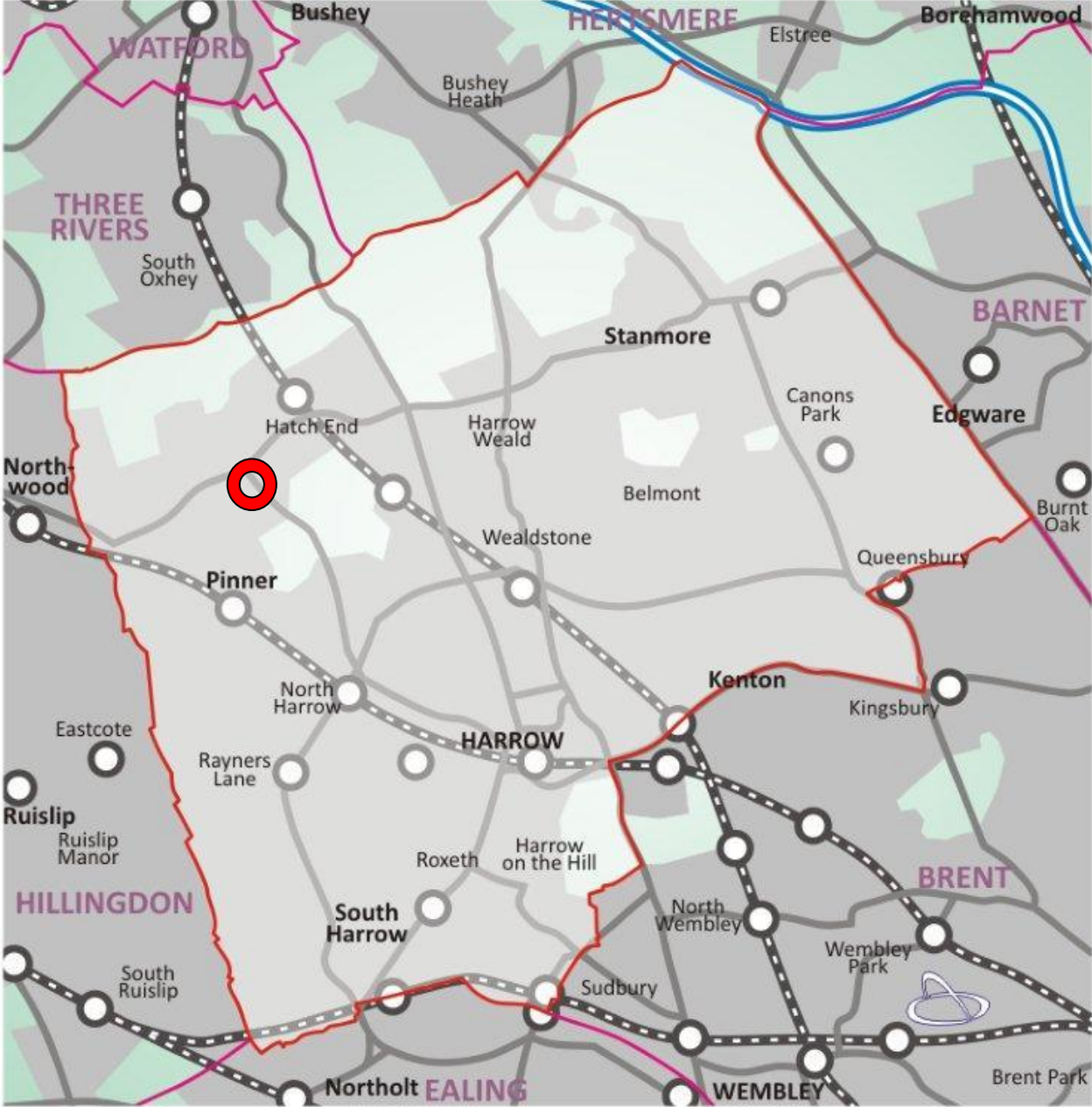
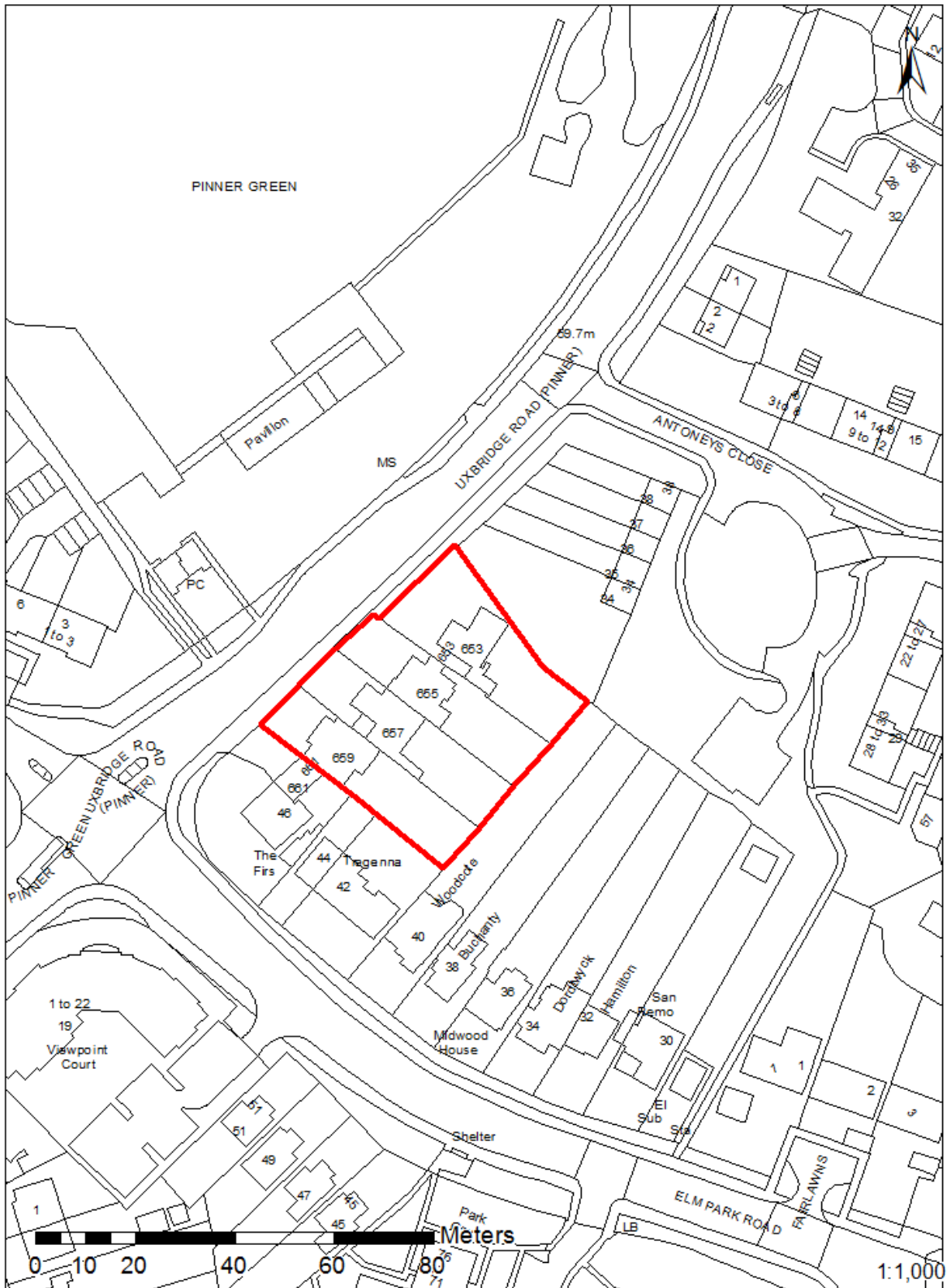


 = application site



<b>653-659 Uxbridge Road, Hatch End</b>	<b>P/1234/18</b>
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# 653-659 Uxbridge Road, Hatch End



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## LONDON BOROUGH OF HARROW

### PLANNING COMMITTEE

20<sup>th</sup> March 2019

**APPLICATION NUMBER:** P/1234/18  
**VALIDATE DATE:** 09/06/2017  
**LOCATION:** 653 - 659 UXBRIDGE ROAD, HATCH END, PINNER  
**WARD:** PINNER  
**POSTCODE:** HA5 3LW  
**APPLICANT:** MR. RICHARD WERTH  
**AGENT:** PRESTON BENNETT HAMPTONS  
**CASE OFFICER:** RAPHAEL ADENEGAN  
**EXPIRY DATE:** 29/03/2019

### PROPOSAL

Redevelopment To Provide Part Three and Four Storey Building to Accommodate 26 Flats; 26 Surface Parking Spaces; Cycle and Bin Stores; 2 x Vehicle Crossovers (involving demolition of existing four detached houses)

### RECOMMENDATION A

The Planning Committee is asked to:

agree the reasons for approval as set out this report; and

- 1) 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 Section 106 legal agreement and other enabling legislation and issue of the planning permission and subject to minor amendments to the conditions (set out in Appendix 1 of this report) or the legal agreement. The Section 106 Agreement Heads of Terms would cover the following matters:
  - i) To provide an open book review of the scheme at 80% of the sales. The Council will seek to clawback 80% of any super profit (if any) generated by the scheme to reach a policy compliant scheme with regard to Affordable Housing.
  - ii) Carbon offsetting payment in accordance with Policy 5.2 of the London Plan: Contribution of £42,354.00 towards carbon reduction programmes within the Borough
  - iii) Local Good & Services Commitment Strategy

- iv) External materials strategy
- v) Planning permission monitoring fee £1,580
- vi) Employment and Recruitment Plan; Projected cost £11,595.34 based on payment of £3,000/£1m of development cost.
- vii) Legal Fees: Payment of Harrow Council's reasonable costs in the preparation of the legal agreement;

## **REASON**

The proposed development of the site would provide a quality development comprising of a satisfactory level of residential accommodation, thereby contributing to the Borough's housing stock. The housing development would be appropriate in terms of material presence, attractive streetscape, and good routes, access and make a contribution to the local area, in terms of quality and character.

The proposed development would provide a meaningful contribution to the Boroughs housing stock, whilst ensuring a satisfactory mix of housing throughout the development. Whilst the development would not provide a contribution towards Affordable Housing within the Borough, a comprehensive Financial Viability Assessment, which has been robustly tested independently, has demonstrated a zero provision is the maximum reasonable. Notwithstanding this, a review mechanism by way of a S.106 obligation would ensure that a contribution may be captured if the financial situation of the development changes across its development lifespan.

The proposed redevelopment of the site would result in a modern design that responds positively to the local context, and would provide appropriate living conditions which would be accessible for all future occupiers of the development. The layout and orientation of the buildings and separation distance to neighbouring properties is considered to be satisfactory to protect the amenities of the neighbouring occupiers and the development would contribute towards the strategic objectives of reducing the carbon emissions of the borough.

The decision to **GRANT** planning permission has been taken having regard to the National Planning Policy Framework 2018, the policies and proposals in The London Plan 2016, the Harrow Core Strategy 2012 and the Development Management Policies Local Plan 2013, and to all relevant material considerations, and any comments received in response to publicity and consultation.

## **RECOMMENDATION B**

That if the Section 106 Agreement is not completed by 28 June 2019, or as such extended period as may be agreed by the Interim Chief Planning Officer in consultation with the Chair of the Planning Committee, then it is recommended to delegate the decision to REFUSE planning permission to the Interim Chief Planning Officer on the grounds that:

The proposed development, by reason of failure to demonstrate an acceptable review mechanism in relation to provision of an appropriate level of affordable housing and by failing to off-set the carbon emissions of the proposed development would fail to comply with the requirements of Policies 3.11, 3.12, 5.2 of The London Plan 2016 and Policy CS1.J/T of the Harrow Core Strategy 2012, Policy DM50 of the Harrow Development Management Policies Local Plan (2013) and the Supplementary Planning Document: Planning Obligations and Affordable Housing (2013).

