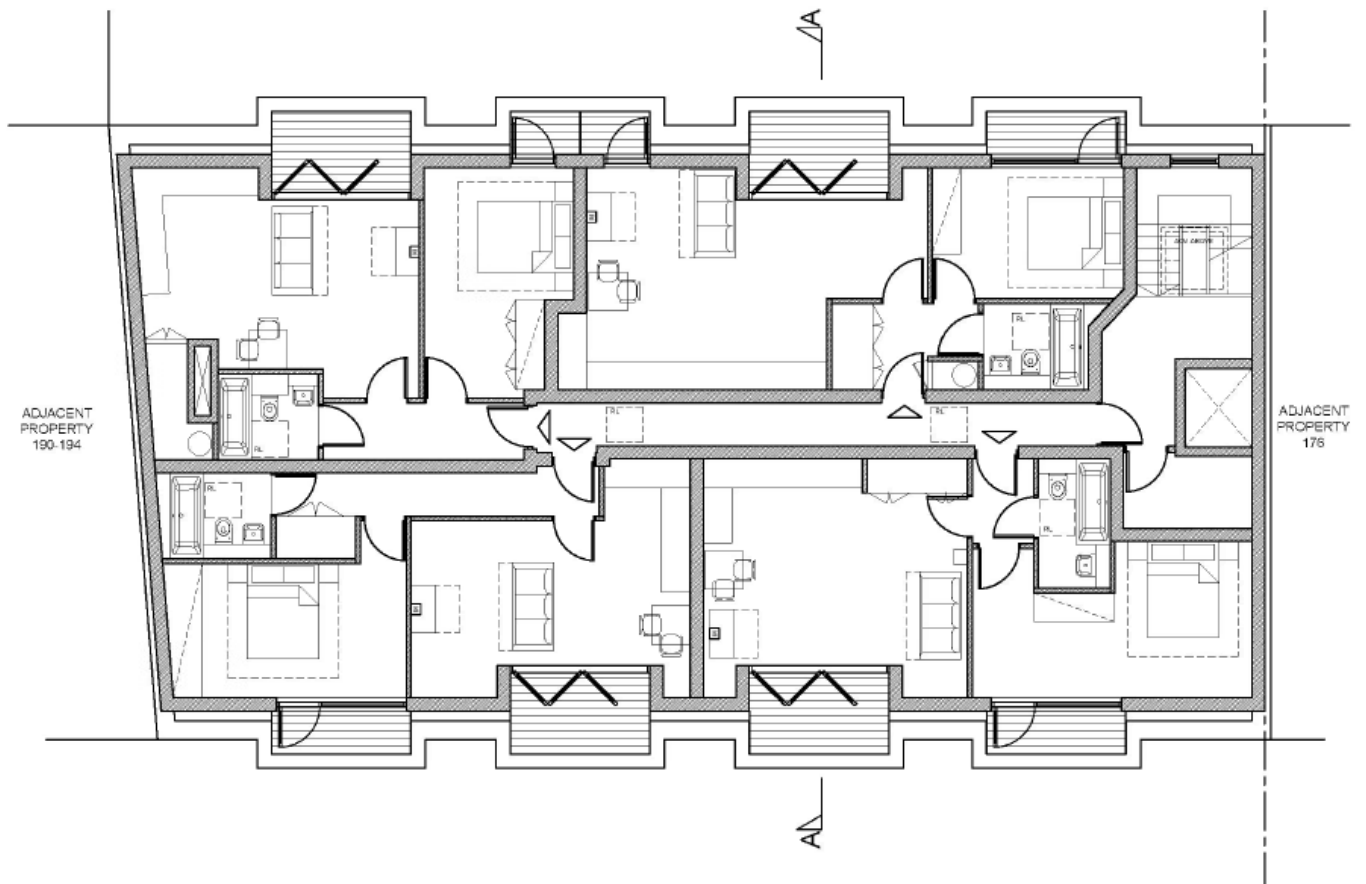
Proposed Rear Elevation



Proposed Site Plan



Proposed Ground Floor Plan



Proposed additional (fourth) storey

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