## **INFORMATION**

This application is reported to Planning Committee as the development would be for 26 new residential units and therefore falls outside Schedule 1 of the Scheme of Delegation.

Statutory Return Type: (E) All Major Developments  
Council Interest: None

**Floor Area:** 2,298.67sq.m

**GLA Community Infrastructure (CIL) Contribution (provisional):** £ 80,453.45 (based on a £35 contribution per square metre of additional floorspace) plus indexation

**Harrow Community Infrastructure (CIL) Contribution (provisional):** £ 252,853.7 (based on a £110 contribution per square metre of additional floorspace) plus indexation

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.

## **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.

## OFFICER REPORT

### PART 1: Planning Application Fact Sheet

The Site	
Address	653 – 659 Uxbridge Road, Hatch End, Pinner, HA5 3LW
Applicant	Preston Bennett Hamptons
Ward	Pinner
Local Plan Allocation	No
Conservation Area	No
Listed Building	No
Setting of Listed Building	No
Building of Local Interest	No
Tree Preservation Order	No
Other	No

Housing		
Density	Proposed Density hr/ha	577 hr/ha
	Proposed Density u/ph	200 u/ha
	PTAL	PTAL 2
	London Plan Density Range	Urban Setting: 200-450 hr/ha
Dwelling Mix	Studio (no. / %)	0
	1 bed ( no. / %)	6 units / 23%
	2 bed ( no. / %)	20 units / 77%
	3 bed ( no. / %)	20
	4 bed ( no. / %)	0
	Overall % of Affordable Housing	0%
	Affordable Rent (no. / %)	0%
	Intermediate (no. / %)	0%
	Private (no. / %)	26 units / 100%
	Commuted Sum	TBC
	Comply with London Housing SPG?	yes
	Comply with M4 <sup>(2)</sup> of Building Regulations?	Yes Subject to a planning condition, the scheme will meet accessibility requirement; in addition, all units can be accessed via lift, corridors are wide enough for wheelchair accessibility. Bathrooms are adjacent to bedrooms or further adaptability.

<b>Transportation</b>		
Car parking	No. Existing Car Parking spaces	8
	No. Proposed Car Parking spaces	26
	Proposed Parking Ratio	1:1
Cycle Parking	No. Existing Cycle Parking spaces	0
	No. Proposed Cycle Parking spaces	46
	Cycle Parking Ratio	1.77:1
Public Transport	PTAL Rating	2
	Closest Rail Station / Distance (m)	Pinner Station 1.1km Northwood Hills Station 1.5km
	Bus Routes	H11, H12, H13
Parking Controls	Controlled Parking Zone?	No, site adjacent to CPZ Zone A as below.
	CPZ Hours	11am- 12pm Mon-Fri
	Previous CPZ Consultation (if not in a CPZ)	N/A
	Other on-street controls	N/A
Parking Stress	Area/streets of parking stress survey	N/A
	Dates/times of parking stress survey	N/A
	Summary of results of survey	N/A
Refuse/Recycling Collection	Summary of proposed refuse/recycling strategy	Large communal refuse bin integral to building.

<b>Sustainability / Energy</b>	
BREEAM Rating	N/A
Development complies with Part L 2013	Yes
Renewable Energy Source / %	N/A



## **1.0 SITE DESCRIPTION**

- 1.1 The site is located close to the junction of Uxbridge Road and Elm Park Road. The site consists of 4 detached dwellinghouses, consisting of No's 653, 655, 657 and 659 Uxbridge Road.
- 1.2 Prior notification applications have been undertaken on all of the houses on the application site. No's 653, 655 have prior approval for single storey rear extensions 8m in depth and No's 657 and 659 have prior approval for extensions 6m depth. There have not been any applications for a Certificate of Lawfulness in relation to any of these extensions.
- 1.3 The neighbours immediately adjacent to No. 653 to the west of the site are No. 661 Uxbridge Road which is a doctor's surgery and therefore not in residential use. To the south west are rear gardens of neighbours at 'The Firs' Tregenna and others on the near side of Elm Park Road.
- 1.4 The neighbour at Viewpoint Court on the south-west corner Uxbridge Road and Elm Park Road is a three storey residential development, while on the north-east corner are three storey flatted units at Montesole Court which front on to Pinner Hill Road, with the buildings set well back from Uxbridge Road. On the north-west corner of this junction are two storey retail units. Montesole's sports field is on the opposite side of the road to the north. The neighbours to the east are smaller houses on Antoneys Close which is a small cul-de sac, with the rear gardens of these houses adjoining Uxbridge Road. There are a number of TPO trees in the side/rear garden of No. 34 Antoneys Close which faces the application site.
- 1.5 There are no specific site designations at the application site. The PTAL level is 2, which is relatively low. The site is not located within a Critical Drainage Area or any type of higher risk flood zone.

## **2.0 PROPOSAL**

- 2.1 The applicant seeks full planning permission for the erection a part 3 part 4 storey residential block to provide 26 self-contained flats comprising 6 x 1bed and 20 x 2bed units, 2 vehicular crossovers with associated parking, landscaping involving demolition of existing 4 detached house.
- 2.2 There would be capacity for 26 surface parking spaces to the side (undercroft) and rear. Cycle parking has been indicated on the ground floor to the rear of the building, the Planning Statement states that this will be to meet London Plan standards. There are 5 electric parking spaces proposed and another 5 of the spaces would be electric enabled.

2.3 The height of the lowered section would be approximately 9m in height and 11.9m in width and would be set approximately 4m from the boundary with neighbours along Elm Park Road. The main roof would have a height of 12.20m and the front gables projecting above this to a height of 13.30m. The development as a whole would measure approximately 42.4m in width across the front elevation, with a depth of approximately 16m on the western side, increasing to 20.85m towards the centre of the building.

2.4 It should be noted that the application site has an extant planning permission (P/1482/17) for 26 flats same as the current proposal. The key changes from the extant scheme) are as follows:

#### Basement

- The basement parking has been removed;

#### Groundfloor

- Access ramp down the basement has been removed;
- Bi-folding sliding gates adjacent 34 Antoneys Close provides access to the car parking at groundfloor / surface level;
- Four parking spaces to the front adjacent to No. 661 as opposed to three;
- Seven surface parking are located along the eastern flank of the site, three undercroft and twelve to the rear;
- Cycle storage building moved from outside to within the building;
- Increased private amenity space for the groundfloor units;
- Refuse bin store moved from outside adjacent to the access ramp to the basement in the approved scheme to within the building next to the cycle parking;
- Introduction of refuse collection point at the front beside the entrance into the parking area;
- The flank projection adjacent No. 661 been increased by 0.3m in width and by 2.05m. The proposed external dimensions are now 1.28 x 5.3m; and
- Mix of apartments altered, with a reduction of one unit;

#### First Floor

- Rear balcony serving Flat 6 increased in width to 9.5m (16sq.m) from 3.95m (7.2sq.m);
- The flank projection adjacent No, 661 been increased by 0.3m in width and by 2.05m. The proposed external dimensions are now 1.28 x 5.3m;

#### Second Floor

- The flank projection adjacent No. 661 been increased by 0.3m in width and by 2.05m. The proposed external dimensions are now 1.28 x 5.3m;

#### Third Floor

- Additional dormer window and another dormer widened in the western flank elevation;
- 3 bedroom apartment split into 1 x 2bed and 1 x 1bed flats;

### North Elevation

- Changes in the balustrade/materials. The revised balcony design is a bronze coloured laser cut metal scree. An abstract floral pattern has been used as oppose the glazed feature of the approved scheme; and

### East Elevation

- A feature dormer window has been created with slight projection and cladding with a reduction of width of a first and second floor flank windows.

2.5 The following table further illustrates the difference in tenure mix between the current application and the previously approved scheme of 2018.

		<b>Previous Scheme</b>	<b>Current Scheme</b>
No of Bedroom(b)	No. of Bed spaces (person)	No. of Units	No. of Units
1b	1p	-	-
	2p	5	6
2b	3p	8	6
	4p	11	14
3b	4p	-	-
	5p	1	-
	6p	1	-
<b>Total</b>		<b>26</b>	<b>26</b>

## **3.0 RELEVANT PLANNING HISTORY**

3.1 As separate dwellinghouses, each of the houses have prior approval for deeper rear extensions as follows:

<b>Ref no.</b>	<b>Description</b>	<b>Status and date of decision</b>
P/4239/16 – 653 Uxbridge Road	Single Storey Rear Extension: extending 8 metres beyond the original rear wall, 3 metres maximum height, 3 metres high to the eaves.	Prior approval not required: 14/10/2016
P/3136/16 – 655 Uxbridge Road	Single Storey Rear Extension: extending 8 metres beyond the original rear wall, 3 metres maximum height, 3 metres high to the eaves.	Prior approval not required: 01/08/2016
P/3457/16 – 657	Single Storey Rear Extension: extending 6	Prior approval not required: 09/09/2016

Uxbridge Road:	metres beyond the original rear wall, 3 metres maximum height, 3 metres high to the eaves	
P/3458/16 – 659 Uxbridge Road	Uxbridge Road: Single Storey Rear Extension: extending 6 metres beyond the original rear wall, 3 metres maximum height, 3 metres high to the eaves	Prior approval not required 01/09/2016 Management Policies Local Plan 2013.
P/1482/17	Redevelopment to provide four storey building to accommodate 26 flats; underground parking to accommodate 23 parking spaces; 3 surface parking spaces; cycle and bin stores; 2 x vehicle crossovers.	Granted: 26/10/2018 with s106 attached.

#### 4.0 **CONSULTATION**

4.1 A total of 74 consultation letters were sent to neighbouring properties regarding this application. A site notice was displayed at the site and an advertisement was placed in The Harrow Times and Harrow Observer on 19<sup>th</sup> April 2018.

4.2 The overall public consultation period expired on 4<sup>th</sup> June 2018.

#### 4.3 **Adjoining Properties**

Number of Letters Sent	74
Number of Responses Received	5
Number in Support	0
Number of Objections	5
Number of other Representations (neither objecting or supporting)	0

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

<b>Subject of Comments</b>	<b>Summary of Comments</b>	<b>Officer Comments</b>
Character of the Proposal	This 4 storey development has no precedent in the immediate area, the new proposal makes the issue of Bulk of even greater concern as it will make the development even more intrusive	The scale of the development on the character of the area is addressed in the 'Character and Appearance' section of the report below.

	<p>The proposal will be out of keeping with the character existing structures and from the overall residential nature of character buildings in this prominent location.</p> <p>Unacceptably high density/overdevelopment in an open aspect of neighbourhood, which is generally 2 floors in this area, while the new proposal will be 4 storeys.</p> <p>Other much more modest householder extensions have been refused in the area for being disproportionate and in this context; the current proposal would be excessive.</p>	<p>For character issues see comment immediately above.</p> <p>It would not be possible to comment on a householder proposal made previously as each site has its own relevant circumstances.</p>
<p>Neighbouring Amenity</p>	<p>Harm to neighbouring amenity by reason of noise, disturbance, overlooking, loss of privacy, overshadowing, loss of existing view etc. Balconies could cause overlooking.</p> <p>The development is too close to the three houses directly around the corner which will be totally engulfed</p> <p>Any removal of trees will make the 4 stories and balconies fully visible to all the current residents. Any possibilities of keeping a sense of privacy (which the developers could claim in the original proposal) will be removed.</p> <p>The amount of noise and pollution which would have been mitigated by the underground parking will increase significantly with over ground parking.</p>	<p>It is acknowledged that there would be some impact on the amenity of nearby neighbours. This is addressed in the 'Neighbouring Amenity' section of the report below.</p> <p>Also, see Trees and Development section below.</p>

<p>Traffic and Parking</p>	<p>The block is close to the junction of Pinner Green lights junction on A1404 Uxbridge Road, which is busy most of day.</p> <p>Two lanes of traffic towards south west frequently form queues when waiting for the lights. Therefore flats at front would be subject to high levels of air pollution, diesel, etc.</p> <p>Vehicle access for car park would often be blocked by 2 lanes of traffic waiting for left turn. If the application were to be granted, a condition should be attached forbidding vehicles exiting the site to the right. Inadequate parking provision for the number of flats.</p> <p>Concerned with the impact this large development will have on the surrounding roads and my road in particular. I fear that Antoneys Close will be used as overflow parking for the new residents. Additional cars will be parked in Antoneys Close which is currently at full capacity during the evenings and weekend. This additional traffic is causing congestion which will be made worse by this proposed development and the recently opened Children's Nursery directly opposite the proposed development.</p>	<p>The existing traffic situation is acknowledged. The proposal would increase both parking requirements and parking provision.</p> <p>The points made are addressed in the main body of the report below.</p> <p>The points made are addressed in the main body of the report below.</p> <p>The points made are addressed in the main body of the report below. See section on Traffic, Parking, Access, Servicing and Sustainable Transport.</p>
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Refuse Storage and Servicing	Refuse concern that there is not sufficient provision for refuse storage nearby and that the increased housing density of the site is unacceptable due to the additional requirements for bin storage and parking areas as there is already heavy traffic in the area.	The proposal would increase the level of refuse storage. Refuse storage and servicing and traffic concerns are noted and are addressed within the main body of the report.
Trees		
Other Issues	Impact on local infrastructure, council services etc.  Concerns it will devalue neighbouring property.	All relevant and statutory consultees with regards to infrastructure have been consulted and none have raised any fundamental objection to the proposal.  While this point is noted, this is not a material planning consideration in itself.

#### 4.5 External Consultation

4.6 A summary of the consultation responses received along with the Officer comments are set out in the Table below.

<b>Summary of Comments</b>	<b>Officer Comments</b>
<u>Design Officer:</u> Comment re the previously approved scheme:  No objection to the proposal, subject to condition requiring high quality materials to be approved prior to works.	Comments noted and are addressed in the Character and Appearance of the Area section of the report below.
<u>Planning Policy Officer:</u> No objection to the proposal in principle, subject to compliance with other material planning considerations.	Comments noted.
<u>Landscape Architect :</u> The proposed hard surfacing car parking would have an impact on the existing trees and offsite TPOed trees in the adjacent land in 34 Antoneys Close- and trees along the southern boundary to the rear of 655 Uxbridge Road. Construction of the hard surfacing would have an impact on	Comments noted, see the Landscaping section of the report below.

<p>the tree roots and canopy spread, unless no dig construction is used. Site specific details would be required.</p> <p>There is no indication of proposed levels, changes of levels may also add to the impact on the existing trees.</p> <p>The new proposal to add surface level car parking would substantially reduce the area of the amended proposed communal garden space by one third shown in the Design and Access statement and on drawing SK_019 Illustrative Ground Floor Plan _P01. The eastern half of the building would no longer be in a soft landscape setting, surrounded by hard landscape, which would be contrary to Policy DM22 of the Harrow Development Management Policies Local Plan (2013). DM 22 Trees and Landscaping states that development proposals will be required to include hard and soft landscaping that is appropriate to the character of the area and achieves a suitable visual setting for the building. The proposed extended car park would not enhance the visual setting of the building, with the hard surface wrapping around the south eastern and eastern end of the building, dominating the end of the building and the parked cars would also be unattractive. There are no proposals to break up the parking spaces with trees and soft landscape. The additional hard surfacing would increase the possibility of future flooding in the area.</p> <p>I note that flat roofs have been proposed, without the addition of green roofs. Green roofs should be added to the proposed amendments, to enhance the biodiversity of the area.</p> <p>If you are minded to approve this application hard and soft landscape, levels and tree protection measure conditions would be required:</p>	
<p><u>LBH Highways:</u> We have no objection to the principle of the proposed redevelopment as it isn't too much different from the previous proposal.</p> <p>I would like to know why more parking has been proposed this time as the previous was</p>	<p>Noted</p> <p>Number of parking spaces is</p>



<p>acceptable at 23 spaces for 26 flats. Ideally this development should be providing less than one space per unit in accordance with current London Plan standards.</p> <p>The visitor cycle parking space should be provided close to the entrance rather than within in the residential cycle store.</p> <p>A construction logistics plan is required preferably with the outline document received before determination and the full document secured by pre-commencement condition.</p>	<p>the same as the previously approved scheme.</p> <p>Noted. Condition has been attached. See condition 17.</p> <p>Noted. Condition has been attached to this effect. See condition 4.</p>
<p><u>Drainage Engineer:</u> No objection to the proposal. Recommended conditions to be attached to address surface water disposal, run-off and attenuation.</p>	<p>Comments noted and are addressed under Development and Flood Risk below section of the report.</p>
<p><u>Waste Management Officers:</u> No comment has been received. However, below is the response to the extant scheme:</p> <p>No objection to the proposal. Response recommends discussing refuse vehicle movements with Highways Authority on this point.</p> <p>Also states that the bins should be no further than 10m from where the vehicle can access.</p>	<p>Comments noted and are addressed under 'Refuse, Servicing and Emergency Services Access' section below.</p>
<p><u>Tree Officer:</u> The trees on the adjoining land within Antoneys Close are subject to TPO No.768 and would be impacted by the proposed replacement of the rear garden with a parking area, which would require new hard surfacing within the RPA (root protection area) and on previously uncovered ground – as such any new area of hard standing must be 'no-dig' design methodology, in other words without excavation and severance of any roots as a result. In turn this would require overall levels to be raised as any new hard standing would be laid on existing, without any lowering of existing levels.. This level change will need to be accounted for in overall site levels. Details of no-dig construction (the draft report gives only generic suggestions based on BS5387 guidance – any finalised plans need site-specific details within Tree Protection Plan and Method Statement. Details of how</p>	<p>Comments noted and are addressed in Trees and Development section below.</p>

<p>installation of no-dig will be supervised should also be provided.</p> <p>No objection to the proposal, subject to a condition guaranteeing tree protection measures as submitted and acceptable site levels.</p>	
<p><u>Transport for London:</u> No comment has been received. However, below is the response to the extant scheme:</p> <p>We have no objection to the principle of the proposed redevelopment as it isn't too much different from the previous proposal.</p> <p>I would like to know why more parking has been proposed this time as the previous was acceptable at 23 spaces for 26 flats. Ideally this development should be providing less than one space per unit in accordance with current London Plan standards.</p> <p>The visitor cycle parking space should be provided close to the entrance rather than within in the residential cycle store.</p> <p>A construction logistics plan is required preferably with the outline document received before determination and the full document secured by pre-commencement condition.</p>	<p>Noted</p> <p>Number of parking spaces is the same as the previously approved scheme.</p> <p>Noted. Condition has been attached. See condition 17.</p>
<p><u>Thames Water:</u> With regard to Foul Water sewage and surface water network infrastructure capacity, we would not have any objection to the application, based on the information provided.</p>	<p>Noted.</p>
<p><u>Designing Out Crime Officers:</u> No objection to the proposal. However, Officers have provided recommendations as to how the future development can be made more secure from crime and anti-social behaviour.</p>	<p>A Secure by Design condition has been attached.</p>
<p><u>Natural England:</u> Natural England has no comments to make on this application.</p>	

## **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.

5.5 The document has been published in draft form in December 2017 and is now in the Examination in Public (EiP) stage which is expected to end in May 2019. Given that the draft Plan is in the EiP stage of the formal process it holds some weight in the determination of planning applications.

5.6 Notwithstanding the above, the Draft London Plan (2017) remains a material planning consideration, with relevant policies referenced within the report below and a summary within Informative 1.

## **6.0 ASSESSMENT**

6.1 Notwithstanding the changes highlighted in paragraphs 2.4 – 2.5, the principle and issues for planning consideration of the current scheme are the same as the extant planning permission on the application site. The subject application has been considered on this basis taking into account relevant national and local policies. The main issues are:

- Principle of the Development
- Regeneration
- Character and Appearance
- Amenity of Neighbouring Occupiers
- Amenity of Future Occupiers
- Development and Flood Risk
- Traffic, Parking, Servicing and Construction Issues
- Trees and Development

- Secure by Design Issues
- Affordable Housing
- Sustainable Development/Development and Flood Risk
- Community Engagement
- Section 106 Agreement

## 6.2 **Principle of Development**

- 6.2.1 The National Planning Policy Framework (NPPF) has brought forward a presumption in favour of “sustainable development”. The NPPF defines “sustainable development” as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The NPPF sets the three strands of sustainable development for planning to be; to play an economic, social and environmental role.
- 6.2.2 The principle of the proposed development has been accepted by virtue of the approval of a similar scheme under reference P/1482/17 dated 26/10/2018 comprising 26 units. There have been no material changes to the planning policy framework that would result in a change to that position. The application has been assessed on this basis.
- 6.2.3 Consequently, the principle of the proposal is considered acceptable and has been established on the site, subject to all other main relevant material planning considerations.

## 6.4 **Character and Appearance of the Area**

- 6.4.1 The London Plan (2016) policy 7.4B sets out the design principles that all boroughs should seek to ensure for all development proposals. Core Policy CS1.B states that all development shall respond positively to the local and historic context in terms of design, siting, density and spacing, reinforce the positive attributes of local distinctiveness whilst promoting innovative design and/or enhancing areas of poor design. Policy DM 1 of the Development Management Policies Local Plan (2013) states that all development must achieve a high standard of design and layout. Proposals which fail to achieve a high standard of design and layout or which would be detrimental to local character and appearance will be resisted
- 6.4.2 Part B of DM1 goes on to state: *“the massing, bulk, scale and height of proposed buildings in relation to the location, the surroundings and any impact on neighbouring occupiers”* and *“b. the appearance of proposed buildings, including but not limited to architectural inspiration, detailing, roof form, materials and colour, entrances, windows and the discreet accommodation of external services”*.

- 6.4.3 The character on this section of Uxbridge Road includes a number single, two, three and four storey houses/flatted developments on the eastern and western side of the application site. The application site is currently in use as 4 detached dwellinghouses. The site fronts on to Uxbridge Road. The front gardens of the houses are a mixture with some soft landscaping, with the majority as hard landscaping/parking areas.
- 6.4.4 The proposal comprises of a part three, part four storey building to include provision for basement car parking and landscaping at the front and rear of the site. The building will be stepped down towards the western side, creating a more sympathetic relationship with dwellinghouses along Elm Park Road. It would also be set in by several metres from the boundary at both sides, while at present the existing houses at either end, No's 653 and 659 Uxbridge Road, both abut their respective site boundaries

#### Scale and Bulk

- 6.4.5 The character and appearance of the proposal features minor amendments to the previously approved development. The north elevation features changes to the balcony balustrade/material (from clear materials to opaque materials) when compared to the previously approved scheme. There is a change on the north elevation to provide a gated entrance to the surface parking area, and a feature clad panels is proposed on the eastern flank elevation which assist in breaking up the appearance of the development viewed from the east of the site. These are considered to be cosmetic changes to the front of the building, and the size and appearance of the apartments viewed in the streetscene and surrounding area, and will appear the same as the approved scheme.
- 6.4.6 The development has been designed as a single building of 4 adjoining blocks, with front gable design features in an attempt to replicate the character of the existing 4 detached houses, with the front building line broken up to avoid an overly stark front building line.
- 6.4.7 It is noted that there have been objections from neighbouring occupiers in regards to the 4 storey height in relation to nearby two storey dwellinghouses. It is acknowledged that there is a clear pattern of development of two storey dwellinghouses to the west and south along Elm Park Road. However, along Uxbridge Road itself in the immediate vicinity, there is a varied pattern of development. Immediately to the east there is the far end of rear gardens on Antoney's Close, which from Uxbridge Road appear as an open space, while opposite is open space in the form of the cricket club, with the new nursery building immediate in front of this. On the western corner of the junction of Elm Park Road and Uxbridge Road, stands Viewpoint Court, at 3 storey height, plus the roof. Within the wider site context are flats along Pinner Hill Road at three storeys which are set back from the main road and further down Elm Park Road, is Elm Park Court, a purpose-built mansion house flatted development.

6.4.8 It should also be noted that while the building is four storeys, this includes the accommodation in the roof space, so the building would not appear significantly greater in height than Viewpoint Court, which as a corner property close to the main road and junction is far more imposing. The Council's Urban Design Officer has not raised any objection to the proposed height. The building would also be set back from the main road by 10m at the western edge and 3.5m at the eastern end, which allows for an area at the front of the site to create small garden areas.

### Materials

6.4.9 In keeping with development in the surrounding area, the proposal retains the previously approved traditional style pitched roof whilst maintaining a contemporary feel through the use of materials. In terms of materiality, the proposal has followed the immediate context in terms of using a simple palette of materials. However, by using a primarily light coloured brick there is an attempt to define the proposal as a contemporary addition to the area and the brick would have a mottling of colour to prevent a flat and featureless appearance. The secondary material in cladding would be of a darker colour, again to break up the appearance of the façade.

6.4.10 As a way of addressing the concern raised by the Council's Design Advisor regarding the previous scheme in relation to the clear-blazed balconies proposed, the design of the balconies has been revised with a bronze coloured laser cut metal screen using an abstracted floral pattern. This design will give a balance between transparency and privacy and at the same time having a more attractive and solid finish on the main street elevation. This material is also proposed for the access gates and the panel to the left of the gates.

6.4.11 Overall, the use of this material for the balcony and access gates brings the elevation together and creates a more elegant elevation considered to be more appropriate for its siting in the wider street context. It is therefore considered that the proposed layout, bulk, scale and height of the proposed development would not result in an unacceptable impact on the character and appearance of the existing site, street scene, or wider area. Subject to planning conditions, the proposed materials are considered acceptable in principle.

### Access

6.4.12 In terms of access, this remains unchanged from the previously approved scheme. The building would have one main core accessible from the front elevation, located in the centre of the building. This will also provide direct access to the rear communal garden. The main entry areas would be characterised by having full-length glazing to assist in providing a legible entrance to the building. A lift would be located in the main building core giving access to the upper floor units.

- 6.4.13 London Plan policy 3.8 which addresses housing choice, requires 90% of new housing to meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings' and 10% of new housing to meet Building Regulation requirement M4 (3) 'wheelchair user dwellings, i.e., is design to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. Applied to the current proposal this would require 2-3 dwellings to meet M4 (3) standards and the remainder to meet M4 (2) requirements. This applies to issues such as level access, ramps, door widths and services and controls. Detailed information related to this requirement has not been submitted, but in a new development on this scale, this is an important requirement. This should be shown on submitted plans due to the fact that wheelchair user accommodation is typically larger in terms of the floor plan.
- 6.4.14 Parking and other traffic related matters and waste management are to be assessed under the section 6.7 of this appraisal.

#### Landscaping

- 6.4.15 Policy DM23 of the Harrow Development Management Policies Local Plan (2013) states that proposal should make appropriate provision for hard and soft landscaping of forecourts. The existing is finished primarily in hard landscaping, for use as parking belonging to the four separate houses. Therefore the proposed development offers the opportunity to provide some meaningful landscaping across the site, to include both hard and soft landscaping.
- 6.4.16 Outside of the footprint of the proposed building, there would still be a considerable level of hard landscaping to allow for the two dropped kerbs and access points for the undercroft and rear ground level parking spaces. Soft landscaping is an important element to the proposed development, as it assists in breaking up areas of hardstanding and improving the appearance of the development. Private gardens at the front and other areas are indicated on the Design and Access Statement to be finished in soft landscaping. However, 32% of the 754.7sq.m rear garden (soft landscaping) area of the previously approved scheme will give way for hardstanding for car park leaving 512.2sq.m of soft landscaping.
- 6.4.17 Given the level of landscaping proposed and the uncertainty of species, a condition requiring further detail regarding both soft and hard landscaping, along with a long term maintenance plan, as well as details of levels, is attached to the application. Details of boundary fencing will also be required by condition. The Council's Landscaping Architect has not raised any fundamental objection to the current proposal subject to condition.
- 6.4.18 On this basis the scheme is considered acceptable in accordance with policy DM23 as highlighted above.

## Conclusion

6.4.19 Subject to the conditions mentioned above, it is considered that the external appearance and design of the buildings together with the proposed landscaping scheme are not inconsistent with the principles of good design as required by the National Planning Policy Framework (2018). The resultant development would be appropriate in its context and would comply with policies 7.4B and 7.6B of The London Plan (2016), Core Policy CS1(B) of the Harrow Core Strategy, policy DM1 of the Council's Development Management Policies Local Plan and the Council's adopted Supplementary Planning Document – Residential Design Guide (2010), which require a high standard of design and layout in all development proposals.

## 6.5 **Amenity of Neighbouring Occupiers**

6.5.1 Core Strategy Policy CS1 B requires development to respond positively to the local context in terms of design, siting, density and spacing. Policy DM1 Achieving a High Standard of Development sets out a number of privacy and amenity criteria for the assessment of the impact of development upon neighbouring occupiers. Harrow has also produced a Residential Design Guide SPD.

6.5.2 The site of the existing house on the application site at No. 659 is two storeys in height and directly abuts the boundary with the single storey dentist surgery at No. 661 Uxbridge Road, The Firs at No. 46 Elm Park Road, 44 Elm Park Road and Tregenna at No. 42. The height of the existing parapet wall on the flank is 5.50m; with a lower eaves of 5m adjacent to this and a pitched roofs sloping away from this house at a full height of 7.80m. The depth of the new building would project across the full width of the small rear garden at The Firs (46) and across half of the rear garden at No. 44.

6.5.3 Neighbour objections have been made that the proposal would result in a loss of light and outlook to these neighbouring properties. While it is acknowledged that there would be some degree of loss of outlook to the immediate neighbours at The Firs/46 and also No. 44, there are some mitigating factors. The Firs does not have any first floor windows facing towards the application site, with all upper floor windows facing north or south rather than east. No. 44, which has a kitchen rather than a habitable room facing towards the application site would only have the nearest part of the building across less than half the width of the rear garden, allowing outlook towards the south and east. This would further be mitigated by the fact that the proposal, while almost 9m in height, would be set 4m from the boundary, while the existing dwellinghouse directly abuts this side boundary. It is considered that these factors would offset the degree of harm in terms of outlook to a large extent. This arrangement with the exception of the increase in size of the staggered element along the flank of No. 661 is exactly the same as the previously approved scheme the design of this element does not exceed the depth of the neighbouring 661 Uxbridge Road.



- 6.5.4 In terms of sunlight, the application site is oriented to the north and east of these neighbours and so would not significantly impact on sunlight. The submitted Daylight and Sunlight report also states that there would not be a harmful impact in this regard and this has been confirmed by the independent appraisal.
- 6.5.5 Objections have been made by neighbours further to the south along Elm Park in terms of light and outlook. However, 'Tregenna' and other houses on Elm Park to the south of the site would be at least 15m from the proposed new building and even further from the full height section of the building. Furthermore, these properties are oriented side on to the application site, which would reduce the impact in terms of light and outlook to an acceptable level.
- 6.5.6 While the proposal would be located to the south-west of houses on Antoneys Close, the distance from the new building to these houses would be a minimum of 20m, while the rear gardens are not oriented towards the application site, which is considered an acceptable relationship in terms of impact on light and outlook.
- 6.5.7 Neighbour objections have also been made in terms of overlooking and loss of privacy. In terms of the impact of windows on immediate neighbours, there are ground floor windows to habitable rooms proposed on the western side facing immediate neighbours on Elm Park Road. However, the distance of these windows to the boundary at 4m, would be sufficient to ensure that there would not be an unacceptable relationship in terms of overlooking and loss of privacy. There are no windows proposed at first or second floor level on this side. While there are third floor windows proposed that would serve a habitable room, these would be secondary windows located 15m from the nearest rear boundary fence at The Firs and over 22m from the ground floor windows and private garden area at The Firs. As mentioned earlier, this neighbour has no first floor windows facing the application site. Other neighbours would be a distance of over 20m from these windows and the relationship would be considered acceptable in terms of overlooking and privacy.
- 6.5.8 Objections have also been made in relation to overlooking from the rear windows and balconies. There would be windows to habitable rooms at the rear/south elevation at all floors of the building. However, the lower section of the building which is closer to these neighbours only consists of a ground, first and second floor, with overlooking to immediate neighbours only from obtuse angles which would not result in harmful overlooking. While these windows would face more towards the neighbours to the south along Elm Park Road, such as Woodcote and those further south, the distance from the windows to the neighbouring houses would be over 20m and as such would not result in an unacceptable degree of overlooking.

- 6.5.9 Balconies are proposed in the full height section of the building. The nearest balconies would be a distance of 15m to neighbours to the side at Tregenna, while they would be facing south rather than west. As mentioned in the 'Character and Appearance' section above, the balconies will be finished in a solid (screen) material, which will help to reduce the sense of overlooking. The distance from the balconies to boundaries with neighbours further south who they would be facing more directly, such as 'Woodcote' would be a minimum of 23m which is considered sufficient to overcome unacceptable overlooking or loss of privacy.
- 6.5.10 While there is a balcony and higher level habitable flank windows proposed to the north-west elevation at first, second and third floor level, facing gardens on Antoney's Close, the distance to the houses, which would be a minimum of 15m. There is also heavy vegetation, including a number of trees designated with Tree Protection Orders, which cannot be lopped or felled without permission from the Council, which reduces overlooking impact and overall this is considered sufficient overcome harm in terms of overlooking and loss of privacy.
- 6.5.11 The front balconies would be facing toward Uxbridge Road and so would not be harmful to neighbouring amenity.
- 6.5.12 By and large the proposed balcony arrangement is not dissimilar to that of the previously approved scheme. Overall, neighbour objections, particularly those related to loss of light and outlook are acknowledged, these are only considered to be of real significance in the case of No. 46/The Firs and No. 44 and while there will be some potential loss of outlook, the impact in terms of loss of daylight and sunlight would be considered acceptable. In other respects the proposal would be considered acceptable.
- 6.5.13 The previous approved scheme was considered to result in some potential loss of outlook to No. 46/The Firs and No. 44 Elm Park Road. However, the impact of the previous scheme in terms of loss of daylight and sunlight, outlook and relationship to these neighbours was considered acceptable in terms of its impact on neighbouring amenity in accordance with policy and guidance cited above.

## 6.6 **Future Occupier Amenity**

- 6.6.1 London Plan Policy 3.5 *Quality and Design of Housing Developments* sets out a range of criteria for achieving good quality residential development. Part B of the policy deals with residential development at the neighbourhood scale; Part C addresses quality issues at the level of the individual dwelling.
- 6.6.2 Implementation of the policy is amplified by provisions within the Mayor's Housing SPG (2016). The amplification is extremely comprehensive and overlaps significantly with matters that are dealt with separately elsewhere in this report, particularly Lifetime Neighbourhoods. Furthermore, the Housing Standards Minor Alterations to the London Plan have now been adopted as at March 2016. Where relevant these are addressed in the appraisal below.
- 6.6.3 Core Strategy Policy CS1 K requires a high standard of residential design and layout consistent with the London Plan and associated guidance. Policies DM1 Achieving a High Standard of Development and DM27 Amenity Space set out a number of privacy and amenity criteria for the assessment of proposals for residential development.

### Internal space

- 6.6.4 The submitted Planning Statement, Design and Access Statement and submitted plans confirms that all of the proposed dwellings have been designed to meet the London Plan's minimum space standards as set out in the Mayor of London Housing SPG (March 2016). The submitted drawings show that the proposed layouts would make reasonable provision for the accommodation of furniture and flexibility in the arrangement of bedroom furniture.
- 6.6.5 It is noted that within the development, in all instances the units exceed the required GIA for the respective occupancy levels. The proposed units are therefore considered to provide an adequate level of accommodation for future occupiers that would not be cramped or contrived.

### Privacy

- 6.6.6 The SPG seeks an adequate level of privacy to habitable rooms in relation to neighbouring property, the street and other public spaces. Policy DM1 Achieving a High Standard of Development in relation to privacy has regard to:
- the prevailing character of privacy in the area and the need to make effective use of land;
  - the overlooking relationship between windows and outdoor spaces;
  - the distances between facing windows to habitable rooms and kitchens; and;
  - the relationship between buildings and site boundaries.

6.6.7 As per the previous approval, there is an acceptable distance from upper floors to nearby dwellinghouses. There are no higher rise residential buildings within the immediate vicinity. Therefore, it is considered that the privacy of future occupiers will be at an acceptable level.

#### Dual Aspect

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

6.6.9 The orientation of the development results in north-west and south-east facing units and therefore the orientation of the units are considered acceptable. While majority of the units single aspect with the exception of four units the units are not overly deep, and as such it is considered that the proposed units would receive a satisfactory level of light. The submitted Daylight and Sunlight report states that the level of light to all of the units would be acceptable and the independent appraisal of this report confirms this.

6.6.10 On this basis, it is considered that the proposal would provide an adequate level of light for future occupiers.

#### Internal Noise

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

6.6.12 It is noted that the proposed floor plans generally provide vertical stacking that is considered to be satisfactory. While there are two instances where living room/kitchens are placed above bedrooms (on the ground floor on the western side and the second floor on the eastern side), which is not encouraged, this can be addressed through building control regulations and as aside from this the stacking is uniform with like for like rooms above each other, this would be considered acceptable on balance. The proposed arrange is the same as the approved scheme, which is still extant.

### Floor to Ceiling Heights

- 6.6.13 The London Plan Housing Standards (March 2016) calls for a minimum floor to ceiling height of 2.3 metres across 75% of the GIA of a dwelling. The proposed plans (Sections) indicate that the proposal would achieve a floor to ceiling height of over 2.5m throughout the building. The proposed layouts are functional and would continue to provide a satisfactory level of accommodation for future occupiers. As such, the floors to ceiling heights are considered acceptable in this instance.

### Daylight, sunlight and outlook

- 6.6.14 The SPG establishes no baseline standard for daylight or sunlight. Policy DM1 Achieving a High Standard of Development, in seeking a high standard of amenity for future occupiers of a development, has regard to the adequacy of light and outlook within buildings (habitable rooms and kitchens).
- 6.6.15 Policy DM1 requires proposals to achieve a high standard of amenity and sets out the considerations for the assessment of amenity, of which light within buildings is one. The weight to be attached to this consideration, within the context of the whole amenity that would be afforded to future occupiers of the development, is ultimately a question of judgement. As mentioned previously, the units are either north-west facing or south-east facing. While these are single aspect units, there will be an acceptable level of daylight reaching the units as shown in the submitted Daylight and Sunlight report which stated that all of the units, including the north-west facing single aspect units, would have an acceptable degree of natural light and this has been confirmed by the independent assessment response. As such, it is considered that they would receive a satisfactory level of daylight and sunlight.

### Outdoor Amenity space

- 6.6.16 Policy DM27 Amenity Space of the Development Management Policies Local Plan document states that the appropriate form and amount of amenity space should be informed by the Mayor's Housing Design Guide (i.e. the SPG) and criteria set out in the policy.
- 6.6.17 For private amenity space, the SPG requires a minimum of 5m<sup>2</sup> per 1-2 person dwelling and an extra 1m<sup>2</sup> for each additional occupant, and for balconies the SPG specifies minimum dimensions of 1.5m x 1.5m. The proposed balconies would meet and exceed these minimum dimensions in terms of 1.5m x 1.5m. Furthermore, the proposed private amenity spaces for the balconies are of a functional and useable layout. Level access onto the balconies will be secured as part of the proposed access conditions. While the front balconies are not ideal, due to the high intensity use of Uxbridge Road, in addition to the private balconies occupiers of the flats would also have access to a large communal outdoor space, albeit reduced which is located at the rear of the site in size, which will also provide amenity space for the flats. In addition, the rear facing apartments at ground floor would have larger private amenity spaces when compared to the previously approved scheme.

6.6.18 These communal areas would supplement the private balconies and would provide a welcome additional component to the amenity afforded to future occupiers of the development. The SPG calls for adequate natural surveillance, wheelchair access and management of such areas. The proposed communal amenity space would be overlooked by the blocks that they serve. It is normal for the management of residents' communal areas in new development to be taken on by a private management company or the relevant registered provider.

## 6.7 **Traffic, Parking, Access, Servicing and Sustainable Transport**

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

6.7.2 The application site is located in an area with a PTAL of 2 which is considered low. Unlike the previously approved scheme with basement parking, the current application proposes 26 surface car parking spaces including 2 disabled parking spaces to the front (4 in number), rear (12 in number), side and undercroft (10 in number) which results roughly in 1 space per unit. The proposed parking provision would comply with the London Plan maximum standards. The undercroft and rear parking is proposed to be accessed via a bi-fold sliding gates on the eastern side of the frontage.

6.7.3 The previously approved scheme was assessed by TFL, most importantly for the provision of sufficient passive and active electrical charging points. Furthermore, TFL also made comments in relation to highway safety and congestion during the construction period and cycle parking spaces. These issues will be addressed later in this section and have been guaranteed by condition.

6.7.4 The current application proposes 8 active and 8 passive charging points. The proposal has also been reviewed by the Council's Highways Engineer who made a number of comments which have been outlined in full earlier in the report. They have not objected to the proposal, but have made a number of comments and recommendations which will be addressed at the relevant points in paragraphs 6.7.7 to 6.7.11 and 6.7.14 to 6.7.16 of this section.

### Access and Highways

- 6.7.5 The existing respective sites are all accessed from Uxbridge Road. This proposal would involve the closure of two of the existing dropped kerbs with two of the existing access points widened. Comments from Highways Engineer indicate that the applicant should contact them, assuming planning permission is granted, for further guidance.
- 6.7.6 In responding to the consultation on the previously approved scheme the Highways Authority stated that the accident data submitted in the Transport Statement, does not result in immediate cause for concern. In terms of trip generation, the Highways Authority acknowledged that there will be an increase, but that the effects on the surrounding network are not likely to be significant. Highways Authority has not raised any fundamental objection to the proposed access arrangement. The proposed ingress and egress arrangement is the same as that of the extant planning permission, although moved slightly further west, which has been deemed acceptable.

### Parking

- 6.7.7 The current proposal seeks to remove the previously approved basement car parking and provide all the required car parking spaces at ground level to the rear. The access into the site remains as per the previously approved scheme. This will be accessed via bi-fold sliding gates on the eastern side of the frontage instead of ramp, with sufficient space for 2 vehicles to pass. 22 parking spaces are proposed to the side (undercroft) and rear, along with 10 electric vehicle charging points (20% Electric Charging Point and 20% Future Electric Charging Point). Two apartments in the groundfloor of the approved scheme have been removed to allow for reconfigured layout. This complies with the requirement of the London Plan. Motorcycle parking at 1 per 20 spaces is required in accordance with Development Management policies. The proposed parking ratio is acceptable in terms of London Plan and Development Management Policy compliance. The current application proposes the same number of parking provision as the extant planning permission
- 6.7.8 Neighbour objections have been made that the scheme would increase congestion, which would be exacerbated by existing heavy traffic and the nursery opposite which will open soon.
- 6.7.9 The submitted Transport Statement has been reviewed by the Highways Authority who considers that the proposed quantum of parking would be acceptable and would not unacceptably harm the safety or free flow of the public highway.
- 6.7.10 Four visitor parking spaces are proposed to the front. The division of parking between residents behind security gate and visitors' would work. However some management of this would be required to prevent residents from using the frontage parking. A condition has been attached to require submission of a parking management plan.

6.7.11 Furthermore, it would also be necessary to set out how parking would be allocated; failure to do so may result in on-street parking which is something that should be avoided at this location due to the strategic nature of Uxbridge Road. In addition, the Highways response stated that while two disabled bays are acceptable, it is necessary to ensure that this is sufficient for the needs of future residents; each wheelchair accessible unit should have a disabled parking space. Subject to submission of documents demonstrating this, the scheme is considered acceptable in terms of parking.

#### Refuse, Servicing and Emergency Services Access

6.7.12 Refuse storage is proposed to be located within the ground floor of the development and would include 3 x 1100 litre and 3 x 1280 litre bins which would meet the requirements of the Councils Code of Practice for Refuse Storage. Access will be from the communal hallway, ensuring that occupants will not have to carry refuse further than 25m. The submitted plan shows refuse collection area on the front eastern side of the building to allow roadside collection. This collection point is within 10m, as recommended by the Refuse Officer response and also complies with other requirements of the Code.

6.7.13 This location ensures that the refuse lorry would be within a 10m distance for the operators to collect the waste, and to do so in a safe and efficient manner. Highways Officer and Refuse Officers have not objected to the proposed arrangement. The proposed arrangement would meet policy requirements in terms of refuse provision and servicing. The principle of the servicing from the site is considered acceptable, and sufficient detail has been submitted. It will be subject to a condition to ensure that the bins are placed in the collection point on collection day and are not in this location on any other days.

#### Walking and Cycling/Motorcycle

6.7.14 The proposal includes 46 cycle parking spaces which would be located within the groundfloor. Policies 6.9 and 6.10 relate to the provision of cycle and pedestrian friendly environments. Although the TfL comment stated that 52 spaces are required, the 46 provided complies with the London Plan requirements and is considered acceptable by the Highways Authority and is therefore acceptable, subject to a condition regarding the provision of 1x motor cycle parking space. The Highways Authority also recommended one of the Electric Charging Points to be located at a disabled parking space which has been included in the condition.

6.7.15 The existing pedestrian arrangements of the houses on site are considered acceptable and while there would be increase occupancy there are no concerns related to pedestrian ingress and egress. In terms of walking, there are many facilities within a reasonable walking distance including schools, supermarkets, a pharmacy and retail parks.

6.7.16 It is considered that the proposed development would therefore accord with the relevant policies listed above with regard to walking and cycling.



## Construction Logistics Plan

- 6.7.17 The Highways Authority requires a construction logistics plan which has been addressed through a planning condition. This would address the concerns raised by TfL related to obstruction of the footway and carriageway during the development period.

## **6.8 Flood Risk and Development**

- 6.8.1 The Council's Strategic Flood Risk Assessment maps show that the site is not located in a Critical Drainage Area or a higher risk flood zone. The Drainage Authority has not raised an objection to the proposal in terms of the creation of a basement and has made a requirement of conditions related to surface water attenuation and run-off. Conditions with regard to these are attached to this report.
- 6.8.2 Subject to the conditions securing the above, it is considered that the proposed development would accord with policy 5.2 of London Plan (2016) and policy DM10 of the Harrow Development Management Policies Local Plan (2013).

## **6.9 Sustainability and Climate Change**

- 6.9.1 Paragraphs 150-154 of the NPPF relate to decentralised energy, renewable and low carbon energy. Chapter 5 of the London Plan contains a set of policies that require developments to make the fullest contribution to the mitigation of, and adaptation to, climate change, and to minimise carbon dioxide emissions. Specifically, policy 5.2 sets out an energy hierarchy for assessing applications, as set out below:
- 1) Be lean: use less energy
  - 2) Be clean: supply energy efficiently
  - 3) Be green: use renewable energy
- 6.9.2 Policy 5.3 seeks to ensure that future developments meet the highest standards of sustainable design and construction, whilst policies 5.9-5.15 support climate change adaptation measures.
- 6.9.3 The applicant has submitted an Energy Statement, which details the likely energy demands of the proposed development and proposed a strategy to increase energy efficiency. The Energy Statement goes on to investigate measures to reduce the carbon emissions by 35%.
- 6.9.4 The energy strategy proposes a strategy that follows the energy hierarchy outlined in the London Plan, namely prioritising energy efficiency measures first, followed by 'clean' (low carbon) technologies and followed by 'green' technologies i.e. renewables.

- 6.9.5 The strategy does not propose any on-site renewables, with the applicant stating that the energy efficiency measures and micro-CHP engine achieve a 35.30% reduction in carbon emissions and this is sufficient to meet the London Plan requirement for 'on-site' carbon reductions of 35%. The energy strategy proposes to offset the remaining emissions through a carbon offsetting payment based on the Mayor's rate of £1,800 per tonne (£60 / tonne / year over 30 years); this is the rate used by the Council. At 23.53 tonnes to be offset, the zero carbon payment is £42,354.00, which would be secured by way of a S.106 obligation.
- 6.9.6 It is therefore considered that subject to a condition requiring the recommendations within the Sustainability and Energy Statement reports to be implemented within the development, the proposal would accord with the policies listed above. Furthermore, an obligation with the S.106 shall also be agreed to capture the cash in lieu payment as detailed above. An obligation and conditions to capture this has been recommended.

## 6.10 **Affordable Housing Provision**

### *Affordable Housing Policy and the Proposal's Affordable Housing Offer*

- 6.10.1 The NPPF defines affordable housing as: social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Intermediate housing is defined as homes for sale and rent provided at a cost above social rent but below market levels.
- 6.10.2 The strategic part of London Plan Policy (2016) 3.11 calls for 60% of affordable housing provision to be for social and affordable rent and for 40% to be for intermediate sale or rent, and gives priority to the provision of affordable family housing. However, London Plan Policy 3.12 – which is a planning decisions policy – requires the on-site provision of the maximum reasonable amount of affordable housing from private residential developments.
- 6.10.3 The London Plan's housing policies are supplemented by the Mayor's Housing SPG (2016). In relation to affordable housing policies, the tone of the SPG is to further emphasise the need for policies to be applied in a manner that maximises output and, having regard to viability, to encourage not restrain housing development.
- 6.10.4 Having regard to Harrow's local circumstances, Policy CS1 (J) of the Core Strategy sets a Borough-wide target for 40% of all homes delivered over the plan period (to 2026) to be affordable, and calls for the maximum reasonable amount to be provided on development sites having regard to the following considerations:
- the availability of public subsidy;
  - the housing mix;
  - the provision of family housing;
  - the size and type of affordable housing required;
  - site circumstances/scheme requirements;
  - development viability; and

- the need to meet the 40% Borough-wide target.

- 6.10.5 Policy DM24 (Housing Mix) of the Development Management Policies Local Plan document supports proposals that secure an appropriate mix of housing on the site. The policy undertakes to have regard inter alia to the target mix for affordable housing set out in the Planning Obligations SPD and the priority to be afforded to the delivery of affordable family housing.
- 6.10.6 The proposed development would provide for 26 residential units within the site. Policy 3.13A (Affordable Housing Thresholds) of the London Plan (2016) requires that any development which has the capacity to provide 10 or more homes should provide an affordable housing contribution.
- 6.10.7 The Council recognise that it is not is it viable in all circumstances to provide affordable housing targets within a scheme. Where this cannot be provided on site, a robust viability assessment must be provided to demonstrate that the proposed scheme cannot viably provide this requirement. The proposed development initially offers a zero provision of affordable housing as part of the scheme. The applicant has submitted a Financial Viability Appraisal to support the zero provision of affordable housing to the Boroughs stocks. Notwithstanding this, the submitted information has been independently reviewed and tested to ensure that the zero provision of affordable housing is the maximum reasonable affordable housing that can be made as part of the proposed scheme.
- 6.10.8 The independent assessment of the Financial Viability Assessment and a separate review of the construction costs concluded that the proposed scheme could reasonably provide an affordable housing contribution, as detailed within the applicant's appraisal. It concluded that the proposed offer of zero Affordable Housing units is considered not the maximum reasonable offer, and as such would not accord with the Core Strategy (2012) in terms of securing Affordable Housing. The independent assessment stated further that the applicant be required to provide some element of affordable housing based on the identified surplus.
- 6.10.9 However, the independent assessment of the Financial Viability Assessment of the previously approved agreed with the zero provision of affordable housing for that scheme, which is extant. The independent appraisal of the extant scheme went on to state that given that the applicant is willing to proceed with the development in its currently unviable state it is reasonable to assume that the Applicant anticipates some form of growth in sales values over the construction period. The sensitivity analysis undertaken as part of the independent appraisal demonstrated 2.75% per annum growth in sales value over the construction period would result in a residual value of the development in excess of the site Benchmark Value. It was therefore recommended that the Council secure some form of review mechanism in order to capture any improving viability of the development programme.

- 6.10.10 With reference to the above, Planning Policy officers position is that while the sales values remain the same, construction costs have gone down with regards to the previously approved scheme; and that while the independent assessor for the current scheme have adopted 17.5% profit level, the one for the extant permission adopted 20%. The 20% premium on the value of the existing four properties was not something that neither the Independent Assessor nor the applicant's viability expert included in their appraisals of the basement scheme; that officers agreed to include a 20% premium based on what had been accepted on similar sites / developments. Arguments have been made by the applicants and the Independent Assessor on the issue of adding a 20% premium to the Existing Use Value (EUUV), which is the profit. However, there was no agreed position on the inputs to the assessment, and given the position taken on the extant scheme, and the limited change to policy framework, it considered unreasonable to adopt a different approach in this case.
- 6.10.11 On the basis of the above, officers are of the view that as the current application is not too dissimilar to the approved scheme which has a signed s106 agreement with zero affordable housing provision, the argument to require some form of upfront affordable housing provision for this current application cannot be sustained at appeal and have therefore accepted the Financial Viability Assessment submitted with the current application giving that there has not been any fundamental changes to the policy framework to raise any new matters for consideration.
- 6.10.12 The Harrow Planning Obligations SPD (2013) provides a mechanism to review viability across the lifespan of a development, as there can be a period of time from when a development is permitted to when it is finally built out. As such, and based on the review mechanism contained in the s106 agreement of the previously approved scheme, it is considered reasonable that as part of the S.106 legal agreement, the same review mechanism is agreed to allow a review of the development, in this instance at the 80% of sales. An obligation is recommended accordingly.
- 6.10.13 Based on the forgoing, the proposed development would meet the strategic housing aim for the borough and accord with policy 3.13 of the London Plan (2016), Policy CS1.J of the Harrow Core Strategy, policies DM24 and DM50 of the Harrow Development Management Policies Local Plan (2013) and the Supplementary Planning Document: Planning Obligations and Affordable Housing (2013).

## 6.11 **Housing Supply, Density and Overall Housing Mix**

- 6.11.1 Paragraph 48 of the NPPF reminds local planning authorities that housing applications should be considered in the context of the presumption in favour of sustainable development.

- 6.11.2 London Plan and Local Plan policies on housing development must be viewed in the context of the forecast growth across London and Harrow's spatial strategy for managing growth locally over the plan period to 2026. These are set out in the Principle of Development section of this report (above). The proposal's 26 home contribution to housing supply ensures that this site makes an appropriate contribution to the Borough's housing need over the plan period to 2026 and to fulfilling the Core Strategy's target for the borough.
- 6.11.3 London Plan Policy 3.4 seeks to optimise housing output from development by applying the sustainable residential quality density matrix at Table 3.2 of the Plan. Supporting text to the policy makes it clear that the density matrix is only the start of planning for housing development and that it should not be applied mechanistically. Further guidance on how the matrix should be applied to proposals is set out in the Mayor's Housing SPG (2016).
- 6.11.4 The application site area is 0.13 hectares and it has a public transport accessibility level (PTAL) score of 2 indicating a poor level of public transport accessibility. Within the definitions of the London Plan density matrix, the site is considered to have a suburban or urban setting. Although it does have lower density development it also has a number of mansion blocks and buildings of two to three storeys, along a main arterial route and located 800 metres from a District centre at Pinner. The proposal, taken as a whole, equates to a density of 200 units per hectare and of 577 habitable rooms per hectare. In the London Plan density matrix, in an urban setting an appropriate density in an urban area with units of this size is recommended to be up to 170 units per hectare. The densities do exceed the London Plan density matrix standards.
- 6.11.5 The following is a breakdown of the proposed housing mix across the scheme.

<b>Detailed Housing Mix</b>		
<b>Unit Size</b>	<b>No. of Units (Total)</b>	<b>% of All Units</b>
1 Bed (2 Person):	6	23%
2 Bed (3 Person):	6	23%
2 Bed (4 Person):	14	54%
3 Bed (5 Person):	0	0%
3 Bed (6 Person):	0	0%
<b>Total:</b>	<b>26</b>	<b>100%</b>

- 6.11.6 The table above demonstrates that there would be a satisfactory mix of housing types within the scheme.
- 6.11.7 The proposed housing mix within the development is fairly evenly divided between 1 bed and 2 bed units and over half the units for 4 persons or more. A large number of the units provide maximum occupancy, i.e., containing double bedrooms. It is considered that the proposed development would provide a satisfactory density and mix of residential accommodation within the site. The proposed mix of occupancy levels across the entire scheme would provide a satisfactory level of housing choice to the Borough's housing stock. It is therefore

considered that the proposal would accord with the policies and guidance listed above.

## 6.12 **Trees and Development**

- 6.12.1 The site is located in relatively close proximity to Tree Protection Order (TPO) trees located outside the application site on Antoney's Close to the east. There is no intention to remove any of these TPO trees. The applicant has submitted an arboricultural impact assessment & method statement, tree protection plan, tree survey and tree reference plan. The revised tree report and plan submitted with this application shows removal of five Category C trees, and the Category A and B trees within the site are to be retained.
- 6.12.2 Notwithstanding, the Tree Officer states that the trees on the adjoining land within Antoneys Close are subject to TPO No.768 and would be impacted by the proposed replacement of the rear garden with a parking area, which would require new hard surfacing within the RPA (root protection area) and on previously uncovered ground – as such, any new area of hard standing must be 'no-dig' design methodology, in other words without excavation and severance of any roots as a result. And that any finalised plans need site-specific details within Tree Protection Plan and Method Statement. Details of how installation of no-dig will be supervised should also be provided.
- 6.12.3 The Tree officer has not raised any fundamental objection to the proposal, subject to a condition guaranteeing tree protection measures as submitted and acceptable site levels. These points will be guaranteed by condition.

## 7 **CONCLUSION AND REASONS FOR APPROVAL**

- 7.1 The impacts of the proposal have been considered on the visual amenity of the site and surrounding area and on the amenity of neighbouring dwellings. It has been concluded that the proposal would sufficiently maintain and relate to the character, appearance and spatial pattern of development of surrounding area and future occupiers would benefit from a sufficient degree of amenity and that on balance, it would not have any significantly adverse impacts on the residential amenity of neighbouring dwellings
- 7.2 The proposal has also been considered with regard to parking and highway safety and has been found to be acceptable in this regard. The proposal has also been considered with regard to surface drainage and landscaping and is found to be acceptable in these instances.

- 7.3 It is considered appropriate and reasonable to include a condition to ensure that the development, which has been assessed and determined on the basis of being in C3 use, is not first occupied within C4 use, over which the Council would have no control. It is also reasonable to remove permitted development rights for a change of use from a C3 dwellinghouse to a C4 HMO. It is therefore recommended that conditions are attached.
- 7.4 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. In conclusion, subject to the imposition of relevant conditions, the proposal is considered acceptable in terms of the above and is not contrary to the aims and objectives national, London and local policies

## **APPENDIX 1: Conditions and Informatives**

### **Conditions**

#### 1 Timing

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

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

#### 2 Approved Drawing and Documents

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

Planning Statement dated March 2017; EL\_001 Rev. P02; EL\_002 Rev. P02; EL\_003 Rev. P03; EL\_004 Rev. P02; PL\_000 Rev. P01; PL\_001 Rev. P02; PL\_002 Rev. P02; PL\_003 Rev. P02; PL\_004 Rev. P02; PL\_005 Rev. P01; PL\_007 Rev. P01; PL\_008 Rev. P01; PL\_009 Rev. P01; PL010 Rev. P01; SK\_013 Rev. P01; SK\_019 Rev. P01; SE\_001 Rev. P01; 653\_003 Rev. 01; 655\_003 Rev. 00; 657\_003 Rev. 00; 659\_003 Rev. 00; 653\_002 Rev. 01; 655\_002 Rev. 00; 657\_002 Rev. 00; 659\_002 Rev. Rev. 00; SC\_001; Design and Access Statement March 2017; Design and Access Statement Addendum dated March 2018; Viability Study dated March; Energy Statement dated May 2017; Arboricultural Impact Assessment & Method Statement dated 23/05/2017; Tree Survey PRI21205trA dated 08/05/2017;; Transport Statement ITR/HL/5011/TS.4 dated March 2018; Noise Assessment R7344-Rev 1 dated 22<sup>nd</sup> March 2018; Daylight and Sunlight Report dated March 2018; Planning Statement dated march 2018.

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

#### 3 Materials

Notwithstanding the submitted details and approved plans, the development hereby permitted shall not commence beyond damp proof course level, until samples of the materials to be used in the construction of the external surfaces noted below have been submitted to, and approved in writing by, the local planning authority:

- a) Facing materials and roof;
- b) Windows and doors;
- c) balcony details;
- d) Rainwater goods;
- e) Boundary treatment;
- f) Hardsurfacing;
- g) the ground surfacing

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



REASON: To safeguard the appearance of the locality

4 Construction Logistics Statement

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

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

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

5 Landscape Management

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

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

6 Flood Risk and Development

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

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

7 Flood risk and Development

Notwithstanding the approved plans, the development hereby permitted shall not commence until details for a scheme for works for the disposal of foul water, surface water and surface water attenuation and storage works on site as a result of the approved development shall be submitted to the local planning authority to be approved in writing. The development shall be completed in accordance with the approved details and shall thereafter be retained.

REASON: To ensure that the development has adequate drainage facilities, to reduce and mitigate the effects of flood risk and would not impact the character and appearance of the development.

8 Refuse Storage

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

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

9 Landscape

A landscape plan and management plan, including long term design objectives, management responsibilities and maintenance schedules for all communal landscape areas other than small, privately owned, domestic gardens, shall be submitted to, and approved in writing by, the local planning authority prior to the occupation of the development. The landscape plan and management plan shall be carried out as approved.

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

10 Prior Submission & Deploy Tree Protection

No works or development shall take place before a scheme for the protection of the existing trees (other than those the removal of which has been granted express permission in writing by the Local Planning Authority) has been submitted to and approved in writing by the Local Planning Authority. Such a scheme will comply with the provisions of BS5837 ("Trees in relation to construction – 1990") and BS 3998 ("Recommendations for tree works – 1989"). The approved scheme for the protection of the existing trees shall be implemented before development commences and be maintained in full until the development has been completed.

REASON: To ensure protection during construction works of trees, hedges and hedgerows which are to be retained on or near the site in order to ensure that the character and amenity of the area are not impaired. To comply with Policies DM22 of the Harrow Development Management Policies Local Plan (2013).

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11 Site Levels

No site works or development shall commence, excluding any works of demolition, until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s), and any other changes proposed in the level of the site, have been submitted to, and approved in writing by the Local planning Authority.

REASON: To ensure that the works are carried out at suitable levels in relation to the highway and adjoining properties in the interests of the amenity of neighbouring residents, the appearance of the development, drainage, gradient of access and future highway improvement.

12 Secure by Design

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

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

13 Sustainability and Energy

The development hereby permitted shall be built in accordance with approved documents Energy Statement (Dated May 2017). The details approved within these documents shall be implemented and retained thereafter. Within 3 months (or other such period agreed in writing by the Local Planning Authority) of the first occupation of the development a post construction assessment shall be undertaken for each phase demonstrating compliance with the approved Sustainability Strategy which thereafter shall be submitted to the Local Planning Authority for written approval.

REASON: To ensure the delivery of a sustainable development in accordance with PPS1 and its supplement Planning and Climate Change.

14 Flues and Pipework

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

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

15 Communal Television Equipment

The development hereby approved shall not progress beyond damp course level until additional details of a strategy for the provision of communal facilities for television reception (e.g. aerials, dishes and other such equipment) have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the specific size and location of all equipment. The approved details shall be implemented prior to the first occupation of the building and shall be retained thereafter. No other television reception equipment shall be introduced onto the walls or the roof of the building without the prior written approval of the Local Planning Authority.

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

16 Window Detail

Notwithstanding the details shown on the approved drawings, the development hereby permitted shall not progress above ground floor damp proof course level until there has been submitted to and approved in writing by the Local Planning Authority detailed sections at metric scale 1:20 through all external reveals of the windows and doors on each of the elevations. The development shall be completed in accordance with the approved details and shall thereafter be retained.

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

17 Cycle Storage

Notwithstanding the approved plans, prior to occupation of the development hereby approved details shall be provided of safe and secure cycle storage for 48 x bicycles and 1 x motorcycle. The bicycle storage shall be implemented and shall thereafter be retained.

REASON: To provide sufficient bicycle and motorcycle parking space for the use of future occupiers.

18 Car Park Management Plan

Notwithstanding the approved plans, prior to occupation of the development hereby approved, details shall be provided of a car parking management plan to clarify how parking would be allocated shall be submitted to the local planning authority to be approved in writing. The development shall be completed in accordance with the approved details and shall thereafter be retained.

REASON: To provide an acceptable car parking situation for the use of future occupiers and to avoid congestion in surrounding streets.

19 Parking Arrangement

The development hereby permitted shall not progress beyond damp proof course level until there has been submitted to until full construction logistics plan; car parking details to include layout, disabled parking bays and electric vehicle charging points as per London Plan 2016 (minor alterations) has been submitted to, and approved in writing by, the local planning authority and retained thereafter available for that specific use.

REASON: To ensure the permanent availability of the parking /manoeuvring area, in the interests of highway safety and to support the cycling as an alternative to the use of the private motor vehicle

20 M4 (2) Accessibility

21

In addition to the details submitted demonstrating the provision of wheelchair accessible units to M4(3), the development hereby permitted shall be constructed to the specifications of:

“Part M, M4 (2), Category 2: Accessible and Adaptable Dwellings” of the Building Regulations 2013 and thereafter retained in that form.

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

22 Removal of Permitted Development Rights

The development hereby permitted shall be used for Class C3 dwellinghouse(s) only and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no development within Schedule 2, Part 3, Class L shall take place.

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

Plan 2016 and the Core Planning Principles of the National Planning Policy Framework 2018.

23 Permitted Development

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

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

## **Informatives**

### 1 **Policies**

The following policies and guidance are relevant to this decision:

#### **National Planning Policy and Guidance: National Planning Policy Framework (2018)**

The London Plan (2016):

- 3.1 Ensuring Equal Life Chances for All
- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.6 Children and Young People's Play and Informal Recreation Facilities
- 3.7 Large Residential Developments
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 3.11 Affordable Housing Targets
- 3.12 Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes
- 3.13 Affordable Housing Thresholds
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.6 Decentralised Energy in Development Proposals
- 5.7 Renewable Energy
- 5.9 Overheating and Cooling
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.10 Walking
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.1 Building London's Neighbourhoods and Communities
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture

#### **Draft The London Plan (2017):**

#### **Local Development Framework Harrow Core Strategy 2012 CS1 Overarching Policy**

Development Management Policies Local Plan 2013  
DM1 Achieving a High Standard of Development  
DM2 Achieving Lifetime Neighbourhoods  
DM10 On Site Water Management and Surface Water Attenuation  
DM12 Sustainable Design and Layout  
DM22 Trees and Landscaping  
DM23 Streetside Greenness and Forecourt Greenery  
DM24 Housing Mix  
DM27 Amenity Space  
DM42 Parking Standards  
DM43 Transport Assessments and Travel Plans  
DM45 Waste Management

### **Supplementary Planning Documents**

Mayors Supplementary Planning Guidance: Housing (2016)  
Harrow Supplementary Planning Document: Residential Design Guide 2010  
Harrow Supplementary Planning Document: Planning Obligations 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 not sought prior to the submission of this application..

### Mayor CIL

Please be advised that approval of this application by Harrow Council will attract a liability payment £ 80,453.45 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 £ 111,300 plus indexation for the application, based on the levy rate for Harrow of £35/sq m and the stated increase in floorspace of 2,298.67sq.m.  
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>



### 3 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: £252,853.7 plus indexing

### 4 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.

### 5 Party Wall Act:

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

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

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

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

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

Please quote Product code: 02 BR 00862 when ordering

Also available for download from the CLG website:

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

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: [communities@twoten.com](mailto:communities@twoten.com)

## 6 Compliance With Planning Conditions

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

- You will be in breach of planning permission if you start development without complying with a condition requiring you to do something before you start. For example, that a scheme or details of the development must first be approved by the Local Planning Authority.
- Carrying out works in breach of such a condition will not satisfy the requirement to commence the development within the time permitted.
- Beginning development in breach of a planning condition will invalidate your planning permission.
- If you require confirmation as to whether the works you have carried out are acceptable

## 7 Construction Design Management Regulations

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994 which govern health and safety through all stages of a construction project. The Regulations require clients (i.e. those, including developers, who commission projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Clients have further obligations. Your designer will tell you about these and your planning supervisor can assist you in fulfilling them. Further information is available from the Health and Safety Executive Infoline on 01541 545500

## 8 Liability for Damage to Highway

The applicant is advised to ensure that the highway is not interfered with or obstructed at any time during the execution of any works on land adjacent to a highway. The applicant is liable for any damage caused to any footway, footpath, grass verge, vehicle crossing, carriageway or highway asset. Please report any damage to [nrswa@harrow.gov.uk](mailto:nrswa@harrow.gov.uk) or telephone 020 8424 1884 where assistance with the repair of the damage is available, at the applicant's expense. Failure to report any damage could result in a charge being levied against the property.

## 9 Street Naming And Numbering

Harrow Council is responsible for the naming and numbering of new or existing streets and buildings within the borough boundaries. The council carries out these functions under the London Government Act 1963 and the London Building Acts (Amendment) Act 1939. All new developments, sub division of existing properties or changes to street names or numbers will require an application for official Street Naming and Numbering (SNN). If you do not have your development officially named/numbered, then then it will not be officially registered and new owners etc. will have difficulty registering with utility companies etc.

You can apply for SNN by contacting [technicalservices@harrow.gov.uk](mailto:technicalservices@harrow.gov.uk) or on the following link.

[http://www.harrow.gov.uk/info/100011/transport\\_and\\_streets/1579/street\\_naming\\_and\\_numbering](http://www.harrow.gov.uk/info/100011/transport_and_streets/1579/street_naming_and_numbering)

## 10 SUDS

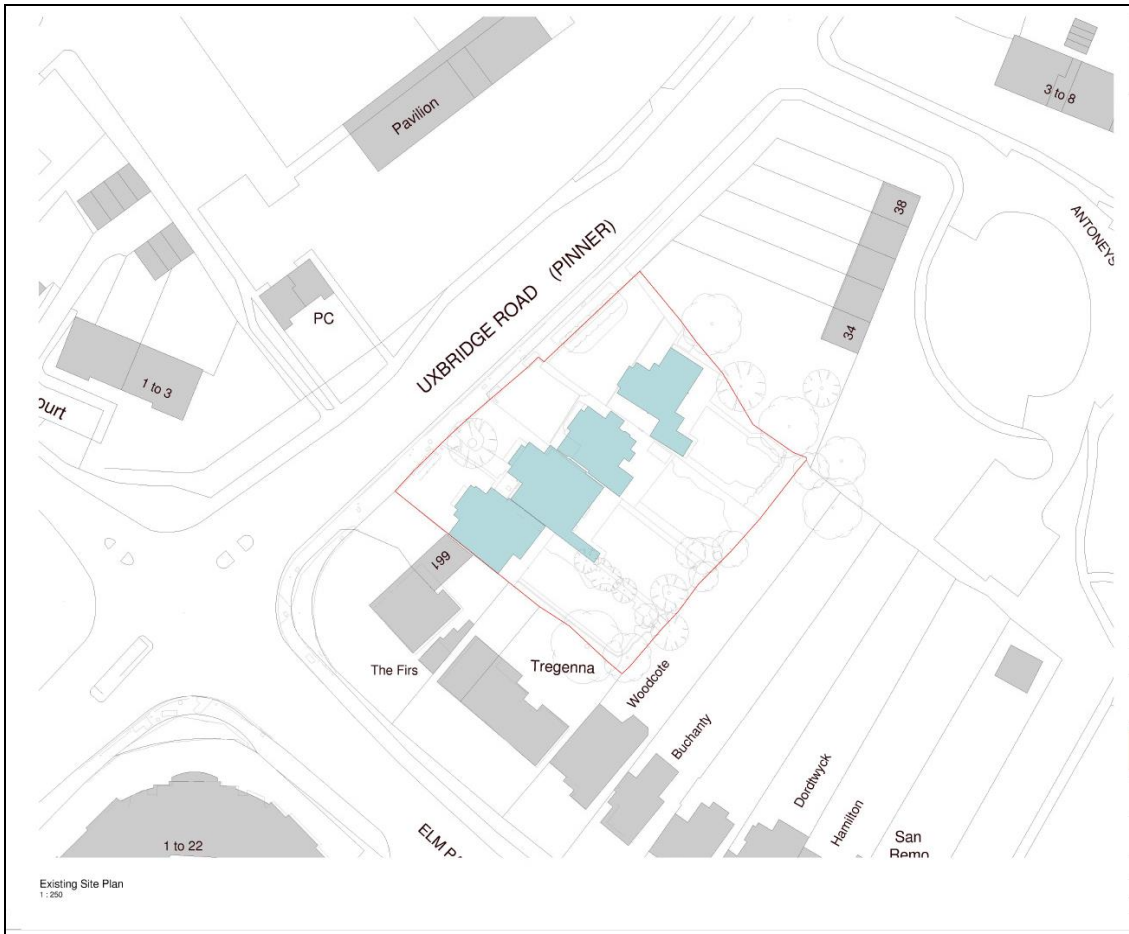
Surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SUDS). SUDS are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on or near the site as opposed 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 soakaways they should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

Support for the SUDS approach to managing surface water run-off is set out in the National Planning Policy Framework (NPPF) and its accompanying technical guidance, as well as the London Plan. Specifically, the NPPF (2018) gives priority to the use of sustainable drainage systems in the management of residual flood risk and the technical guidance confirms that the use of such systems is a policy aim in all flood zones. Policy 5.13 of the London Plan (2016) requires development to utilise sustainable drainage systems unless there are practical reasons for not doing so. Sustainable drainage systems cover the whole range of sustainable approaches to surface drainage management. They are designed to control surface water run-off close to where it falls and mimic natural drainage as closely as possible. Therefore, almost any development should be able to include a sustainable drainage scheme based on these principles.

The applicant can contact Harrow Drainage Section for further information. [infrastructure@harrow.gov.uk](mailto:infrastructure@harrow.gov.uk)

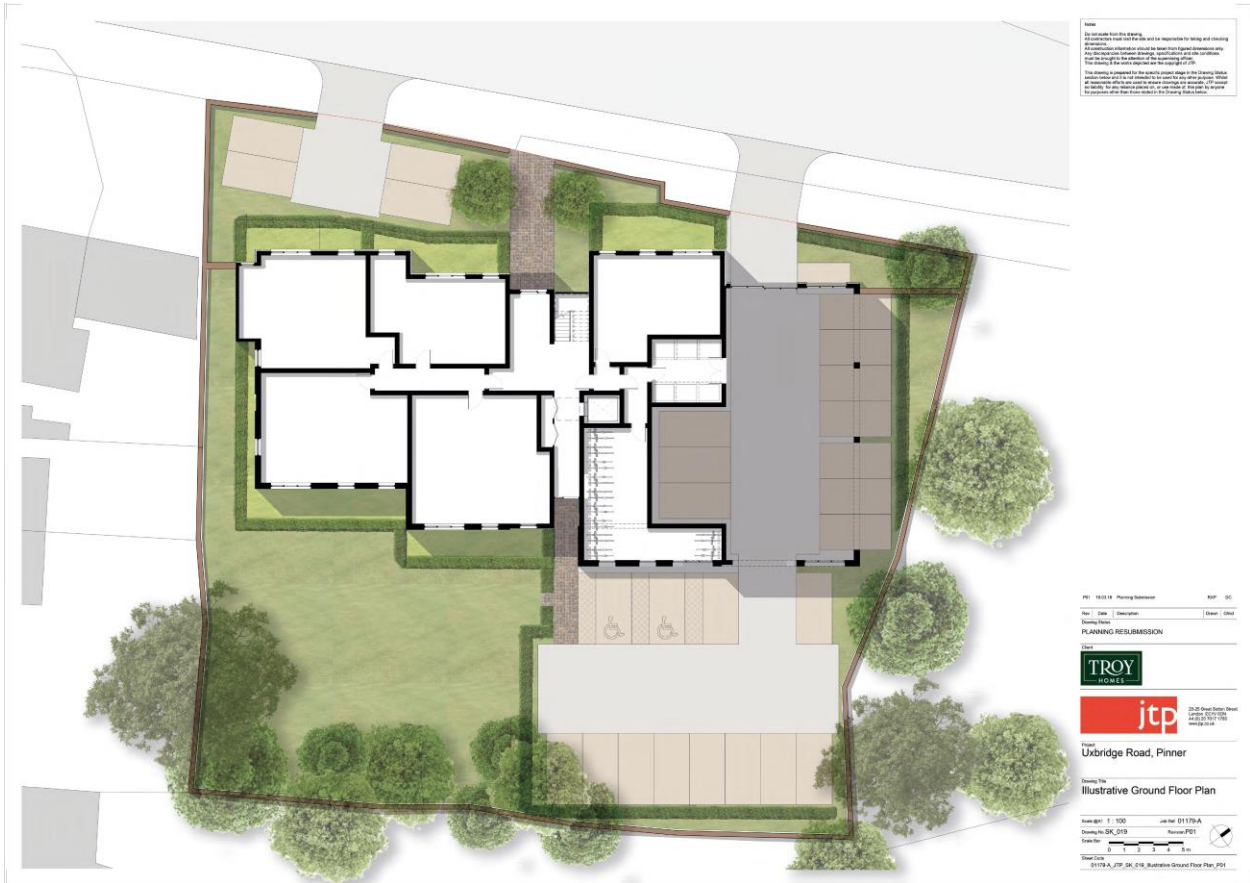
**APPENDIX 2: SITE PLAN**



Existing



Proposed



**APPENDIX 3: PHOTOGRAPHS**



Front Elevation No's 653-659, left to right



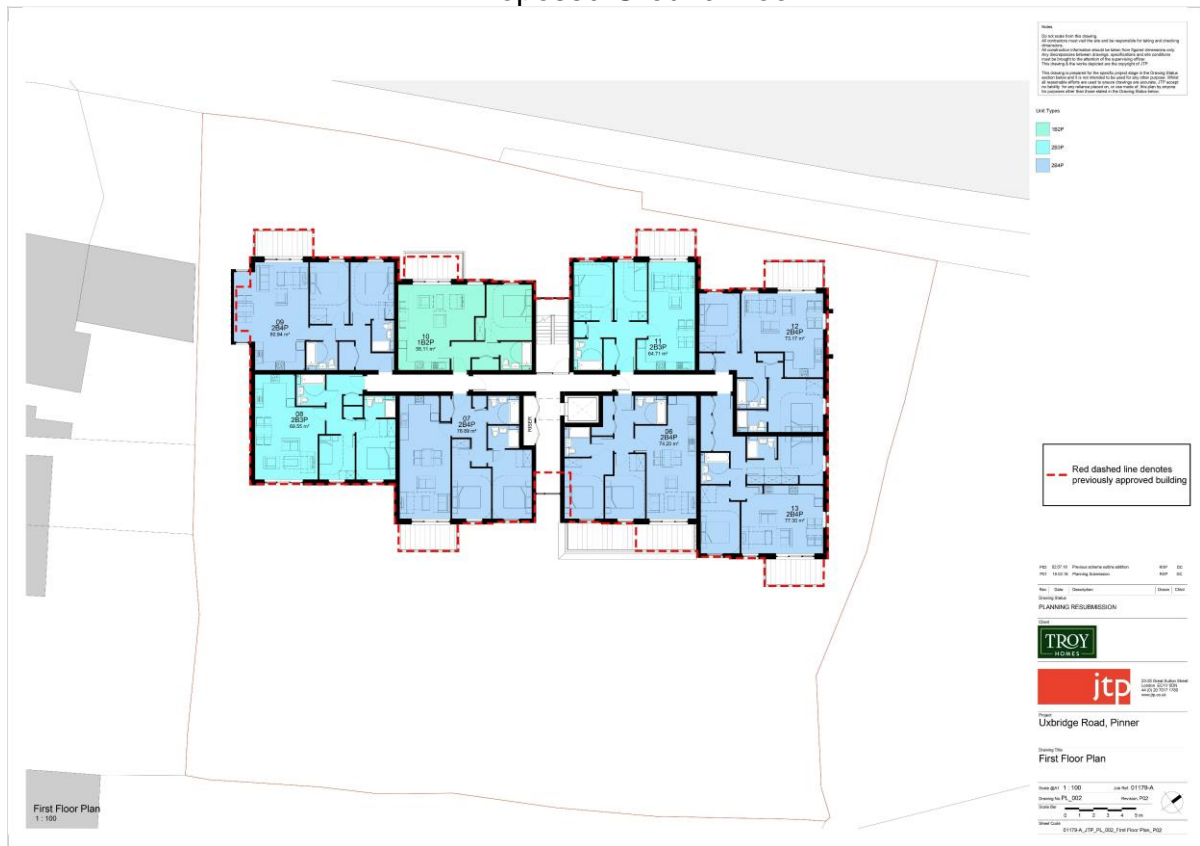
Aerial View



# APPENDIX 4: PLANS AND ELEVATIONS



Proposed Ground Floor



# Proposed First Floor



# Proposed Second Floor



Proposed Third Floor



Proposed Roof Plan



Proposed Front Elevation



Proposed Rear Elevation



Proposed Side Elevation (East)



Proposed Side Elevation (West)

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